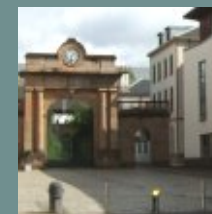


CALTON AREA DEVELOPMENT FRAMEWORK



For further information write to us at -;

**CALTON AREA DEVELOPMENT
FRAMEWORK**

Development and Regeneration Services
231 George Street
Glasgow
G1 1RX

Phone Lindsay Pratt at 0141-287-6025 or
e:mail calton@glasgow.gov.uk or
lindsay.pratt@drs.glasgow.gov.uk

for hard copies of the ADF or other formats of
the document e.g. CD, large print (text only),
please contact
Shahida Ali - Clerical Assistant at
shahida.ali@drs.glasgow.gov.uk or phone
0141 287 8621

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FOREWORD

Glasgow City Council gave a commitment in the East End Local Development Strategy to prepare an Area Development Framework (ADF) for Calton. Following consultation on the draft document we are now delivering that commitment.

In the past, Calton was an independent Burgh with a rich history and identity related to its role as a centre for weaving and pottery. Over time, the area has changed following the arrival of the railways and the related heavy industries, the founding of the Barras in the 1920's, industrial decline and subsequent shifts in the local population. Today the area is facing a number of challenges from poor environmental conditions, a large number of vacant sites and the decline of the area's traditional centre - the Barras market. Calton and the Barras are now seeking a new role in the city, a role that continues to reflect the distinct identity of the area whilst strengthening its appeal as a place to live and to work.

The Council invited local people and businesses to contribute to this place-making activity through a consultation process that involved: local people undertaking a survey of their streets and open spaces; drop-in sessions at the Calton Community Flat; an event at the Barras; scrapbooks of people's everyday experiences of living in and using the area and an online survey. The responses we received indicate that there is strong support for promoting the area's assets (Glasgow Green, the People's Palace and St Andrews Square) for improving links to the City Centre and the wider East End, for introducing new public transport infrastructure and for creating a diverse Barras market that supports business start-ups and the local economy.

This ADF sets out our approach to some of the current challenges facing the area and proposals to improve the long term future of Calton and the Barras. It provides place-making guidance and policies that seek to create a resilient urban neighbourhood in the East End of Glasgow with a revitalised Barras market at its core. We recognise that significant work is required to turn the area around and we are looking forward to continuing to partner with local people and businesses to secure this vision

*Bailie Elizabeth Cameron
Executive Member for Jobs and the Economy*



EXECUTIVE SUMMARY

Glasgow City Council is committed to the continuing regeneration of the City. We recognise that there are a number of areas that require a more detailed and co-ordinated approach to development than can be achieved solely through the City Plan.

We also understand that the process of creating resilient neighbourhoods and sustaining regeneration efforts should commence at the local level.



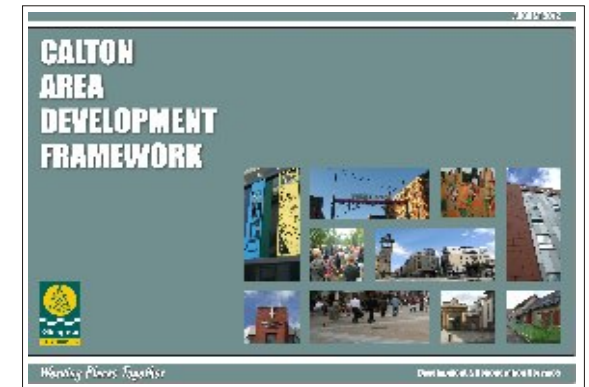
City Plan 2

Within this context, the Calton Area Development Framework is uniquely positioned to act as a means by which local people, businesses and other stakeholders can influence the Council's detailed guidance for development in and around the Calton area of the city.

The Calton Area Development Framework focuses on establishing a resilient urban neighbourhood with a vibrant market hub at its core. It is based on healthy urban planning and place-making principles, and aims to meet people's needs for housing choice and for ease of access to local facilities, employment opportunities, public transport and attractive open spaces. It will do this by:

- setting out a number of strategic frameworks to guide and stimulate development;
- creating local development policies and design principles;
- promoting infrastructure improvements that encourage walking and cycling.
- supporting a programme of actions and the formation of a regeneration body to deliver change.

The Council accepts that cities are complex places and that this Area Development Framework is one of many processes that can influence regeneration and generate patterns of urban change. We will therefore seek to work in partnership with stakeholders and other Council service providers to ensure the Area Development Framework remains relevant to emerging issues and addresses the concerns and aspirations of people that live and work in the Calton.



1.0 CONTEXT

1.1 INTRODUCTION

1.1.1 Why Prepare a Development Framework for Calton?

The Council recognises that detailed guidance and a co-ordinated approach can influence the future regeneration of the area, bring together stakeholders and help to stimulate interest from developers.

The decision to prepare an Area Development Framework for Calton has been prompted by a number of factors including: the amount of vacant and derelict land; poor maintenance of historic buildings and a growing concern that Calton and the Barras are outside the scope of existing regeneration initiatives, such as Clyde Gateway and the Merchant City Initiative.

The particular issues facing Calton were noted in the East End Development Strategy (GCC, 2008) and by the Calton Area Association in their Action Plan: Making the Next Move (CAA, 2009).

This led to a Community Street Audit (Living Streets, November 2010) which identified not only short term measures to address concerns about maintenance but also set the conditions for a more strategic approach to Calton through an Area Development Framework.

1.1.2 What Can the Calton Area Development Framework Do?

The Calton Area Development Framework provides a vision and strategy for the regeneration of the area, and acts as locally relevant planning policy. In brief, it sets out a framework for the future use of key buildings, the development of vacant land and the improvement of streets and spaces.

It also acts as a means of stimulating development interest and creating a distinct sense of place, particularly for areas such as the Barras Market, Bain Square and south east Calton.

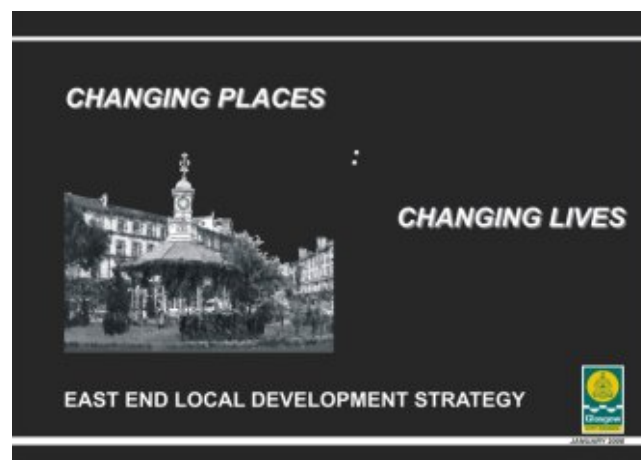
1.2 BACKGROUND

1.2.1 East End Local Development Strategy (EELDS)

In 2008 the Council approved and published the East End Local Development Strategy (GCC, 2008) which provides supplementary guidance for regeneration in the city's East End to support the following vision:

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

The Council, in the EELDS, recognised the complexity of issues in Calton and agreed that there should be a separate planning document to develop more locally focused solutions and spatial policies. The Calton Area Development Framework has emerged as a response to this incorporating the Barras Market and neighbouring areas to create a more comprehensive document.

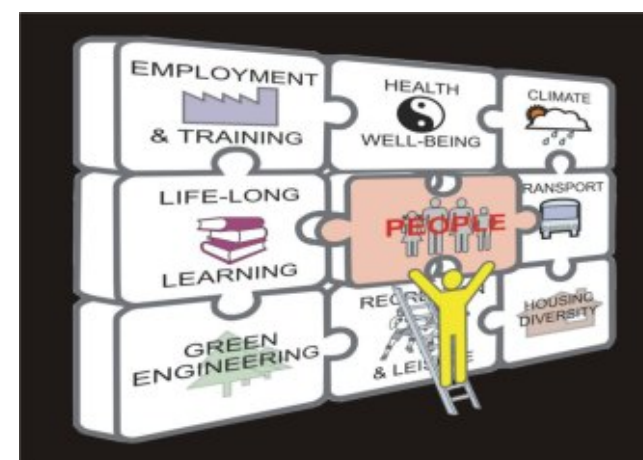


1.2.2 Equally Well

In 2008 the Council, with seven other local authorities, made a successful bid to the Scottish Government's Ministerial Task Force on Health Inequalities to take part in its programme to address Scotland's health inequalities. This national programme is called Equally Well.

Work on the Glasgow City 'Test Site' project started in 2009 and began investigating how best to integrate health into the planning process. The Council chose the Calton Area Development Framework as a 'test case' to assess if a community-led approach to spatial planning offered a methodology that would achieve the integration of health into a planning process.

By incorporating the Calton Area Development Framework into Equally Well the Council seeks to place people at the centre of the planning/development process. (www.glasgow.gov.uk/equallywell)



1.2.3 Calton Area Association's Action Plan

At the same time as the Council was investigating the inclusion of Calton as a test site under the Equally Well programme, the Calton residents were restructuring their community organisation. This, in turn, led to the launch of the Calton Area Association's document 'Making the Next Move' in 2009.

This document expresses the community's aspirations for change and sets out the priorities and key issues identified during a series of consultation events in 2009. A number of priorities refer to the maintenance and safety of streets and spaces, together with the need to create a positive identity for the area.

The Council has used this document to identify particular issues and areas of focus that can be addressed by the Calton Area Development Framework and has continued to work closely with the Calton Area Association throughout this time. (www.caltonarea.org.uk/)



1.2.4 Calton Area Community Street Audit

In order to address the issues raised in 'Making the Next Move' the Council, using funds from the Equally Well project, commissioned Living Streets to carry out a Community Street Audit. The main aims of the Street Audit were to identify measures that would enhance opportunities for walking and improve links with the city centre. The process of carrying out a Street Audit was also intended as a means of engaging local people in the production of the Calton Area Development Framework.

The Street Audit took place in Calton in November 2010. Members of the Calton Area Association and the Barras Enterprise Trust, officers from Glasgow City Council and community representatives were amongst those who took part.

The findings were presented in a final report: '**Calton: Unlocking the Potential**' (Living Streets, 2011) which makes a number of recommendations on short term actions and enhancement opportunities. As a result, the Council set up the Calton Matrix, a funding programme to deliver improvements to green spaces, public places and local streets.

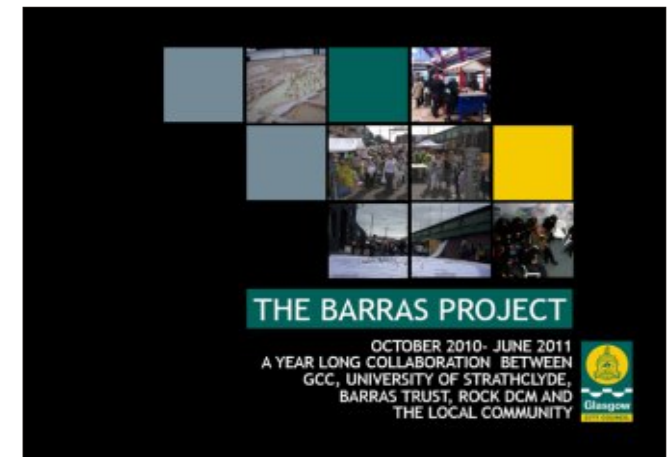


1.2.5 Strathclyde University UDSU

As part of their course work, students from the Urban Design Studies Unit (UDSU) at Strathclyde University undertook a study into the area during 2010/2011. During this time, they were based within the Barras Centre and produced ideas for the future regeneration of the market and surrounding neighbourhoods. Their final proposals were displayed at an exhibition in the People's Palace during Autumn 2011 and this has stimulated further discussions about the future of the Barras. (Some of the students' images have been used to illustrate this document).

1.2.6 Barras Regeneration Agency

A number of discussions have taken place involving the Barras Enterprise Trust, Rock DCM, market traders and other stakeholders to explore the potential of setting up a regeneration agency. This agency would seek to bring forward a masterplan, stimulate development interest, and improve trading conditions in the Market and set out regeneration proposals for the wider Calton area.



1.3 POLICY CONTEXT

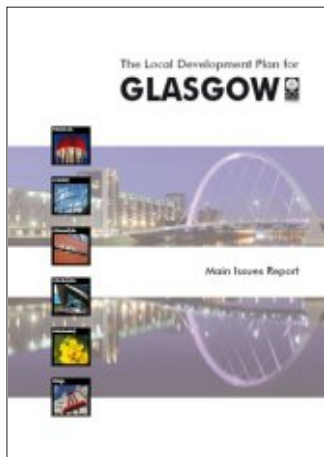
1.3.1 The Council is required to consider national and local planning policies and guidance, together with other relevant strategies, when preparing documents such as the Calton Area Development Framework. In addition to the East End Local Development Strategy, the Calton Area Development Framework is informed by the policies and guidance contained in the following documents:

1.3.2 City Plan 2 and Local Development Plan

The adopted Glasgow City Plan (GCC, 2009) designates the study area as primarily residential (Policy DEV 2) with the Barras market designated as a Town Centre (Policy DEV 4) and the area to the south of Duke Street as mixed use (Policy DEV 8) with a small section designated as Industry and Business (Policy DEV 3).

These are broad designations (referred to as Development Policy Principles) which indicate how the Council is likely to respond to development proposals within a particular area of the City.

This Area Development Framework offers a procedure whereby Development Policy Principles and other policy guidance in the Statutory Development Plan can be amended, withdrawn, or indeed added to promote appropriate development that better suits local circumstances.



1.3.3 National Planning Framework 2

The Scottish Government promotes national development priorities in the National Planning Framework document. Whilst there is nothing directly of significance to the Calton ADF, National Planning Framework 2 refers to the government's priorities with respect to Clyde Gateway Initiative and the Metropolitan Glasgow Strategic Drainage Framework which both have a focus in the east end of Glasgow.

1.3.4 Strategic Development Plan

The Glasgow and Clyde Valley Strategic Development Plan (Adopted 2012) sets out a strategic vision for the wider city-region to 2035 along with a Spatial Development Strategy to deliver that vision.

This document sets out how future development in the city-region will support economic competitiveness and social cohesion. It seeks to create a quality of place by focusing on the continued regeneration and transformation of the city-region's communities whilst securing positive action on its key asset, the natural environment.



1.3.5 Scottish Government Guidance

The following Scottish Government publications set out national planning guidance and policies: Designing Streets: A Policy Statement for Scotland (Scottish Government, 2010); Designing Places (Scottish Executive, 2001); Delivering Better Places in Scotland (Scottish Government, 2010). These have influenced the policies and guidance in the Calton Area Development Framework.



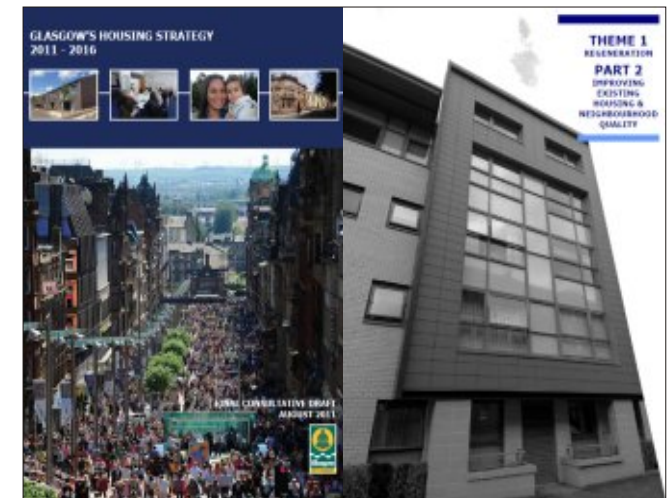
1.3.6 Other Council Strategies and Partnerships

The Council delivers a range of other services that impact on regeneration. These include Land and Environmental Services, Financial Services, Social Work Services, Education Services and Housing Investment. Of particular note is Glasgow's Housing Strategy (GCC, 2012) which sets out the Council's priorities for investment. Two sites for affordable housing are currently under development.

Glasgow's Economic Strategy (GCC, 2006) acknowledges that providing local services and attractive open spaces contributes to making Glasgow a place where people choose to live and in so doing impacts positively on the city's economy.

1.3.7 Community Planning Partnership

The Community Planning Partnership brings key public, private, community and voluntary representatives together with the aim of delivering better, more joined-up public services in the city. An important part of the Partnership's work is to ensure that the targeted regeneration of Glasgow continues to improve the quality of life for all residents and visitors.



1.4 ENGAGING LOCAL PEOPLE

1.4.1 The Council recognises that the process of changing places and creating strong and vibrant neighbourhoods should involve local people at all stages and has worked closely with community groups and organisations, residents, businesses and other stakeholders as part of the Consultation Programme.

1.4.2 The process of engaging local people has been influenced by the innovative techniques and concepts developed by the Planning Neighbourhoods team within the Council's Development and Regeneration Services during work on the East End Local Development Strategy (GCC 2009). These concepts placed an emphasis on meaningful communication, building trust and prioritising well-being in decisions relating to planning.

“Have
your
say”

PLAN THE FUTURE

Come to the **Community Fit** on 17th, 28th or 19th April between 10am and 12 noon to talk about the future of Calton. You can also come to the **Barras Centre** on 19th June (time to be confirmed) to find out more about proposals to set up a new community led group to deliver the regeneration of the Barras and Calton.

A copy of the ADF can be viewed in **Bridgeton Library** - copies are available from calton@cityofglasgow.gov.uk

Further information on Calton ADF is available from findany.pra@cityofglasgow.gov.uk

Richard Brown
Executive Director
Development & Regeneration
Services

CALTON

“Have
your
say”

The Council is publishing the **Calton Area Development Framework** and invites you to take part in the **Calton Consultation Programme** which continues until May 2012.

The Council wants your help to develop the ADF. Enter this year the ADF will become new Council Planning Policy.

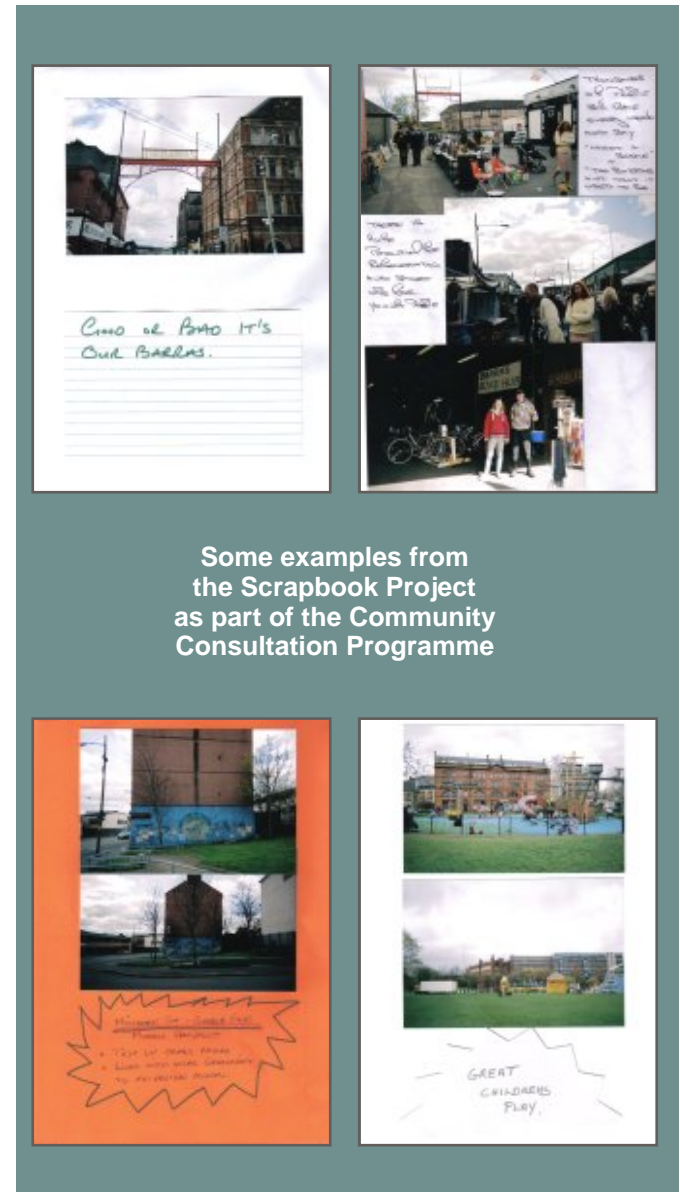
The ADF focuses mainly on:

- The future of the Barras
- The future of vacant land in Calton

1.4.3 The consultation programme for the draft Calton ADF commenced in March 2012 and continued until 22 June 2012. It included:

- Drop in sessions at the Calton community flat.
- A web-link to the document was uploaded on to the front page of the Council Website under Glasgow City Council's 'Consultations' section. This included an online survey;
- A scrapbook project involving local residents and community groups enabling them to express their views through photographs, drawings and comments;
- Council Departments, community groups, traders associations and other stakeholders were invited to respond to the draft document during the consultation process;
- A presentation was made to and noted by local members at the Calton Area Committee on 14th March 2012;
- On 19th June 2012 an event took place at the Barras Centre to consult more widely on the Calton ADF and related issues such as: the constitution of a new community-led group to deliver the regeneration of the Barras and the Calton.

This document aims to reflect many of the comments and representations received in response to the draft Calton Area Development Framework and a full summary can be found in the Report of Consultation (GCC, 2012).



1.4.4 The Community Street Audit

In addition to the formal consultation programme, the local community had the opportunity to participate at various stages during the preparation of the document.

The Community Street Audit in November 2011, for example, engaged residents in an assessment of their streets and open spaces. This helped shape some of the key themes in the document and some of the comments received are noted in the box to the right.

Over the last 18 months a number of meetings were held with local groups and organisations and regular updates given to the Calton Area Committee and the Calton Working Group.



"feels like we are forgotten"

"integrate more housing"

"Definitely need dropped kerbs for buggies and wheelchairs"

"no focal point for the community"

"do something for the kids"

"looking for the Barras to be open 7 days a week, want it to be more vibrant"

"definitely need more crossings on Bain Street and across Gallowgate"

"improve lighting in front of derelict buildings"

"want to update mural"

"Trongate is where it all stops"

"young people very passionate about the area"

"shops are quite handy, open till 10.30 for a pint or loaf"

"would be nice to have gateway feature similar to Barras gateways"

(Comments made during Calton Area Community Street Audit 2010)

2.0 ANALYSIS

2.1 UNDERSTANDING CALTON

2.1.1 Place - Defining the Boundary

The boundary of the Calton Area Development Framework is based on local perceptions of Calton, the character of the built environment and how it functions as a place. The Barras market is considered central to the regeneration of the wider Calton area but the area of focus has been extended to the River Clyde, the Saltmarket, and Duke Street to provide sufficient context. It is considered that there is scope to create stronger links and better connections beyond the defined boundary particularly with the Merchant City, Glasgow Green and adjacent neighbourhoods.

It is recognised that Glasgow Green and St Andrews Square are important assets for the area and have historic links to Calton. However, their character and the issues facing them are different. With regard to the St Andrews Square and the surrounding area, the urban form and number of listed buildings allow limited intervention in the physical environment. It is included within the boundary of the Glasgow Central Conservation Area Appraisal (approved March 2012) and, as such, a number of policies and actions for heritage-led management apply.

With regard to Glasgow Green, its designation as an open space means that it does not face the same development pressures as other areas. Its enhancement and preservation is addressed in the Glasgow Green Management Plan (2011-2016) which sets out actions to ensure its effective management and maintenance.

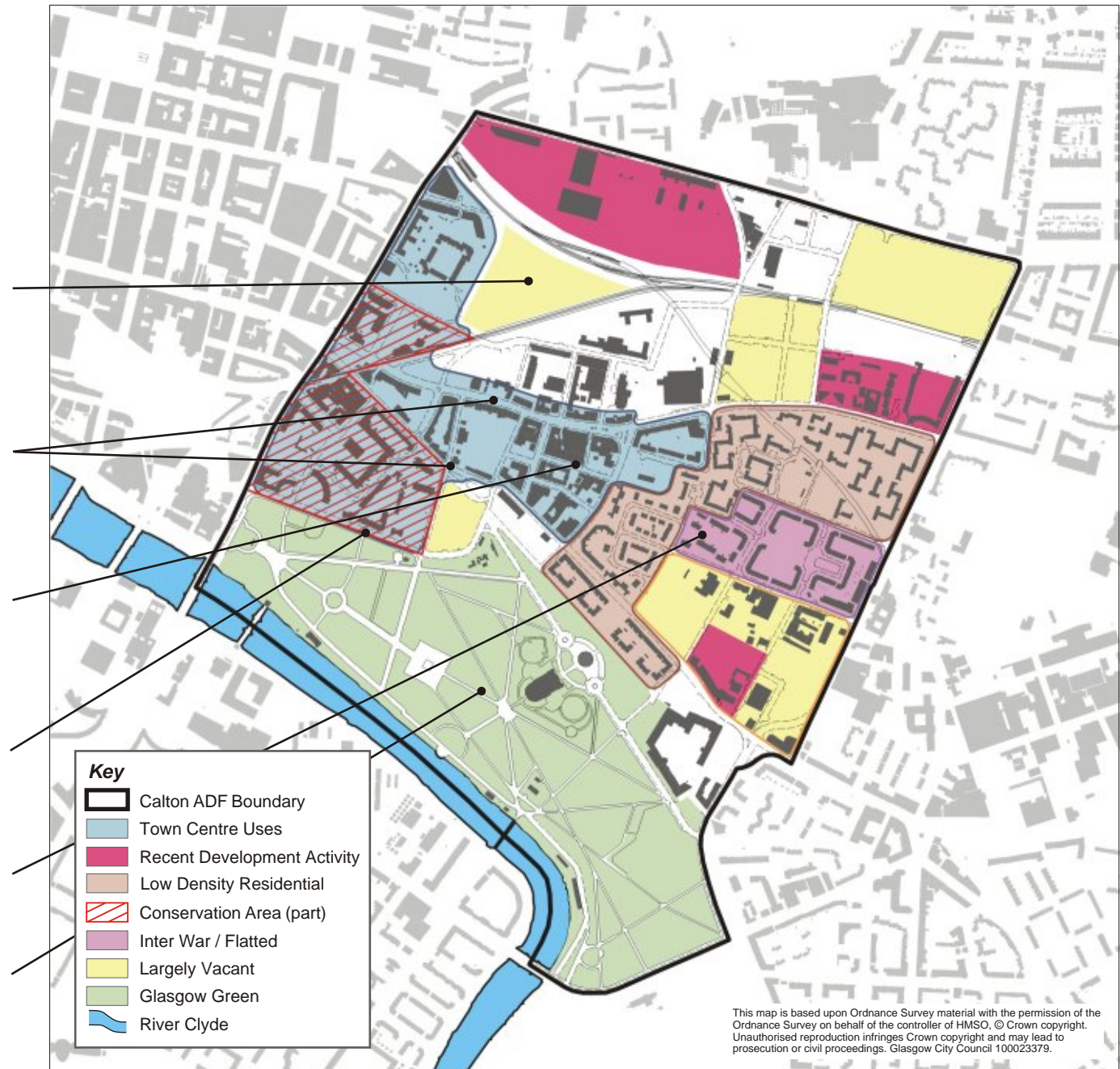


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2.1.2 Character

Calton lies adjacent to the City Centre, but its character is quite different, particularly at the eastern edges which contain a mix of low density housing and significant areas of vacant and derelict land.

- Many of the advantages of Calton's location are affected by vacant land which restricts movement to and from adjacent neighbourhoods. The lack of recent development activity has resulted in a number of isolated buildings, 'lost spaces' and a lack of integration, leading to a sense of detachment;
- The two major east-west routes through the area, Gallowgate and London Road, act as the main links with the City Centre. However the railway bridges create a strong visual barrier between Glasgow Cross and neighbourhoods to the east;
- The Barras market has been included in the boundary and the combination of market halls, the Barrowlands concert venue, public houses, cafes and shops is considered to contrast significantly with the residential area to the east of Bain Street and the Merchant City to the west;
- The area around St Andrews Square and the Merchant City forms part of the Glasgow Central Conservation Area and contain a number of historic buildings;
- The area between Bain Street and Abercromby Street is characterised by low rise housing interspersed with inter-war tenements and pockets of open space;
- Glasgow Green defines the southern boundary and provides opportunities to link with the facilities here such as the boathouses and with neighbourhoods across the River Clyde.



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2.2 HISTORIC OVERVIEW

2.2.1 Calton Village

The City of Glasgow was initially concentrated around Glasgow Cross with the High Street acting as a spine linking the Cathedral to the north and the river to the south. The City gradually expanded along the Gallowgate eventually linking with the village of Calton.

During the 18th Century, Calton became a centre for weaving and pottery-making. The large 'Mount Blue' clay bed which stretched through the area provided the material for the workers cottages (see below). Two buildings on the Gallowgate survive from this time: 4-7 Chalmers Gate and 2 Claythorn Street (Heilan' Jessie).

The maps and images below indicate how the wider Calton area has developed from a scattering of buildings along the Gallowgate (c.1807) through industrialisation, demolition and redevelopment to its current form.



2.2.2 Calton Weavers

Towards the end of the 18th Century, the Calton area was becoming increasingly industrialised based largely on the growth of weaving and the proximity to the River Clyde. However the importation of cheaper foreign textiles led to a decline in working conditions and a reduction in wages. A meeting of weavers was held on Glasgow Green with most of the workers deciding to strike against the pay cuts. The dispute came to a head on 3 September 1787.

Following a 12 week strike violence erupted when some striking weavers tried to seize materials from those who had carried on working. The military was called in and opened fire, killing six of the weavers who later became known as the Calton Martyrs. They were buried in the Calton Cemetery off Abercromby Street. A century later, a memorial was raised to commemorate their actions.



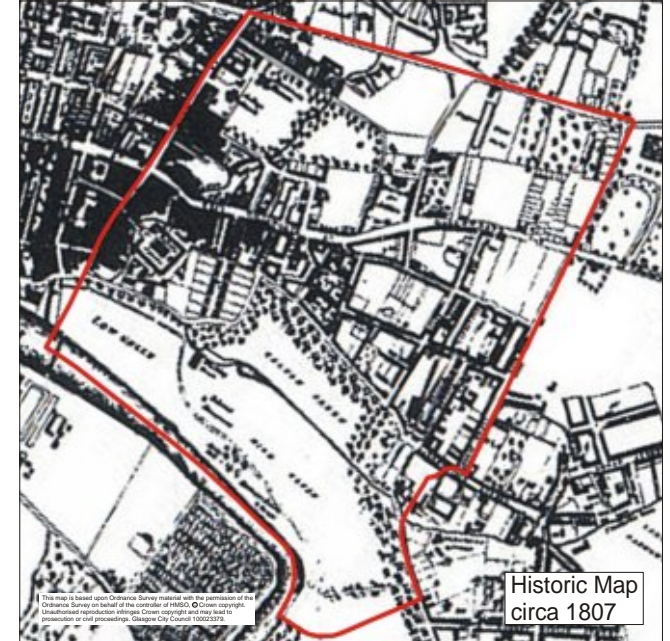
2.2.3 Early Industry

Calton became an independent Burgh in 1817 and the workers' cottages were eventually replaced by tenements. These were arranged in street blocks and infilled with industrial uses, to create a dense urban form. By the 1820s, the Clyde had been narrowed and deepened. Textile and light engineering factories were based in Calton to be near the transport opportunities offered by the river.

During this time a number of civic buildings were erected in the Burgh, including the court and police station in Tobago Street.

“In Calton (...) the weaving of linen on handlooms was a staple industry and in 1819 accounted for 40% of the workforce.”

(Eunson, E. Old Calton and Bridgeton)



2.2.4 Industrial Expansion

The introduction of the railway during the 1860s exerted a major influence on the urban fabric of the area. The relocation of the College of Glasgow to the west end of the city and the redevelopment of the site as a major railway goods yard cut off many routes through the area and created a large physical barrier between Duke Street and Gallowgate.

The Tureen Street School was constructed between 1875 and 1902 beginning with the north block and ending with the south block adjacent to Millhouse Road. The People's Palace was also constructed during this time and opened in 1898.

One of Glasgow's most famous institutions, the Barras was founded in the early 1920s as a low budget market place, its name coming from the 'barrows' used by the traders to sell their goods on Saturday mornings.



Historic Map
circa 1890

2.2.5 Redevelopment

During the 1930s the area was subject to significant redevelopment. Large-scale demolition work was underway leaving gaps in the urban fabric between Gallowgate and London Road.

The North British Railway Company's branch line from College Station to Bridgeton Cross carved part of its route under the Gallowgate and through Calton on its way south-east. The continued development of the College Goods Yard site and railway line extensions reinforced the severance of links through the area.

Despite being close to the centre of Glasgow, Calton is one of those city areas which has been left behind as the economic life of the city relocates

(Comment received as part of the Consultation Process)

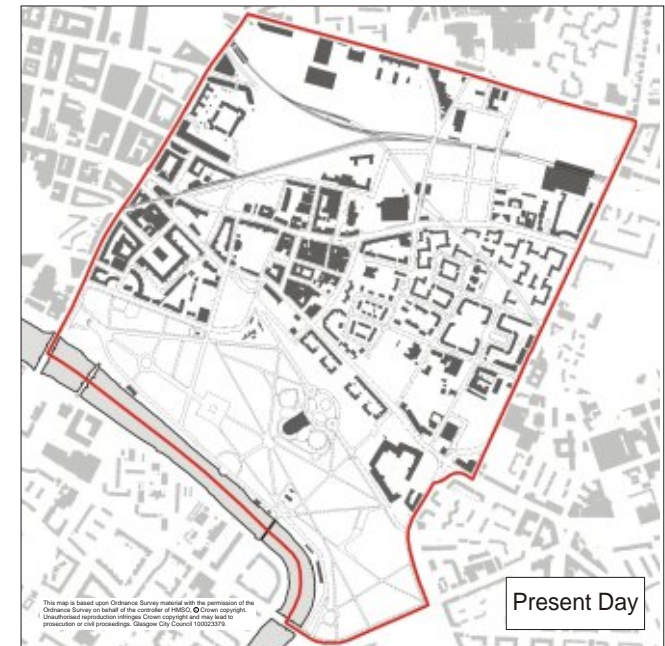


Historic Map
circa 1930

2.2.6 Present Day

A significant change between the 1930s and today is the disappearance of the railway lines that characterised the College Goods Yard. This is now being redeveloped as part of the Collegelands masterplan. The density of the built form has also noticeably reduced and the area is now characterised by buildings of lower heights and by vacant land. Shifts in the make up of the local population and the loss of services has left many historic buildings redundant (e.g. St James School).

These changes to the built form, together with poor maintenance and negative perceptions, have created the picture of an area in decline. The challenge for the Council is to create a framework that promotes the development of vacant land, the re-use of historic buildings and focuses on Calton's assets to create a positive identity.

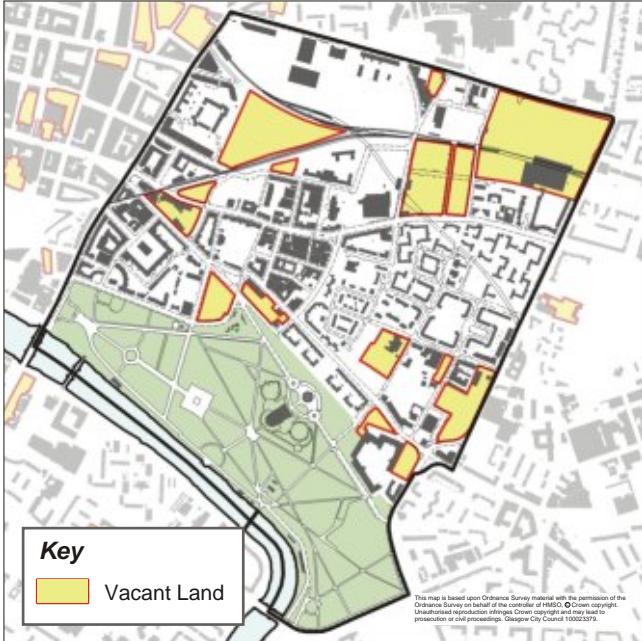


Present Day

2.3 SPATIAL CONTEXT

2.3.1 Vacant and Derelict Land

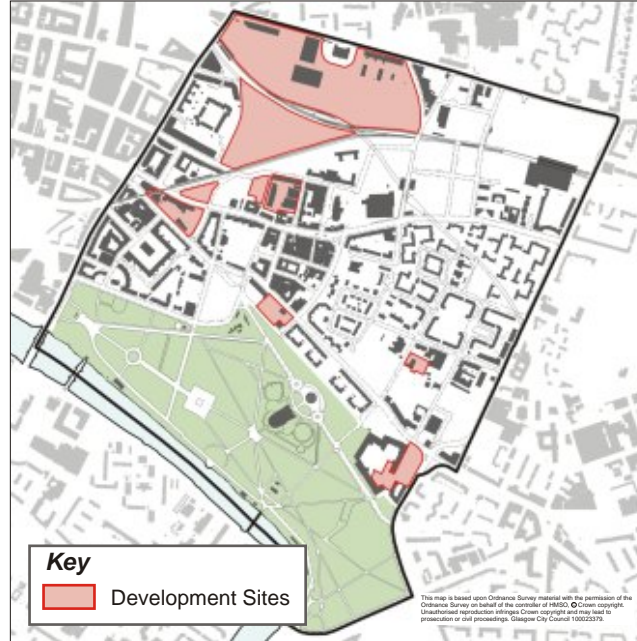
The amount of vacant land in Calton is raised as an issue in the Calton Area Association’s Action Plan. These spaces are often poorly maintained and can have a negative impact on the overall appearance of the area. They can also act as barriers to pedestrian movement resulting in fragmented places disconnected from the rest of the city.



2.3.2 Committed Development Sites

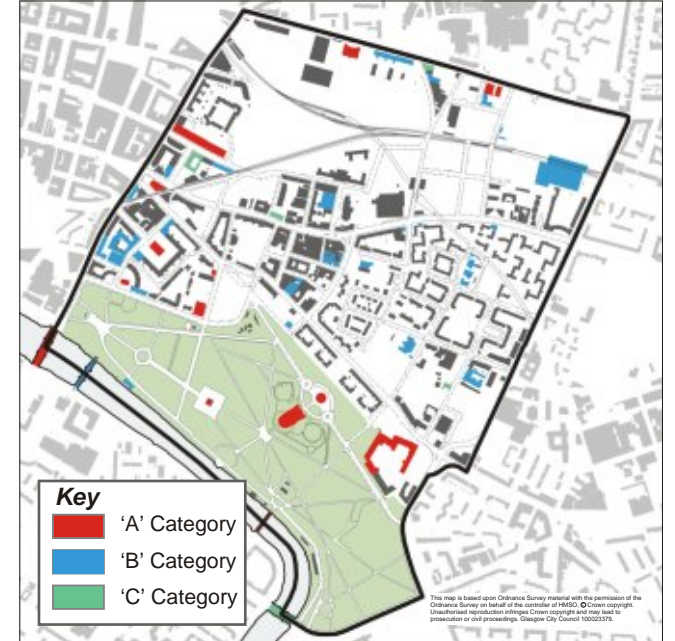
These are sites which already have planning permission for development or where there has been previous development interest.

However, since 2008, economic climate has lowered demand for all forms of new development and the Council expects that many of these sites may not be developed in the short to medium term.



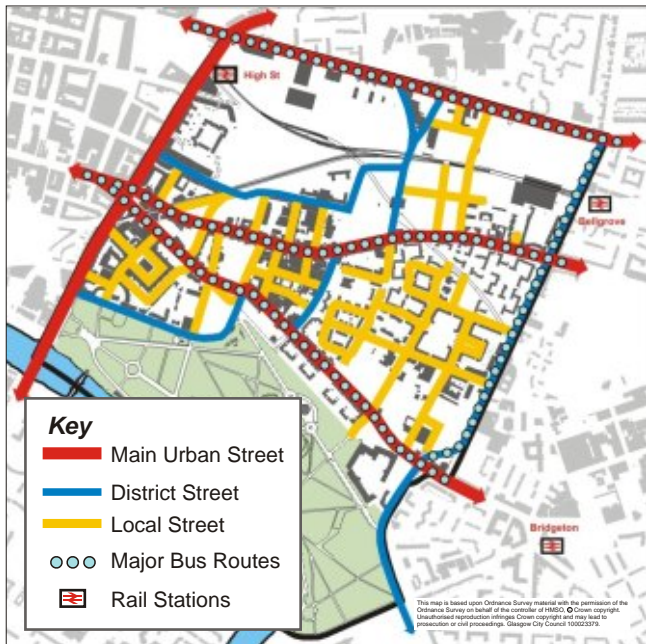
2.3.3 Historic Buildings

The map below sets out the listed and valued buildings, some of which are currently vacant or redundant. Changes to the local population and to service delivery have left many buildings, such as churches and schools, without a viable use leading to their closure. The Council considers that historic buildings can help create a distinct character and where possible enhancement measures, such as the repair, maintenance and re-use, will be encouraged.



2.3.4 Network of Streets and Public Transport

This maps out the general arrangement of streets, stations and public transport nodes. Two main arterial routes, Gallowgate and London Road, link Calton to the City Centre, however north-south links are poor the railway lines acting as barriers to movement. The recent Street Audit recognised that there is a need to improve the pedestrian environment through, for example, traffic calming measures, signage, public realm improvements and better north south links.



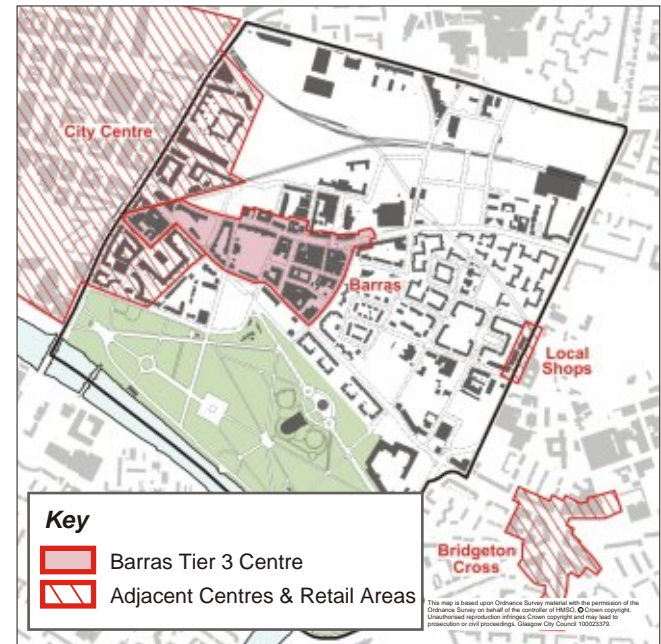
2.3.5 Green Networks

The following map details some of Calton's existing open spaces such as Bain Square, Elcho Gardens and Glasgow Green together with the routes that link them. The Street Audit highlighted the need for improvements to some of these spaces and routes including better maintenance, enhanced lighting and removal of the high grassed mounds. The Calton Matrix was set up to help with the delivery of short term improvements in the area and has already delivered projects.



2.3.6 Existing Neighbourhood Centres

These are places within a neighbourhood where people shop, meet, access services and catch a bus or train. They generally contain a cluster of small businesses and shops, together with community facilities and other services. These 'neighbourhood centres' are vital in creating resilient places, supporting interaction and encouraging people to walk rather than take the car. As such they are a significant factor in creating healthier places and promoting wellbeing.



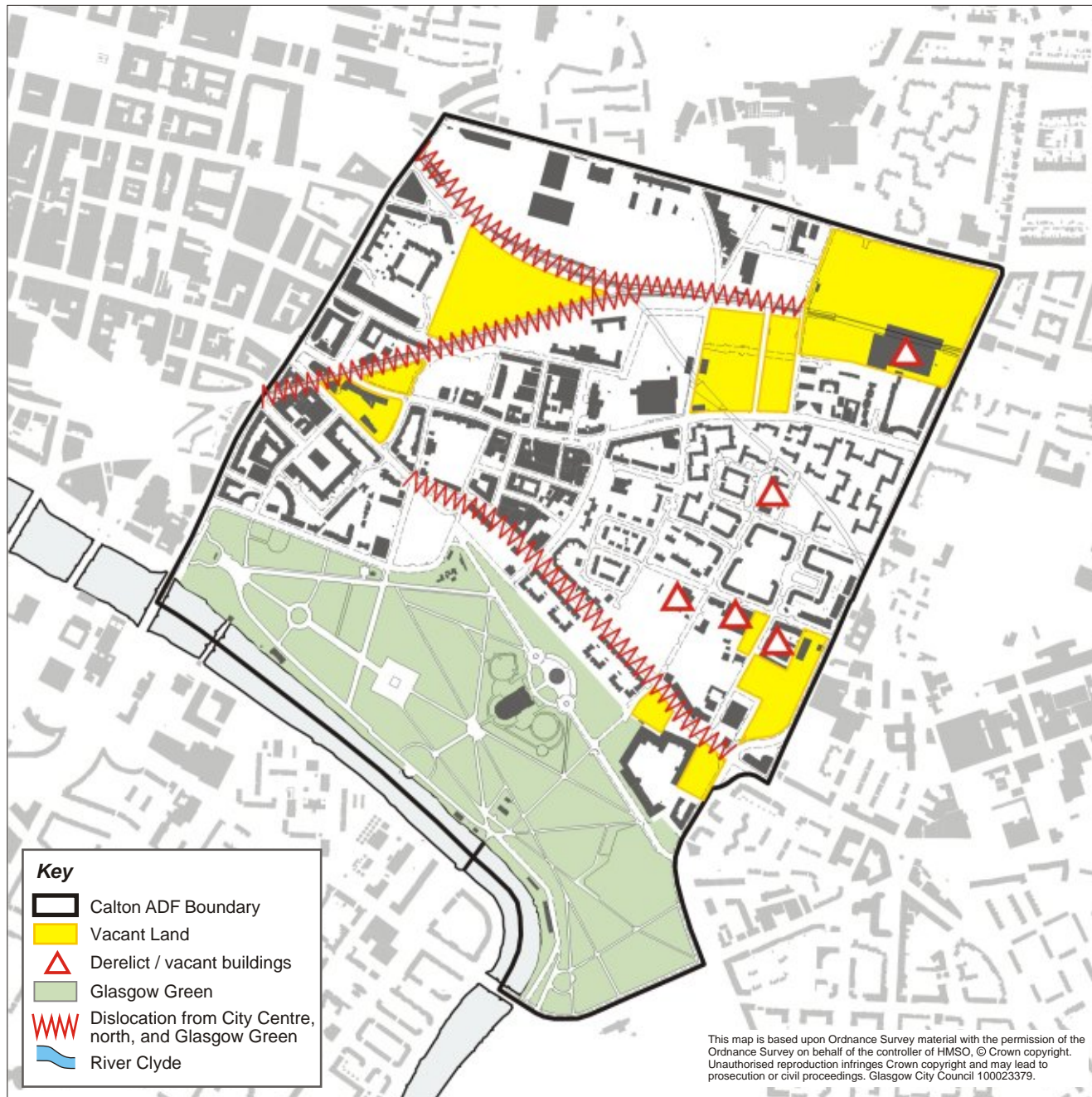
2.4 SWOT ANALYSIS

The following SWOT analysis identifies Calton's Strengths, Weaknesses, Opportunities and Threats. It establishes a basis for the vision and main objectives which are set out in Chapter 3.0 Strategy.

2.4.1 Strengths

- Location - adjacent to the city centre and the Merchant City;
- Glasgow Green, the Peoples Palace and St Andrews in the Square are major assets;
- Strong and organised business and residential communities that strive to make change happen;
- Distinct identity/historical significance: Calton Martyrs, weaving and pottery, the Barras market and the Barrowlands;
- Stable residential areas that encompass a mix of housing types and tenures;
- Good bus links along main east-west routes;
- Areas where historic townscape and buildings have been retained;
- Employment and leisure sites on periphery (Mile End, East End Healthy Living Centre);
- Significant amount of land in public ownership enabling proactive solutions and early actions;
- A number of vacant or low cost sites offering potential for development.





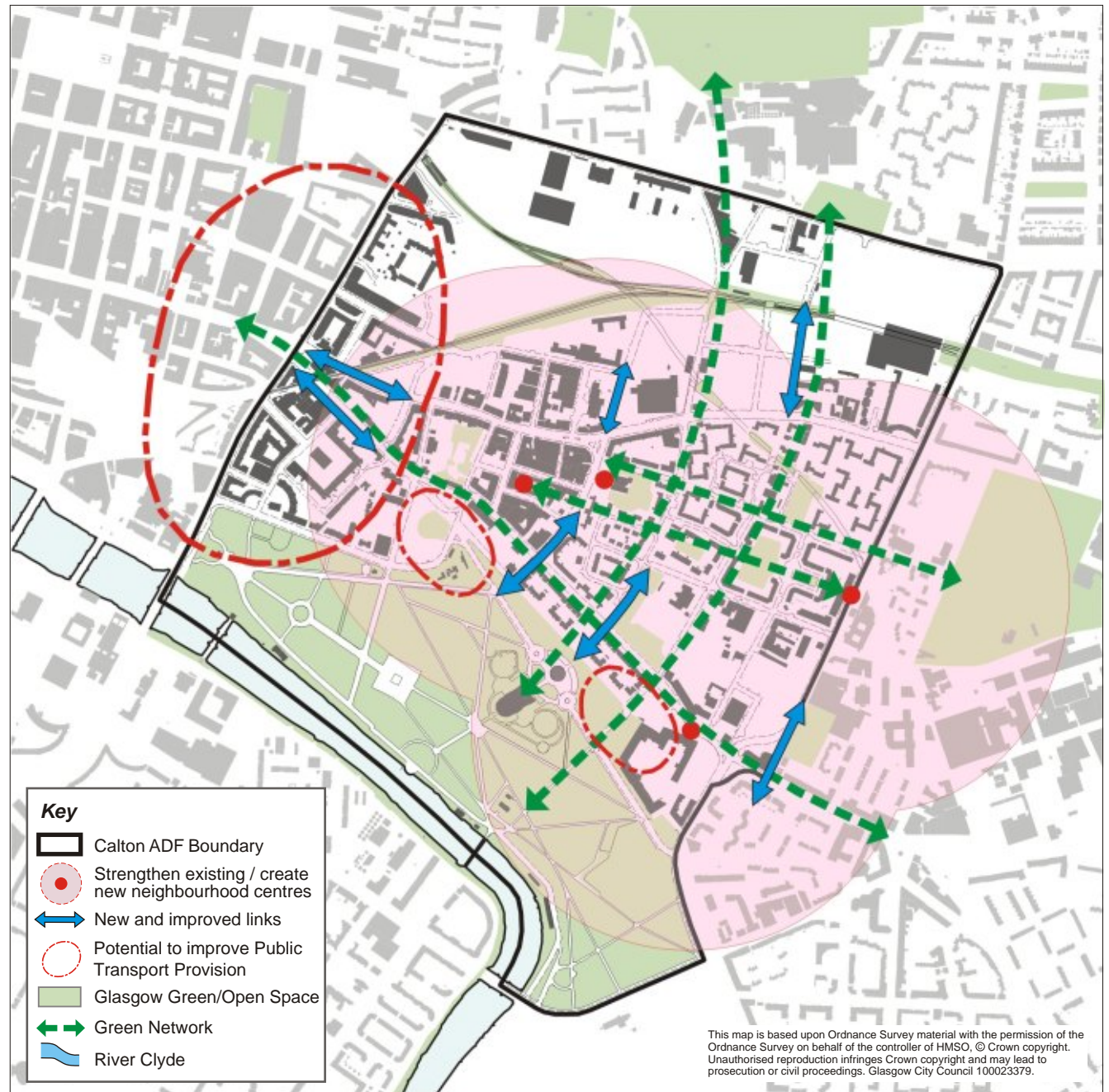
2.4.2 Weaknesses

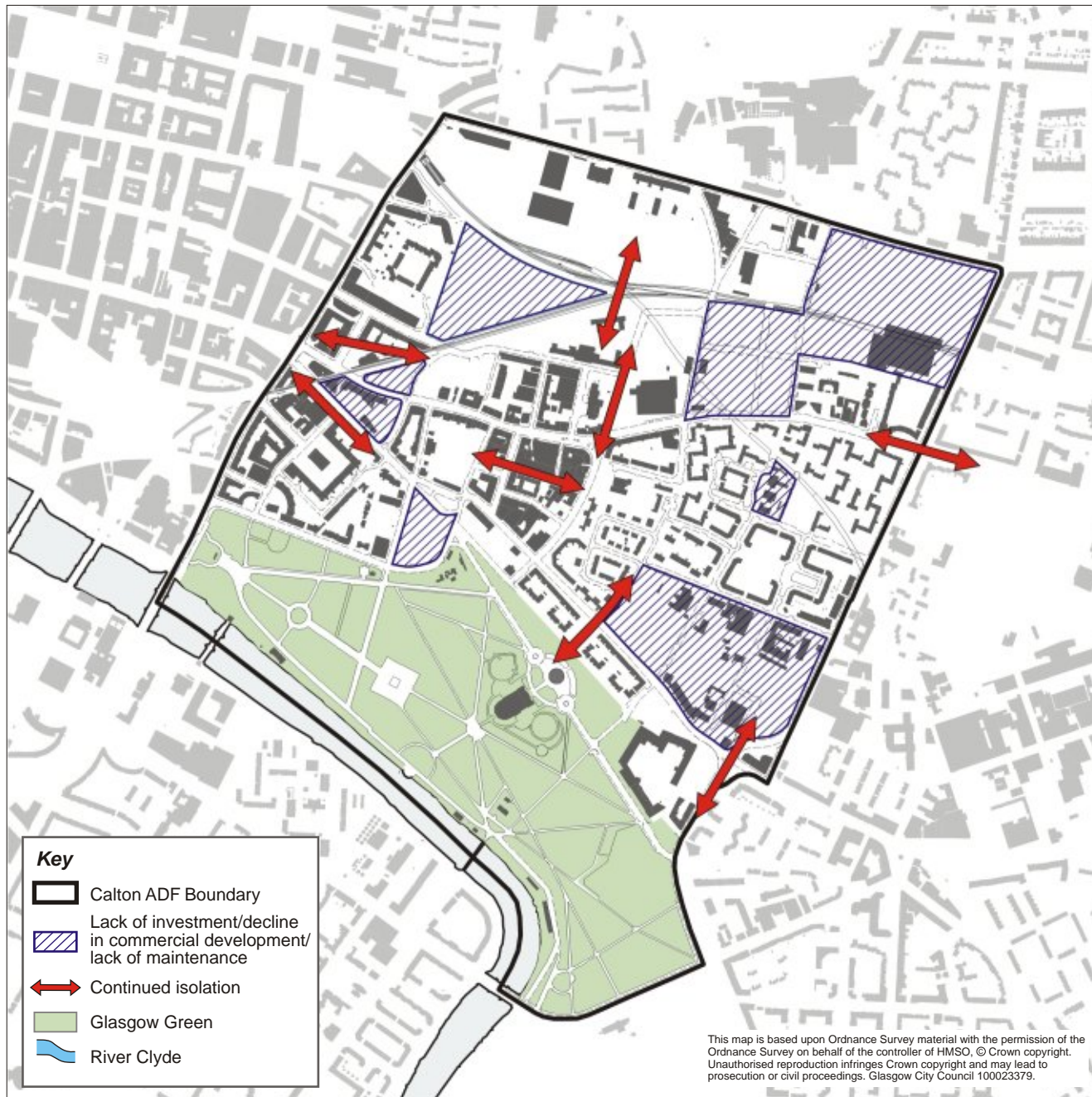
- Dislocation from city centre, Glasgow Green and neighbourhoods to the north;
- Physical barriers created by the roads and railway lines (and at night by the Barras);
- Lack of community facilities and amenities (no library, post office etc);
- Lack of structure and coherence to urban fabric in many areas;
- Competition from neighbouring districts in terms of services and retail opportunities;
- Decline of Barras market as a retail destination and visitor attraction;
- Limited access to public transport - no rail station close to the Barras/Glasgow Green.



2.4.3 Opportunities

- Regeneration of the Barras market to provide local employment opportunities, new business start-ups and act as a visitor attraction and events venue;
- Strengthen existing neighbourhood centres by clustering activities, increasing density and housing choice;
- Maximise locational benefits by improving public transport links and considering the potential options for Cross Rail and a station at Glasgow Cross;
- Repair and reconnection of urban fabric;
- Encouraging the refurbishment and re-use of historic buildings;
- Better links to facilities in Glasgow Green and redevelopment of boathouses;
- Strengthen gateways, improve signage and safeguard views;
- Environmental improvements and traffic calming to London Road, the Gallowgate and other main urban streets;
- Implementing pedestrian friendly streets and the creation of new pedestrian and cycle routes throughout the area;
- Create a positive identity and stimulate development interest.





2.4.4 Threats

- Continued decline of the Barras market through failing to address current issues;
- Being unable to find a sustainable and economically viable solution for key public and historic buildings;
- Lack of investment in vacant and derelict land;
- Continued deterioration of main routes to East End and links to the City Centre;
- Failure to capitalise on East End Regeneration Route and Clyde Gateway/Commonwealth Games;
- Not adequately tackling the issue of social exclusion in parallel with the physical regeneration of the area;
- Scale of investment required alongside cuts in Council and agency budgets;
- Decline in house building and commercial development.



3.0 STRATEGY

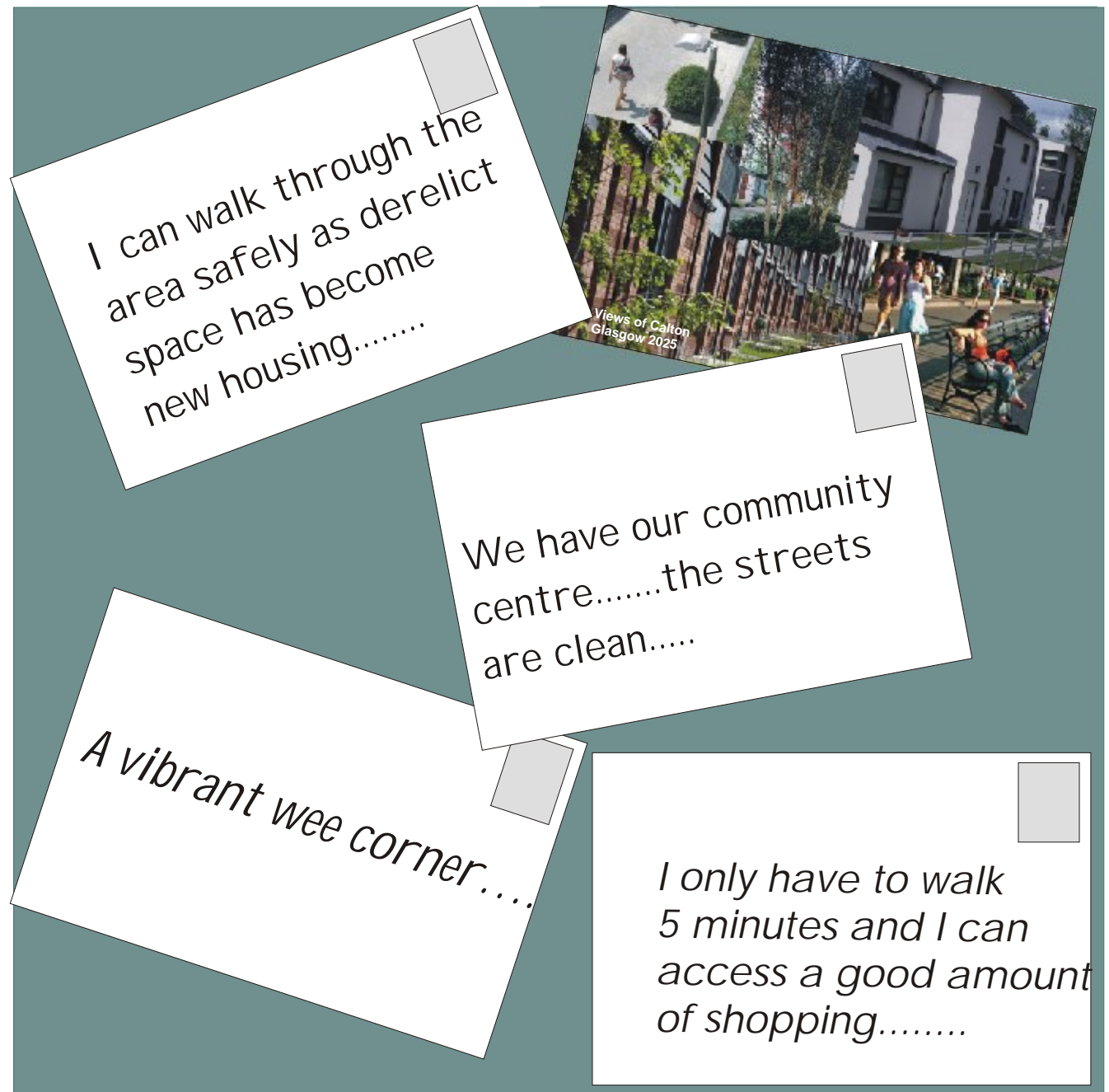
3.1 MOVING FORWARD

3.1.1 The Calton Area Development Framework is the Council's response to many of the challenges facing Calton and the Barras today. It sets out a strategic vision that will guide regeneration over the next 10 to 15 years by building on existing assets to create a more positive image for the area, supporting improved connectivity and public transport infrastructure, influencing the design of new developments and stimulating interest in vacant sites.

3.1.2 The initial draft of the Calton Area Development Framework was the first stage in this process and offered local people and stakeholders the opportunity to help shape the strategic aims and priorities through the Consultation Programme. However, the Council recognises that significant investment and a co-ordinated approach is required to bring about lasting change to the area and that this will take time.

3.1.3 In the meantime, the Council is aware that there is an increasing urgency in tackling the issues in Calton and Barras, particularly as the area encompasses the main routes to the Commonwealth Games sites and to the regeneration activities undertaken by Clyde Gateway.

3.1.4 Alongside the strategic vision, we are therefore setting out a five year programme of actions that will assist in kick-starting a process of change and increasing economic activity, whilst also complementing the longer term objectives for the area.



3.2 VISION AND KEY OBJECTIVES

3.2.1 Vision

The vision statement has been informed by the East End Local Development Strategy (2009), the Calton Area Association's Action Plan (2009), the Community Street Audit (2010) and comments received during the Consultation Programme.

The vision aims to reflect the aspirations of local people, businesses and other stakeholders while supporting healthy urban planning and place-making principles.

Our proposed vision for Calton is:

An attractive, resilient and well-connected neighbourhood in the East End of Glasgow with a distinctive and vibrant Barras market at its core



3.2.2 Key Objectives

The Calton Area Development Framework proposes five broad place-making objectives to underpin the vision. These are:-

- To **build on existing assets and create a place where people can live healthily, with a choice of housing, ease of access to employment, local shopping, community services and recreation facilities;**
- To **promote the Barras as a mixed use, adaptable market hub with a distinct identity** which attracts new businesses, innovation and entrepreneurship, and integrates residential development;
- To attract investment to and **stimulate development interest in vacant land and buildings**, and through this to support local services, repair the urban fabric and improve links with adjacent neighbourhoods;
- To **strengthen the role of Bain Square as a neighbourhood centre** (the 'heart of Calton'), by creating an adaptable open space facing on to Bain Street, supporting community use and promoting a sense of place;
- To **promote the development of a walkable, well connected and accessible neighbourhood by improving routes and gateways into the area, maintaining a network of linked streets and open spaces and** supporting new public transport opportunities



3.3 SPATIAL STRATEGY

3.3.1 Concept Plan

This plan shows our overall concept for the future development of the Calton area and aims to reflect the vision and key objectives.

3.3.2 Delivering the Strategy

The spatial strategy sets out how the Council intends to deliver the strategic vision and key objectives for the area through spatial frameworks, supplementary planning policies and design guidance. The spatial strategy comprises three frameworks:

- The Placemaking Framework

This framework supports the development of centres of activity that contain a mix of housing, retail and community facilities, that are easy to get to and that are linked to the public transport infrastructure. (See Section 3.4)

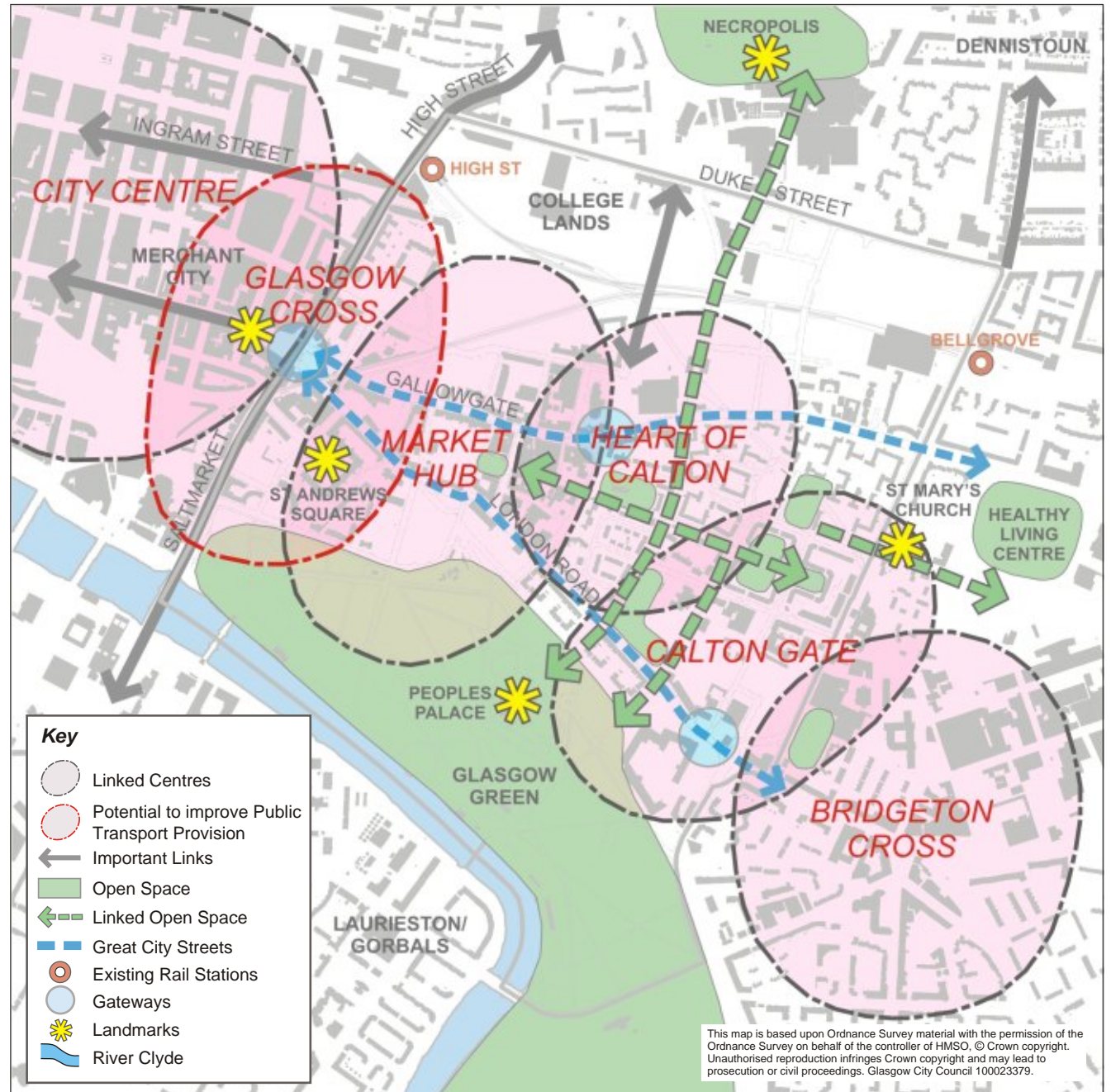
- The Integrated Infrastructure Framework

This framework promotes an integrated approach to infrastructure by combining walking and cycling routes with open spaces and the wider green network and with urban drainage systems. (See Section 3.5)

- The Urban Design Framework

This framework aims to promote existing assets (such as local people, the character of the built environment, location etc) to create a resilient, adaptable, distinctive and connected neighbourhood. (See Section 3.6)

These frameworks are set out over the following three sections and will be used as a means of guiding development, promoting confidence in the area and encouraging regeneration.



3.4 THE PLACEMAKING FRAMEWORK

The Council considers placemaking as a key process in revitalising urban areas and as a means of creating high quality places where people want to live and work.

This approach is expressed in the Council's spatial strategy for the East End (EELDS, 2009) through the concept of 'Development Hubs', or centres of activity that are integrated with public transport infrastructure and provide a choice of housing, community facilities, employment opportunities and local retail. By linking these centres with pedestrian paths and cycle routes they can help create attractive, walkable and resilient neighbourhoods.

The Council recognises that there are opportunities for strengthening existing neighbourhood centres in Calton. Through the Placemaking Framework, the Calton Area Development Framework will seek to encourage developers to locate retail and community facilities around existing centres and will support an increase in residential density at their core.

This will be reinforced through the Movement and Greenspace Networks (pages 40 - 43) which will seek to ensure that neighbourhood centres are integrated with surrounding areas and well connected to existing pedestrian paths and cycle routes.

The Placemaking Framework focuses on 3 of the centres within the study area:

- The area around Bain Square which we are referring to as 'the Heart of Calton';
- The Barras Market which is considered as a local town centre in the current Glasgow City Plan (2009);
- The blocks to the south east of the study area including St James School building and surrounding open space which we are referring to as 'St James Square'.

HEART OF CALTON?



THE BARRAS?



SOUTH EAST CALTON?

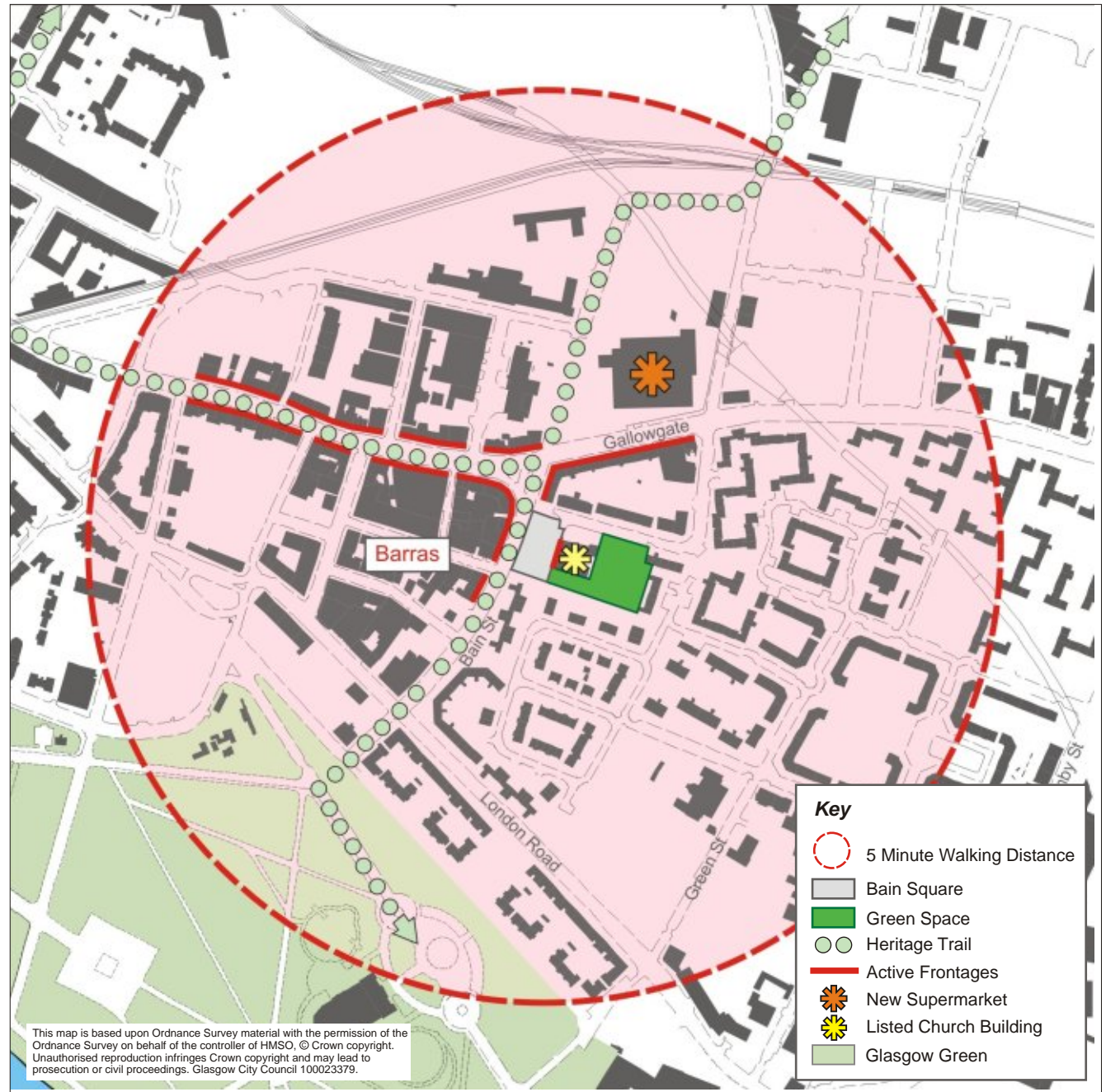


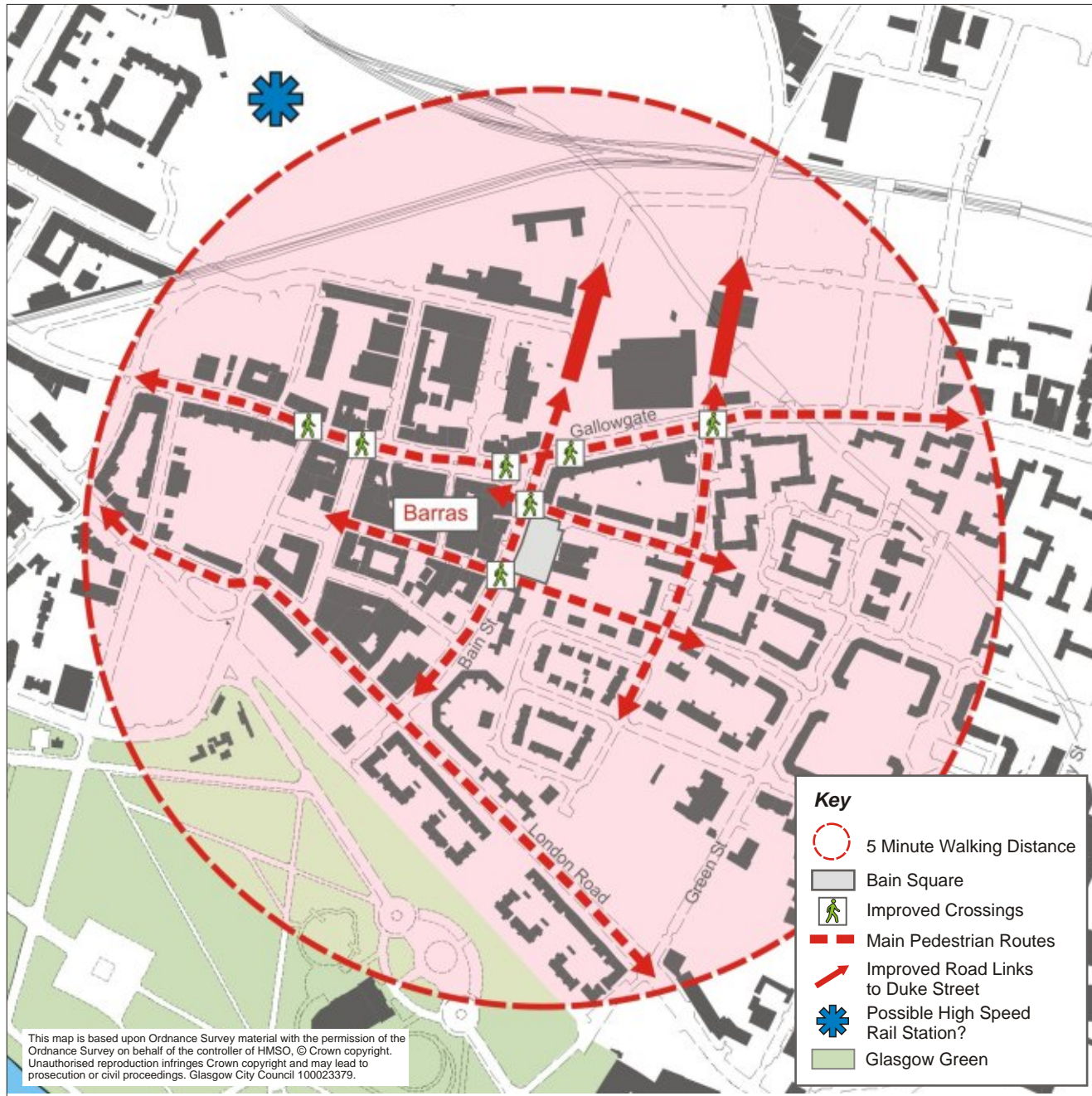
3.4.1 HEART OF CALTON

The Council considers there is an opportunity to strengthen the role of Bain Square as a neighbourhood centre (the 'heart of Calton'), by creating an attractive, adaptable open space facing on to Bain Street, supporting increased community use and promoting a sense of place.

Bain Square is identified in the report 'Calton: Unlocking the Potential' (Living Streets, 2011) as a key public space and is currently used by the local community to host events such as the annual 'fun day'. The listed church building acts as a centre-piece to the Square and there is local support for its re-use as a community facility. We consider that landscape improvements at this important gateway, together with improved lighting, signage and a public art strategy, would enable Bain Square to have a role as a neighbourhood centre and could help promote a positive identity for Calton.

The boundary of the Barras Local Town Centre (Tier 3) includes the north and west of Bain Square. As such this area is a favoured location for retail and commercial leisure development. We consider that increasing activity around Bain Square would support the provision of local shops adjacent to the Square to better meet day to day shopping needs and improve choice for local residents.





The location of Bain Square, to the east of Bain Street and approached by a number of pedestrian routes through the area, means that it plays an important role in linking Calton to surrounding areas and to the Barras. We consider that enhancements to pedestrian routes through Bain Square, would create a safer and more attractive walking environment and assist in reconnecting Calton with the city centre.

The Bain Street corridor is considered as an essential link between Gallowgate to the north and Glasgow Green/London Road to the south. There is the potential to explore extending Bain Street northward to create a more direct connection to Duke Street. We consider that this would increase the centrality of Bain Square, enabling it to emerge as a focus of activity in the neighbourhood. The introduction of additional crossings and traffic calming measures would ease pedestrian access and create better links between the Barras and the new supermarket.

The proposal to re-define Bain Square as a neighbourhood centre is influenced by key development proposals and opportunities in the surrounding area. The new supermarket is considered to strengthen Bain Square as the 'heart of Calton' and could help encourage further development. In addition, the Council has identified possible sites to the north of Bain Square (within a ten minute walk) with the potential to support the provision of a High Speed Railway Station. (Main Issues Report, GCC, 2011)

Local people taking part in the Street Audit made the following comments about Bain Square: 'could be a community space and café'; 'landscape and pedestrianise'; 'needs a bit of a buzz about it'; 'maybe an outdoor performance space' and 'nice to have a bit of green'.

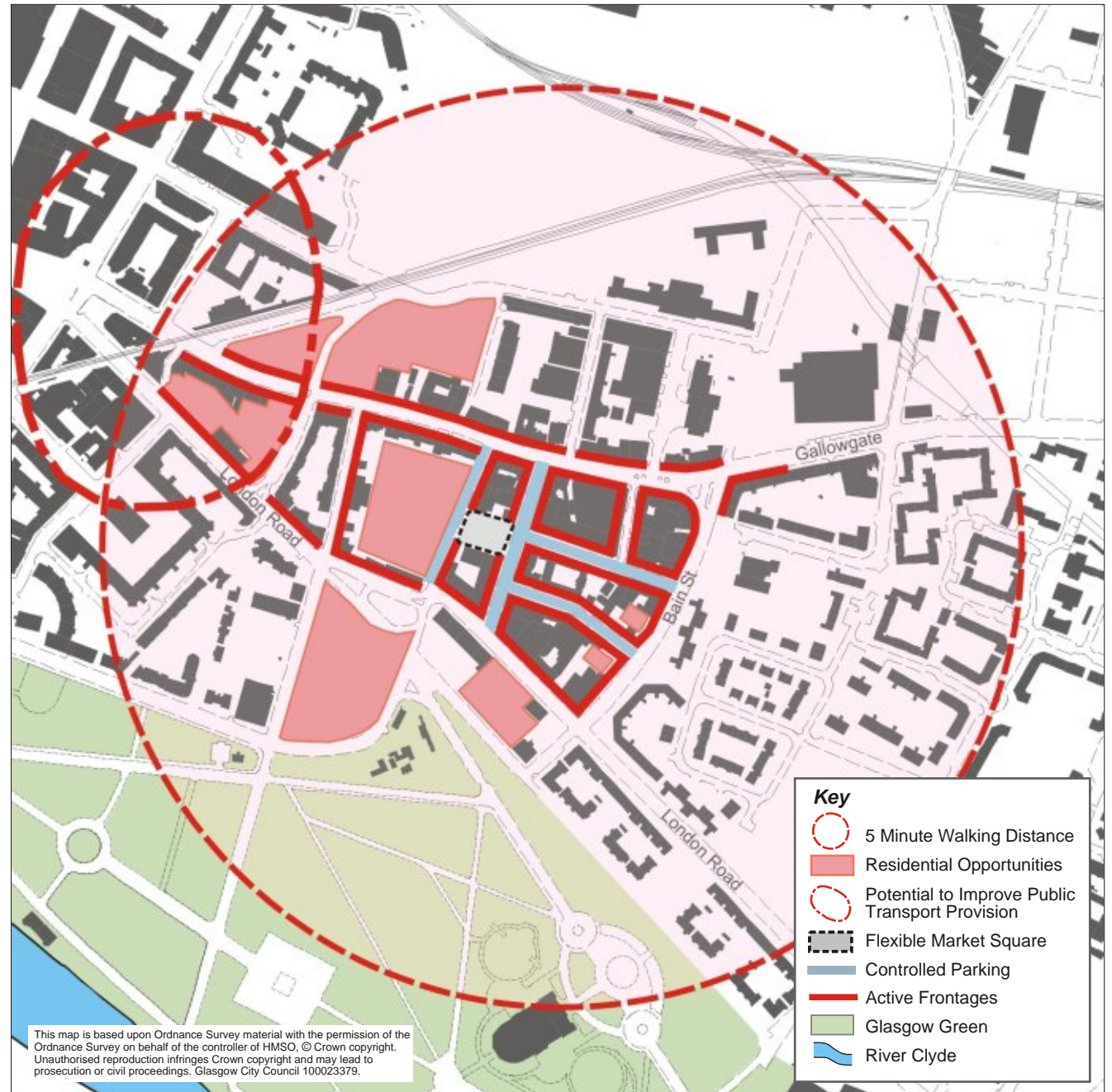
3.4.2 THE BARRAS

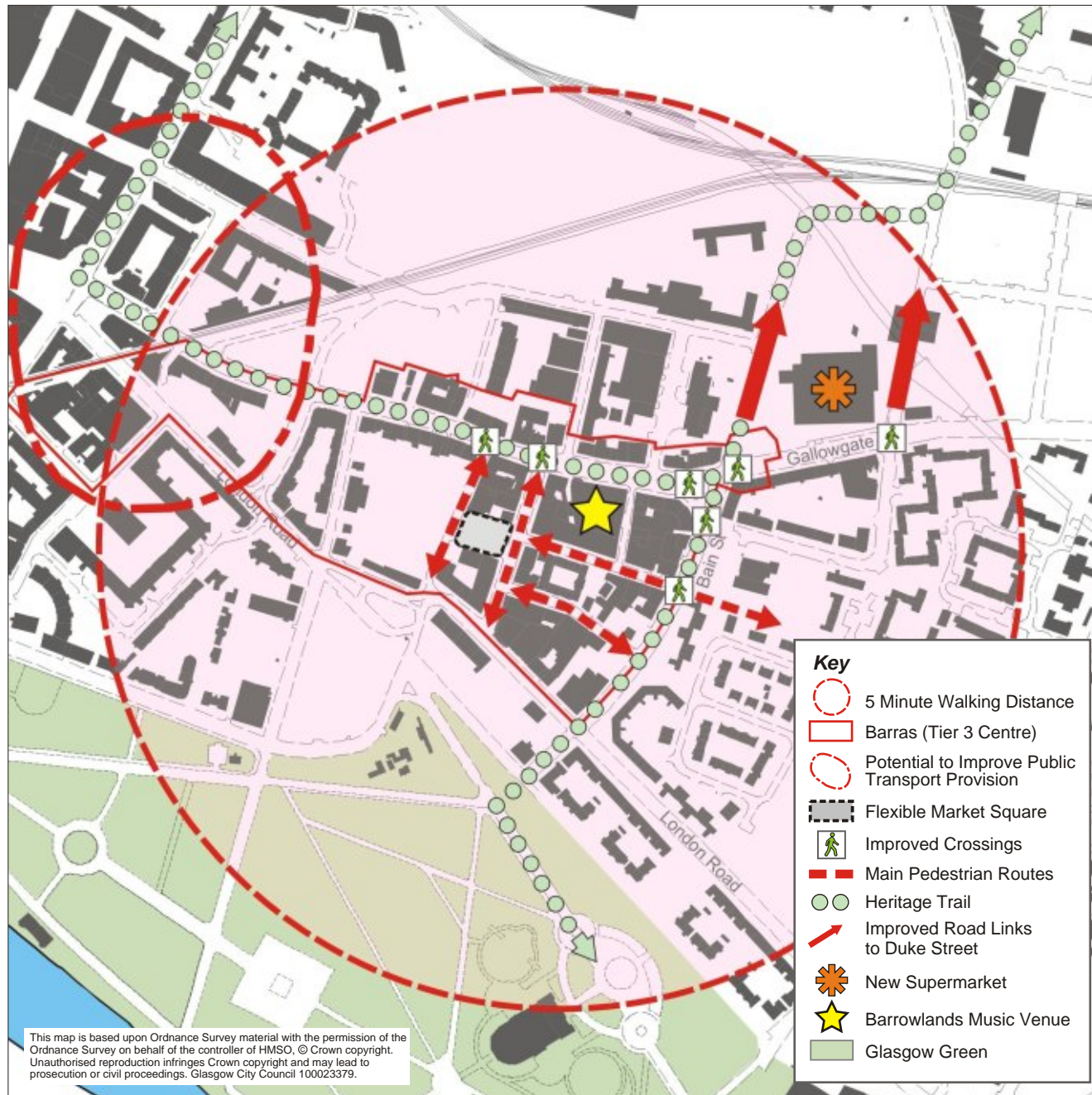
The Council considers that promoting the Barras as a mixed use, adaptable market hub can help reconnect Calton to the city centre and stimulate interest in an area that has lost much of its vibrancy. By introducing a greater diversity of uses and supporting new businesses, particularly within the creative and craft industries, there is an opportunity to strengthen 'the Barras' brand, promote its distinct character and create employment.

The Barras market area is considered as having the potential to become more than a weekend market destination by consolidating and enhancing the existing market and retail offer. The Council is working with stakeholders, traders and local people to identify how the market can adapt and support a greater mix of uses, including residential.

A key strategic concept is the formation of a central, flexible 'market' square which will provide the opportunity for market stalls to continue whilst accommodating a range of other activities and events (e.g. annual markets, rent a stall for a day). The introduction of residential development, zoned areas (e.g. antiques; fresh produce; recycled goods) would help to support the extension of market operations to seven days per week and generate an increase in overall activity. Other opportunities include promoting the Barras as a tourist and events destination and creating a heritage trail from the Necropolis to the Peoples Palace.

Attracting new businesses and creating employment opportunities is considered critical to the sustainability of the Barras. The occupation of the Barras Centre and the Pipe Factory by artists indicate there is an interest in locating to the Barras. The Council is keen to capitalise on this and to promote the Barras as a creative hub and specialist market destination in partnership with stakeholders and other service providers.





The creation of safe and vibrant pedestrian routes through the market and a network of linked open spaces, together with enhanced lighting, improved signage and public art would ensure the Barras acts as a gateway to Calton rather than as a barrier. To support this, the Council will encourage active ground floor uses along the main routes. Restaurant and café uses will also be encouraged where they are not detrimental to residential amenity to create daytime and evening activity within the area.

The introduction of a new station at Glasgow Cross (in conjunction with Cross Rail) has significant support from traders and stakeholders in the Barras area who consider it would enhance access, bring a range of social and economic benefits and stimulate development in the wider area.

A number of challenges facing the Barras (including illegal trading, litter, the appearance of some buildings, parking and anti-social behaviour) have the potential to undermine regeneration proposals. The Council is exploring setting up a regeneration body to represent the Barras and Calton area and assist in bringing forward a number of actions to address these issues. In addition, the Council is looking at potential sites, buildings and routes that could be included in a programme of interventions to stimulate development interest as part of a co-ordinated Action Plan.

"Public markets create a critical mass of activity that enhances an entire area." (Project for Public Spaces)



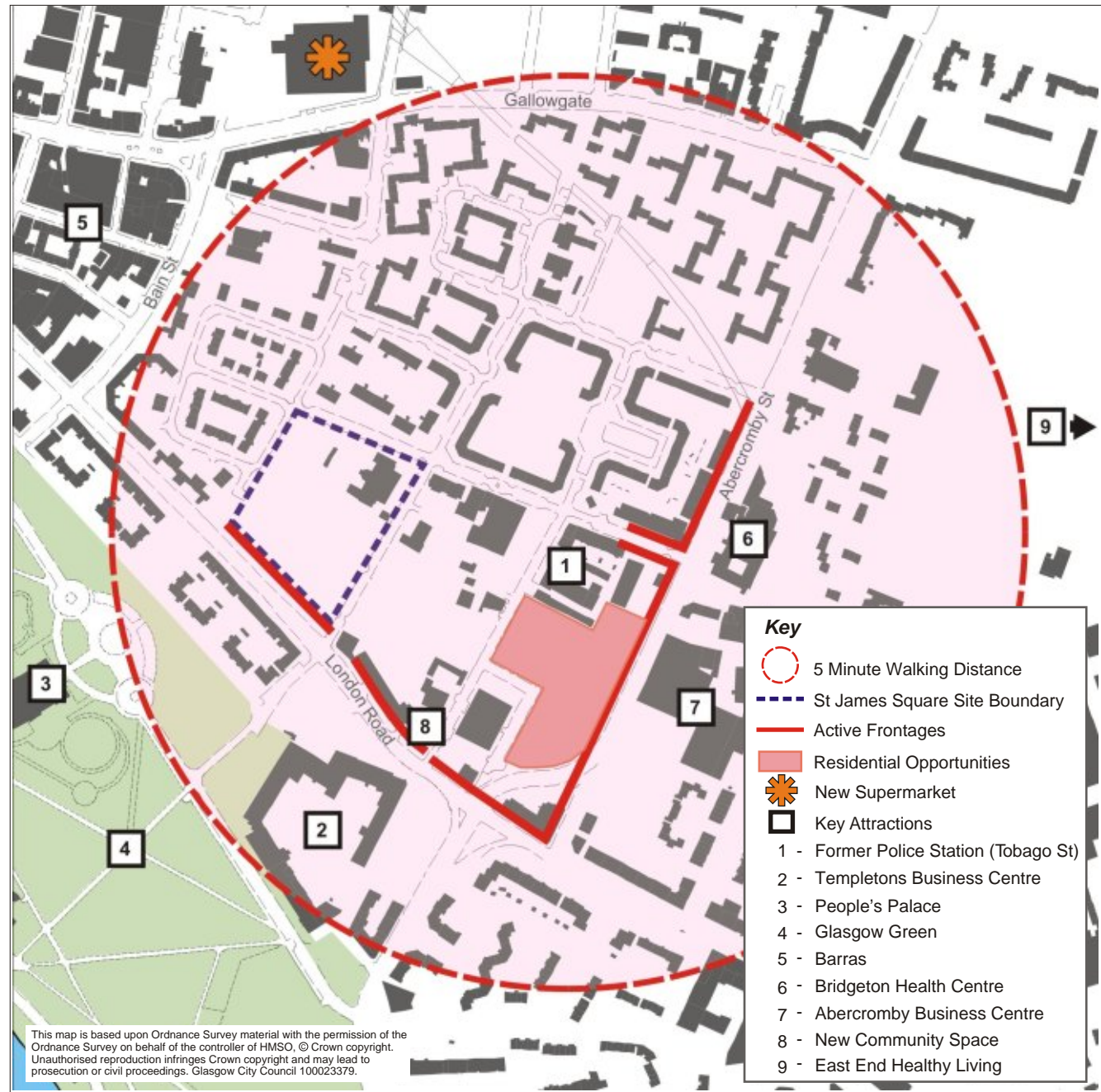
3.4.3 SOUTHEAST CALTON

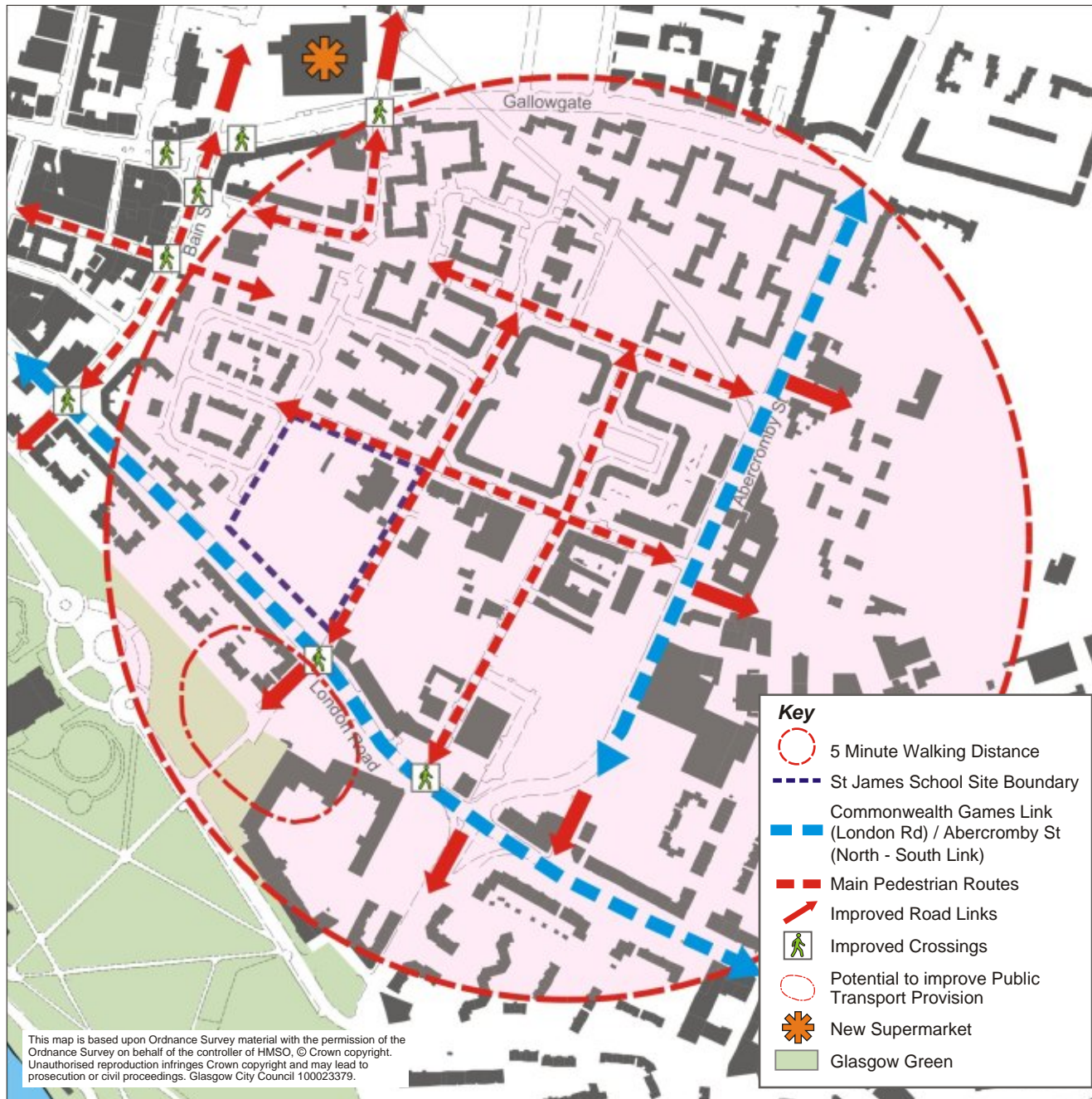
The Council considers there is an opportunity to stimulate development interest in the south east corner of Calton, and through this to support local services, restore the townscape, improve pedestrian links through the area and create a more walkable neighbourhood. The designation of the St James School site as St James Square is considered key to unlocking the potential of this area.

The south east corner of Calton, between Stevenson Street and London Road, is characterised by vacant land, disused buildings (including the Category B Listed Tobago Street former police station), and a mix of light industrial uses. Historically, the area was characterised by high density tenement blocks which were well integrated with the surrounding area. However, the vacant land currently acts as a barrier limiting pedestrian movement to London Road and Glasgow Green. A more appropriate urban density could be supported in this location to create a more integrated neighbourhood.

The majority of land (approximately two-thirds) is owned by the Council, but there are significant exemptions including sites on both sides of Tobago Street. The fragmented ownership has been considered as inhibiting housing development in the past. However there has been recent housing development on London Road and Green Street, which will include a new community space. Where development is unlikely in the next five years the Council will encourage proposals for the temporary use of vacant land through initiatives such as 'Stalled Spaces'.

The current Glasgow City Plan (GCC, 2009) designates this area for residential use and Policy DEV 2 (Residential) applies. Policy DEV 2 supports proposals which enhance residential amenity, improve access to/from and within the areas, and preserve and enhance the integrity of the townscape, landscape and green network provision. The Calton Area Development Framework proposes no change to this.





The Council recognises the importance of St James Square for the regeneration of this area. The proximity of the Square to a number of key attractions in the area (e.g. Templeton's, the People's Palace, Glasgow Green and the Barras), together with the proposals for London Road as a route to the Commonwealth Games, raise a number of possibilities. Improvement measures could also contribute to a Green Network within Calton through the provision of quality open space.

There is scope to strengthen the services on Abercromby Street by protecting the retail offer, enhancing the public realm and improving access to facilities, such as the Bridgeton Health Centre, St Mungo's and the Healthy Living Centre.

The realignment of Abercromby Street at the junction with London Road, together with appropriate traffic calming measures could enable a strong edge to be created to the east and south, improve the pedestrian environment and enhance integration with adjacent neighbourhoods.



3.5 THE INTEGRATED INFRASTRUCTURE FRAMEWORK

As part of its strategy to deliver sustainable urban development, the Council wants to use its planning frameworks to promote an integrated approach to infrastructure that combines walking and cycling routes with green spaces and water management.

We consider open spaces, private gardens, tree lined walkways, paths, streets, areas of landscaping, ponds and watercourses as infrastructure and integral to the delivery of an Integrated Infrastructure Development Framework.

Central to this is the implementation of a quality walking and cycling environment that is linked with the public transport infrastructure, delivering better quality open spaces, and offering choices related to movement.

We have adopted this integrated approach by setting out three linked networks. These include:

- A Movement Network - which addresses how people get around Calton and to/from the city centre and surrounding neighbourhoods;

- A Green Network - which promotes quality open spaces and supports environmental improvements, public realm enhancement, better signage etc;

- A Surface Water Management Network - which sets out how the Council intends to fulfil statutory obligations with regard to urban drainage and how it will link proposed schemes with the movement and green network.

THE MOVEMENT NETWORK



THE GREEN NETWORK



THE SURFACE WATER MANAGEMENT NETWORK



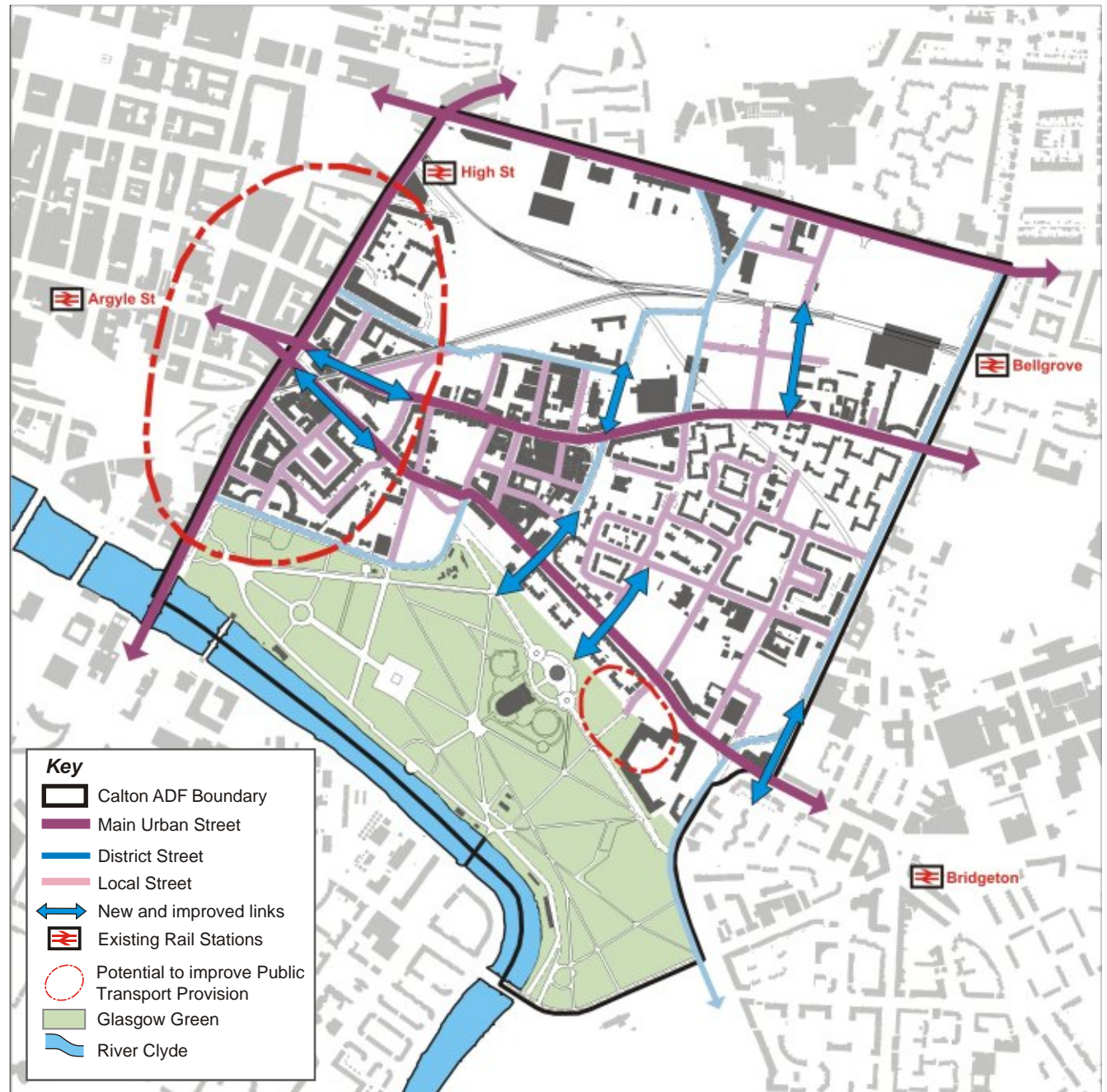
3.5.1 THE MOVEMENT NETWORK

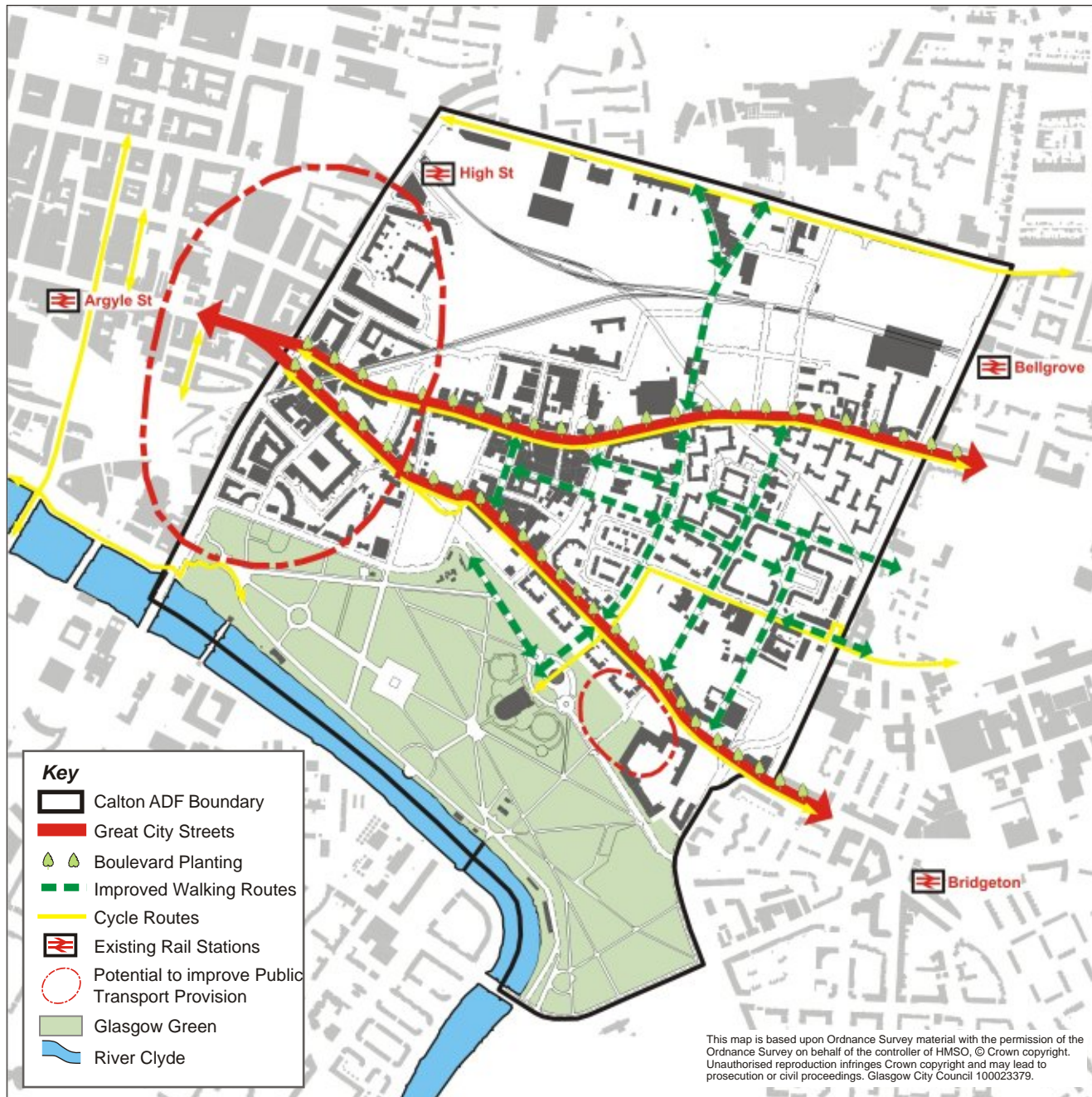
The Council considers that a quality Movement Network comprises full integration between streets, public transport, pathways and cycle routes. A main objective of the Movement Network is to exert a shift in focus from the vehicular scale (the movement of cars through the area) to a walkable scale (the movement of people). This is supported by the Council's Sustainable Glasgow Report 2010 which seeks to reduce the city's carbon emissions by minimising the need to travel by car.

One of Calton's greatest assets is its location: it is well served by principal east-west transport routes and within walking distance of the city centre, Glasgow Green and a number of local services. The recent Street Audit Report (Living Streets, 2011) remarked on how easy it was to get around Calton and found that although distances were short, there were a number of barriers that limit walkability. These include traffic speed, limited pedestrian crossing facilities, poorly maintained footpaths, on-street parking, lack of signage and fear of crime.

Calton is characterised by low levels of car ownership resulting in greater dependency on public transport or walking/cycling. However over time whilst car ownership may change, local people will always need a high quality network to choose to make journeys without using cars. Lower development densities, changes in school provision and changes in retailing are creating a more dispersed urban form which in turn is requiring travel or multiple journeys to be made over greater distances. The temptation to use or own a car may increase as a response to this.

The Calton Area Development Framework aims to create a walkable neighbourhood and to promote travel choice through the development of a quality Movement Network that connects neighbourhoods to public transport services and provides safe and fully integrated streets, paths and cycle routes.





The Council recognises that there is significant support for the introduction of a Crossrail link with an interchange at, or close to Glasgow Cross, to increase connectivity and improve access to the Barras, Glasgow Green, the Trongate and the wider Calton area.

In addition, the Consultation Programme indicated that there is support for the reopening of the station at Glasgow Green, for improved bus services and for the introduction of a tram line running from the City Centre to the east end using former railway tunnels.

The strategic aspiration is to achieve a fully integrated, high quality public transport and movement network with excellent connectivity to the rest of the city which offers an attractive and sustainable alternative to the car.

The Calton Area Development Framework aims to do this by:

- Stimulating development interest and promoting a mix of uses around existing neighbourhood centres to maximise access to public transport;
- Influencing the design of streets and promoting high quality pedestrian crossings and traffic calming measures to minimise the impact of vehicular traffic;
- Prioritising personal safety through improved lighting and by ensuring routes are well overlooked;
- Promoting a safe and convenient cycle movement network and secure cycle parking at destinations;
- Managing parking options to reduce car use and to promote travel choice.
- Supporting improvement measures to main routes through a five year Action Plan.

3.5.2 THE GREEN NETWORK

The Council wishes to develop an integrated Green Network in Calton to assist in delivering sustainable growth, contribute to the wider eco system, help create attractive neighbourhoods and promote physical and mental wellbeing.

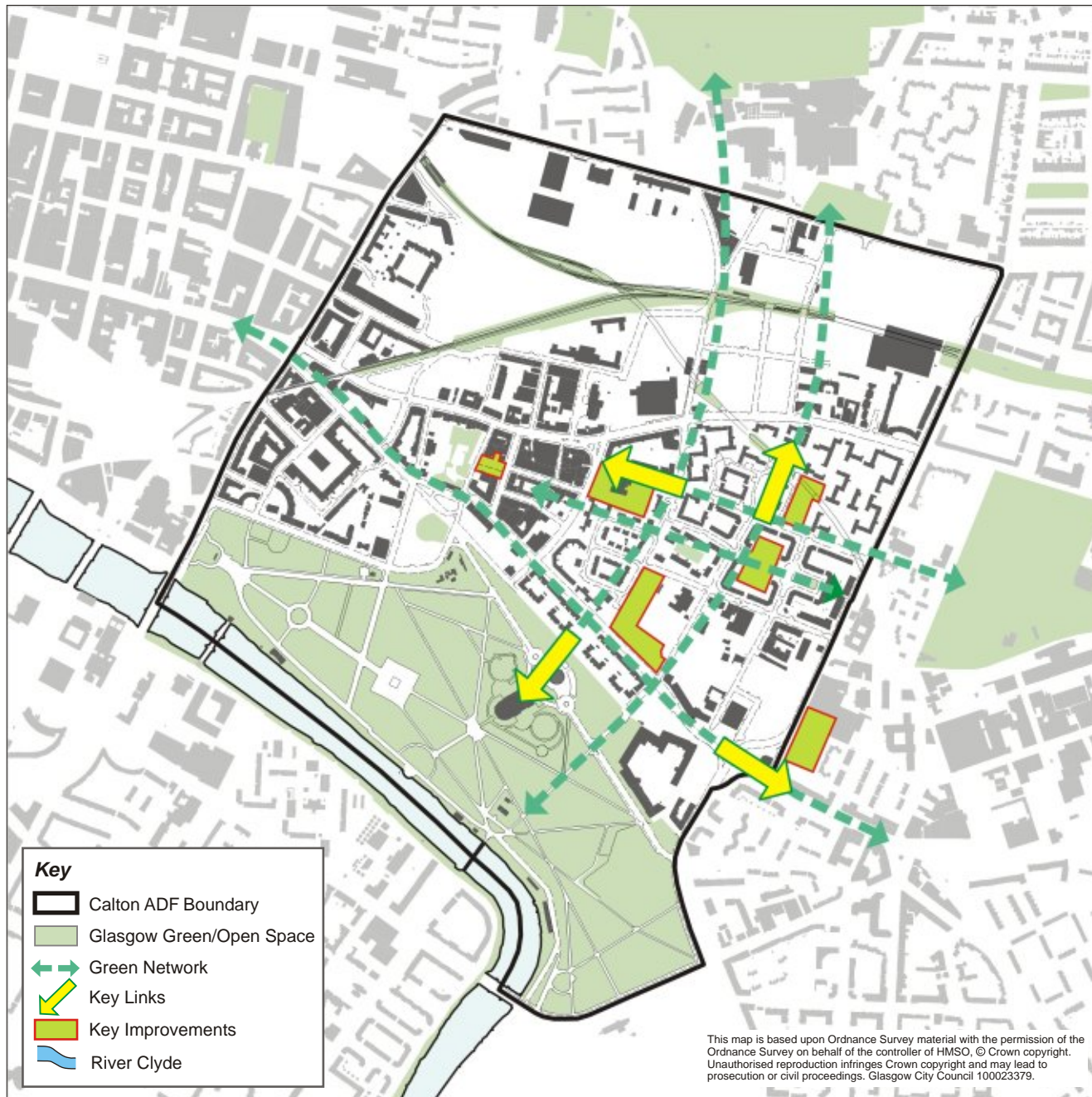
Within Calton, the Green Network is made up of open spaces such as Glasgow Green, Elcho Gardens and Bain Square and the paths that link them. It also includes individual elements such as street trees, private gardens, hedges and areas of vegetation. We recognise that some spaces, such as Tobago Street play area, have clear functions whilst others provide a mix of activities or can help create a sense of place.

Through the Calton Area Development Framework the Council will promote a quality Green Network in Calton by seeking public sector funds and working with private developers to upgrade existing open spaces, improve pedestrian paths and enhance street planting. A key concern will be to ensure that open spaces are accessible, can support a range of activities and where possible, are locally managed. (The Council has already started to implement some aspects of the Green Network through the Calton Matrix).

There are a number of vacant sites throughout the area (particularly in south east Calton) and the Council will expect any proposals for the development of larger sites to incorporate green infrastructure and demonstrate how this will connect to the wider Green Network.

“A network of well-designed and cared-for open spaces adds to the character of places where people want to live, work and visit. Open spaces also provide the vital green infrastructure that enables us to deal with floods (...) and adapt to climate change while providing wildlife habitats, sporting facilities or beautiful parks.” (CABE, 2004)





Within the Calton area, the main objectives of the Green Network are to:

- Maximise the benefits of the natural environment;
- Maintain and upgrade existing open spaces;
- Ensure that green infrastructure is designed into new development from the start;
- Promote linkages between green spaces;
- Create spaces that are multi-functional, accessible, adaptable, inclusive and well connected;
- Develop locally managed green space projects;
- Support better integration of Glasgow Green and the River Clyde with the wider Calton area through the introduction of new footpaths, cycle routes and crossing points.

The proposed Green Network is shown on the maps opposite. We have identified some of the key open spaces in the area, spaces which have already been improved through the Calton Matrix and spaces requiring further investment.

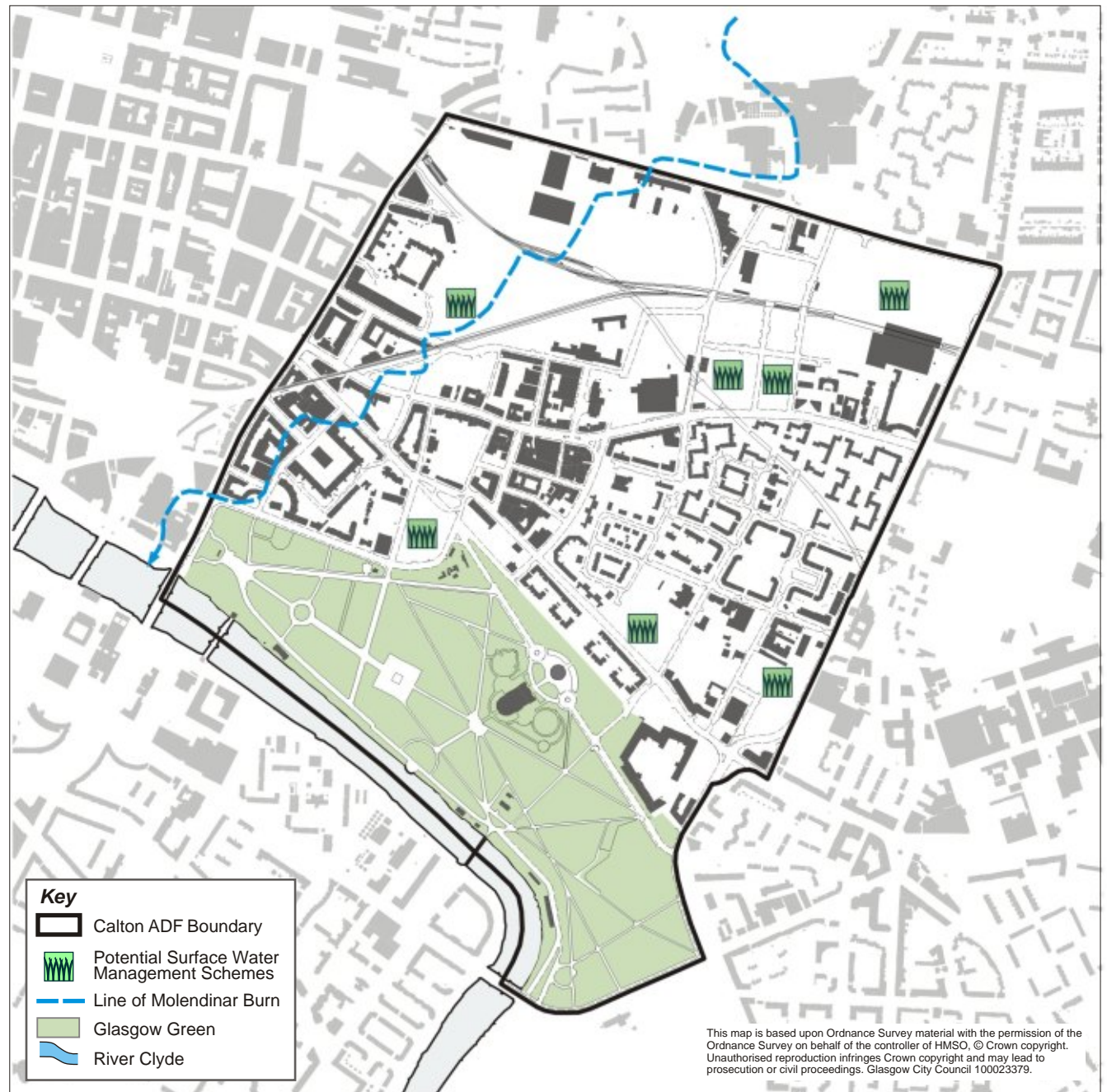


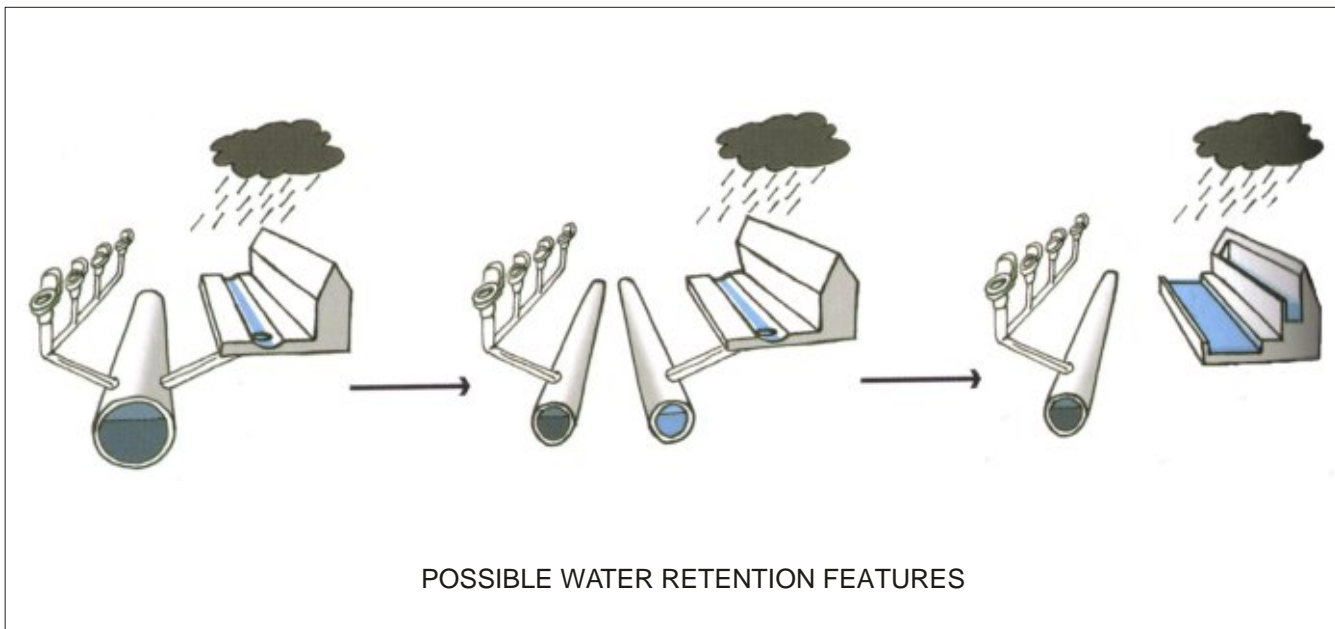
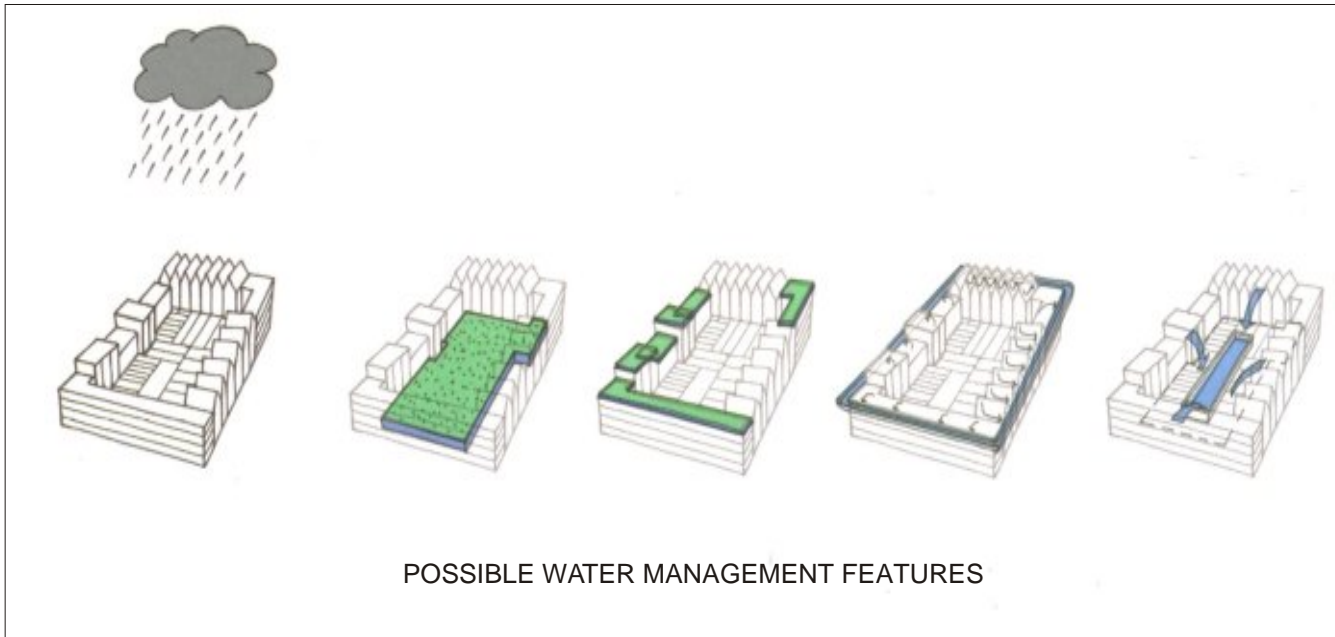
3.5.3 THE SURFACE WATER NETWORK

The Council, in partnership with the Scottish Environmental Protection Agency (SEPA) and Scottish Water, is promoting proposals to implement a modern drainage infrastructure network throughout the City. This would involve taking surface water out of the combined drainage system in order to make current network capacity available for new urban development and installing new infrastructure to manage surface water that can no longer enter the foul/combined drainage system.

The Council considers that surface water management is best delivered as an integral part of the Green Network wherever this can be achieved through, for example, the introduction of ponds, reed beds, rain gardens etc.

Within the Calton area, proposals for new development should be accompanied by the provision of a water management feature. Developers will be expected to enter early discussions with the Council on this aspect and to demonstrate how proposed water management features will contribute to the Green and Movement Networks and enhance the biodiversity of the area.





3.6 THE URBAN DESIGN FRAMEWORK

Urban Design is concerned with shaping places through the arrangement and design of buildings, streets, spaces and urban blocks. The urban design process is multi-disciplinary, involving landscape designers, urban planners, architects and local people in making attractive and functional places.

The Council recognises the role that urban design plays in creating attractive, liveable and sustainable places and seeks to secure the highest possible quality of environment by encouraging innovative and imaginative design.

The main objective of the Urban Design Framework is to build on the existing assets (local people, the character of the built environment, location etc) to create, over time, a resilient, adaptable, distinctive and connected neighbourhood, where people want to live and work.

The Urban Design Framework sets out a number of key Design Principles that will affect all new development proposals and guide intervention in existing buildings, blocks, streets and spaces.

The Design Principles are arranged as;

- Designing for People - which sets out how good urban design can have a direct impact on the wellbeing of people
- Designing for Movement - which details how urban design principles can influence the way people move around an area
- Creating a Distinct Identity - which aims to build a sense of place and promote a positive image through urban design.

DESIGNING FOR PEOPLE



DESIGNING FOR MOVEMENT



CREATING A DISTINCT IDENTITY



3.6.1 DESIGNING FOR PEOPLE

The aim of this Design Principle is to promote a people centered environment that supports healthy urban living, is safe and well maintained, and provides a mix of uses and an adaptable urban form. It will do this by setting out policies and guidance that will influence new development and interventions in existing places.

The Council recognises that the process of changing places and creating vibrant neighbourhoods should commence at the local level and be led by the people that live and work there. The Council hopes to ensure this remains locally relevant by:

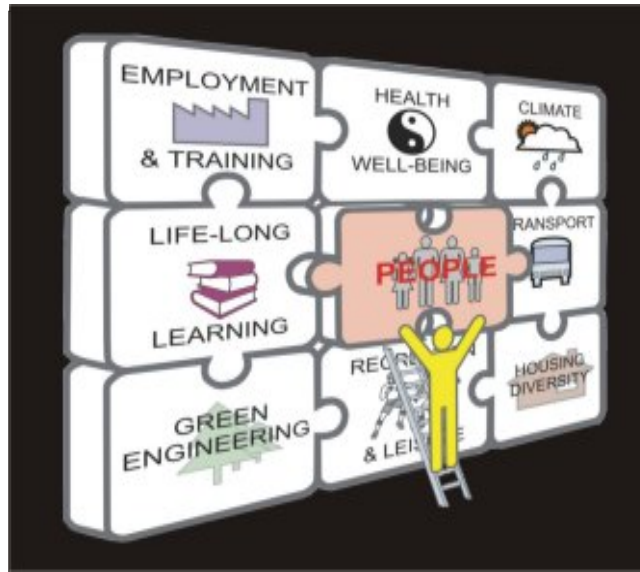
- An initial focus on streets and spaces (the walkable scale) to engage with residents;
- Empowering local people to take responsibility for the design and management of spaces;
- Involving local people in decisions about their neighbourhood;
- Promoting health and wellbeing in all new development;
- Introducing design codes developed in partnership with local people as part of new developments;
- Ensuring new developments are effective in their use of resources to minimise the use of energy;
- Concentrating facilities and services together into neighbourhood centres and encouraging increased densities to optimise the use of existing facilities;
- Prioritising safety and accessibility to reduce the fear of crime and encourage passive surveillance.



Stalled Spaces

About a third of the Calton area is vacant or part vacant land and buildings. Alongside this, much of the remaining public space is in poor condition. This not only acts as a key detractor for investment but also limits usability for residents and visitors alike.

In cases where it is determined that no development is likely to take place in the short to medium term, the Council proposes that temporary environmental improvements are identified and brought forward through the Calton Matrix approach or the Council's 'Stalled Spaces' Initiative. These works could provide a temporary community asset whilst in the longer term, stimulating development interest helping to make the Calton a more attractive place to invest.



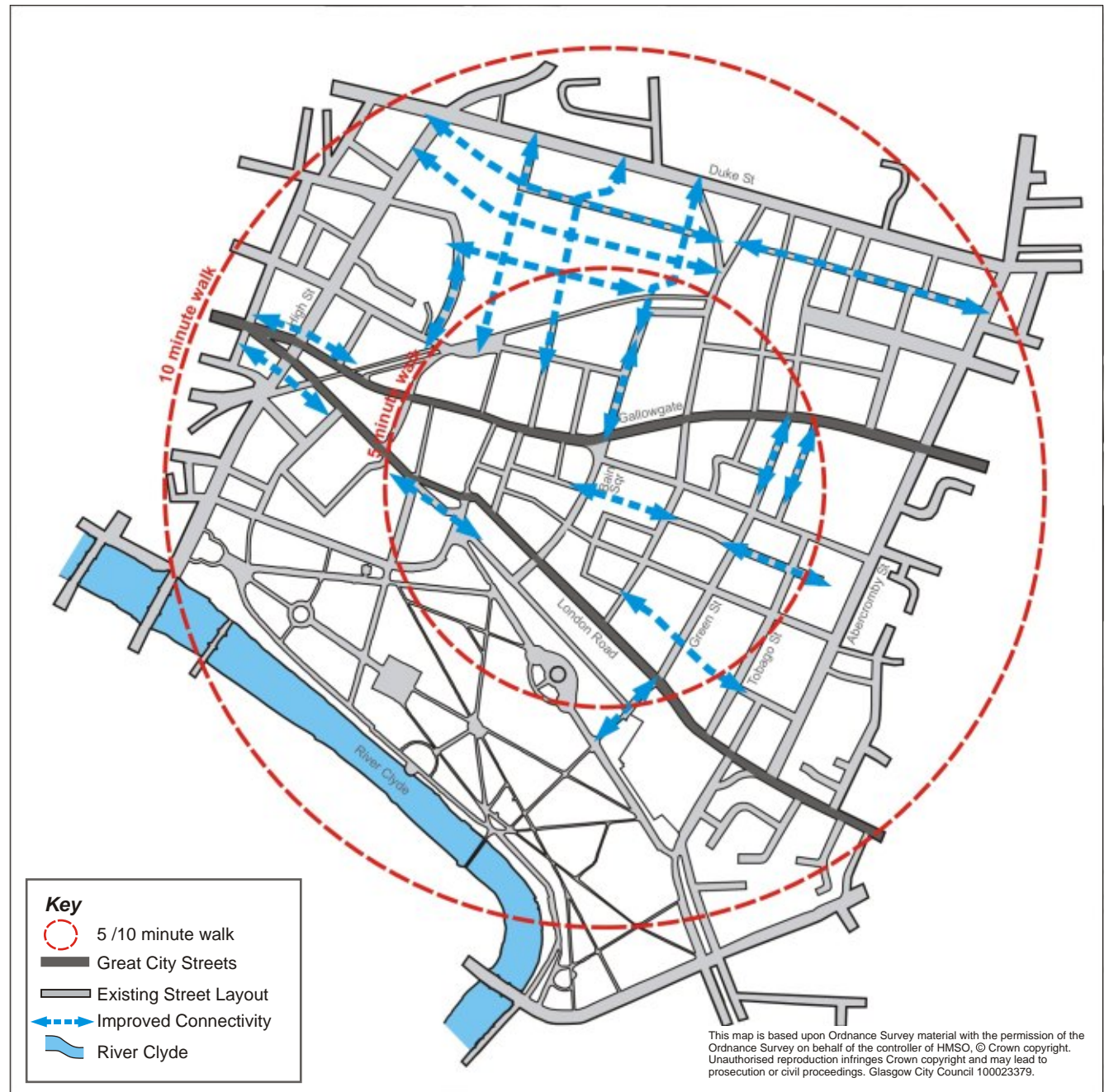
3.6.2 DESIGNING FOR MOVEMENT

The aim of this Design Principle is to develop a network of attractive streets and open spaces to encourage walking and cycling and support ease of pedestrian movement. We recognise that streets are more than a means of getting around - they can act as spaces to meet and play, they contribute to health and wellbeing, and can create a sense of vibrancy.

The StreetAudit report (Living Streets, 2011) highlighted a number of issues with the arrangement and maintenance of streets and spaces in Calton. Some of these, such as Elcho Gardens and Moncur Path, are currently being improved as part of the Calton Matrix. However the Council recognises that additional investment is required to create a more walkable neighbourhood, through environmental improvements to pedestrian links and to main routes. The railway arches on the Gallowgate and London Road act as gateways to the Barras and Calton and interventions to improve the public realm at these key locations will be supported.

The Council will seek to ensure that proposals for new development will make a positive contribution to the pedestrian environment by:

- Developing a public realm strategy for the area and removing perceived and actual barriers to walking;
- Minimising the impact of vehicular traffic through the introduction of traffic calming measures;
- Ensuring new pedestrian paths and cycle routes are safe, well-lit, signposted and overlooked;
- Supporting active frontages at ground level;
- Supporting improved public transport provision in accessible and convenient places;
- Promoting measures that upgrade London Road and the Gallowgate to create 'great city streets' and attractive routes to the Commonwealth Games sites and the wider east end.



DESIGNING A WIDER MOVEMENT NETWORK



The Importance of Streets

“Streets exert an immense influence upon our lifestyles and behaviour. Street design also has a direct influence on significant issues such as climate change, public health, social justice, inclusivity and local district economies.” (Designing Streets, Scottish Government, 2010)

TO SUPPORT TOURISM/EVENT MANAGEMENT



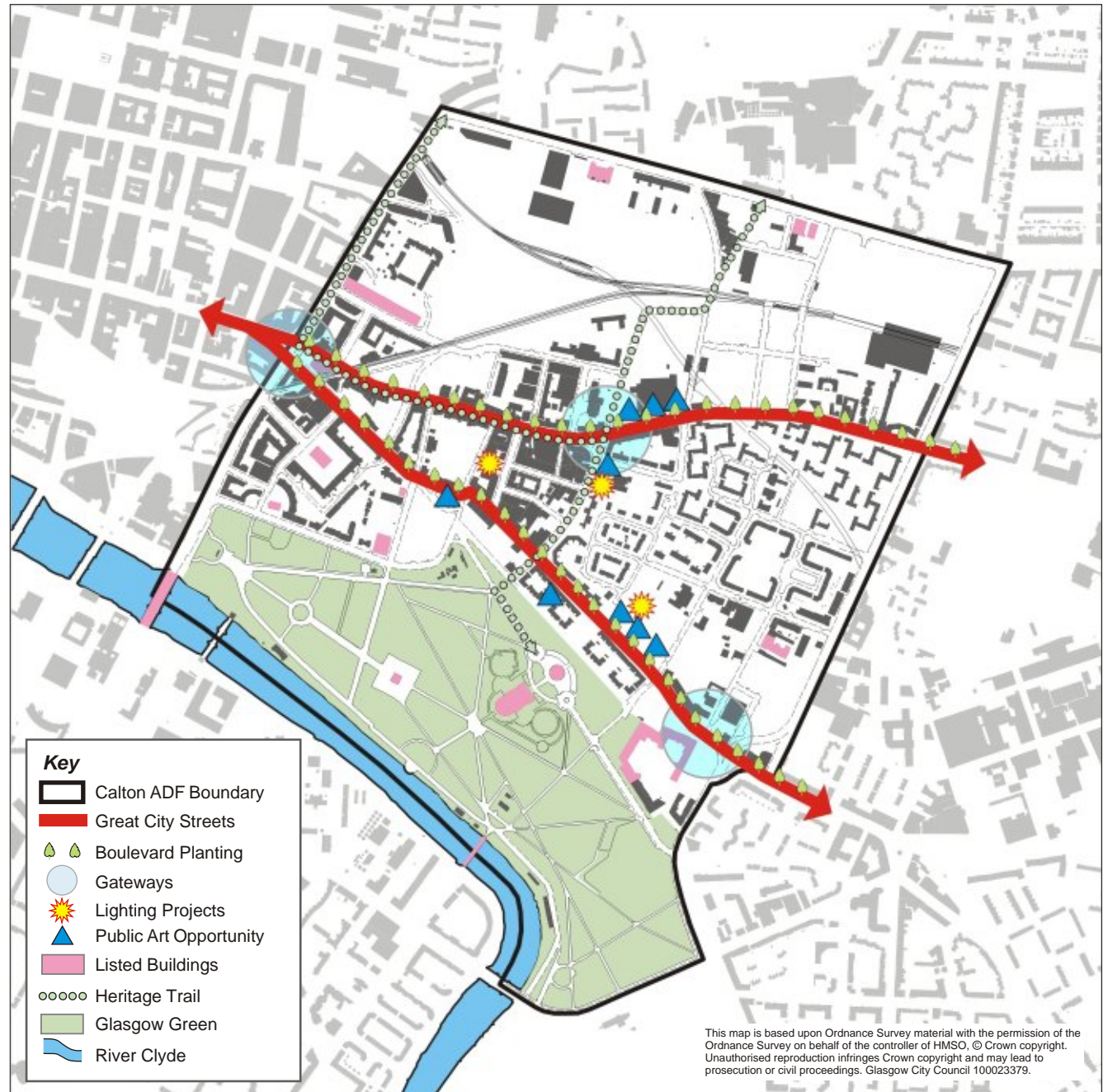
3.6.3 CREATING A DISTINCT IDENTITY

Creating a distinct identity and a sense of place requires an understanding of the local context, the existing assets such as people, valued buildings and spaces and how these can be built on to create a positive image for Calton.

It is recognised that the physical condition of the Barras Market area currently stops the area fulfilling its potential and acts as a disincentive to visitors, investors and new businesses.

The Council will use this Design Principle to promote interventions that contribute to the creation of a positive identity for Calton and the Barras. Some projects such as the redesign of the mural at Abercromby Street are already being developed through the Calton Matrix. The Council will continue to seek funding opportunities to deliver environmental improvements across the area including signage at gateways, lighting projects, community growing spaces and heritage trails in order to create a distinct sense of place.

The historic environment can also play a positive role in successful and sustainable placemaking. Many local people value the historic buildings, particularly around St Andrews Square, and consider that they contribute to the identity of the Calton area. The Council will support and encourage proposals for the repair, maintenance and re-use of historic buildings, particularly those which are currently vacant



The key aims of this Design Principle are to:

- Create a positive identity through public art, signage, cultural heritage and lighting;
- Promote development and interventions which create a sense of welcome;
- Support the use of design codes to ensure development is appropriate to the local context and enhances edges, corners and gateways;
- Encourage the redevelopment of vacant sites as urban blocks and repair the urban fabric;
- Protect, maintain and enhance valued buildings, open spaces, key views into the area and important vistas;
- Promote an appropriate density in new development to support local services and community facilities;
- Encourage new businesses, particularly in the creative industries, to locate to the Barras to increase vibrancy;
- Support measures that address antisocial behaviour, littering etc and help restore a sense of pride

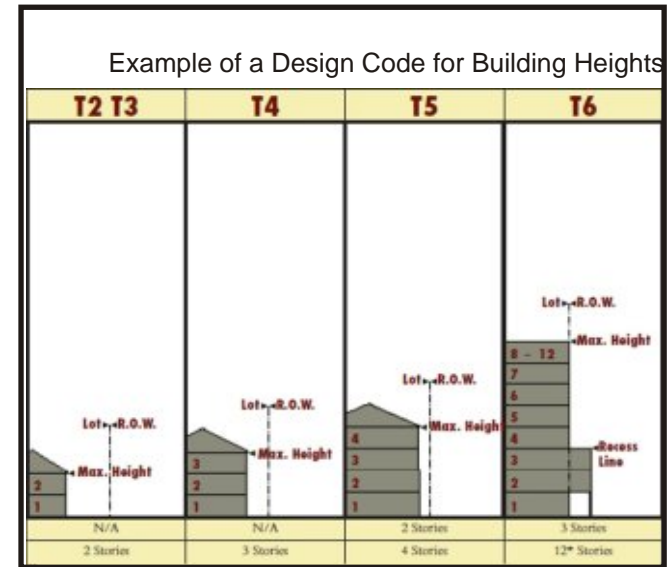


Design Codes

A design code acts like a pattern book setting out the design details, such as building heights, materials, frontages and building lines for specific locations within a masterplan.

The level of prescription can vary but should ensure there is sufficient flexibility to allow creative solutions to emerge and create a diverse environment.

This approach offers local people an opportunity to engage with architects and planners early in the design process by helping to decide which codes should be applied to specific areas.



4.0 IMPLEMENTATION

4.1 IMPLEMENTATION

4.1.1 Achieving the Objectives

The Calton Area Development Framework sets out aspirations and proposes policies to guide the regeneration of Calton and the Barras in accordance with citywide and locally identified priorities. It provides supplementary planning guidance to the current Glasgow City Plan (GCC, 2009) and to the forthcoming Local Development Plan. This means that it will act as a material consideration in the assessment of proposals within the defined area.

However, it is acknowledged that significant investment is needed to consolidate and bring about change to the area.

The Council will actively encourage the development of vacant sites and the re-use of historic buildings, whilst working with developers to facilitate infrastructure improvements as appropriate.



4.1.2 Delivery

Whilst some early actions, particularly in relation to open space, have already been delivered by the Council through the Calton Matrix and the Calton Working Group, it is recognised that the area continues to face a number of challenges.

There is added impetus as the Calton area forms part of the key route between the City Centre and the East End, in particular the route to the Commonwealth Games in 2014, the World Gymnastic Championships in 2015 and the developments being undertaken by Clyde Gateway.

The continued delivery of the Calton Area Development Framework requires an appropriate structure and funding from the Council to deliver a 5 year Action Plan for the area, focusing initially on improving the physical environment, stimulating development interest, and putting in place conditions for job creation.

It is anticipated that initial investment by the Council will attract additional match funding, assist in unlocking appropriate sites for development and lead to partnership working to deliver the regeneration of the area.



4.1.3 Action Plan

The main focus of the Action Plan will be on:

- Improving the environment and connectivity of the key routes from the City Centre to the east end. This will include a continuation of the Calton Matrix for smaller scale environmental projects as identified by the local community
- Arresting the decline of the Barras and growing its capacity as a location for flexible and inexpensive space, for new small business development particularly in service provision (eg reconditioning white goods, recycling etc) and creative/craft type businesses. This will also provide a more sustainable basis for week long activity to the area as well as reinvigorating the market itself;
- Job creation, employability and entrepreneurialship providing flexible space and introducing mechanisms for business support;
- Maximising impact of Council spend both in leveraging in external sources of funding and in maximising the impact per £ spent;
- Supporting the formation of a Delivery Board to co-ordinate the regeneration effort.



4.2 PLACEMAKING POLICIES AND GUIDANCE

4.2.1 Heart of Calton

MAIN OBJECTIVES	PREFERRED PROJECTS AND OPPORTUNITIES	POLICIES AND GUIDANCE
To strengthen the role of Bain Square as a neighbourhood centre (the 'heart of Calton').	It is considered that the Town Centre designation should be strengthened/retained around Bain Square.	<p>HC 1. This area of Calton will continue to be the preferred location for retail, leisure and supporting uses.</p> <p>HC 2. Active ground floor uses will be encouraged at this location.</p>
To create an attractive, adaptable open space facing on to Bain Street and to the rear of the Church building.	Funding has been identified following the Street Audit for enhancement works to Moncur Path. This is being delivered through the Calton Matrix. Further enhancement works to Bain Square and surrounding public realm could be delivered through the five year Action Plan.	HC 3. Proposals for new development around Bain Square should protect and enhance the open space and ensure overlooking.
To improve links with the Barras, the city centre and the Gallowgate.	There is an opportunity to introduce direct pedestrian crossings and traffic calming measures on Bain Street and the Gallowgate.	HC 4. Proposals for new development should make provision for direct and safe pedestrian and cycle access.
To support increased community use of Bain Square.	We consider that Bain Square should continue to be promoted for community related activities such as the Calton Fun Day and for Barras events.	HC 5. Any development proposal for the church building shall support continued community use of Bain Square and enhance its function as a civic space.
To promote a sense of place and support interventions that enhance Bain Square as a gateway to Calton.	There is an opportunity to introduce new signage, public art and enhanced lighting at this location to make Bain Square more of a destination.	HC 6. Proposals for new development should respect the scale of the existing townscape around Bain Square and contribute to the creation of a distinct identity.

4.2.2 The Barras

MAIN OBJECTIVES	PREFERRED PROJECTS AND OPPORTUNITIES	POLICIES AND GUIDANCE
To promote the Barras as a mixed use, adaptable market hub.	The Council is considering the overall function of Town Centres in the forthcoming Local Development Plan. There is the opportunity to promote the Barras as a 'Mixed Use' area and grow its capacity as a location for flexible and inexpensive space that supports business start-ups particularly in creative industries.	BM 1. This area of will continue to be the preferred location for retail, leisure and supporting uses. Small business uses will be encouraged, as will residential uses where appropriate.
To introduce a greater diversity of uses within the Barras Market area, support business start-ups and enable a resilient urban neighbourhood to emerge.	A masterplan approach would stimulate interest and would help to set out the vision, whilst allowing a mix of uses and designs to emerge. The use of design codes could ensure a co-ordinated approach to development and to the public realm, whilst being sufficiently flexible to create a distinct identity and sense of place.	BM 2. New development should be brought forward in the context of a framework masterplan supported by design codes and development briefs as appropriate.
To create a flexible market core and linked open spaces to encourage movement through the Barras.	There is an opportunity to consolidate the market function of the Barras through the provision of a central, adaptable market square which could provide temporary accommodation for weekend stalls and other markets (e.g. farmers market) but also function as a civic square at other times.	BM 3. The creation of an adaptable market square at the centre of the Barras will be considered in the context of a masterplan approach.
To enable better integration with surrounding areas and reconnect Calton to the city centre.	The main routes through the Barras could be improved by environmental improvements, upgrading the public realm, controlled parking and by encouraging weekday uses, active frontages and improved lighting.	BM 4. Active frontages will be encouraged on Moncur Street, the Gallowgate, London Road and Bain Street. Parking restrictions shall assist in limiting week day parking. Environmental improvements will be supported.
To strengthen 'the Barras' brand, promote its distinct character and stimulate interest in an area that has lost much of its vibrancy.	The Council supports the formation of a Barras and Calton Regeneration Group comprising stakeholders, landowners, community representatives and traders to build on emerging opportunities and promote the longer term aspirations for the area.	BM 5. New development should demonstrate how it will contribute positively to the regeneration of the Barras market. BM 6. The Council will support innovative design at this location.

4.2.3 South East Calton

MAIN OBJECTIVES	PREFERRED PROJECTS AND OPPORTUNITIES	POLICIES AND GUIDANCE
To stimulate development and introduce new housing to the south east corner of the Calton Study Area.	There is the opportunity to work collaboratively with residents and stakeholders to progress the redevelopment of vacant sites. In recognition of the challenges involved in the development of this area, particularly the fragmented land ownership, the Council considers that a framework masterplan approach could be adopted to influence design and help create a coherent urban form. Temporary uses of vacant land will be supported.	SEC 1. New development should be brought forward in the context of a masterplan approach supported by design codes and development briefs as appropriate. SEC 2. A mix of housing types and tenures will be encouraged alongside direct access from the street, active frontages and the reinstatement of urban blocks.
To repair the urban fabric, improve connectivity and create a more walkable neighbourhood.	There is an opportunity to realign Abercromby Street with London Road to improve connectivity and create a more direct pedestrian crossing.	SEC 3. Proposals for new development should prioritise pedestrian movement, support a network of linked spaces and make direct links to neighbourhood centres.
To support local services, a mix of uses and active frontages to London Road and Abercromby Street.	Opportunities for community use and local services should be considered in the context of a masterplan approach. This should include strengthening the existing services at Abercromby Street.	SEC 4. Development proposals should include a mix of appropriate uses at ground floor to encourage active frontages to London Road and Abercromby Street.
To aspire towards the reintroduction of a railway station at Glasgow Green or the creation of a public transport hub.	The new hockey facilities, together with the ongoing programme of events at Glasgow Green, could be considered in relation to re-opening a railway station or the provision of a transport hub at this location.	SEC 5. New development should contribute to the provision of public transport facilities as appropriate.
To redefine the St James School site as St James Square in order to stimulate development interest and create a distinct identity.	This site is considered key to unlocking the potential of south east Calton. The temporary re-use of the school building and surrounding land will be encouraged, whilst longer term opportunities for introducing housing should be explored in the context of a masterplan approach.	SEC 6. Proposals for re-development of this site should be brought forward in the context of an approved design brief/masterplan. Particular consideration should be given to supporting the green network, the London Road frontages and the sensitive re-use of the listed school building.

4.3 INTEGRATED INFRASTRUCTURE POLICIES AND GUIDANCE

4.3.1 Movement Network

MAIN OBJECTIVES	PREFERRED PROJECTS AND OPPORTUNITIES	POLICIES AND GUIDANCE
To stimulate development interest and promote a mix of uses around existing neighbourhood centres.	By concentrating new development around existing centres, there is the potential to create a cluster of different uses in one location. This would improve the range of services and facilities that could be accessed on foot and reduce the need to travel by car.	MV 1. The provision of local services and retail will be supported around the neighbourhood centres identified in this document. MV 2. New development should include travel plans indicating walking distances and direct routes to neighbourhood centres and transport hubs.
To consider opportunities for new rail stations, Cross Rail and to link public transport hubs with key pedestrian/cycle routes and the green network.	In recognition that most journeys by public transport begin on foot or by bike, consideration should be given to how bus stops, train stations and other transport hubs link with pedestrian and cycle routes.	MV 3. Proposals for new public transport infrastructure should include safe, convenient and attractive pedestrian and cycle links and secure cycle parking.
Creating a highly interconnected network of streets and open spaces.	The feasibility of extending Bain Street northwards through Hunter Street to meet Duke Street should be investigated as this would provide a direct route to Duke Street. South of Bain Street, the potential of connecting Monteith Place with Greendyke Street should also be considered.	MV 4. Proposals for new development should indicate direct links to main urban streets and contribute to a network of linked open spaces by improving not only the spaces but the paths that link them.
To upgrade main routes, to minimise the impact of vehicular traffic through street design, high quality public realm and traffic calming measures.	There is an opportunity to introduce new pedestrian crossings on the Gallowgate and London Road and to introduce environmental improvements to main routes.	MV 5. Proposals for new development should make provision for direct and safe pedestrian access and contribute to the creation of an attractive public realm.
To create a safe and convenient cycle movement network, including on-street and off-street routes and secure cycle parking at destinations.	There is an opportunity to improve links to existing cycle routes on London Road and Glasgow Green.	MV 6. Proposals for new development should incorporate cycle paths that link with the existing cycle network.
Promoting personal safety and reduce the fear of crime	Improved lighting and increasing opportunities for overlooking are considered essential in creating a safe environment and reducing the fear of crime.	MV 7. Proposals for new development and for improvements to pedestrian routes shall prioritise safety by ensuring all spaces are overlooked and well lit.

4.3.2 Green Network

MAIN OBJECTIVES	PREFERRED PROJECTS AND OPPORTUNITIES	POLICIES AND GUIDANCE
To maximise the benefits of accessible greenspace and to promote the creation of a green network in Calton.	There is an opportunity to enhance and improve the natural environment in Calton, increase accessibility to open space and to support the health and wellbeing of residents.	GN 1. The Council will seek to work with developers to secure the implementation of the green network as part of the planning process.
To enhance, maintain and safeguard existing areas of open space.	Although some works have been carried out through the Calton Matrix, there continues to be a number of open spaces throughout the area which are poorly maintained and require enhancement works to support greater use.	GN 2. Proposals for new development should contribute to the improvement and maintenance of existing areas of local open space.
To ensure that green infrastructure is designed into new development from the start.	The provision of linked open spaces is considered as having a central role in new development and will be promoted in the context of an integrated approach to infrastructure.	GN 3. Proposals for new development shall clarify how the open space they provide will contribute to a wider green network and support movement and water drainage as part of an integrated infrastructure approach.
To promote linkages between open spaces.	There is an opportunity to create links between existing and new open spaces and to promote them as pedestrian and cycle routes.	GN 4. Proposals for new development should contribute to the creation of safe and direct pedestrian and cycle routes both on site and in the wider area.
To create spaces that are multifunctional, accessible, adaptable, inclusive and well connected.	Open space within the area should be designed to support a range of uses such as natural play, sitting out, ball games and community growing spaces etc	GN 5. Proposals for new open space should be designed to accommodate a mix of uses appropriate to the location and should be accessible to all potential users.
To develop locally managed open space projects.	Where appropriate, residents and community groups will be encouraged to design, manage and maintain local areas of open space.	GN 6. Proposals for new development should indicate how local people will be supported in designing, managing and maintaining open space.

4.3.3 Surface Water Network

MAIN OBJECTIVES	PREFERRED PROJECTS AND OPPORTUNITIES	POLICIES AND GUIDANCE
To promote proposals to implement a modern drainage infrastructure network throughout the city	There is an opportunity to introduce an urban drainage system to manage surface water from roads, car parks and new developments by providing strategically placed ponds to deal with overflow.	SW 1. Proposals for new development should demonstrate how surface water will be managed and how this will connect to the green network and movement network.
To install new infrastructure to manage surface water that can no longer enter the foul/combined drainage system.	A key opportunity to achieve this is presented in south east Calton, where the provision of a water management feature for any new development could contribute to the green network and enhance the biodiversity of the area.	SW 2. The Council will work with developers to bring forward proposals for surface water management in the context of a masterplan approach to south east Calton. parking.

4.4 URBAN DESIGN POLICIES AND GUIDANCE

4.4.1 Designing for People

MAIN OBJECTIVES	PREFERRED PROJECTS AND OPPORTUNITIES	POLICIES AND GUIDANCE
To engage with local people through an initial focus on streets and spaces (the walkable scale).	There is an opportunity to take forward the recommendations in the Calton Street Audit by continuing to deliver short term enhancement measures through the Calton Matrix and a five year Action Plan.	DP 1. Proposals for new development should address the street in a positive way, include attractive street frontages and enhance the walkability of the area.
To empower local people to take responsibility for the design and management of spaces.	The Council aims to build on existing arrangements for local management of spaces (e.g. Elcho Gardens planters) and to support new proposals.	DP 2. Proposals for new development should set out provisions for the management and maintenance of communally owned spaces, and where appropriate, offer residents and local people the opportunity to contribute.
To involve local people in decisions about their neighbourhood;	Through consultation and capacity building, the Council intends to raise awareness of the ways local people can be involved in planning decisions.	DP 3. Developers shall seek to engage with community groups and local representatives at all stages of their consultation process.
To promote health and wellbeing in all new development.	The involvement of the Equally Well project has raised awareness of the links between planning, health and wellbeing and the importance of a holistic approach to placemaking.	DP 4. Proposals for new development should address the wellbeing of future residents by ensuring ease of access to open space, public transport and local facilities, by creating attractive spaces and by promoting of a positive identity for Calton.
To ensure new developments are effective in their use of resources to minimise the use of energy.	By ensuring that new homes are efficient in their use of energy, it is possible to minimise heating costs, reduce fuel poverty and address health inequalities.	DP 5. Residential developments will be expected to meet an eco-homes standard of very good.
To cluster facilities and services around neighbourhood centres and encourage increased densities within a walkable distance.	There is an opportunity to promote neighbourhood centres as the preferred location for retail and leisure uses and through an increase in density, to create vibrant places.	DP 6. The Council will support an appropriate urban density within walking distance (10 minutes) of existing centres.
To prioritise safety and accessibility in new development and to reduce the fear of crime.	Short term measures to improve the pedestrian environment through interventions such as lighting, artwork and signage.	DP 7. Proposals for new development shall prioritise the safety of future residents by ensuring that areas accessible by the public are overlooked, well lit and provide a sense of welcome.

4.4.2 Designing for Movement

MAIN OBJECTIVES	PREFERRED PROJECTS AND OPPORTUNITIES	POLICIES AND GUIDANCE
To develop a network of attractive streets and spaces to encourage walking and cycling.	To take forward the recommendations in the Calton Area Development Framework through the Calton Matrix and a five year Action Plan.	DM 1. Proposals for new development should demonstrate an understanding of the impact on streets, paths and spaces and contribute positively to the pedestrian environment.
To develop a public realm strategy for the area.	There is an opportunity to set out guidance for the design of street and spaces in the context of a master plan and through the use of design codes..	DM 2. A public realm strategy should be designed in the context of a masterplan approach to the Barras and south east Calton and for the area around Bain Square.
To minimise the impact of vehicular traffic through traffic calming measures and the introduction of additional crossing points.	New traffic calming measures on main routes and on residential streets would assist in prioritising pedestrian movement.	DM 3. Proposals for new development should refer to guidance in the Scottish Government's 'Designing Streets' and related guidance provided by the Council to minimise the impact of vehicular traffic.
To ensure pedestrian paths and cycle routes are safe, well lit, sign posted and overlooked	Enhancement works to existing paths through lighting and signage were identified as short term measures in the Calton Street Audit.	DM 4. Proposals for new development will be required to contribute to the enhancement of existing pedestrian and cycle routes.
To promote the creation of a green network.	As part of creating a green network, links to open spaces, core paths and national cycle routes should be enhanced through signage, lighting etc	DM 5. Proposals for new development should detail how they will contribute to the wider green network by enhancing pedestrian and cycle links.
To promote active frontages at ground floor level.	There is an opportunity to consider this in the context of a masterplan approach to specific areas.	DM 6. Active frontages will be encouraged on new developments facing Gallowgate, Bain Street. London Road, Moncur Street and Abercromby Street.
To identify the potential for new rail stations, to locate bus stops in accessible and convenient places and improve links to public transport hubs.	Where it is proposed to cluster activities around neighbourhood centres, consideration should be given to the need for improved public transport provision.	DM 7. Proposals for new development will be required to consider access to public transport facilities and where appropriate enter discussions with transport providers.

4.4.3 Creating a Distinct Identity

MAIN OBJECTIVES	PREFERRED PROJECTS AND OPPORTUNITIES	POLICIES AND GUIDANCE
To ensure new development is of an appropriate scale and relates to the existing streets through attractive frontages.	There is an opportunity to bring forward design codes to guide this aspect of new development. Sufficient flexibility should allow distinctive developments to emerge whilst ensuring a co-ordinated approach to the public realm.	DDI 1. New development will be required to consider the impact on the street by respecting existing building lines and providing direct access from the street. Where appropriate, active frontages will be encouraged.
To create a sense of identity by supporting business start-ups in the creative industries, through innovative design, public art, signage, lighting and projects that enhance awareness of built heritage.	Design competitions could be encouraged for new developments and key open spaces to help forge a distinct identity. New business start-ups will be supported to improve vibrancy within the Barras Market.	DDI 2. Sites suitable for design competitions, lighting installations and public art will be set out in the context of a masterplan approach.
To promote development that enhances edges, gateways and corners, protects key views, integrates with adjacent neighbourhoods and creates a sense of welcome.	There is an opportunity to consider this aspect of new development in the context of a masterplan approach and through development briefs for specific sites.	DDI 3. Proposals for new development should be supported by a design statement that takes into account the impact on edges, gateways, corners, key views and vistas.
To support the re-use and maintenance of historic buildings.	The re-use of vacant historic buildings will be encouraged where they are considered to make a positive contribution to the character of the area.	DDI 4. Proposals for the re-use of listed buildings should respect the character and special interest of the building and its relationship to the surrounding townscape.
To encourage the redevelopment of vacant sites as urban blocks, to reduce the fragmentation caused by vacant land and to create a more coherent built form.	The re-instatement of urban blocks could help bring forward a more legible street pattern and increase the walkability of the area. Proposals for the temporary use of vacant land will be encouraged.	DDI 5. Proposals for new development should aim to re-instate the urban block by respecting building lines, height, scale and massing. Where appropriate, design codes will be applied to guide this aspect of development.
To promote an appropriate density in new development in order to support local services and community facilities and to create a vibrant, walkable place.	Where opportunities exist for new development, the design should support an increase in density, particularly around neighbourhood centres.	DDI 6. Residential density should be appropriate to the urban location. A range of housing types should be provided with no greater than 30% one bedroom or studio flats within new development and an appropriate mix within conversions.



Richard Brown
Executive Director
Development & Regeneration Services
231 George Street
Glasgow
G1 1RX