



INNER EAST
STRATEGIC DEVELOPMENT FRAMEWORK
CONSULTATION DRAFT DECEMBER 2020

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STRUCTURE

VISION

The Inner East will become a series of interconnected walkable and liveable neighbourhoods, creating a vibrant, inclusive, liveable and well-connected people friendly place. It will be a city district that is; climate resilient; fosters creativity and opportunity; promotes social cohesion, health and wellbeing and economic prosperity.

PRIORITIES

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

Empower communities to shape the plans and development affecting their areas.

Promote a placemaking approach to all development, to ensure place quality, biodiversity and climate change issues are fully addressed

OUTCOMES

A VIBRANT INNER EAST
By 2030 the Inner East will be a vibrant place and a key asset to the City's economy

A SUSTAINABLE INNER EAST
By 2030 the Inner East will be an engaged urban area able to support a diversity of facilities and services.

A CONNECTED INNER EAST
By 2030 the Inner East area will be better connected with a focus on active travel and public transport.

A GREEN & RESILIENT INNER EAST
By 2030 the Inner East will have an accessible multifunctional green network

SECTIONS

- Local Town Centres;
- Parkhead Town Centre;
- Heritage Assets

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

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

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

DELIVERY

ACTION PROGRAMME

NEIGHBOURHOOD PLACEMAKING GUIDANCE

An aerial photograph of a city area, likely London, showing a dense urban layout with a river (the River Thames) winding through it. The map is overlaid with a semi-transparent blue grid. A large white number '1' is positioned in the upper right corner, and a white horizontal bar is located below it.

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INTRODUCTION

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INTRODUCTION | GLASGOW CITY DEVELOPMENT PLAN

GLASGOW CITY DEVELOPMENT PLAN

The **Glasgow City Development Plan** (CDP, 2017) sets a 10 year vision for the nature and quality of development within the City. It sets out the spatial framework and development policies which support the Council's Strategic Plan, which aims to establish a *world class city that delivers economic prosperity for the people of Glasgow*. The CDP advocates that development should take a holistic 'placemaking' approach to building a better city.

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

- River Clyde Development Corridor
- Govan Partick
- City Centre
- Glasgow North
- **Inner East**
- Greater Easterhouse

The selection of these areas reflects an accumulation of

socio-economic indicators and the strategic scale of opportunity in terms of growth and inward investment. This is set out in more detail in the relevant background paper to the City Development Plan.

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

The Inner East has a direct relationship with the adjacent City Centre, Glasgow North and River Clyde Development Corridor SDF areas, and will support a mutually reinforcing framework of strategic spatial guidance.

The SDFs have the status of Supplementary Guidance, and thereby form part of the statutory City Development Plan.

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

CDP1 - The Placemaking Principle seeks:

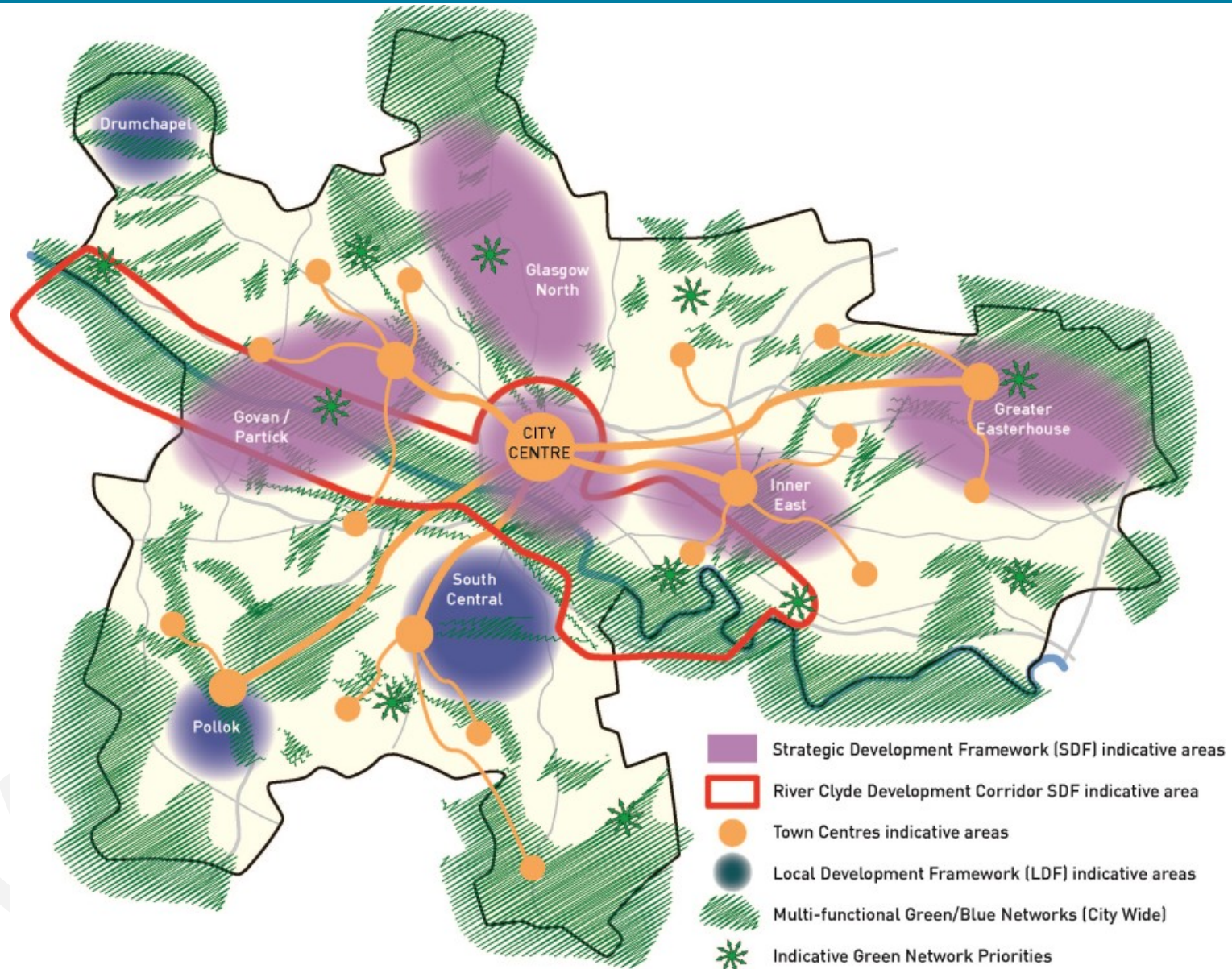
- **To create and maintain a high quality, healthy place; and**
- **To develop a compact city form that supports sustainable development.**

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

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

INTRODUCTION | GLASGOW CITY DEVELOPMENT PLAN

Fig 1.1



INTRODUCTION | STRATEGIC DEVELOPMENT FRAMEWORKS

WHAT IS A STRATEGIC DEVELOPMENT FRAMEWORK

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

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

The Inner East SDF articulates the placemaking direction for the Inner East over the next 10 years. The SDF reflects the ambitions of the Inner East Strategy

and will inform its future iterations.

The SDF also seeks to provide a spatial context to connect existing and future plans and projects affecting all or parts of the Inner East.

ENGAGEMENT

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

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

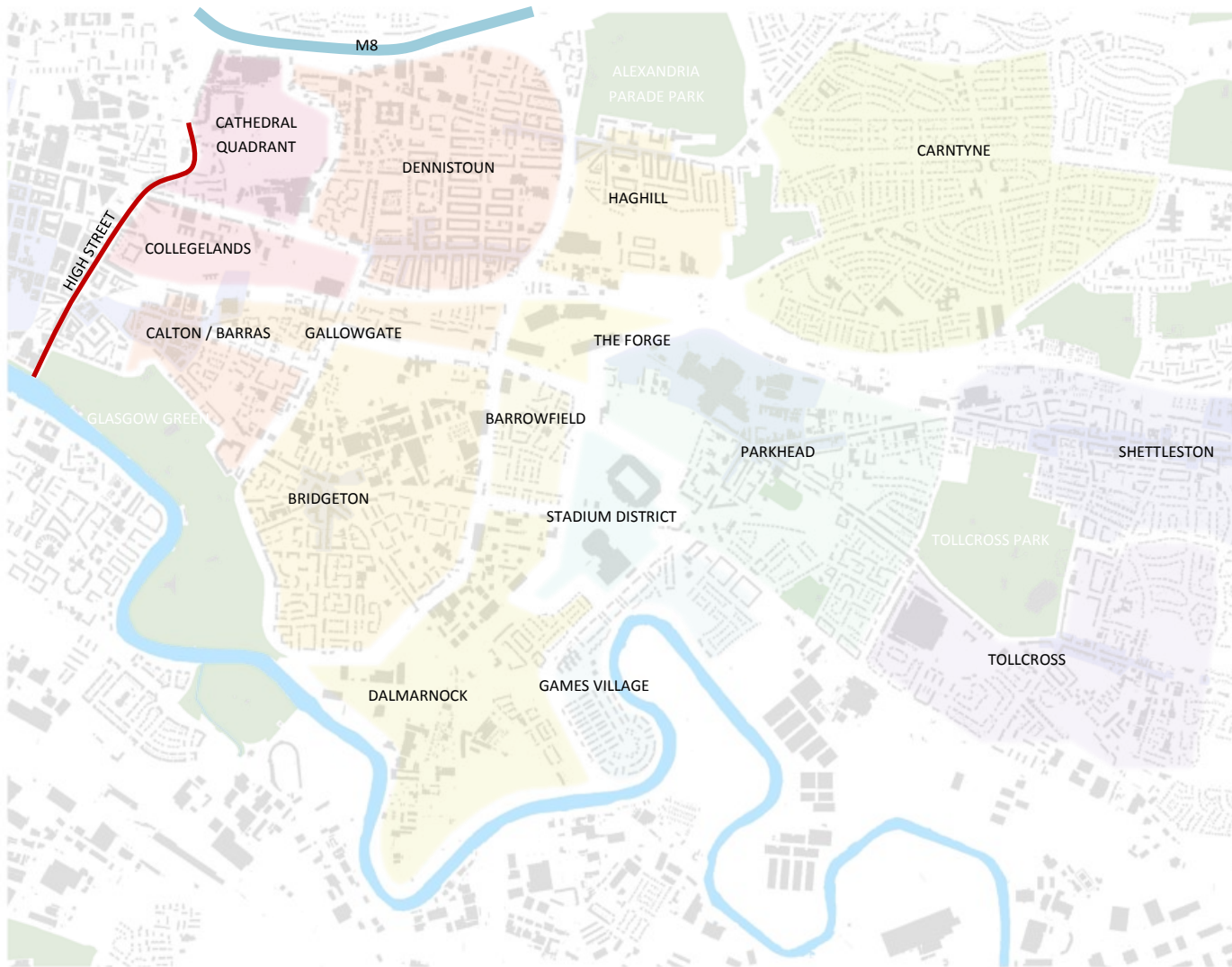
The Inner East SDF acknowledges the importance of community engagement and sets out actions to encourage further, meaningful engagement with the local community throughout the life of this document and beyond.

CONSULTATION

The key issues that are emerging from public consultation and engagement have informed the identification of a number of 'priority issues to be addressed' in the Inner East. These will be further refined following the full consultation process.

These outline issues are detailed in the Context section of this consultation draft of the SDF and form the basis of the identification of the SDF's priorities, place ambitions, approach and outcomes. The SDF outcomes also reflect the themes and outcomes of the City Development Plan.

INTRODUCTION | LOCATION AND AREA OF FOCUS



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

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

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

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

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

Design Guide for
New Residential
Areas

Place Standard

Open Space
Strategy

Clyde Gateway

City Deal

Sustrans

Glasgow Urban
Design Panel

Connecting Nature

LUCI Association

Heads of Planning
Scotland

A background map of an urban area, likely London, showing a river (the River Thames) and a dense network of streets and buildings. A large, white, stylized number '2' is overlaid on the right side of the map.

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CONTEXT AND AREA PROFILE

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CONTEXT AND AREA PROFILE | WIDER SPATIAL CONTEXT

URBAN PAST

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

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

IMPACT ON THE INNER EAST

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

The Inner East comprises neighbourhoods that were once some of the most densely populated areas in not only Glasgow, but western Europe. However the area has been reshaped by decentralisation and a dispersal programme undertaken after the Second World War. The New Town programme together with peripheral housing estate development rehoused 60% of Glasgow's population (Urban, 2015). Within the City itself, Comprehensive Redevelopment Areas were designated with the intention of demolishing most inner-city housing and replacing it with high rise residential development. The social, economic and environmental impact of these policies on the Inner East are significant, and have had a lasting effect on its constituent communities.

The Inner East contains a significant proportion of Glasgow's population that lives in areas of high multiple deprivation with several areas among the 5% most deprived in Scotland. This deprivation has been long-term across the Inner East and individuals often have more than one stressor on their lives. Often negative early life experiences such as crime or poverty results in poor health (including mental health later in life) and can also prevent them from participating and benefiting from the positive assets the Inner East has to offer. Many young people don't appear to choose to remain in the Inner East.

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

The SDF is mindful of the opportunity to engage spatially with some of the long-standing issues of deprivation, ill health and poverty in the Inner East and to accelerate positive outcomes as well as positive life experiences (including early in life) for the people who live there. It also recognises the compelling need, particularly post the Covid-19 pandemic, to support personal resilience, elevate health (both physical and mental), to reduce stress and to contribute to reducing both poverty and social isolation (for all age groups and for disabled people).

Therefore, SDF promotes the creation or enhancement of well- designed, safe, and accessible for all open/ green spaces, streetscapes and routes (including active travel routes). It also encourages positive design for the above that fosters human interaction, creates opportunities for exercise in a safe/ welcoming environment, supports independent living, and which are dementia and communication friendly (including to

CONTEXT AND AREA PROFILE | WIDER SPATIAL CONTEXT

benefit childhood communication development).

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

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

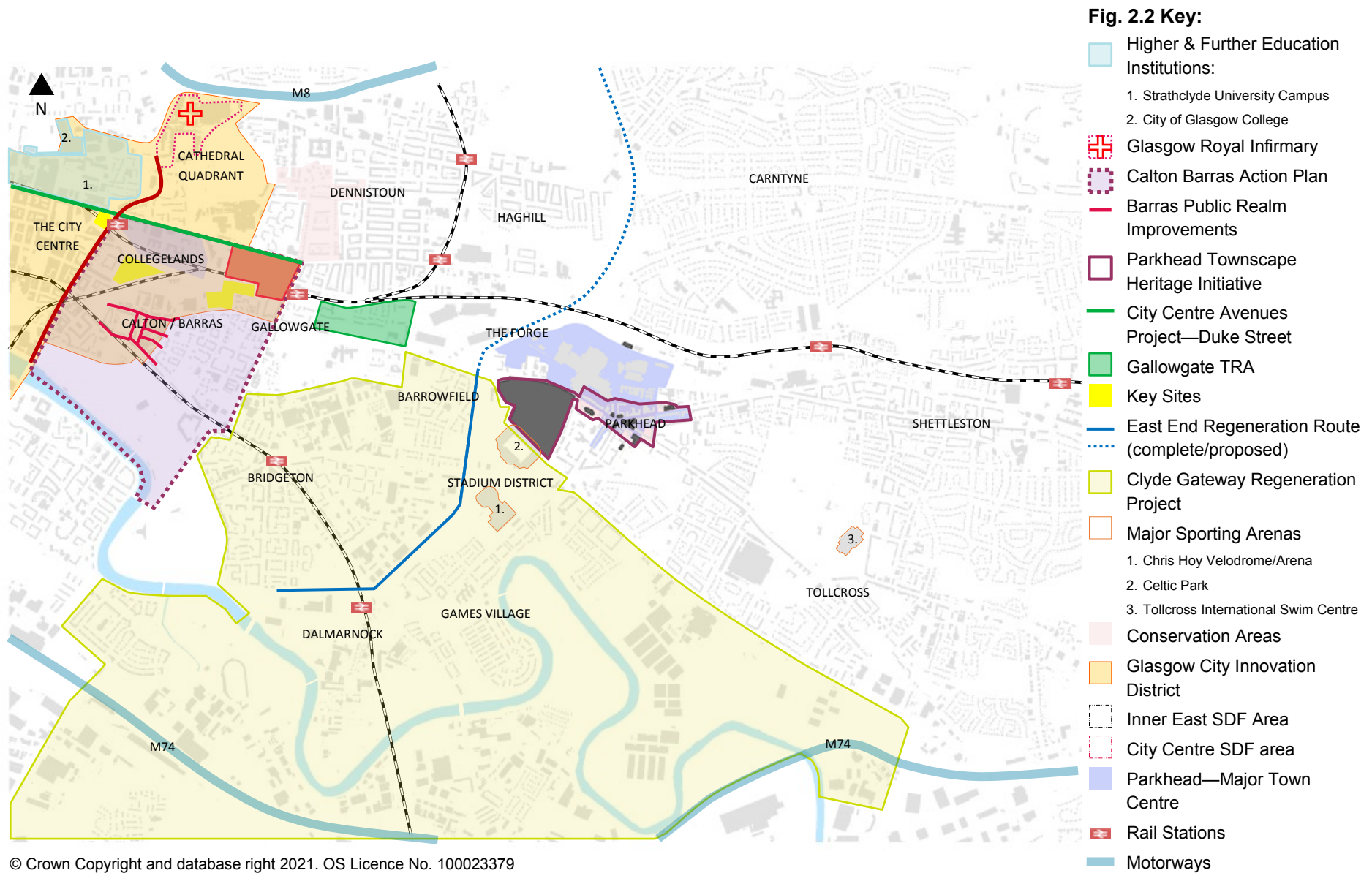
TOWARDS A KNOWLEDGE CITY

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

The Glasgow City Innovation District, located around Strathclyde University and in close proximity to the Inner East SDF, encapsulates this change. The Glasgow City innovation District is a partnership between

Strathclyde University, the City Council and the business sector that will further the city's reputation for innovation, invention and collaboration. The Inner East SDF prioritises delivering business premises to satisfy demand particularly for post incubator and research & development within the Glasgow City Innovation District and cultural production towards creative clusters such as the Barras.

CONTEXT AND AREA PROFILE | INVESTMENT, STRATEGIES AND INITIATIVES



CONTEXT AND AREA PROFILE | SPATIAL OPPORTUNITIES

The East End of the City has been the focus of significant regenerative activity and has been identified as an ongoing national priority for regeneration in the National Planning Framework, the Strategic Development Plan and the City Development Plan. It is recognised that a coordinated approach is needed for regeneration and investment across the area to ensure wider social, environmental and economic benefits.

The Inner East is recognised as an area of local and regional significance with the potential to develop as a district for social, cultural and economic activity. To help achieve this (and as a response to the global pandemic) a '20 minute neighbourhood' approach is desired. Residents should be able to meet their needs (for work, shopping, services, schools, play, open space) within a short walk or cycle from home.

It is recognised that a co-ordinated approach and significant spatial restructuring is required to maximise the benefits of future development and investment, to address inequalities and to create a liveable place.

VACANT AND DERELICT LAND

The area is characterised by a substantial amount of vacant and derelict land, much of which is in public ownership. Directing investment here can unlock major

opportunities for development, increase to the appropriate density for an inner urban area will ensure healthy town centres. Increasing the population density within a range of 20 minute neighbourhoods will support the Inner Easts town centres economies as well as encouraging environmentally responsible growth as a compact city, a key aim of the City Development Plan.

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

CONNECTIONS

The SDF recognises that with the correct approach which addresses connections between neighbourhoods to the east and the City Centre and town centres within the Inner East will enhance health and well being and support inclusive growth. Well-designed developments alongside infrastructure improvements can remove constraints to pedestrian and cycle movement and assist with repair and reconnection of the urban fabric

TOWN CENTRES

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

The SDF supports the Town Centre First Principle, putting the health of town centres at the heart of decision making. By aligning policies and targeting resources to priorities town centre sites to encourage vibrancy, equality and diversity.

Town Centre Action Plans will build on this work and continue the momentum achieved through the Calton Barras Action Plan and Parkhead Charrette.

ECONOMIC DEVELOPMENT AREAS (EDAs)

EDAs physical appearance can be altered to offer a wider mix of uses, create a more attractive environment, create new routes for pedestrians and active travel. Large areas of the Inner East can be unlocked due to a greater mix of uses day and night.

CONTEXT AND AREA PROFILE | SPATIAL OPPORTUNITIES

KNOWLEDGE CITY

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

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

CLIMATE CHANGE

Glasgow has set the ambitious target to be the UK's first carbon neutral city by 2030, following the City Council's declaration in May 2019 of Climate and ecological emergency. Reclaiming public space for people and nature such as permanently reallocating road space to pedestrians and cyclists, greening town centres and investing nature based solutions such as

parks, green roofs for climate resilience will ensure the Inner East is a better, healthier, more attractive and more sustainable place to live and work.

APPLYING THE PLACE PRINCIPLE

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

The framework and action plan set out in this document can have an influence wider than the statutory planning process alone. It is intended to stimulate new approaches to place based urban management, based on collaborative and interdisciplinary working, to raise aspirations for place quality and maximise the potential benefits of project delivery and site developments. In this regard the SDF can act as stimulus for new public and private investment in the area which will support a new approach to the delivery of economically and culturally

vibrant and liveable places. It is intended that the SDF action programme will be live and adaptable to reflect changing circumstances and emerging opportunities.

CONTEXT AND AREA PROFILE | CHALLENGES

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

'Significant Challenges'

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

- Underperforming town centres—multiple social, economic and environmental factors have contributed to the demise of some local high streets. The retail focus of the traditional town centres has been eroded and there are issues in terms of vacancy rates, poor quality physical environment.
- There is a lack of urban density required to support local retail, community facilities and amenities. The SDF seeks to create sustainable
- neighbourhoods where people choose to live, work and spend leisure time. It promotes a placemaking approach to the design of new development in line with Glasgow's Housing Strategy which states that new housing should be situated in attractive, well managed neighbourhoods with convenient access to work, education, shopping, leisure and cultural activities
- Within the Inner East there is a significant amount of vacant and derelict land with geotechnical and contamination issues which serve to disconnect the area from the rest of the City.
- Physical barriers created by the roads and poor environmental conditions (noise, speed of traffic and lack of active frontages on key routes) This continued isolation will limit the attractiveness of the Inner East as a city district.
- The poor quality environmental characteristic of EDAS and monotony of uses has lead to a lack of night time activity and fragmentation of the urban fabric.
- There has been a perceived lack of meaningful public engagement to grow community capacity and trust in order to deliver any future community level outcomes as part of the SDF.
- A significant number of key historic buildings

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

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

A number of key challenges have been identified that have fed in to a number of priority issues that the SDF must progress to improve the Inner East's social, environmental and economic performance over the next 10 years.

CONTEXT AND AREA PROFILE | PRIORITIES & PLACE AMBITIONS

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

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

Therefore, the SDF prioritises the following :

Priority 1:

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

Priority 2:

Empower communities to shape the plans and development affecting their areas.

Priority 3

Promote a placemaking approach to all development, to ensure place quality, biodiversity and climate change issues are fully addressed.

In response to issues identified , the SDF identifies **six strategic place ambitions** to:

Reinforce the Inner East's network of Centres as a key part of the 20 minute neighbourhoods model. This spatial design template will enable residents to meet their needs within a short walk or cycle from their home.

Redevelop vacant sites and improve liveability to ensure sustainable neighbourhoods that promote health, wellbeing and social cohesion

Reduce traffic dominance and create pedestrian and cycle friendly neighbourhoods, with improved public transport, that is healthier and cleaner

Repair, restore and enhance the urban fabric to reinforce the distinctive character of neighbourhoods in the East End and celebrate its heritage whilst repopulating the district.

Reconnect the Inner East with surrounding communities to improve access to amenities, services and opportunities locally.

Green the East End and make it climate resilient with a network of high quality public spaces and green/blue infrastructure that caters for a variety of human and climatic needs



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VISION AND OUTCOMES

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The Inner East will become a series of interconnected walkable and liveable neighbourhoods, creating a vibrant, inclusive, liveable and well-connected people friendly place. It will be a city district that is; climate resilient; fosters creativity and opportunity; promotes social cohesion, health and wellbeing and economic prosperity.

VISION AND OUTCOMES | KEY OUTCOMES

A VIBRANT INNER EAST

By 2030 the Inner East will be a vibrant place and a key asset to the City's economy

A SUSTAINABLE INNER EAST

By 2030 the Inner East will be a repopulated and engaged urban area able to support a diversity of facilities and services.

A CONNECTED INNER EAST

By 2030 the Inner East area will be better connected with a focus on active travel and public transport.

A GREEN AND RESILIENT INNER EAST

By 2030 the Inner East will have an accessible multifunctional green network having repurposed vacant and derelict land



4

SPATIAL DESIGN STRATEGY

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SPATIAL DESIGN STRATEGY | OUR APPROACH

The SDF is made up of the following sections:

A VIBRANT INNER EAST

- Local Town Centres;
- Parkhead Town Centre;
- Heritage Assets

A SUSTAINABLE INNER EAST

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

A CONNECTED INNER EAST

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

A GREEN AND RESILIENT INNER EAST

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

IMPLEMENTATION

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

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

An aerial photograph of a city area, likely the Inner East of London, with a semi-transparent blue overlay. The map shows a dense urban layout with streets, buildings, and green spaces. A large, irregularly shaped area is highlighted in a darker blue, representing the focus of the development framework. The text '4a' is prominently displayed in the upper right corner, and 'A VIBRANT INNER EAST' is written below it.

4a

A VIBRANT INNER EAST

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A VIBRANT INNER EAST | SUPPORTING CENTRES

CONTEXT

Scottish Planning Policy sets out a **town centres first approach**, where town centres are the preferred location, not just for retail uses, but for a range of uses including **cultural and community facilities, leisure, entertainment, recreation, as well as residential**. The importance of this approach has been further highlighted by the COVID-19 pandemic and the need for locality.

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

Supplementary Guidance 4 'Network of Centres' identifies 6 Town Centres within the Inner East SDF area which contribute to the network of centres across the city. (see CDP SG4). There are 6 local town centres consisting of

- The Barras;
- Bridgeton;
- Duke Street;
- Alexandra Parade

- Shettleston and
- Tollcross.

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

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

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

STRATEGIC APPROACH

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

- To reinforce the Inner East's network of Centres as a key part of the 20 minute neighbourhood model

- To repair, restore and enhance the urban fabric
- To redevelop vacant sites and improve liveability
- To reduce traffic dominance

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

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

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

OUTCOME | A VIBRANT INNER EAST

By 2030 the Inner East will be a vibrant place and a key asset to the City's economy

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

WHAT WE WANT TO ACHIEVE

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

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

To deliver on this ambition the SDF seeks to ensure that town centres benefit from better active travel and pedestrian links, improved green and open spaces and

offer a concentration and greater choice of employment opportunities and services to the surrounding communities. This will enable the town centres to develop distinct identities, diversify their

offer and develop as attractive places that encourage social interaction.

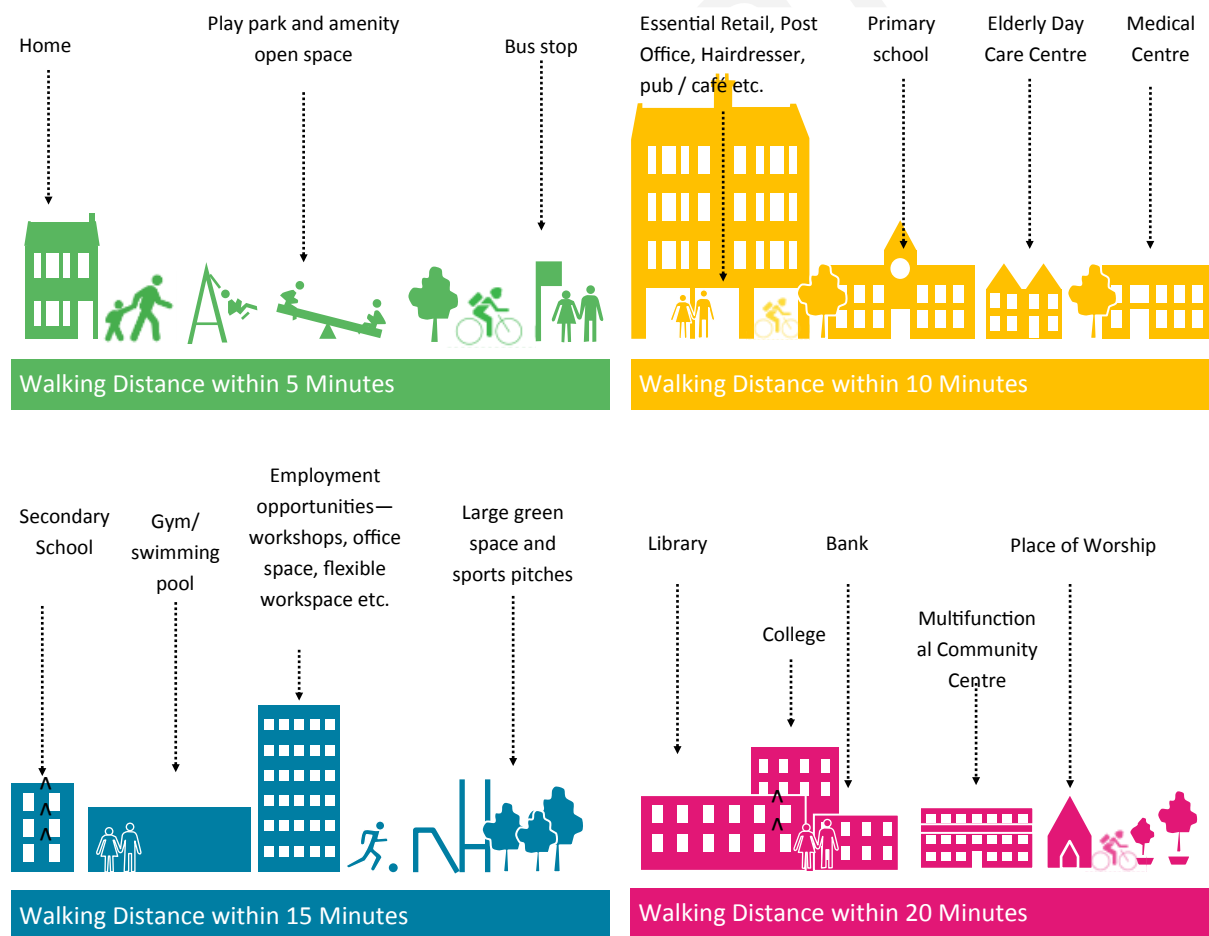


Fig. 4.a.1—Indicative 20 minute Neighbourhood Characteristics

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

Integral to achieving this model will be to achieve an appropriate density of residential population in and around the 6 local town centres. This is considered vital to ensuring that town centres support sustainable commercial growth and employment opportunities.

This can be achieved through the creation of residential uses on upper floors and prioritising the development of vacant sites in/or adjacent to town centres. Whilst it will be important to develop a variety of choice in relation to housing on offer in mixed tenure neighbourhoods that include affordable housing— including first time buyers, 2nd stepper family homes and downsizers.

Further, by ensuring that they offer a mix of uses within 20 minute walking / 10 minute cycling distance of residential areas, local town centres in the Inner East will help support active travel and minimise the need for vehicular transport. Therefore the SDF will support the diverse and changing needs of existing and emerging businesses across the Inner East, encourage agglomeration and boost economic prosperity for the benefit of all. Towards this, the SDF aims to bring more people and footfall to each of the 6 local centres – to live, work and visit – to sustain the local economy and improve the quality of the place; its buildings, streets and environment.

A VIBRANT INNER EAST | LOCAL TOWN CENTRES

WHERE WE ARE NOW

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

The recognition of these factors have been amplified by the Covid 19 pandemic. Local town centres should support a range of community services, amenities, and retail for the local population. Particular focus is now placed on the public realm provision for people and active travel. Temporary solutions have demonstrated a rebalancing of space in favour of people and active travel.

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

required.

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

The other local town centres are:

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

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

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

Shettleston town centre would benefit from better active travel links between the town centre and the

railway station.

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

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

A VIBRANT INNER EAST | LOCAL TOWN CENTRES

HOW WE WILL GET THERE

The East End must respond by being more flexible through progressing a placemaking approach to its transformation, as advocated by the City Development Plan policy CDP1 and SG 1 Placemaking, that departs from the rigidity of development use segregation. To grow activity, greater flexibility will also be needed in the use of existing and new buildings to encourage multi-use to address vacancies or under occupancy and enable adaptability to accommodate changing needs . As such, the SDF promotes the following strategic development priorities:

- Work to embed the principles of repopulated sustainable 20 minute neighbourhoods within policies, plans and projects affecting the Inner East.
- Define an approach to place which provides more urban family homes, across tenures and in a variety of urban forms seen across the inner east's town centres. Support the activation of ground floors, and invite mixed-use development, new community facilities and infrastructure which supports the delivery of vibrant, activated liveable places.
- Support and preserve the agglomeration of services, facilities and employment opportunities within town centres

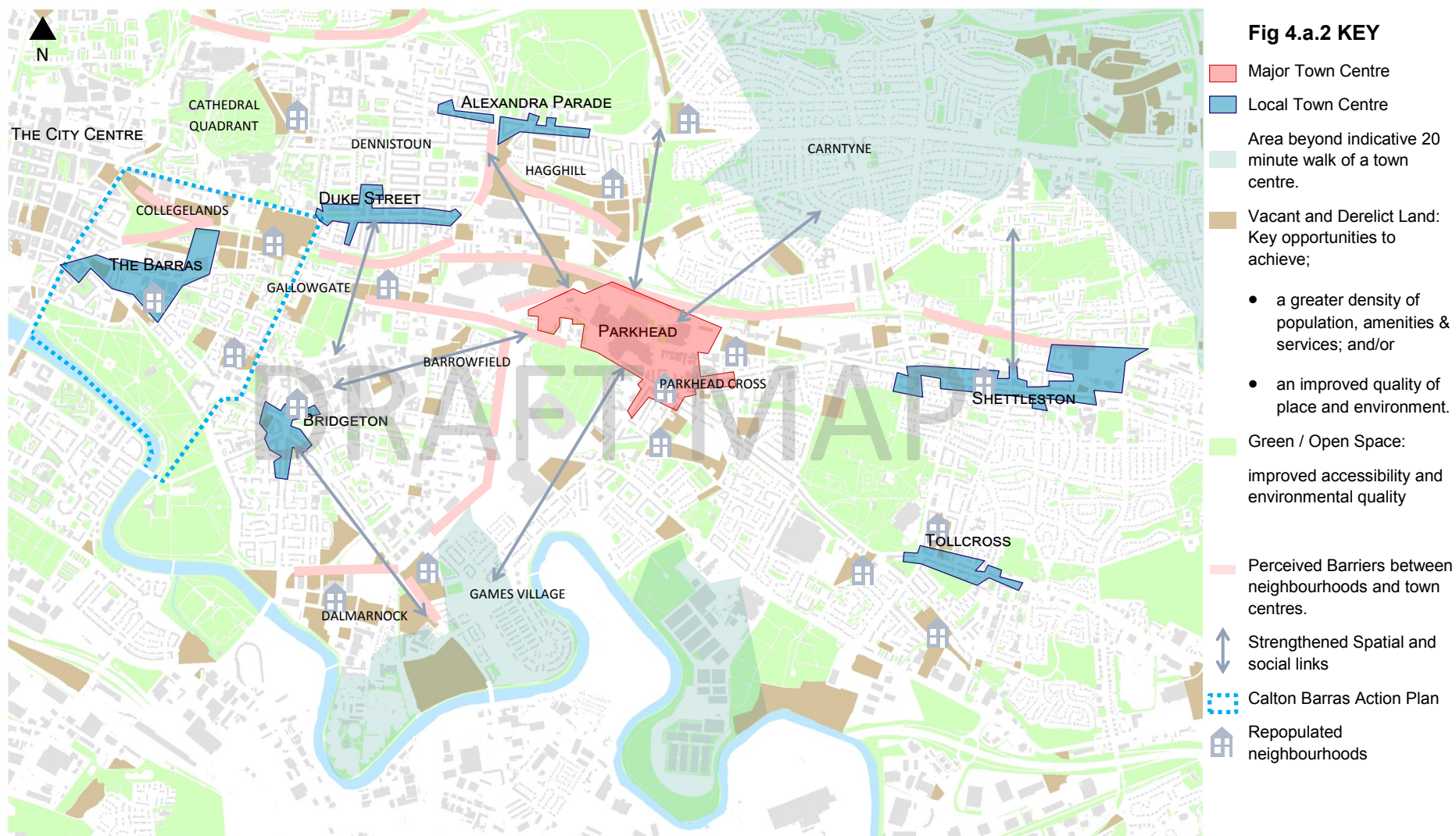
- Ensure that new development not within a 20 minute walk of existing town centres should make provision for local shopping facilities and community facilities.
- Promote neighbourhood focal points that provide good quality small scale shops, services, community facilities and active travel.
- The Calton Barras project should be considered best practice to drive forward similar projects.

Actions

Town Centre Action Plans to be prepared for each of the Town Centres in the Inner East setting out a five–10 year programme of actions.

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

A VIBRANT INNER EAST | SUPPORTING TOWN CENTRES



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A VIBRANT INNER EAST | PARKHEAD - MAJOR TOWN CENTRE



A VIBRANT INNER EAST | PARKHEAD - MAJOR TOWN CENTRE

WHAT WE WANT TO ACHIEVE

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

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

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

WHERE WE ARE NOW

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

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

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

amount of time visitors spend in the area and create a vibrant destination.

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

Parkhead Health Centre is to be replaced by a new expanded Health and Care Centre Hub. The £45m project is scheduled to be completed by 2023. The Hub will offer a wide range of health and social care services for the East End and the wider North East.

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

A VIBRANT INNER EAST | PARKHEAD - MAJOR TOWN CENTRE

HOW WE WILL GET THERE

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

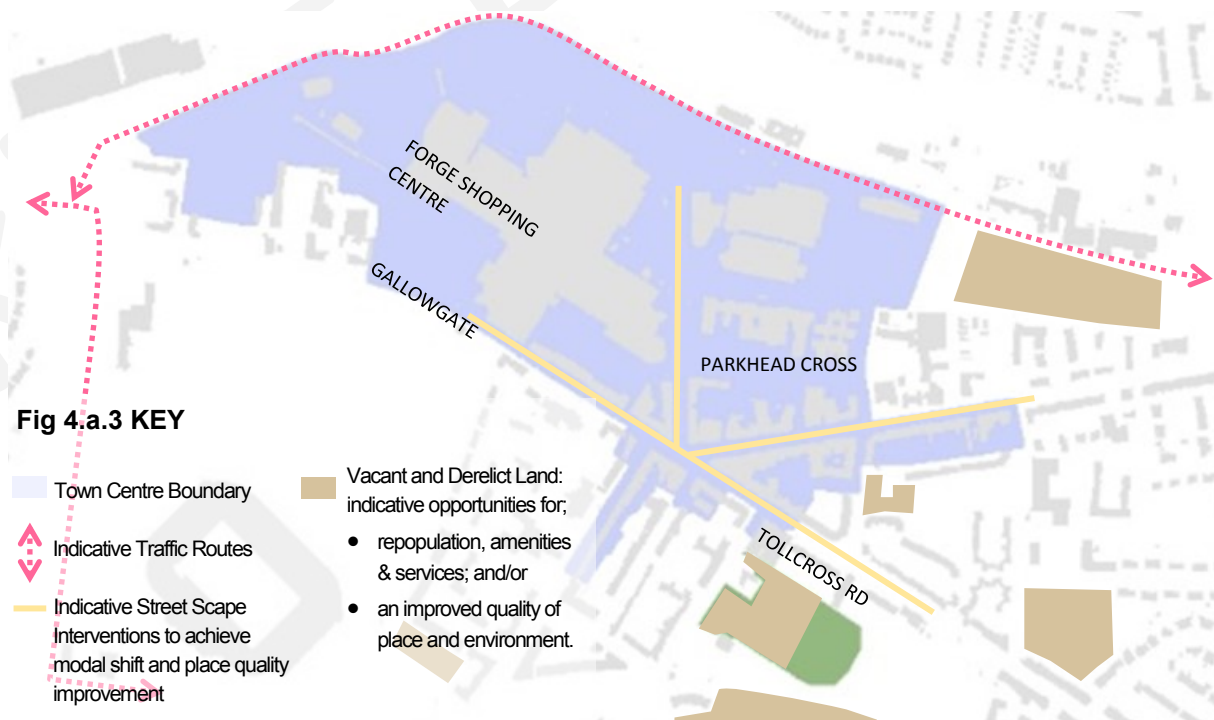
- Promote a mix of uses and diversity in the Town Centre with an emphasis on placemaking and activation. Create more sustainable High Street which is a destination itself. Linking to, and celebrating, local heritage to capture people's imaginations and provide a typology for new High Street uses.
- Explore way of prioritising pedestrians and the diversion cars away from the core of the historic town centre
- Promote the Stadium District as a centre of local, regional and national significance.
- Explore improved green infrastructure provision in the town centre, including the:
 - Management and improvement of current local green & play spaces
 - New green environments to help combat pollution, create more pleasant public realm and provide safe places for gathering

III. Meanwhile temporary use of stalled spaces in the area as sports grounds, play areas and natural resources

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

Action(s)

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



A VIBRANT INNER EAST | HERITAGE ASSETS

WHAT WE WANT TO ACHIEVE

The cultural heritage of the Inner East areas will address community needs, promote social cohesion, create better functioning spaces, create sustainable economic growth and historic buildings and their settings will be protected, enhanced and maintained.

The SDF seeks to maximise the cultural, social, environmental and economic value of our heritage within the Inner East, ensuring it continues to make a major contribution to Glaswegians well-being.

WHERE WE ARE NOW

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

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

wish to live, work and play.

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

The East end of Glasgow has been disproportionately affected by loss of its historic environment and, where heritage assets of value remain, they should be protected, enhanced and brought back into use for the benefit of local communities. The transformative effects of regenerating such buildings can have wide ranging social, cultural and environmental impacts. In addition, sustainability and inclusive growth can be supported by retaining and repurposing historic buildings and re-using them for a variety of commercial, residential and community uses.

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



A VIBRANT INNER EAST | HERITAGE ASSETS

HOW WE WILL GET THERE

The SDFs Heritage Assets section supports and seeks to bring forward the Glasgow City Development Plan Policy CDP 9 - Historic Environment alongside the following;

- New development in Conservation Areas should seek to protect and enhance the historic character. Local heritage should be used to foster place identity and quality, and should be promoted in design proposals.
- Developers will be expected to demonstrate that research has been undertaken in relation to their site's historic assets, both in terms of its tangible and intangible heritage.
- Developers will also be required to demonstrate that their proposals have acknowledged the value of a site's historic assets, and have meaningfully contributed towards an enhanced understanding of these assets.
- Ensure consideration is given to wider setting of listed buildings including views etc.
- Through the Town Centre Capital Fund Parkhead

Library is to receive funding of £450,000 and Tollcross Winter Gardens will receive £1,000,000.

- £2.5m will be used from the Community Hub Fund for the relocation of Parkhead Library to the Care Centre Hub. This would leave three vacant and surplus Grade B listed buildings within a short distance. A master planning approach to the redevelopment and regeneration of Parkhead Cross would maximise the potential of this area.
- The required increased density within the Inner East should (especially within the Inner Easts conservation areas) consider how modern developments interact with historic buildings and seek to repair existing, but fragmented, urban fabric.
- The SDF will Support local communities and organisation who express an interest in converting or altering buildings to achieve a sustainable re-use.

Actions

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

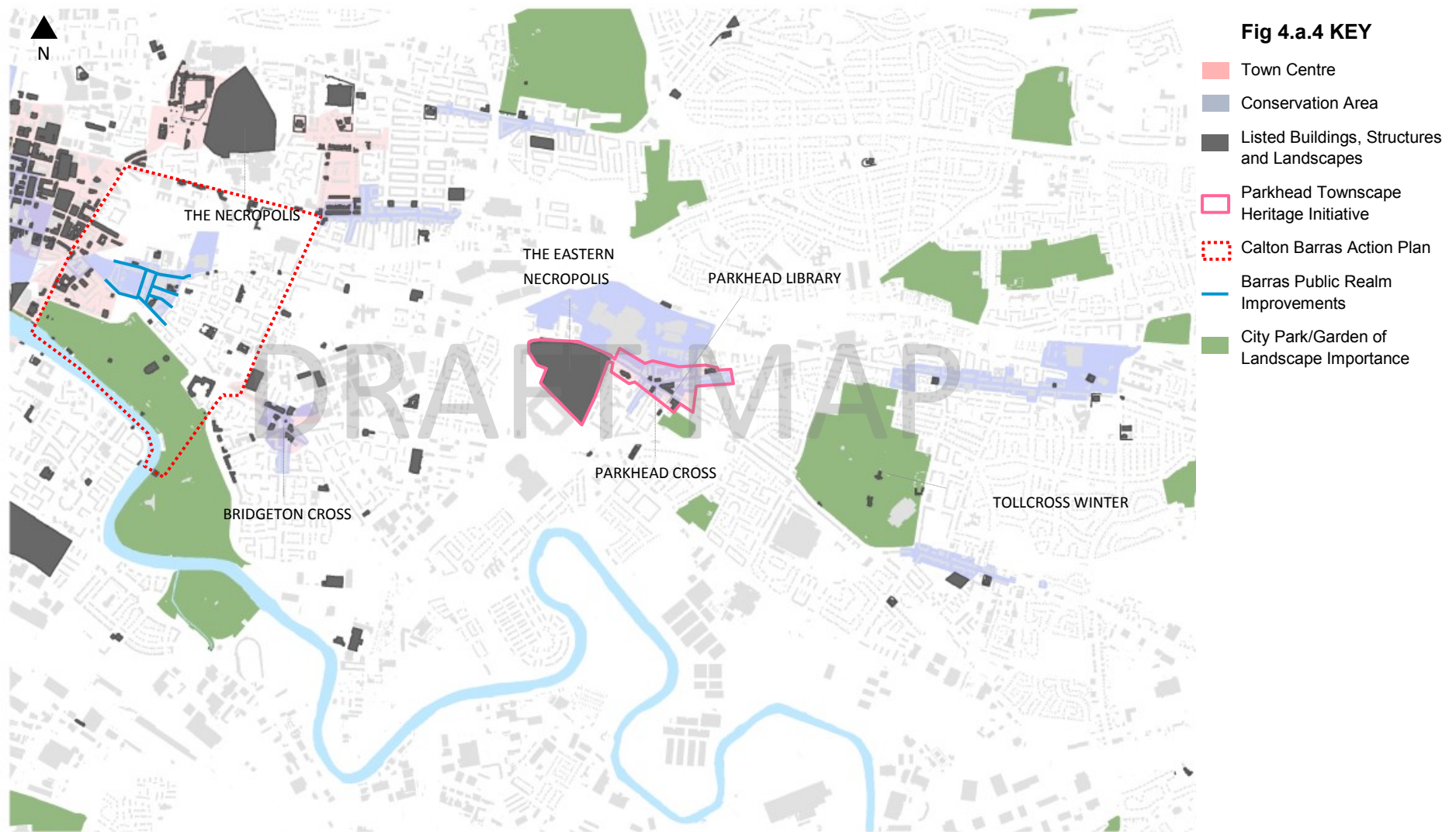
Support local communities and organisations who express an interest in converting or altering buildings to achieve a sustainable re-use. A coherent and considered process should be undertaken to identify where any external grant funding could be focused.

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

Undertake a scoping study to support defining Tollcross as a Conservation Area.

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

A VIBRANT INNER EAST | HERITAGE ASSETS



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A VIBRANT INNER EAST | HERITAGE ASSETS



An aerial photograph of a dense urban area in London, specifically the Inner East. The map shows a complex network of streets, buildings, and green spaces. A prominent river, the River Thames, flows through the lower-left portion of the image. The overall color palette is dominated by the natural colors of the landscape, with a yellowish tint in some areas.

4b

A SUSTAINABLE INNER EAST

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A SUSTAINABLE INNER EAST | SUSTAINABLE PLACES TO LIVE AND WORK

Context

Following deindustrialisation and the societal changes of the latter half of the 20th Century, there was an exodus in population from the inner city neighbourhoods across Glasgow's East End to the satellite estate and new towns. Which has had an observed impact on the vitality and liveability of neighbourhoods across the Inner East.

Increasing the population

In order to make the East End a sustainable liveable and vibrant place, it has been identified that there needs to be an increase in the population and residential density across the Inner East, particularly in and around the town centres. More family living is to be encouraged. It has also been identified that there is a need for a sustainable mix of land uses within these pre existing neighbourhoods and town centres.

By facilitating a more suitable mix of new dwellings, tenures, including a focus family and first stepper homes; and by increasing residential densities; and greater mix of sustainable uses; will foster the following benefits:

- Enhanced economic productivity by supporting
⇒ a more productive and larger workforce.

- ⇒ an agglomeration of services and employment opportunities
- ⇒ supporting employment opportunities and other facilities such as health, education and leisure.
- Denser neighbourhoods will encourage more sustainable patterns of travel, lowering the Inner East's inherent carbon footprint.

Place Quality Improvements

In conjunction with increased density, it has been identified that significant investment that brings about environmental improvements and improved amenity to the areas where people work and both live will be required. It has been identified that the place quality of a number of the Economic Development Areas across the inner east could be substantially improved to facilitate health and wellbeing improvements, encourage modal shift and to improve economic output. A number of these EDAs have also been identified as areas where a managed approach to a diversification of compatible uses would be beneficial.

STRATEGIC APPROACH

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

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

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

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

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

OUTCOME | A SUSTAINABLE INNER EAST

By 2030 the Inner East will be a repopulated and engaged urban area able to support a diversity of facilities and services in attractive, safe and resilient places.

A SUSTAINABLE INNER EAST | INCREASING RESIDENTIAL DENSITY

WHAT WE WANT TO ACHIEVE

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

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

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

vacant sites forward (including the long-term sites).

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

The importance of this approach has been further highlighted by the COVID-19 pandemic and the need for locality.

A SUSTAINABLE INNER EAST | INCREASING RESIDENTIAL DENSITY

WHERE WE ARE NOW

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

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

services.

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

The Meat Markets' contamination and geotechnical issues have discouraged investment and the site has blighted the area and acted as a barrier to the City Centre. City Deal developed an Infrastructure Masterplan for the site to address these issues, remediation and infrastructure works are underway. Including the creation of new development plots, a new network of roads, footpaths, SUDS and a public park.

A SUSTAINABLE INNER EAST | INCREASING RESIDENTIAL DENSITY

HOW WE WILL GET THERE

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

The Meat Market site has been awarded £2.6 million from the Scottish Governments Capitol Grants Fund. This will fund a new community space, office space, childcare and active play facilities as well as business start up facilities and flexible areas to accommodate local pop-up markets.

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

This section also supports SG10 Meeting Housing Needs which seeks to ensure the provision of high quality student accommodation in appropriate locations whilst also protecting the character and amenity of existing areas.

The SDF promotes the following;

- The development of student accommodation particularly in areas which link the Inner East with the Glasgow Innovation District. Student development should take account of what is detailed within the Draft City Development Plan Student Accommodation Supplementary Guidance.
- New development should aim to rebalance density across the Inner East and seek to mitigate against any negative impacts of higher densities e.g. larger room sizes, access to a mix of private and shared outdoor space (such as balconies, roof terraces and play streets) direct safe and attractive links to town centres, the green network and public transport.
- Encourage a design-led approach to new development to support creative and innovative approaches to urban living.
- Developments within a ten minute walk of existing town centres should achieve densities

of greater than 80 dph.

- Developments should actively promote active travel rather than prioritising car based travel, with priority given to sites within walking distance of town centres and/ or transport hubs.
- Considerations should be given to integrating commercial uses and workspaces.

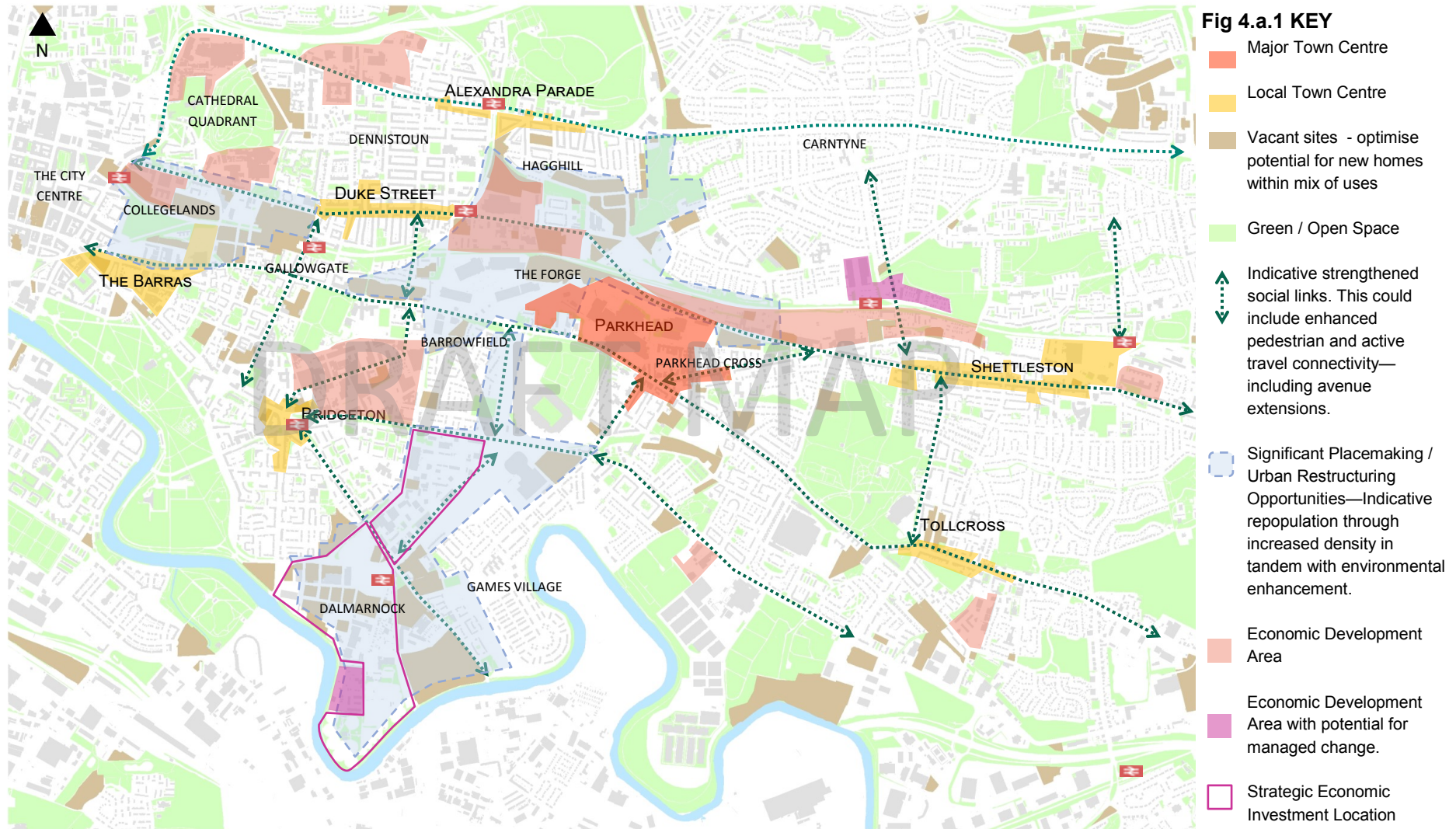
This must be delivered via a master planning approach with a clear focus on place and sustainability.

Actions

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

Support development at the Meat Market site.

A SUSTAINABLE INNER EAST | SUSTAINABLE PLACES TO LIVE AND WORK



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A SUSTAINABLE INNER EAST | ECONOMIC DEVELOPMENT AREAS

WHAT WE WANT TO ACHIEVE

Economic Development Areas (EDAs) physical appearance will be altered by offering a wider mix of use, creating a more attractive environment, creating new routes for pedestrians and active travel. Large areas of the Inner East will be unlocked due to a greater mix of uses day and night.

WHERE WE ARE NOW

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

Large areas of mono use industrial sites lead to a lack of night time activity and fragmentation of the urban fabric. As well as impacting the flow of movement in and around the Inner East they can have a negative impact on the perception of the area and its perceived level of safety. Better linkages are supported which improve the amenity and wider integration of appropriate EDAs as well as improved landscaping and where possible encourage additional supporting uses in order to provide a dual worker/resident offer at transitional parts of EDAs.

There are a number of large EDA's around town centres within the Inner East which impact on

movement, blocking direct routes which impacts on footfall as locals prefer to drive to the forge. The EDA's also negatively impact on the number of new residential developments which are required to support town centres.

EDAs give preference to proposals in Use Classes 4 Business', 5 General Industrial or 6 Storage or Distribution. There are circumstances where proposals for uses out with these use classes will be acceptable. Two areas within the Inner East SDF, Carntyne Industrial Estate and Shettleston Road EDA have been identified as EDA's with the possibility for accommodating ancillary and complimentary uses due to vacancy and overall accessibility.

HOW WE WILL GET THERE

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

This section also promotes the following;

- The SDF supports creating more attractive and sustainable environments.
The Main Issues Report stage of the next City

Development Plan cycle offers an opportunity to make changes. A managed change could be introduced which increases accessibility and a mix of use.

- The SDF encourages the preparation of EDA improvement plans to create good environments within these areas.
Driven by local demand, businesses should prepare plans to promote landscape and active travel proposals and opportunities for additional commercial development and supporting uses. EDAs should provide the right environment for existing businesses to grow and to attract new businesses and supporting uses by encouraging higher quality developments which improves the amenities for the surrounding community and where possible taking advantage of the nearby Strathclyde Innovation District.
- EDA's should support 20 minute neighbourhoods by enabling people to work close to where they live with increased local employment opportunities, and improved accessibility via active travel and public transport, aiding both economic inclusion and climate change mitigation goals.

Actions

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

A SUSTAINABLE INNER EAST | VACANT AND DERELICT LAND

WHAT WE WANT TO ACHIEVE

Vacant and derelict Land will be developed to an appropriate urban scale. The SDF also seeks to encourage, in the short to medium term, environmental improvements and meanwhile uses.

WHERE WE ARE NOW

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

The enduring, extensive and often highly visible areas of V&DL in the Inner East impacts heavily on the social, economic and environmental prosperity of the area and has considerable underused potential. There are a number of vacant buildings too, several of which are former schools. The V&DL also impacts on the perceptions of the area and its attractiveness as somewhere to invest in, live or work. It is often blamed for attracting other issues like anti-social behaviour.

The mosaic of sites creates physical barriers to movement, fragments and degrades the quality of the landscape.

HOW WE WILL GET THERE

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

This section also promotes the following;

- The SDF promotes a placemaking approach and encourages developers to ensure that, each delivery stage of a major housing scheme provides a balance of new dwellings, open space and active travel links. In housing developments of all scales, it should be an essential target that new and existing residents can benefit from good access to outdoor spaces and active travel links.
- The SDF supports joint-working initiatives to introduce temporary uses of vacant sites. This can enhance local identity, wellbeing,

development potential and community participation levels. Support will be given to innovative approaches which promote green solutions such as urban greening or urban farming.

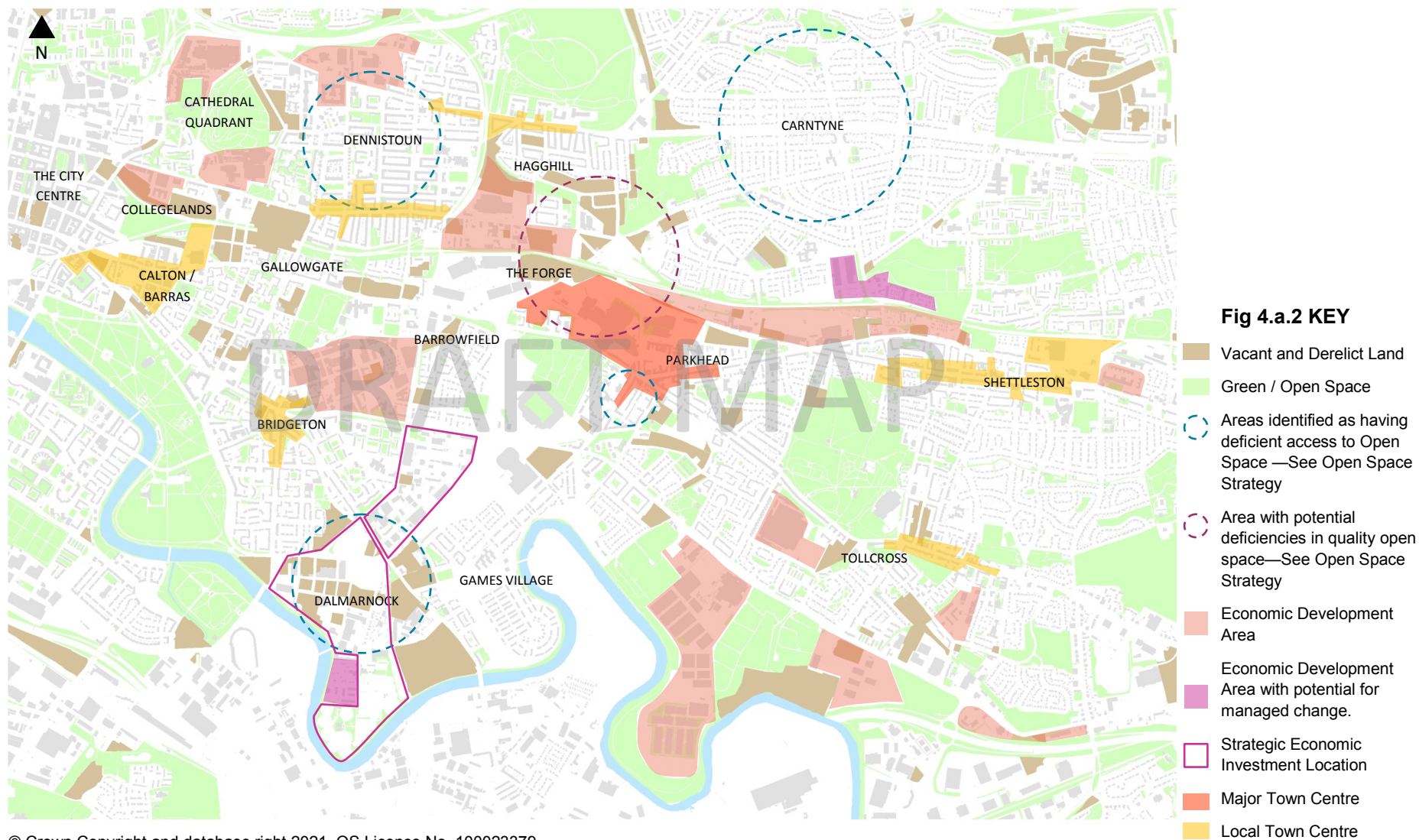
The SDF supports new development being energy efficient and incorporating integrated green infrastructure, and the retrofitting of these aspects into the existing built environment. These elements will contribute to both climate change mitigation and adaptation.

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

Action

Stalled Spaces – Introduce a flexible, place based (Inner East) stalled spaces scheme to reactivate spaces, encourage environmental improvements and meanwhile uses as well as testing potential uses and creating interest.

A SUSTAINABLE INNER EAST | VACANT AND DERELICT LAND



A SUSTAINABLE INNER EAST | GOVERNANCE AND ENGAGEMENT

WHAT WE WANT TO ACHIEVE

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

WHERE WE ARE NOW

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

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

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

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

HOW WE WILL GET THERE

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

This section also promotes the following;

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

across the Inner East.

- The SDF promotes the use of the Place Standard Toolkit as a means of collaborative , transparent process that empowers local communities and stakeholders.
- In response to the COVID-19 crisis the SDF fully recognises the importance of creating a well engaged, informed and resilient neighbourhood.

ACTIONS

Support the formation of a steering group to help progress project delivery and foster better partnership working between the various stakeholders.

Set out an communication strategy for SDF projects and undertake capacity building to strengthen engagement processes.

Set out a collaboration strategy – identifying opportunities for the Council to co-operate with community, health, social, cultural and voluntary sectors.

Develop a Monitoring and Evaluation Framework for the Action Plan.



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A CONNECTED INNER EAST

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A CONNECTED INNER EAST | IMPROVING ACCESS

Context

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

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

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

The SDF promotes active travel and integrated public transport; in particular the ambitions for a train station which serves Parkhead and The Forge and the ongoing

exploration of a possible Glasgow Metro.

STRATEGIC APPROACH

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

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

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

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

This approach reflects the City Development Plan's strategic outcome of A Connected Place to Move

Around and do Business in.

OUTCOME | A CONNECTED INNER EAST

By 2030 the Inner East area will be better connected with a focus on active travel and public transport.

A CONNECTED INNER EAST | IMPROVING ACCESS (PARKHEAD)

WHAT WE WANT TO ACHIEVE

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

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

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

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

WHERE WE ARE NOW

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

Phases 1 and 2 of the EERR are complete, this is considered to have enhanced vehicular connectivity, particularly between the north and south of the city, with cycling and pedestrian routes provided as part of EERRs final phase.

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

The area around Parkhead Cross, one of Glasgow's traditional crosses, is designated as a Conservation Area to protect and enhance its special character. The

Parkhead THI investment to date has resulted in improvements to the public realm however the quality of the pedestrian environment remains poor due to the dominance of vehicular traffic.

A CONNECTED INNER EAST | IMPROVING ACCESS (PARKHEAD)

HOW WE WILL GET THERE

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

This section also promotes the following;

- Proposals should seek to enhance connectivity between Parkhead Forge, Parkhead Cross, the Retail Park and adjacent neighbourhoods.
- Consider a range of measures to improve the pedestrian experience at Parkhead Cross such as: redesigning the crossing, widening pavements, recalibration of traffic light sequences and public realm enhancements.
- The SDF supports active travel and integrated public transport; in particular the ambitions for a train station which serves Parkhead and The Forge and the ongoing exploration of a possible Glasgow Metro. Improving the public transport and pedestrian access to the Stadium district and lessening the impact of parking areas is essential to maximise footfall and visitor spend

across the wider area.

- New road schemes where appropriate, should seek to deliver direct benefits for pedestrians and cyclists through the inclusion of traffic calming measures, crossings that reflect desire lines and segregated cycling infrastructure that links with the existing network.
- New development in Parkhead Town Centre should seek to reflect a fine urban grain to increase permeability, integrate with the existing streetscape and provide direct pedestrian and cycle routes to link with existing active travel infrastructure.
- New development and/or reconfiguration of the retail/leisure within Parkhead Town Centre should be brought forward as part of a masterplanning approach to enhance connectivity and reduce the impact of car-parking.

Actions

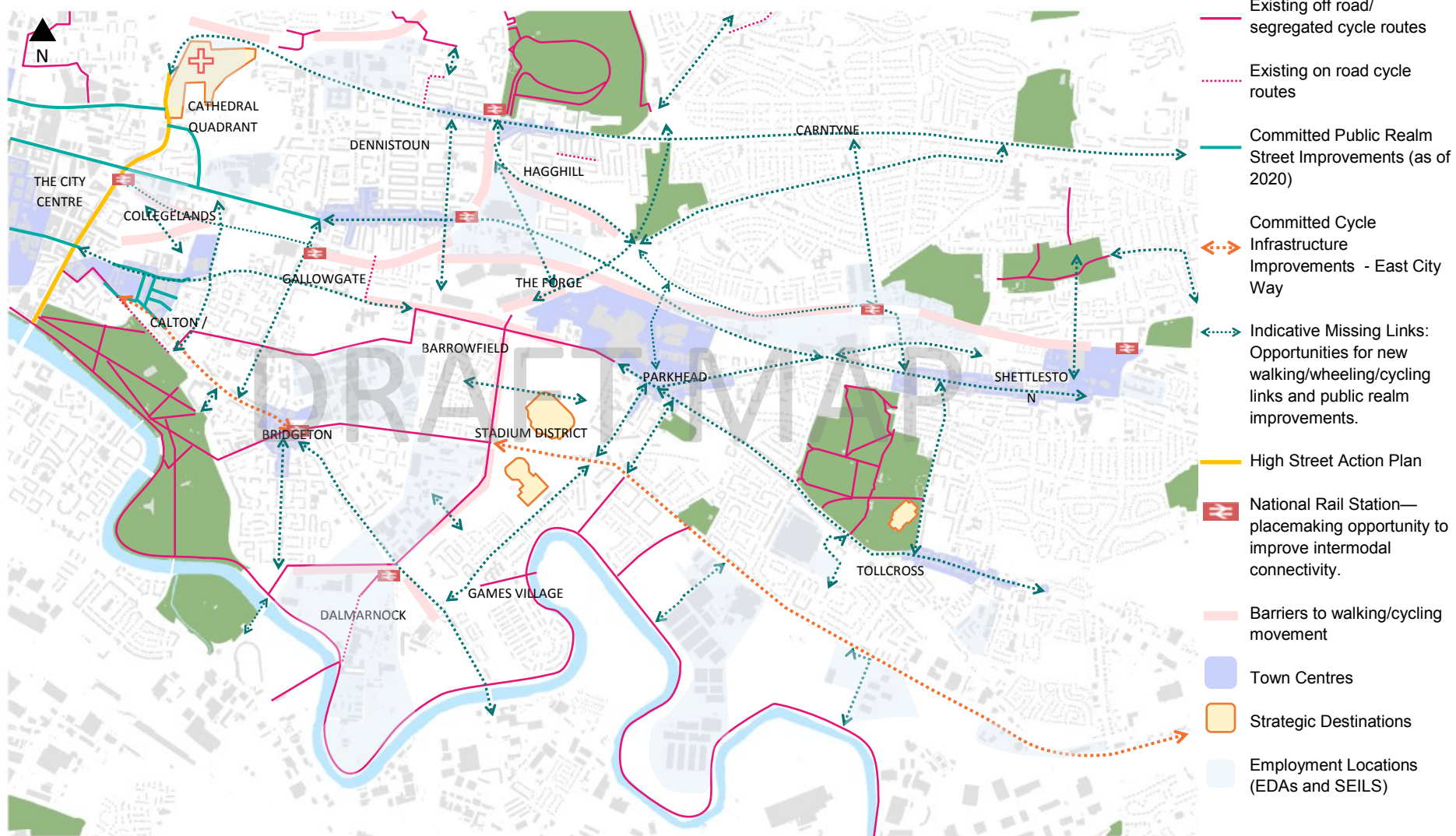
Prepare a Town Centre Action Plan for Parkhead which sets out detailed policies and guidance. This should identify the hierarchy of routes and spaces. Support further investigation of a new rail station at Parkhead.

Prepare a Movement Strategy for events and consider options for additional public transport provision. Improve routes to and from existing transport hubs for pedestrians, through for example, better signage.

Explore the viability of the Glasgow Metro to improve connectivity in the Inner East in tandem with Placemaking objectives.

A CONNECTED INNER EAST | SEAMLESS ACTIVE TRAVEL ROUTES

Fig. 4c.1 Key



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A CONNECTED INNER EAST | STREETS AS SPACES

WHAT WE WANT TO ACHIEVE

Streets will be primarily as spaces for people. Streets will function better for people creating liveable, connected, attractive places. There will be a shift away from vehicular traffic to a more balanced placemaking approach that promotes healthy, vibrant, safe and attractive streets that encourage active travel. Streets will be designed to support the lives of disabled people or those with health mobility or sensory challenges including older people with conditions such as Alzheimer's

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

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

WHERE WE ARE NOW

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

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

A CONNECTED INNER EAST | STREETS AS SPACES

HOW WE WILL GET THERE

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

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

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

Enhancing the environmental quality of streets is

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

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

The opportunity exists to reconnect the city centre with Dennistoun along an enlivened route (Duke Street Corridor) that repairs this fragmented edge of the city centre and renews its identity.

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

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

- People choose to walk, cycle and use public transport

- Everyone feels welcome
- Easy to cross
- People feel safe
- Things to see and do
- Places to stop and rest
- People feel relaxed
- Not too noisy
- Clean air
- Shade and shelter

Actions

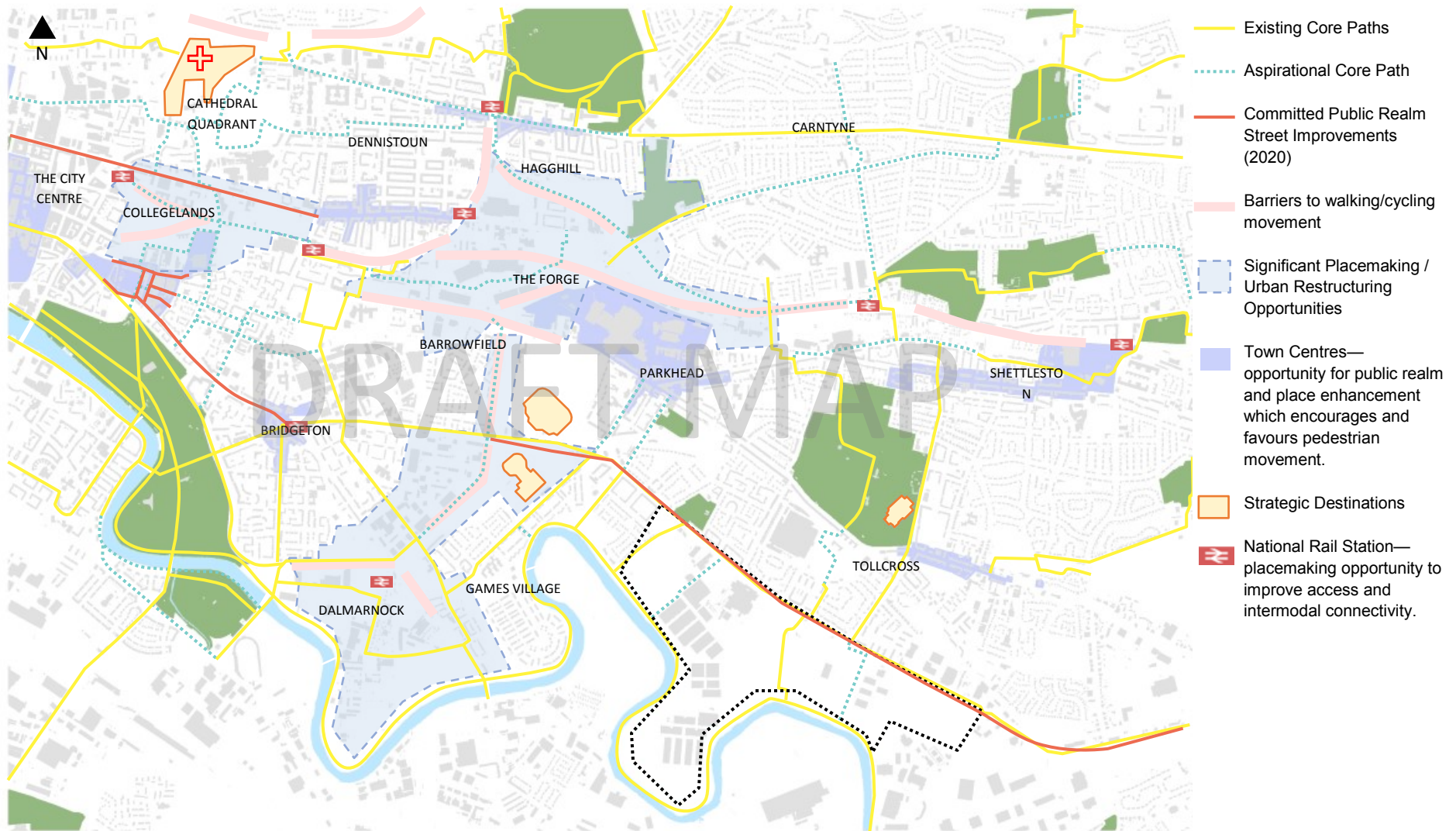
Following on from the City Centre SDF - undertake a comprehensive reassessment of the Inner Easts street network with a view to ensure future and planned interventions respect the place function of streets. Public realm improvements should be brought forward as part of Town Centre Action Plans.

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

Support the production of a masterplan for the Duke Street Corridor

A CONNECTED INNER EAST | WALKABLE AND LIVEABLE NEIGHBOURHOODS

Fig. 4c.2 Key



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A CONNECTED INNER EAST | INTEGRATED INFRASTRUCTURE

WHAT WE WANT TO ACHIEVE

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

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

WHERE WE ARE NOW

Although there are relatively good vehicular transport links across the Inner East, there are opportunities for enhancement and for reducing severance. The first phases of the EERR have improved vehicular access to/ from the south of the city and the final phase will complete the link between the M74 and the M8. However this four lane route has resulted in roads that are difficult to cross, impacting on pedestrian connectivity.

Areas of the Inner East provide limited public transport provision, with no train stations directly at major attractors, such as the Stadium District, Parkhead Forge and Glasgow Green. In addition, where stations do

exist, there are issues with accessibility and limited provision for cyclists. This impacts on active travel opportunities across the Inner East and to the wider city.

As part of City Deal High Street Station is to be developed to ensure the station provides modern facilities and provides DDA-compliant access to and from the platforms. A new plaza in front of the station building will also be created enhancing the user experience. The project also aims to address the poor pedestrian access to the station across High Street where possible. It will also assist in the aim of expanding the city centre core towards the Inner East.

Following on from the work of the Connectivity Commission the Council is set to produce Local Transport Strategies (LTS) which will cover the whole city. The SDF will seek to support proposals resulting from the LTS which align with its vision and outcomes.

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

investment, the Camlachie Burn improvement works to the north of Parkhead will help reduce flood risk in the Inner East and facilitate development.

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

HOW WE WILL GET THERE

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

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

A CONNECTED INNER EAST | INTEGRATED INFRASTRUCTURE

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

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

This section also promotes the following;

- The emerging Liveable Neighbourhood Plan for Glasgow seeks to reduce the city's dependency on cars and facilitate walking, cycling and public transport through physical interventions and behavioural change measures. The SDF advocates that all such interventions are multifunctional where possible.
- New development should seek to reduce flood risk through innovative surface water catchment solutions

- The SDF supports the innovative use of data and analytics to improve the management of existing infrastructure and to help identify gaps in provision across the Inner East.
- Support the redevelopment of High Street Station as part of the Glasgow City Region City Deal.
- The SDF supports the exploration of the potential for expansion of fixed public transport infrastructure, as part of the preparation of the new Connectivity Plan. The Connectivity Plan for Glasgow will set out a strategic approach and actions to assist the movement of people and goods into and around the City.
- Support opportunities for additional heavy rail stations in line with wider transport strategies, the exploration of a Glasgow metro and the progression of the Glasgow Connectivity Commission

Actions

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

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

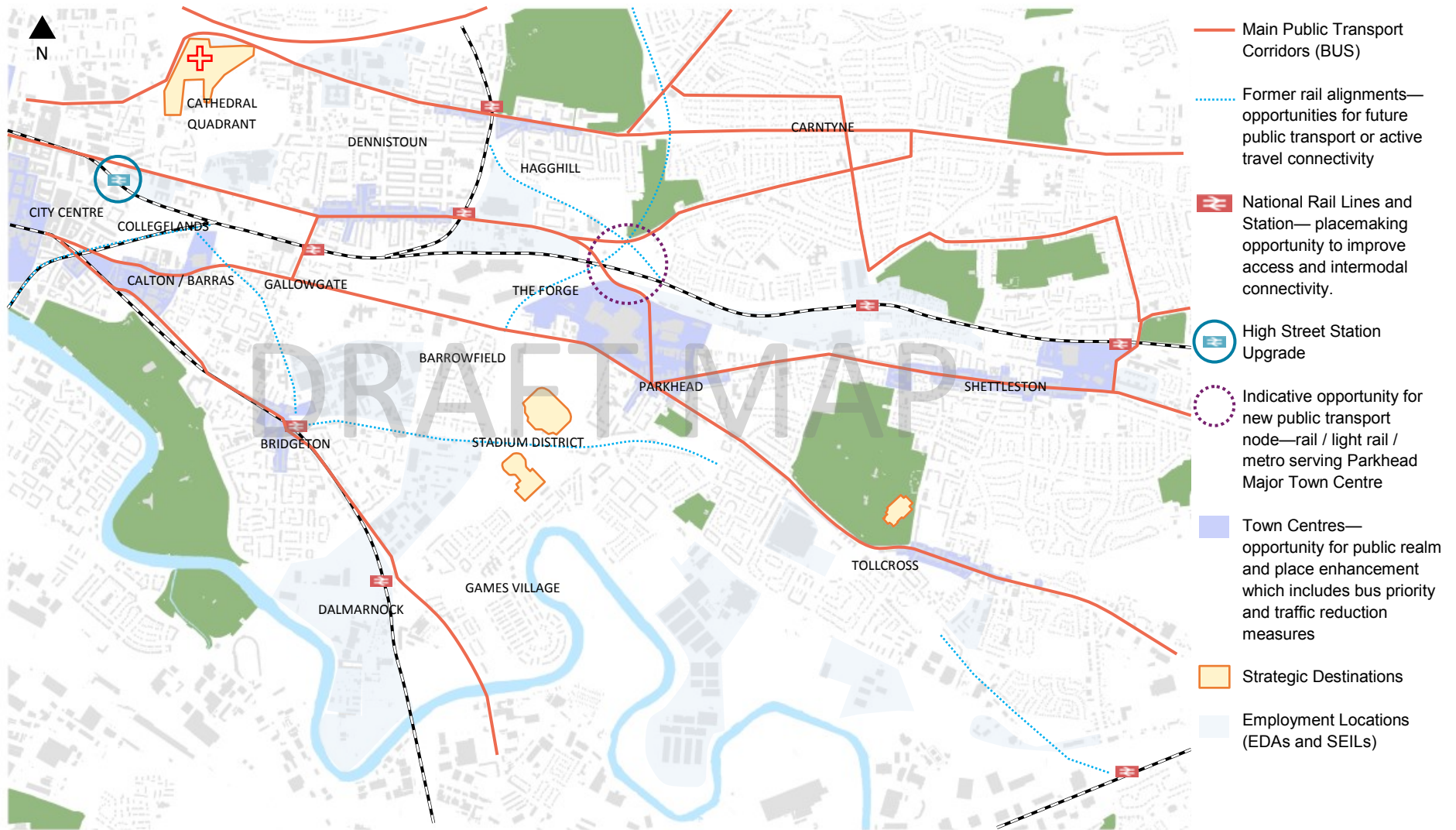
Pilot a framework for intelligent solutions across the Inner East (district heating, digital infrastructure, urban lighting and drainage)

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

Supporting opportunities for additional train stations in line with wider transport strategies.

A CONNECTED INNER EAST | LINKING TOWN CENTRES AND COMMUNITIES

Fig. 4c.3 Key



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4d

A GREEN AND RESILIENT INNER EAST

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SPATIAL DESIGN STRATEGY | A GREEN AND RESILIENT INNER EAST

CONTEXT

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

The SDF recognises that, if managed well, the inter-relationship between land use planning and the natural environment can avoid conflicts and at the same time deliver an enhanced quality of place and quality of life for people living and working in the Inner East therefore making a more successful place.

Measures will be in place to enhance, restore or reconnect the natural environment (helping it to function well and provide beneficial ecosystem services) can often be incorporated into well designed proposals.

There will be benefits for developers as well e.g. providing amenity, positive publicity, green infrastructure for the new development, mitigating issues on site, marketing etc. Early discussion of proposals with the Council, and ways to deliver multiple benefits, may help to facilitate benefits but also to mitigate potential impacts and thereby reduce

any anticipated conflict between development and natural environment sensitivities. Cumulatively and over time, such positive measures, in seeking opportunities to deliver the full vision of the SDF, can in turn help to build a greater availability of environmental or social capital, raise quality and deliver a more resilient/ sustainable economy and environment for the Inner East. This will also assist in making the area more attractive to future development.

Strategic Approach

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

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

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

1. An enhanced, integrated network of well-connected, good quality open spaces and

landscaping.

2. Bringing underused land brought into a positive use.
3. Supporting biodiversity, nature and ecosystem services.

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

OUTCOME | A GREEN AND RESILIENT INNER EAST

By 2030 the Inner East will have an accessible multifunctional green network having repurposed vacant and derelict land

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

WHAT WE WANT TO ACHIEVE

The Inner East will benefit from a well planned network of green infrastructure. These benefits will include:

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

WHERE WE ARE NOW

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

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

will help to achieve this.

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

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

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

Glasgow Green has recently been used to host a number of large scale events such as the TRNSMT Festival. These events cause barriers to active travel and to access to the park and the river.

To conform with Scottish Government planning guidance, the Council has created an Open Space Strategy (OSS) for the City. The OSS coordinates the policies and actions of different Council services with responsibility for open space, and provides multiple

benefits for the City's people and its environment. The OSS supports greater community involvement in the management of green space.

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

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

HOW WE WILL GET THERE

ownership.

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

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

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

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

Actions

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

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

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

A GREEN & RESILIENT INNER EAST | UNDERUSED LAND

WHAT WE WANT TO ACHIEVE

The impact of underused land will be negated improving the environmental quality of the Inner East

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

WHERE ARE WE NOW

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

developments, all making it harder to detect for long periods of time.

Cumulatively and because sometimes some of the land is highly visible and sits in a prominent position it seems to make an impact greater than its size, from time to time on the prospects of other adjacent land too. As well as reducing quality, attracting antisocial behaviour etc. it has a big impact on the perceptions i.e. attractiveness of the area to investors and the well-being of people. Therefore, the appearance and visual impact of this land is one of the more pressing issues, but some useful baseline information and consideration of the options is lacking at the moment. To date opportunities have been missed, subsequently this SDF presents an opportunity to look at the area in a more holistic and multifunctional way that promotes reconnection and enhanced function. The opportunities don't just present themselves in terms of individual sites (or parts of sites) with boundaries but also spatially as linear links and chains e.g. to support biodiversity, small businesses or using more than one area to create attractive gateways, growing spaces and play. Those opportunities not only include improving the quality and perceptions of the area but also meeting key targets or obligations and responding to wider issues such as the climate and ecological emergencies.

HOW WE WILL GET THERE

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

Actions

Set up a working group on Vacant, Derelict, underused land and buildings in the Inner East

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

WHAT WE WANT TO ACHIEVE

The Inner East will have a healthy, high quality and well-functioning natural environment ecosystem and landscape (including the green network and green/blue infrastructure).

WHERE ARE WE NOW

The post-industrial Inner East environment is already under pressure. This places cumulative stresses on the natural environment and the people living there. In addition green infrastructure and other environmental assets needed to support biodiversity or to provide ecosystems sustain the full life cycle of biodiversity are missing or appear to be vulnerable to the impacts of future change including development.

Within this landscape sits a mosaic of urban infrastructure, hard landscaping next to large green spaces such as the Necropolis and Parks that provide good ecological stepping stones. However, these green havens are not connected well to the wider network (e.g. Tollcross Park). Strong green corridors sit north and south of the area but in between is disconnection and fragmented.

What is lacking is the cohesive network of green and blue infrastructure to make the ecosystems function in

a healthy way and knits the mosaic together and promotes movement.

HOW WE WILL GET THERE

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

Other relevant recommendations include the Glasgow Open Space Strategy and the Glasgow Local Biodiversity Action Plan.

Delivering the vision requires a safeguarding approach hand in hand with the transformation in the natural environment and landscape ecosystems. The right governance conditions and cooperation are needed to create (and for the Inner East to be able to feel the advantage of) a greater abundance of ecosystems services and biodiversity and to deliver a boost in perceptions by potential investors and the people who live in the area. Growing the understanding of where

the opportunities on the ground lie is important e.g. for tree planting, reconnecting or restoring and improving routes. There will also be an increased awareness of and consideration of where the assets are that are already delivering ecosystem services. The increased attention to detail and scale is anticipated to deliver cumulative benefits in the long term.

Resilience to change and sustainability will be promoted by the availability of alternatives and the implementation of nature based solutions, place making and high quality landscape design which pays more attention to detail and responds to the inherent opportunities

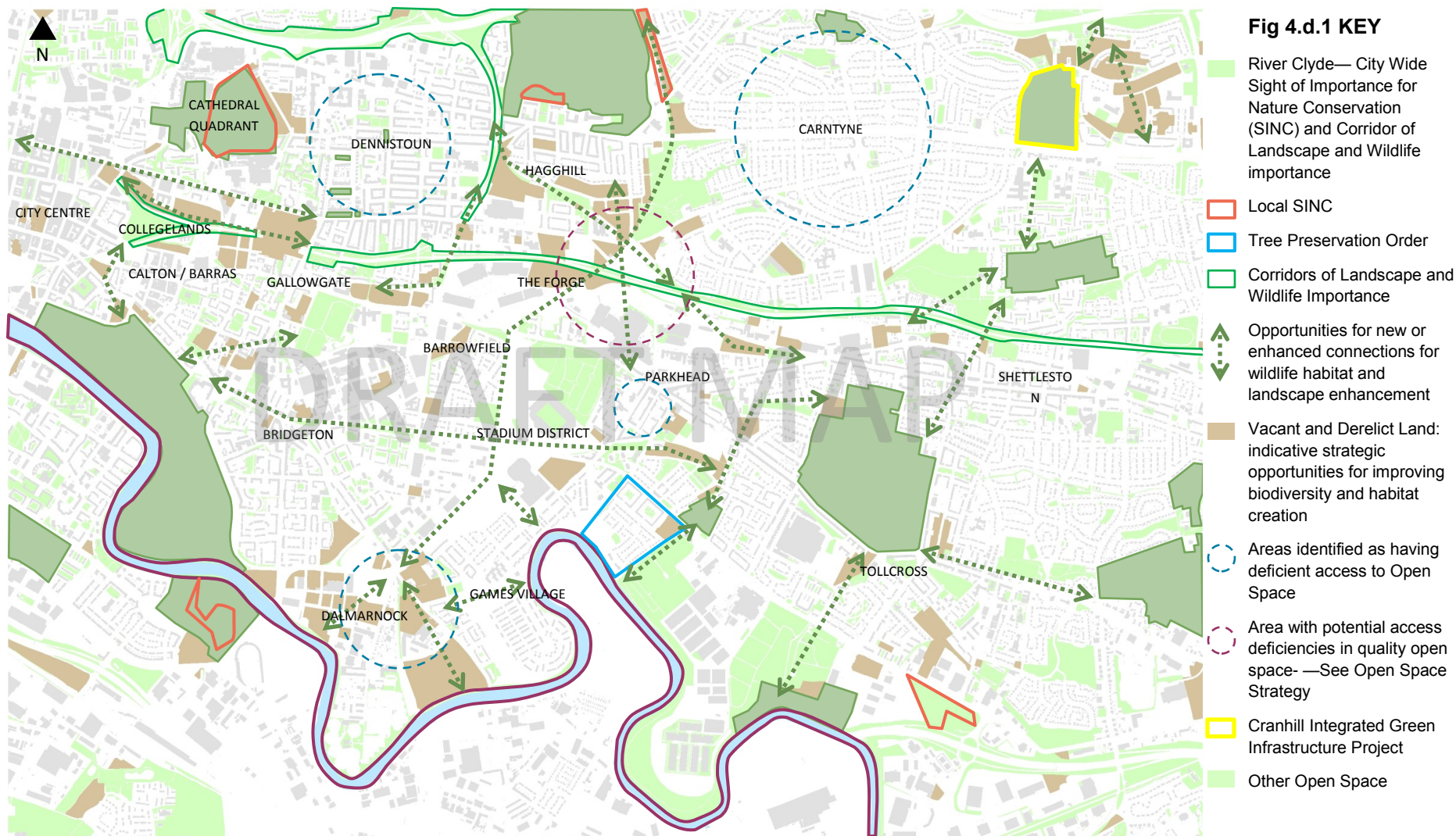
A holistic Ecosystem Approach is advocated, one that works hand in hand with the future economic development of the area but also maximises delivery of potential environmental and social benefits.

The SDF advocates an application in the Inner East of creative and Nature Based Solutions, The Glasgow Open Space Strategy, the Principles for Sustainable Land Use of the Land Use Strategy, the Glasgow Pollinator Strategy.

Action

Bring together work across Council Services to create a more holistic approach to biodiversity in the Inner East.

A GREEN & RESILIENT INNER EAST | NETWORK OF OPEN SPACES



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An aerial photograph of a city street grid, likely London, with a semi-transparent blue overlay. A large, bold white number '5' is positioned in the upper right quadrant. Below the number is a thick white horizontal line.

5

MOVING FORWARD

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IMPLEMENTATION, COLLABORATION AND ALIGNMENT

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

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

This SDF seeks to articulate the long term place ambitions for the neighbourhoods that comprise the Inner Easts around which the policies, plans, projects and budgets of City Council Services and partner organisations can be aligned to ensure joined-up successful placemaking.

Integration and coordination of a range of activities, mechanisms and approaches will be required to progress the vision, particularly in relation to:

- The design and delivery of strategic and multi-functional infrastructure, such as the , public transport improvements, Avenues, green/blue infrastructure network, public space creation, digital networks, city deal projects and surface water flood risk management.
- Development management—through the policies and guidance contained in the CDP, associated Supplementary Guidance and the area-specific guidance for the Inner East set out in this SDF—must take a place making approach to the transformation of the East End of Glasgow that requires a strategic - and less plot based —approach to development.
- A number of further studies to inform the design and delivery of development and infrastructure.

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

INCREMENTAL HOLISTIC TRANSFORMATION

The Inner East is already on journey of incremental transformation. However, to effectively respond to the

climate emergency and address the East End's future resilience (post Covid-19 pandemic) the regenerative activity must accelerate and expand to ensure more comprehensive, integrated and holistic change that will be sustainable in the long term.

ACTION PROGRAMME

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

The action programme will be aligned with the [City Development Plan](#) Action Programmes and will be reviewed regularly.

Together, these programmes will provide the policy framework and operational programmes to enable the delivery of short, medium and long term change on the ground.

An aerial photograph of a city area, likely London, showing a dense urban layout with a river (the River Thames) winding through it. The map is overlaid with a semi-transparent grid. A large, white, stylized letter 'A' is positioned in the upper right quadrant of the page.

A

APPENDIX A | ACTION PROGRAMME

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APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE			Lead/Partners	Outcome
	To 2025	To 2030	Ongoing		
A VIBRANT INNER EAST					
Town Centre Action Plans to be produced for each of the Town Centres in the Inner East setting out a five– 10 year programme of actions.				GCC, Community Groups and Local businesses	Each Action Plan will address the specific characteristics of the Town Centre to complement the offer and promote town centre living and the use of vacant upper floors
Continue to promote and diversify the Barras market and support proposals for 7 day a week uses				GCC, Community Groups and Local businesses	The Barras is quiet Monday to Friday as most trading occurs only at the weekend. The shut market sheds add to the poor perceptions of the area despite having a unique quality.
Create a long-term vision for Parkhead through the development of a Town Centre Action Plan				GCC, Community Groups and Local businesses	Address the specific characteristics of the Town Centre to complement the offer, promote town centre living, and 20 minute neighbourhoods and the use of vacant upper floors
Undertake a Pilot Study to investigate place-based solutions for Buildings at Risk and other historic buildings in the Inner East SDF area.				GCC	This is intended to bring these building back into use as it is unlikely that conventional development models by commercial operators would allow many of these properties to be repurposed.
Support local communities and organisation who express an interest in converting or altering buildings to achieve a sustainable re-use				GCC, Community Groups and Local businesses	This would encourage a more sustainable future for these buildings.
A coherent and considered process should be undertaken to identify where any external grant funding could be focused.				GCC	Investing in clusters of Heritage at Risk assets could serve to maximise the range of benefits available across social, economic and environmental objectives.

APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE				
	To 2025	To 2030	Ongoing	Lead/Partners	Outcome
A VIBRANT INNER EAST					
Engage Historic Environment Scotland as the statutory national agency for the historic environment				GCC, HES	Investigate funding options for relevant projects from the major historic environment funders; HES and Heritage Lottery Fund.
Undertake a scoping study to support Tollcross as a Conservation Area				GCC	Protect the Historic features of Tollcross

APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE				
	To 2025	To 2030	Ongoing	Lead/Partners	Outcome
A SUSTAINABLE INNER EAST					
Capacity-building through a communications strategy				GCC	Effect the paradigmatic shift required to achieve higher density and to address concerns about potential adverse effects such as traffic; lack of private gardens and front door access etc.
Support Development at the Meat Market site.				GCC	This is an important site within the Inner East and has the potential to repair connectivity and urban fabric issues, stimulating economic and social benefits.
Encourage the preparation of EDA improvement plans driven by local demand and led by local stakeholders				GCC, Community Groups, Local businesses and Landowners	Industry and business growth in a series of interconnected EDAs which proved more pleasant environments for workers and local residents.
Stalled Spaces – Introduce a flexible, place based (Inner East) stalled spaces scheme				GCC, Community Groups, Local businesses and Landowners	To reactivate spaces, encourage environmental improvements and meanwhile uses as well as testing potential uses and creating interest.

APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE			Lead/Partners	Outcome
	To 2025	To 2030	Ongoing		
A SUSTAINABLE INNER EAST					
Support the formation of a steering group to help progress project delivery and foster better partnership working between the various stakeholders.				GCC, Community Groups, Local businesses and Landowners	Provide a coordinated approach to community engagement and improve governance .
Set out a communications strategy for SDF projects and undertake capacity building to strengthen engagement processes.				GCC	Foster meaningful engagement to grow community capacity and trust in order to deliver any future community level outcomes as part of SDF. Create a stronger link with Glasgow Community Planning Partnership.
Set out a collaboration strategy – identifying opportunities for the Council to co-operate with community, health, social, cultural and voluntary sectors				GCC	Ensure physical development is linked with “people” focused strategies.
Develop a Monitoring and Evaluation Framework for the Action Plan.				GCC	Enable the coordinated delivery of the placemaking ambitions of the Inner East SDF that ensures joint working with key stakeholders

APPENDIX A | ACTION PROGRAMME

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

APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE			Lead/Partners	Outcome
	To 2025	To 2030	Ongoing		
A CONNECTED INNER EAST					
Explore opportunities to improve existing public transport infrastructure and the interface with other active travel modes and identify the scope for future interventions.				GCC, Community Groups, Local businesses, Landowners, sustrans, SPT, network rail and bus companies	Establish a unified, strategic and integrated approach to enhancing connectivity in, and around the Inner East
Support the innovative use of data and analytics to improve the management of existing infrastructure and to help identify gaps in provision across the Inner East.				GCC	A more detailed understanding of the functioning travel network resulting in more efficient connected Inner East
Pilot a framework for intelligent solutions across the Inner East (district heating, digital infrastructure, urban lighting and drainage)				GCC	Establish a proactive approach to utility planning to support development opportunities
Support the redevelopment of High Street Station as part of the Glasgow City Region City Deal.				GCC, Community Groups, Sustrans, SPT,	Improved public realm and accessibility
Supporting opportunities for additional train stations in line with wider transport strategies.				GCC, Community Groups, Local businesses, Landowners, sustrans, SPT, network rail and bus companies	Improved public transport accessibility for communities both into Central Glasgow and across the City/Inner East

APPENDIX A | ACTION PROGRAMME

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

APPENDIX A | ACTION PROGRAMME

Action	TIMESCALE			Lead/Partners	Outcome
	To 2025	To 2030	Ongoing		
A GREEN AND RESILIENT INNER EAST					
Bring together work across Council Services to create a more holistic approach to biodiversity in the Inner East.				GCC	This will allow for a more concerted approach to biodiversity and climate change in the Inner East

An aerial photograph of a city grid, likely London, showing a dense pattern of streets and buildings. A river, the River Thames, winds through the lower-left portion of the image. Green spaces and parks are visible as darker patches within the urban fabric. The overall tone is muted, with a focus on the geometric patterns of the city layout.

B

APPENDIX B

| NEIGHBOURHOOD PLACEMAKING GUIDANCE

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APPENDIX B | NEIGHBOURHOOD PLACEMAKING GUIDANCE

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

RECONNECT

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

REINVENT

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

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

REFINE AND ENHANCE

There are many neighbourhoods with strong attributes, including historic buildings, public transport hubs, employment locations, vibrant neighbourhoods and natural habitats. The aim is to build on these core strengths and increase resilience by

supporting an appropriate diversity of use, by elevating environmental quality, climate change mitigation, and by reinforcing distinct identity through a placemaking approach

REPAIR AND DENSIFY

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

REACTIVATE

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

RECONFIGURE

Much of the Inner East's built environment has been retrofitted from previous street grids for the ease of automobile movement, this acts as an obstacle to active travel and effective public transport.

The Inner East's overall quality of place and permeability will be improved through a placemaking approach. Opportunities for the reconfiguration of sites, buildings and the urban form should be explored to create an enhanced/ extended green network, active street frontages and perimeter block structures.

APPENDIX B | COLLEGELANDS, BELLGROVE & MEATMARKET

Recent development along the Duke Street Corridor has kick-started the regeneration of the area. Further redevelopment includes the Meat Market site, which has lain vacant for some time, consisting of new mixed tenure housing, commercial units and public realm. A key aspect of this masterplan are improving connections to and from the site and integrating it with the surrounding neighbourhoods. High Street station is set to receive accessibility and public realm improvements to be delivered with Glasgow City Deal funding.

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

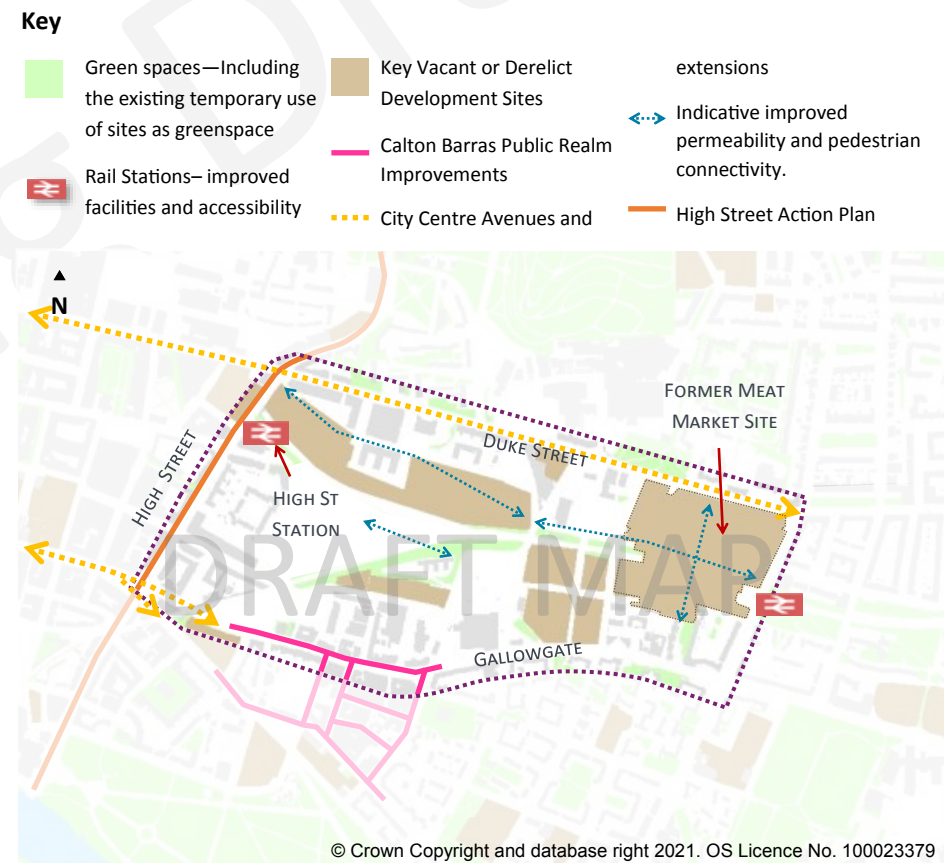
Future Interventions should seek to ensure the success of the Merchant City spills out eastwards and reinvigorates High Street and Duke Street as a civic spine and focus for amenities to serve an increasing surrounding population. Whilst redevelopment of the Meat Market should look to enhance the safeguard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

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

Priorities:

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

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



APPENDIX B | CALTON AND THE BARRAS

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

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

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

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

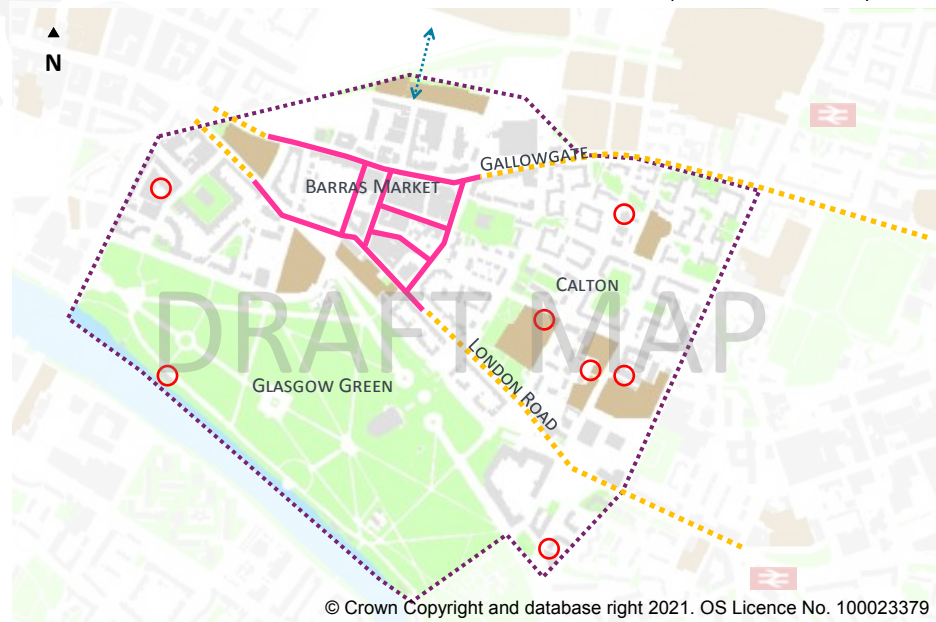
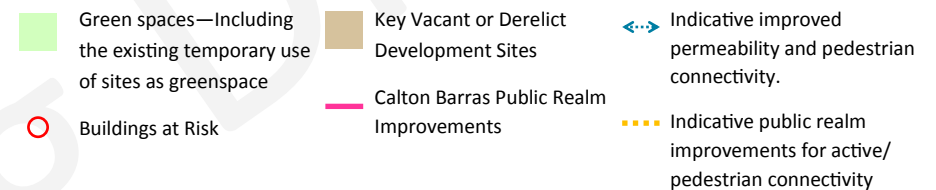
Design Approach: **REPAIR AND DENSIFY, REINVENT, REACTIVATE**

Priorities:

- Repair the urban and historical fabric.

- Repurpose and re-inhabit vacant and underused buildings.
- Introduce development uses that complement but do not compete with the retail, commercial, residential, creative industries, visitor attractions and leisure uses seen in the area.
- Ensure residential development supported by community infrastructure.
- Reduce traffic dominance along key routes
- Protect and enhance views, landscape features and historic assets.

Key



APPENDIX B | BRIDGETON

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

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

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

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

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








Priorities:

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

Way and other public realm improvements

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

Key

	Green spaces—including the existing temporary use of sites as greenspace		Indicative public realm improvements for active travel/pedestrian connectivity encouraging modal shift		London Road Economic Development Area.—Place quality, connectivity and environmental improvements encouraged.
	Buildings at Risk		Bridgeton Town Centre		Rail Station
	Key Vacant or Derelict Development Sites				



APPENDIX B | DALMARNOCK

Dalmarnock has seen unprecedented public and private sector investment in recent years through the Clyde Gateway Regeneration Programme and Commonwealth Games Legacy Projects. However the area still has a significant number of vacant sites.

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

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






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

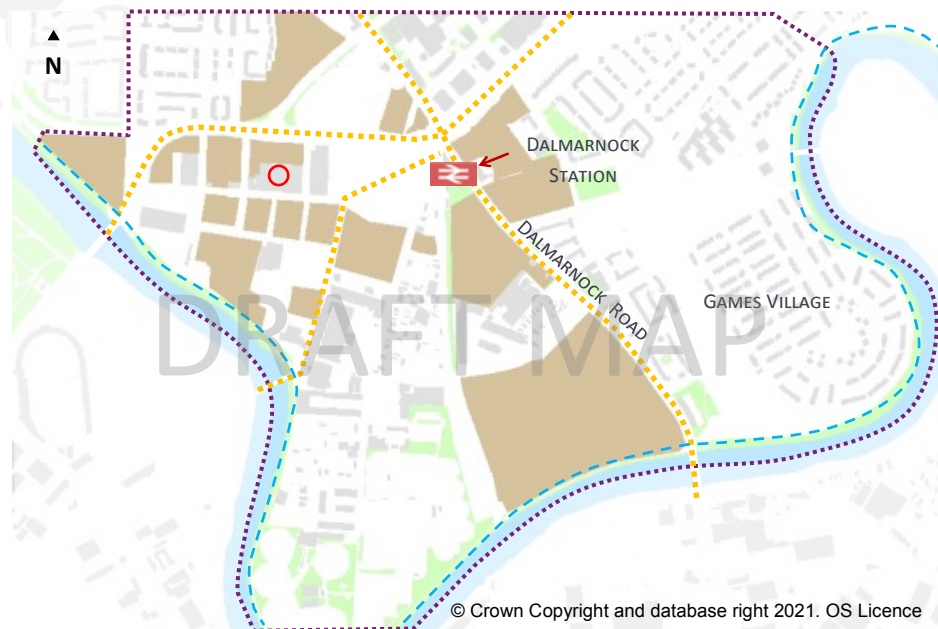
Design Approach: **RECONNECT, RECONFIGURE, REINVENT**

Priorities:

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

Key

- | | | |
|--|---|---|
|  Green spaces—including the existing temporary use of sites as greenspace |  Key Vacant or Derelict Development Sites |  National Cycle Route 75 |
|  Buildings at Risk |  Indicative improved public realm for active travel and pedestrian connectivity. | |



APPENDIX B | DENNISTOUN

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

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

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

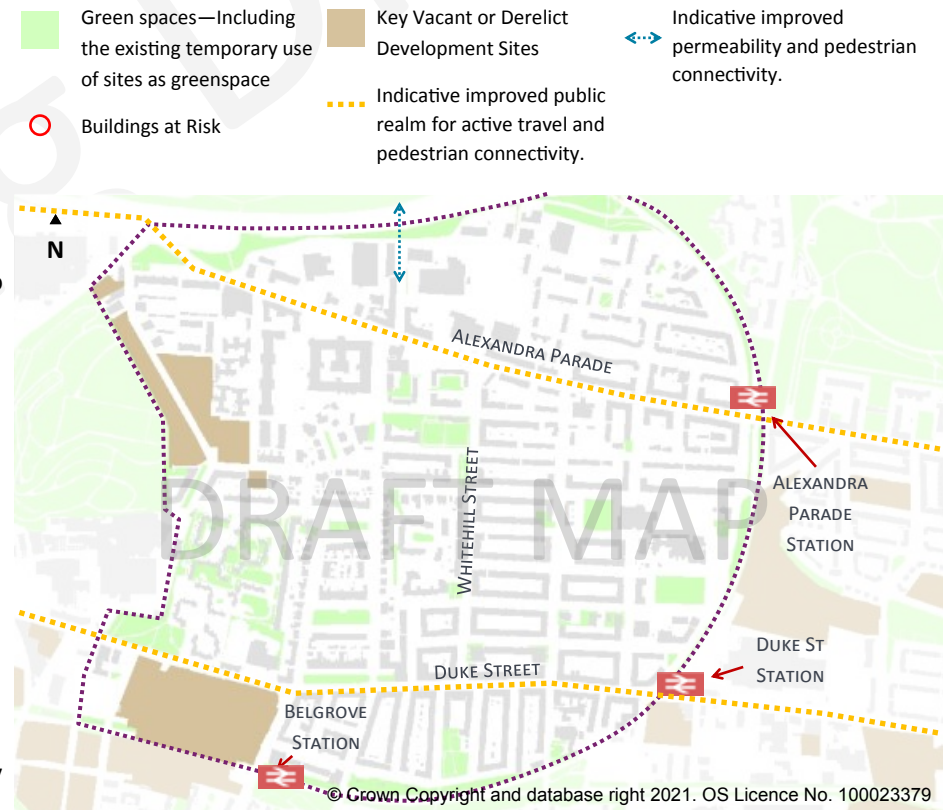
Design Approach: **REFINE AND ENHANCE, REPAIR**

Priorities:

- Provide a range of housing and community amenities to support family-focused neighbourhoods
- Extend the City Centre Avenues to further green the streetscape and improve pedestrian friendliness eastwards along Duke Street and Alexandra Parade.
- Improve connections across the M8, and address poor environmental quality

- Improve environmental quality of connections and routes to Gallowgate and Parkhead.
- Support accessibility improvements to rail stations.

Key



APPENDIX B | HAGHILL

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

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

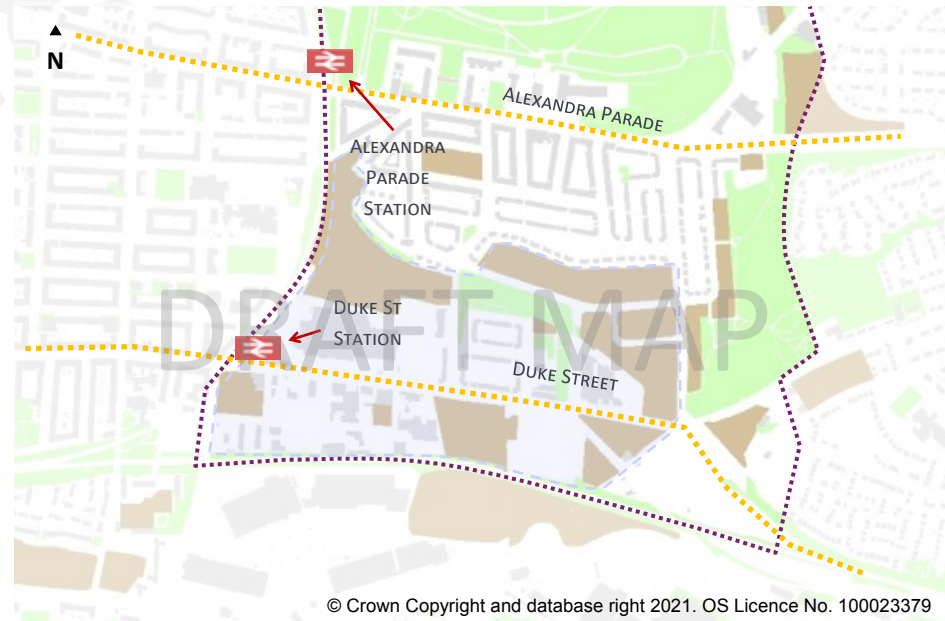
Design Approach: **REFINE AND ENHANCE, REPAIR, RECONNECT AND RECONFIGURE**

Priorities:

- Reinforce community with new housing, business and creative work space and supporting community amenities, leisure uses
- Realise the redevelopment of vacant land
- Look to reconnect and enhance links with Parkhead Town Centre to the South.

Key

- Green spaces—including the existing temporary use of sites as greenspace
- Buildings at Risk
- Key Vacant or Derelict Development Sites
- Indicative public realm improvements for active travel/pedestrian connectivity encouraging modal shift
- Rail Station
- London Road Economic Development Area.—Place quality, connectivity and environmental improvements encouraged.



APPENDIX B | GALLOWGATE

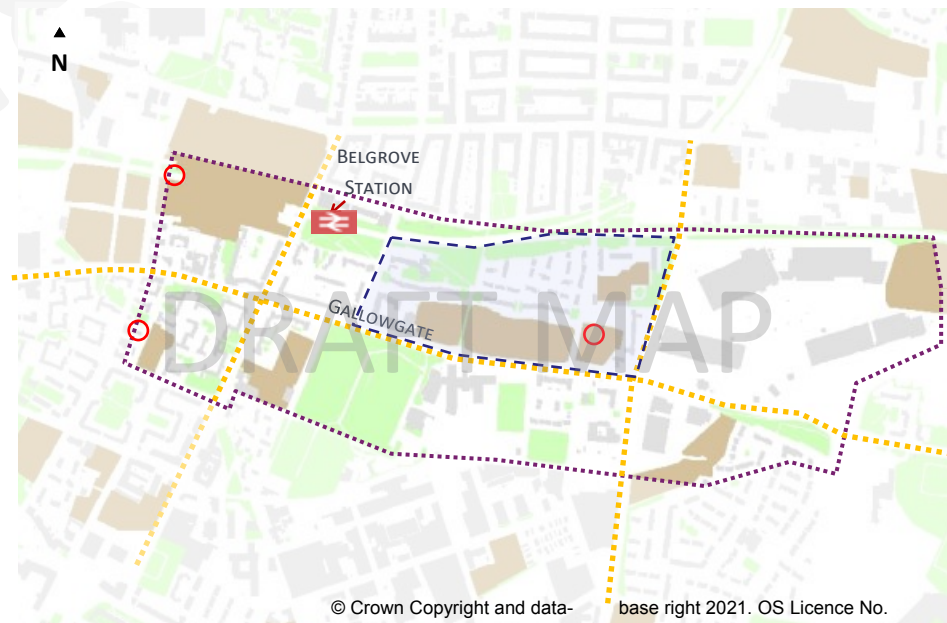
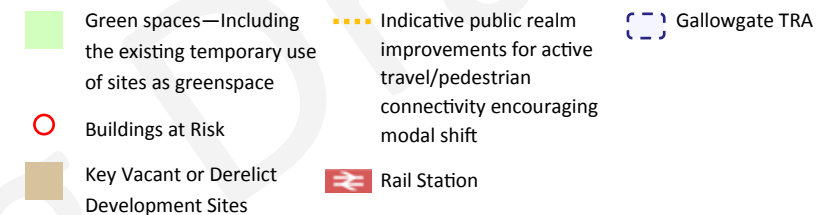
Gallowgate is characterised by wide, open tracts of vacant land. The Gallowgate Transformational Regeneration Area (TRA) attempts to reinstate some of the historic fine grain of the area with proposed blocks of tenemental-style flats. The Inner East SDF's Increasing Residential Density section reinforces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

Design Approach: **REPAIR, REINVENT**

Priorities:

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

Key



APPENDIX B | PARKHEAD

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

The Forge Shopping Centre and Market attract visitors from across the wider region. However, the high street suffers from a high vacancy rate and poor connections. A long term vision for Parkhead will be created through the development of a Town Centre Action Plan.

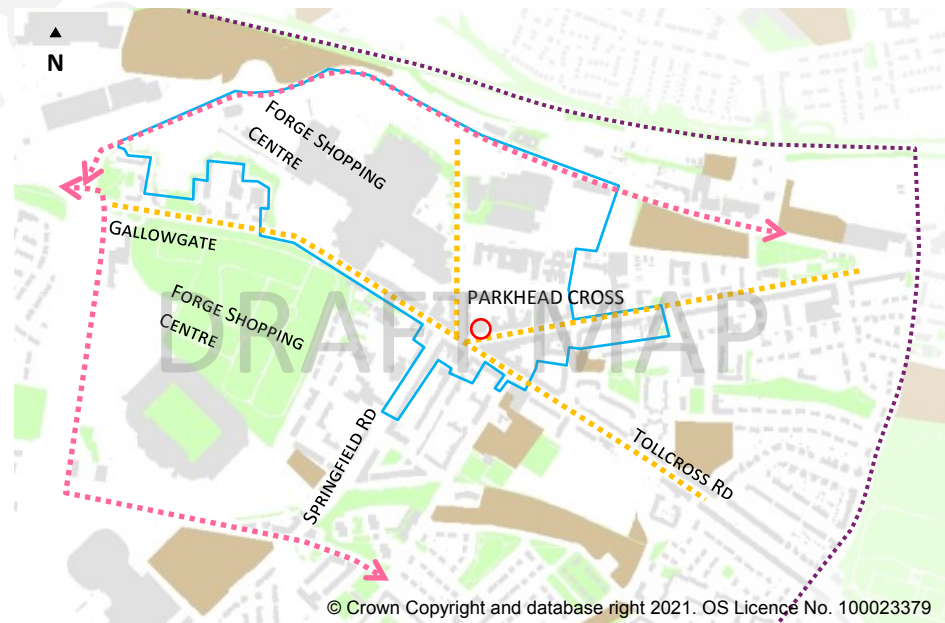
Design Approach: **RECONNECT, REFINE AND ENHANCE**

Priorities:

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

Key

- Green spaces—including the existing temporary use of sites as greenspace
- Buildings at Risk
- Indicative public realm improvements to achieve modal shift and place quality improvement
- Indicative routes for rerouted private vehicle through traffic.
- Parkhead Town Centre Boundary
- Vacant and Derelict Land: indicative opportunities for;
 - repopulation, amenities & services; and/or
 - an improved quality of place and environment.



APPENDIX B | SHETTLESTON

Much of the Edwardian and Victorian tenemental stock has been retained and the neighbourhood has a distinctive character. It has been noted that high street will benefit from the creation of a Town Centre Actions Plan which will address the specific characteristics of the Town Centre to compliment and promote town centre living and the use of vacant upper floors as well as public realm improvements.






Pedestrian/active travel connectivity between the town centre and the railway station would benefit place based improvements which encourage modal shift and improve perceived safety.

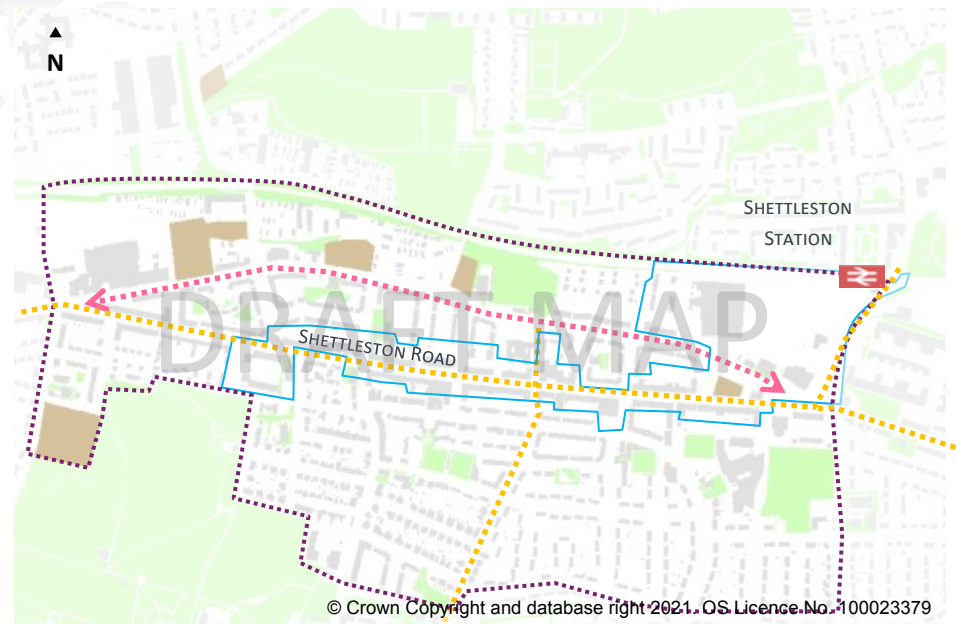
Design Approach: **RECONNECT, REFINE AND ENHANCE**

Priorities:

- Prepare a town centre action plan which embeds the principles of sustainable 20 minute neighbourhoods by defining an approach to place which provides more urban family homes, across tenures, invites mixed-use development, creates new community facilities and infrastructure to the deliver a vibrant, activated liveable place.
- Promote neighbourhood focal points that provide good quality shops, services and active travel.
- Look to create new and strengthen existing links with neighbouring districts.
- Encourage modal shift and place re-balancing in terms people over vehicular needs

Key

- | | | |
|--|---|---|
|  Green spaces—including the existing temporary use of sites as greenspace |  Indicative routes for rerouted private vehicle through traffic. |  Vacant and Derelict Land: indicative opportunities for; |
|  Indicative public realm improvements to achieve modal shift and place |  Shettleston Town Centre Boundary | <ul style="list-style-type: none"> • repopulation, amenities & services; and/or • an improved quality of place and environment. |



APPENDIX B | TOLLCROSS

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

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

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

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

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

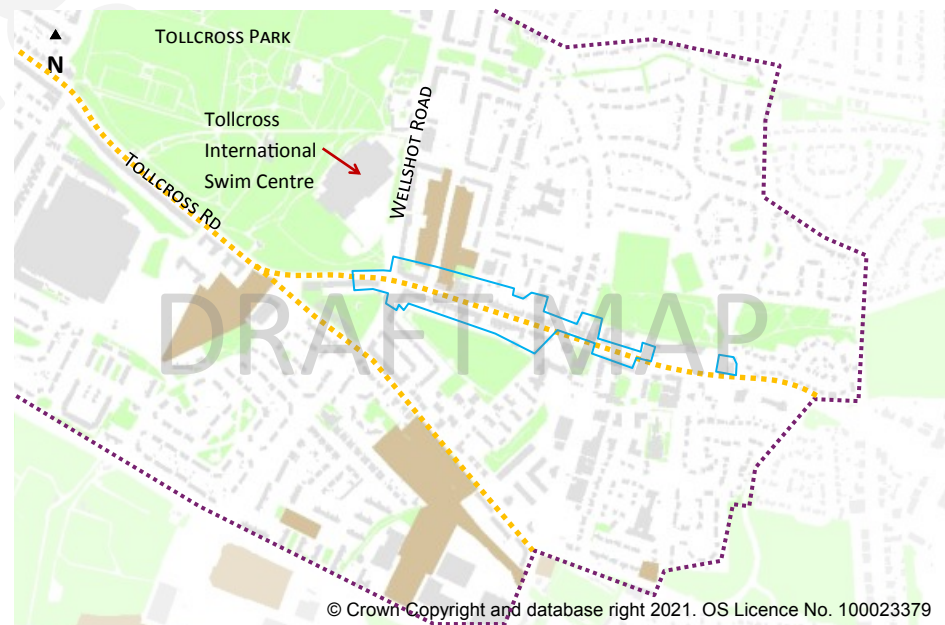
Priorities:

- Look to reconnect and enhance social and active travel links with Parkhead and Shettleston
- Look to realise the development of vacant and derelict land to the north and south of the town centre.
- Repair and enhance under-used historic assets

- Improved access to and through Tollcross Park key to active travel

Key

- Green spaces—including the existing temporary use of sites as greenspace
- Indicative public realm improvements to achieve modal shift and place quality improvement
- Tollcross Town Centre Boundary
- Vacant and Derelict Land: indicative opportunities for;
 - repopulation, amenities & services; and/or
 - an improved quality of place and environment.



APPENDIX B | CARNTYNE

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






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

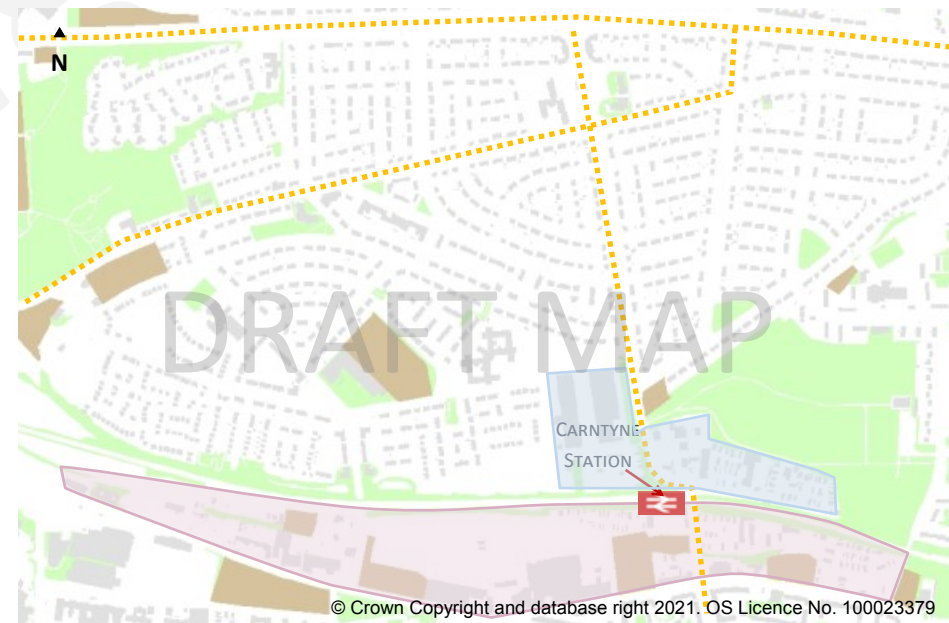
Design Approach: **Refine and Enhance, Reconnect**

Priorities:

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

Key

- | | | |
|--|---|--|
|  Green spaces—including the existing temporary use of sites as greenspace |  EDA with Potential for managed change |  Vacant and Derelict Land: indicative opportunities for; |
|  Economic Development Area (EDA) |  Indicative public realm improvements to achieve modal shift and place quality improvement | <ul style="list-style-type: none">• repopulation, amenities & services; and/or• an improved quality of place and environment. |



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