

RIVER CLYDE 2050

STRATEGIC DEVELOPMENT FRAMEWORK

RIVER CLYDE SDF | CONTENTS

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RIVER CLYDE SDF | EXECUTIVE SUMMARY

RIVER CLYDE 2050—A SUSTAINABLE, CONNECTED, GREEN RIVER AND VIBRANT RIVER

The SDF provides a clear route map towards the 'River Clyde 2050', where the successful regeneration of the River supports a critical mass of people and activity helping it to function as a unified entity, supporting a variety of economic, environmental and social uses and be recognised as the most important and vibrant part of the urban green and blue networks in the City Region.

The framework identifies that a systematic approach is required to support the holistic delivery of the overall vision for the River. This includes a combination of the City Development Plan objectives of a Sustainable, Connected, Green River and Vibrant Place and a range of specific Placemaking Strategies which have been identified for areas of differing spatial character, defined as 'River Rooms'.

This route map towards a multifunctional Clyde also identifies the critical need to continue to understand the challenges and opportunities to the River including the impact of current and future climate change. The framework identifies the need to make significant and bold interventions to help adapt and alleviate from this risk and unlock the areas potential as a liveable, multifunctional, connected and attractive network of places within the City.

The SDF identifies that in order to facilitate, direct and steward this scale of coordinated placemaking, the assembly of a multi-agency governance group will be critical.



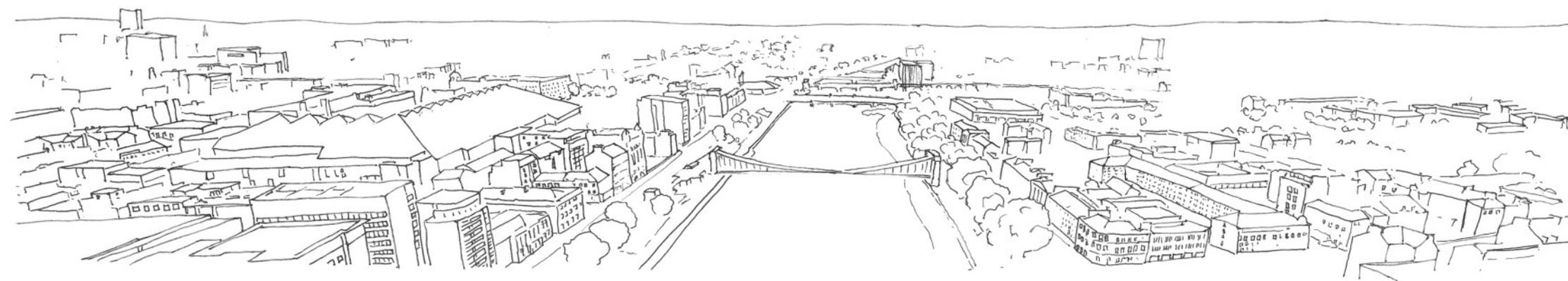
INTRODUCTION | RIVER CLYDE

A MULTIFUNCTIONAL WATERFRONT FOR A VIBRANT LIVEABLE CITY

Waterfront regeneration is distinctly different from other types of major urban renewal. The attractive qualities of water next to land, the distinct townscapes, the linear form, the rich heritage, and the ability to activate the water, provides a strong framework for successful placemaking. Over the last several decades, the transformation of disused wharves and declining central business district into to a connected network of vibrant spaces and places, often through pioneering creative and entrepreneurial endeavours, has been simulated by many cities worldwide. Yet, now in the 21st Century, with increasing global pressures such as climate change, urbanisation and globalisation, the stakes are much higher for the future planning, form and function of urban waterways to significantly contribute to the liveability, resilience, attractiveness and prosperity of the City and City Region.

Glasgow's major waterfront consists of the River Clyde, which bisects the City. It forms part of a wider network of Glasgow's urban waterways which includes the River Kelvin, the Forth and Clyde Canal and the River White Cart. Over the last two centuries, the Clyde Corridor has under gone a dramatic transformation in both its design and function. Once at the centre of the City's industrial activities, the river now accommodates a mix of industrial, commercial, leisure and residential uses, reflecting Glasgow's diverse urban characters and economies.

Large investment has been made in key areas of the River. This includes the creation of a series of world class destinations for cultural, leisure and education, the likes of which attract millions of visitors annually. In addition, new and improved housing developments such as Laurieston, Govan and Glasgow Harbour have developed. New employment hubs have emerged, growing the city's life sciences and medical sectors and investing in the



INTRODUCTION | RIVER CLYDE

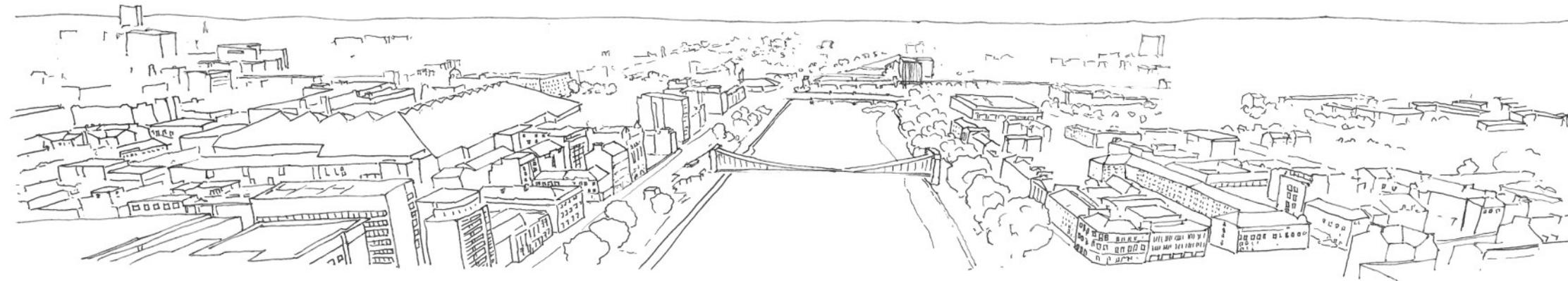
international financial services and media districts, close to the River.

Conversely against this backdrop, many areas of the River, including the water space itself, have been significantly under-performing and currently unable to unlock the full potential that the Clyde presents. The collection of destinations on the river are relatively disconnected from one another and as such the corridor has not yet delivered high quality placemaking on a landscape scale.

INDUSTRIAL LEGACY

Of course, Glasgow owes much of its significance to the River. The Clyde formed the front face to the City for inward and outward migration. This city gateway enabled the rapid growth of the region throughout the 19th and 20th centuries, as firstly a conduit for trade with the Americas and subsequently, as a major industrial centre. Clydeside gained a reputation for being the best location for shipbuilding in the British Empire, and grew to become the world's

pre-eminent shipbuilding centre. However by the late 20th Century the industry collapsed even more rapidly than it had grown. Presently, only two major shipyards and one dock remains in operation on the Upper Clyde. Simultaneously, the containerisation of the shipping industry and the rise of air travel resulted in the closure of Glasgow's inner city docks. As a consequence of the industrial recession the riverside areas fell into decline and the effects of the collapse of heavy industry are still visible today, with a complexity of post-industrial related issues still significantly affecting the Clyde Corridor and its residents. Therefore the scale, pace and culture required to build on past successes and fully transition the Clyde Corridor into a destination of international note requires a new phase of coordinated strategic planning and regeneration to deliver a landscape of well-designed, multifunctional, vibrant and connected places providing opportunities for all.



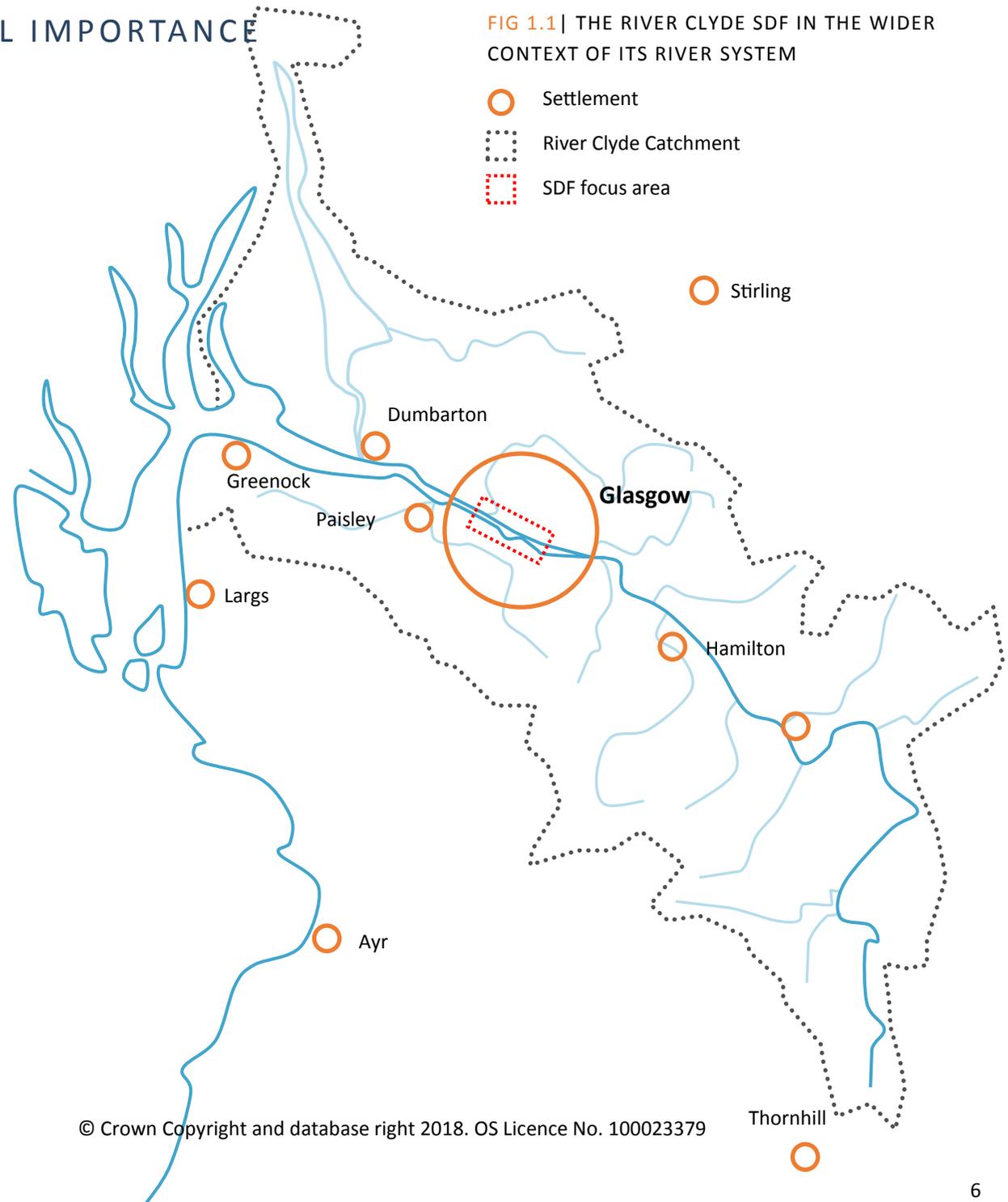
INTRODUCTION | A RIVER OF NATIONAL IMPORTANCE

RIVER CLYDE REGIONAL REGENERATION

Taking full advantage of the current set of drivers, opportunities, mechanisms and investment programmes focused on the River Corridor, the next phase of the River Clyde's regeneration will fundamentally play a key role in the trajectory towards a compact and liveable city and a thriving metropolitan economy and environment. The levels of ambition, opportunity and cross sectoral and authority coordination required directly positions the regeneration efforts on the River Clyde at a scale of many other major Western European renewal programmes and as such undoubtedly sets it within Scottish national planning priority importance.

This Strategic Development Framework sets out the key elements required for the new phase of transformation of the River Clyde. In order to facilitate, direct and steward this scale of coordinated placemaking, the assembly of a multi-agency governance group will be necessary.

FIG 1.1 | THE RIVER CLYDE SDF IN THE WIDER CONTEXT OF ITS RIVER SYSTEM



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INTRODUCTION | FOCUS AND WIDER OPPORTUNITY

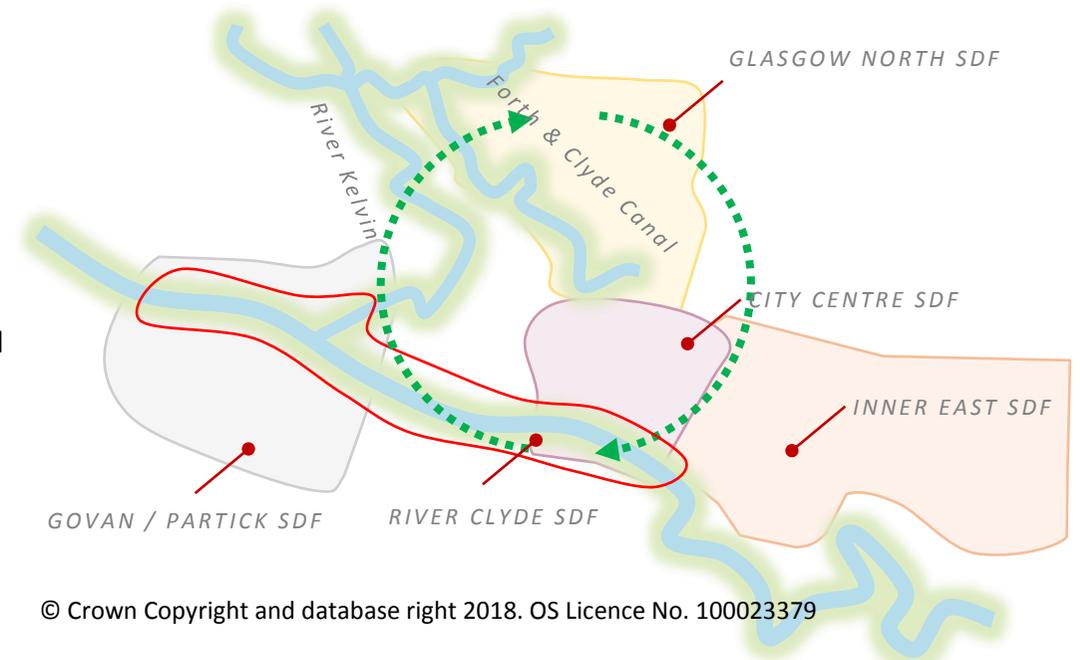
The primary focus of the River Clyde Strategic Development Framework, is the former industrial Upper Harbour area. This area possesses the critical locality and greatest opportunity to harness the qualities of the River's existing assets, guide the current focus of river development and grow and connect together the future qualities of the corridor, including the function of the river.

The future evolution and development of this area is entwined with the future impacts of climate change on the River and the City, primarily the risk of increased flooding. **A continued understanding of the predications of intensifying flood levels is needed, alongside the requirement to take significant action at a City and regional level to safeguard and adapt the Clyde to ensure long-term urban resilience, liveability and prosperity at a national scale.**

The River Strategic Development Framework also has a wider strategic context. It has a direct interconnection with the adjacent City Centre; and Govan & Partick, forming a mutually reinforcing framework of strategic spatial guidance in this core section of the city, see Fig.1.2.

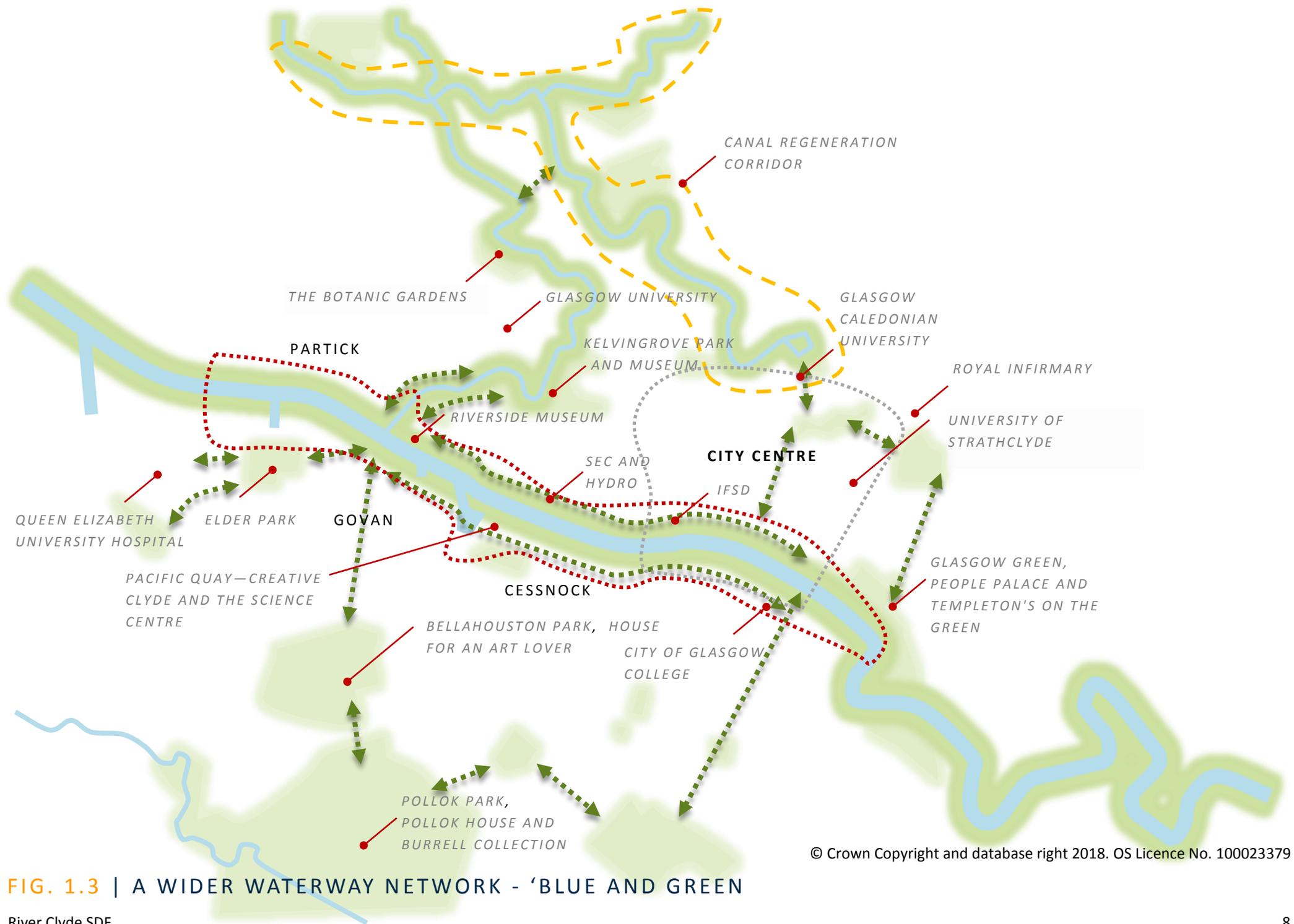
In addition, the Clyde and its adjoining urban waterways of the River Kelvin, connecting in to the Forth and Clyde Canal, present a unique opportunity to consider a city-scale high quality green, blue and movement network through the inner urban area. Fig 1.2 on page 8 shows the unique opportunity that North and South green and blue active travel 'loops' present to link and enable

connectivity between parks, neighbourhoods, places of work, major hospitals, learning hubs and attractions. This can be used as a strategic driver to help unlock the band of vacant and derelict land which has surrounded much of the City Centre, due to deindustrialisation and depopulation of the inner urban areas. For this reason, the relationship between the River Strategic Development Framework, and the Govan / Patrick, Glasgow North, and the Inner East Strategic Development Frameworks, has a common importance. In addition, the physical and conceptual link between the city centre and the river as a key gateway is highly important.



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FIG. 1.2 | The relationship between Glasgow's inner city SDFs and delivering a connected green and blue loop.



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FIG. 1.3 | A WIDER WATERWAY NETWORK - 'BLUE AND GREEN'

INTRODUCTION | EMERGING PRIORITIES

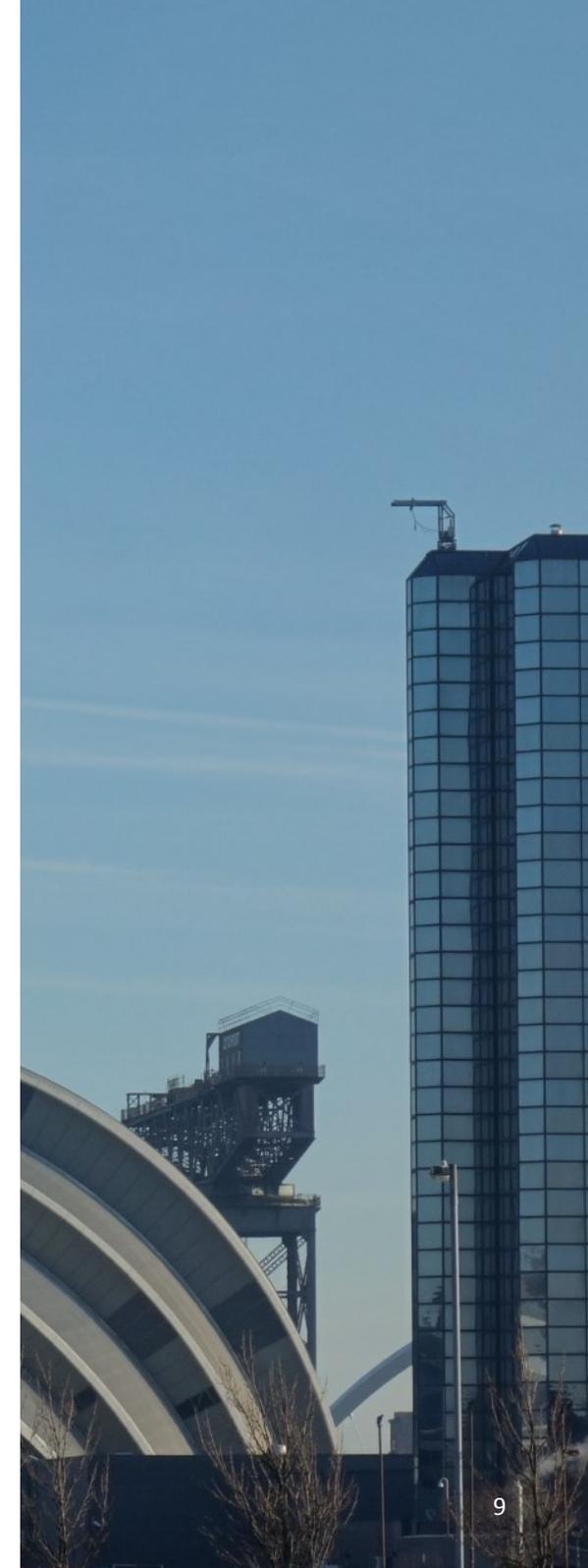
In preparation for the development of the River Strategic Development Framework, a [Strategic Approach Document to the River](#), a [River Area Character Appraisal](#) and a series of river engagement activities were undertaken. This groundwork has helped to identify a number of key themes as priorities for this strategic spatial guidance to focus on. These include:

- a. Creating and growing the **activation** of the water and **vibrancy** of the River Corridor at different locations, scales and timeframes.
- b. Repairing and creating strong movement **connections and access** to, along and on to the river;
- c. Enhancing and reinforcing the distinctive **character of the River Corridor** and its role through a framework of landscape, cultural heritage, play, art, landmarks, lighting and smart technology initiatives;
- d. Repairing the **urban and landscape fabric** along the River Corridor to help unlock the economic, environmental and social potential of the City Centre and riverside neighbourhoods’.
- e. Enhancing, growing, and safeguarding the **biodiversity value and environmental quality** of River Corridor, including the water environment.

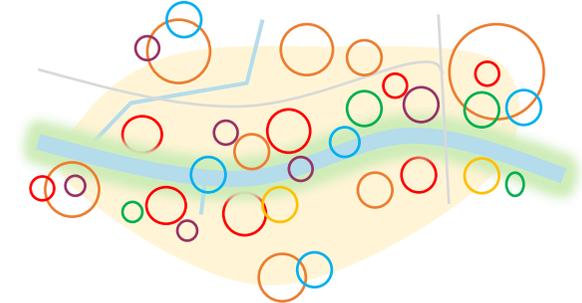
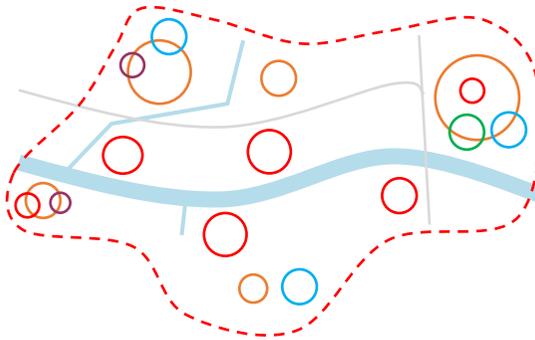
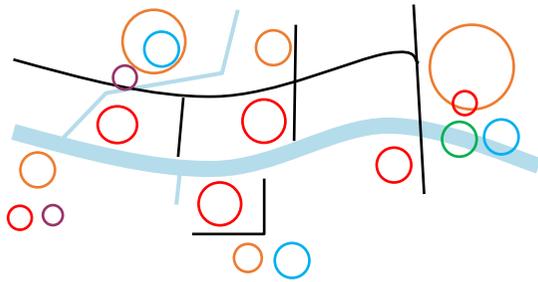
Key Cross-cutting Issues

In addition, there are a number of global, national and local issues which will have a critical impact on achievement of these focuses and will require prominent and careful consideration. These include:

- Climate change, flood and surface water management ,and tidal range.
- Deterioration of the quayside fabric;
- Fragmented land ownership;
- Limited multi-agency river governance.



INTRODUCTION | SPATIALLY LED TRANSITION



2018: As Existing: a River with a Fragmented Spatial Economic, Environmental and Social Condition.

The Clyde Corridor presents a number of areas of differing character, identified as 'river rooms'. There are clusters of; skilled employment locations; leisure & cultural attractions; commercial centres; and residential areas. The riverside quarters that have a good mix of functions have been observed to have a strong vibrant character.

However, there are a number of quarters which are highly specialised and/or underpopulated, failing to provide a real mix of uses that deliver a multifunctional waterfront. Whilst large scale dereliction and dislocation is a significant detractor.

The overall effect is a fragmented conceptual and physical landscape which prevents the River Corridor from functioning as an coherent city spine and a landscape of attractive, vibrant, green, liveable places.

SDF Implementation: Define and Enhance Spatial Clustering and the Removal of Barriers to Economic, Environmental, Social Cohesion and Agglomeration.

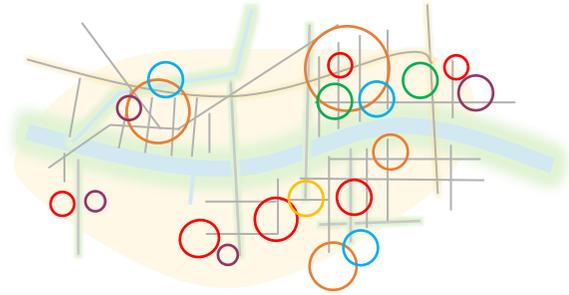
The River Clyde Corridor is a central area of a large metropolitan area. The area's potential to develop as; a major focal point for social activity; the engine of economic activity in the West of Scotland; and a high quality green corridor, is underpinned by a need to restructure the spatial and cultural approach to its development. Restructuring will be the necessary foundation for altering the defined inequality in the area and ensure strategic interventions to aid climate adaptation are advanced.

Overall this can be achieved by creating a connected network of places which enable a critical density of people, nature, activities and connections to occur whilst adopting a creative and adaptive culture of governance to the river, focused on a landscape scale.

2050 : Agglomeration established - the Clyde Corridor achieves a critical mass of people and activity to enable it to function as a unified entity, supporting a variety of economic, environmental and social uses.

The River Corridor is a fully functioning, connected attractive and liveable place at the heart of the city region. River spaces and water are activated throughout the day and night and exhibit a vibrant mix of people, uses and experiences for all ages. The green and blue network of the River has been enhanced for the benefit of people and wildlife and supporting a thriving economy and climate resilience. The former industrial land is repurposed with a mixed grain density of people, employment opportunities and activities. Whilst the Clyde itself has become a designed landscape for playing, living, working and undertaking leisure and recreation. The River Corridor has become an economic value creating entity. The agglomeration potentialities are facilitated by good urban form and social relation and a strong culture of River governance.

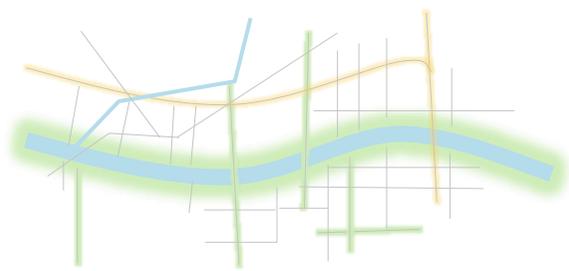
INTRODUCTION | A SYSTEMATIC APPROACH TO DELIVERY OF PLACE



A SUSTAINABLE AND VIBRANT PLACE

For the River Corridor to develop as a successful agglomeration, becoming a vibrant economic engine and a socially connecting place, its growth needs to be sustainable, therefore both of the aforementioned parts of the thematic framework are interlinked. Placemaking approaches to deliver these thematic aims include:

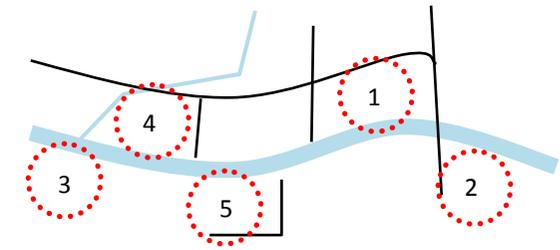
- To **densify and repopulate** sparsely populated and struggling single use areas through a holistic and considered approach supporting a vibrant landscape of fine grain activation.
- The **reinvention** of poor quality urban environments, mono-use districts and stalled places.
- The **activation and reactivation** of waterfront spaces, streets and water space itself.
- There are a number of successful neighbourhoods whose character and vitality the SDF will aim to **refine and enhance**.



A CONNECTED AND GREEN PLACE

Primarily, the main barriers to spatial agglomeration in the River Corridor are severance and dislocation of people, places and natural habitats. Therefore key strategic enhancements to spatial infrastructural frameworks are required, comprising placemaking approaches that are concerned with creating a connected and green place are as follows:

- The urban **repair** of fragmented and disjointed urban areas and the **reconfiguration** of former industrial areas.
- **Reconnecting** and creating **new connections** between the riverside, communities and places of work.
- **Reconnecting, enhancing and creating new** green capital (including natural and semi-natural habitats) and landscape features, ensuring a cohesive network of diverse multifunctional spaces that benefit biodiversity and the health & wellbeing of the population.



PLACE STRATEGIES

For the Clyde Corridor to function as a liveable, and comfortable place, a number differing approaches to placemaking have been identified to address the spatial conditions observed in the varied character environments found along it.

The place strategies for each of the river rooms aligns with the key principles outlined within SG1 Placemaking

These encompass a number of quality of place considerations such as; urban design, urban form; landscape and public space; amenity; diversification and activation; and connectivity

A SUSTAINABLE RIVER | CLIMATE RESPONSIVE RIVER DESIGN

As set out within the SDF, one of the most critical considerations within any development on the River will be climate resilience and adaptation, in particular responding to increased risk of flooding, surface water management and rising sea levels. Whilst the City Development Plan provides comprehensive guidance on how to achieve high quality placemaking (set out within [CDP 1](#) and [SG 1](#)) the balance of achieving both a vibrant and enlivened River while ensuring developments are climate and place responsive, will require careful design consideration.

City Region Level: The [Metropolitan Glasgow Sustainable Drainage Partnership](#) (MGDSP), founded in 2002, is a cross boundary multi-agency partnership formed to “transform how the city thinks about and manages rainfall to end uncontrolled flooding and improve water quality.” The MGSDP has set out a number of guiding principles, which has influenced the philosophy set out in this SDF. These include:

- *The enhancement of our urban biodiversity and landscape*
- *Reconnection to our waterways*
- *Design for the severity of the rain*
- *Presumption that water will be kept on the surface*
- *Creation of integrated blue green networks*
- *Integrated urban master planning and design*
- *Sustainable and affordable drainage solutions*
- *Climate-change ready.*

Masterplan Level: A culture change is required in how development is delivered and the way assets like roads, carparks and public space are viewed, to utilise integrated landscape solutions to address climatic adaptation, biodiversity enhancement and place improvement measures. Therefore, it is expected that surface water management and innovative, sustainable, multifunctional landscape design solutions will be a central and integrated part of future masterplans and urban design proposals along the River Corridor.

Site Level: Ensuring the River is the primary ‘front door’ to any riverside development remains a key design parameter of the SDF. However as it is acknowledged that the additional flood protection measures will be required between the buildings and river side. To address this, the SDF invites inventive interventions to be incorporated in to the development to avoid the creation of passive edges or areas. This could involve feature landscaping, playful façade treatments, or the use of art, lighting or technology to enlivening the riverside and create a positive connection between the landscape and built environment of the River Corridor.

This section should be read in conjunction with [SG 8: Water Environment](#).

A SUSTAINABLE RIVER | PLAN, IMPROVE AND PROMOTE



WHAT WE WANT TO ACHIEVE

The vibrancy and activation of the River Corridor is vital in transitioning towards a more liveable city. One of the key components in growing vibrancy is supporting the **densification of people living and working** within the corridor. It is important that a population density that supports and sustains a mix of activity over a 24 hour period, is achieved.

The development of the River Corridor will have to demonstrate a measured and holistic approach, which balances; quality public and private amenity space; local facilities; and natural and semi-natural habitat enhancements.

WHERE WE ARE NOW

There are many vibrant mixed use areas along the River Corridor such as Partick, Finnieston and the Merchant City. These are observed to be a density of dwellings above 80 dwellings per hectare as a minimum. They also offer a range of tenure options and sizes of dwellings.

However, currently there are areas suffering from an underutilised or single-use riverside, whilst the deteriorating condition of quay walls has resulted in dislocation. This has caused the physical and conceptual fragmentation of the River Corridor's form.

HOW WE ARE GOING TO GET THERE

For the Clyde to function as a vibrant central city spine and rebalance the vast differences in population density across the River Corridor, well-designed mixed use residential development is encouraged within specific target areas. Riverside neighbourhoods should seek to achieve diversity with a range of housing options for all including families and aging populations, with good links to transport and community facilities. Areas around key transport hubs can support increased density levels.

The spatial phasing of this approach is very important to ensure that areas currently suffering from low levels of activate are targeted, therefore to prevent an exacerbation of the issue.

The consolidation, repair and re-imagination of the River's quay wall, is imperative in supporting this vision.

Immediate Priority | At the Mouth of The Kelvin

Key pivotal node between Govan, Partick Yorkhill and the West End.

Water Row subject to emerging masterplan. Includes provisions for

- private and social residential units,
- live work units,
- commercial floor space for small

to medium business

Meadowside Quay—subject to Glasgow Harbour masterplan and Planning Application for a mixed use development proposal

- Large floor retail
- High Rise Residential and Student Accommodation
- Cinema

Immediate Priority | Yorkhill Quay, SEC West.

This area links the major attractions of the Riverside Museum and SEC and should be developed out to help facilitate a joined up waterfront district.

It is envisioned that with support of improved physical linkages to integrate the area. The area could support a mid rise urban form with a target >80 dph. The area should also support a number of appropriate supporting uses and services such as local convenience, amenity space, hotels.

Critical Issues include; connectivity; flood protection; climate change adaption; design of developments including open space and river landscaping; The River's functioning floodplain.

Immediate Priority | Finnieston & Lancefield Quay / Anderston / Broomielaw

Its lack of urban form, density and activity hamper its role as a conduit between the SEC and the City Centre.

- Increase residential population (>100+ dph);
- manage evolution of area to support a mix of appropriate day and night time uses. Proximity to City Centre and SEC would make location ideal for Hotel and supporting uses.
- Urban design, Architecture, Climate Change Adaptation, Multifunctional Amenity and Open Space will be all absolutely critical given the pressures created by densification and the River's functional floodplain

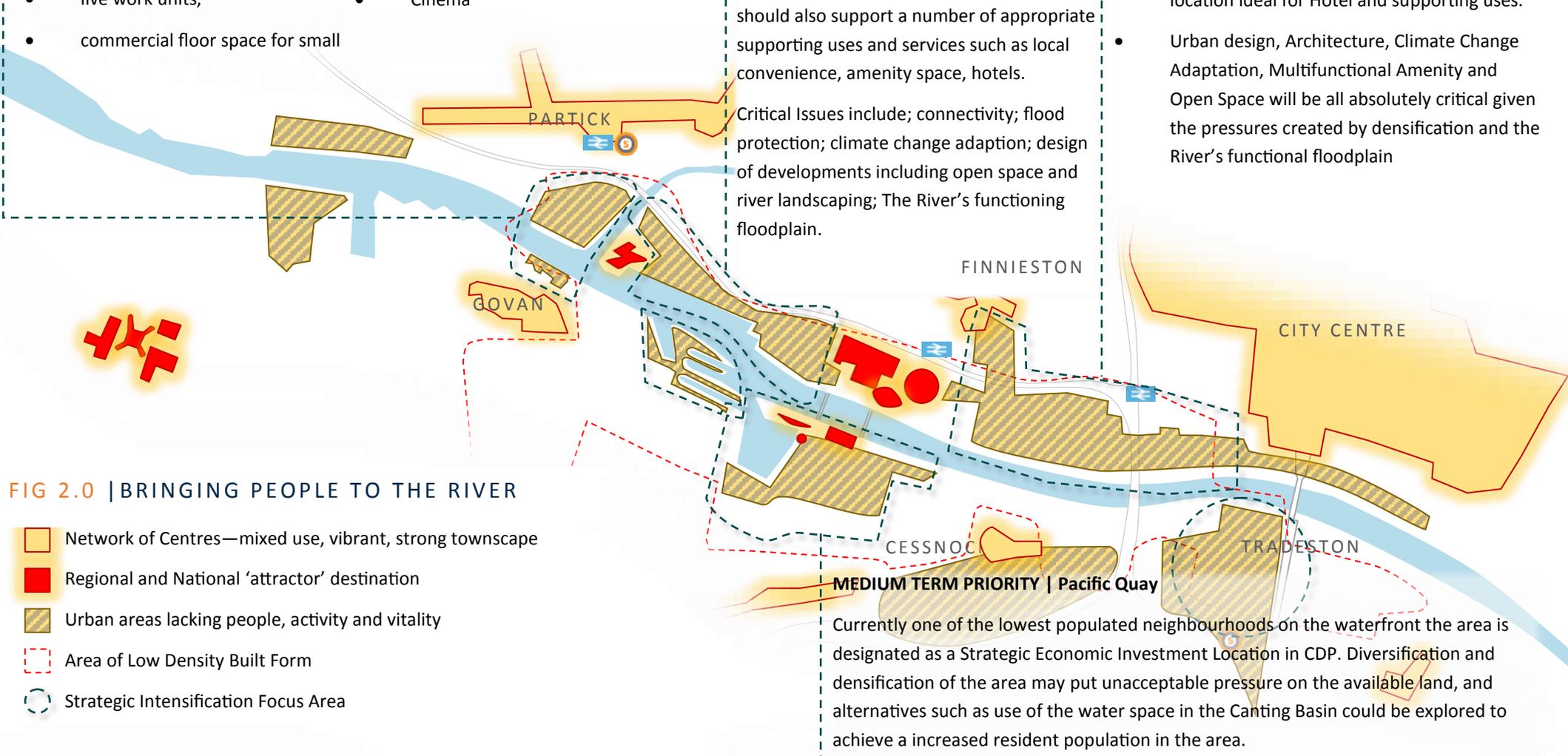


FIG 2.0 | BRINGING PEOPLE TO THE RIVER

- Network of Centres—mixed use, vibrant, strong townscape
- Regional and National 'attractor' destination
- Urban areas lacking people, activity and vitality
- ▭ Area of Low Density Built Form
- ▭ Strategic Intensification Focus Area

MEDIUM TERM PRIORITY | Pacific Quay

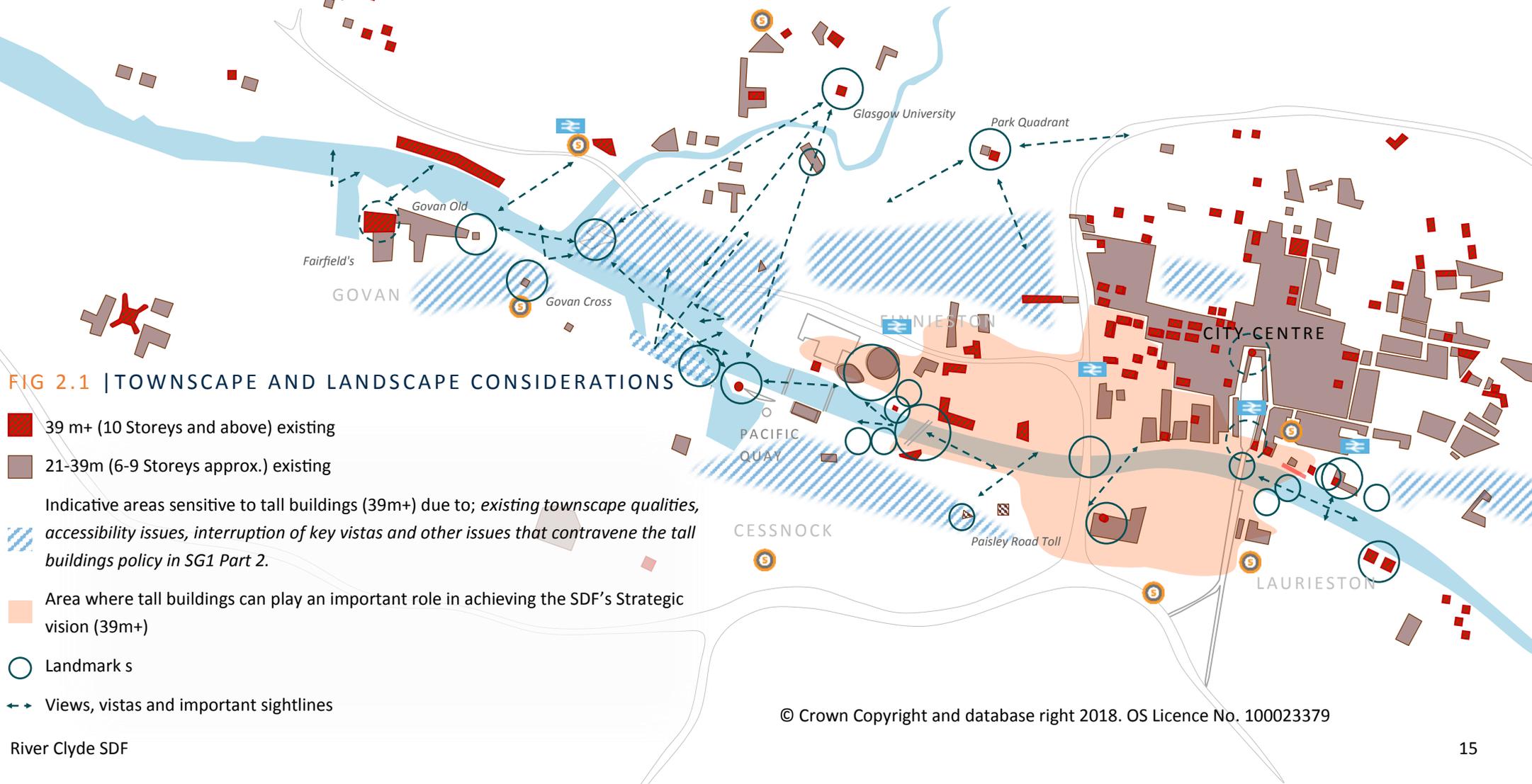
Currently one of the lowest populated neighbourhoods on the waterfront the area is designated as a Strategic Economic Investment Location in CDP. Diversification and densification of the area may put unacceptable pressure on the available land, and alternatives such as use of the water space in the Canting Basin could be explored to achieve a increased resident population in the area.

A SUSTAINABLE RIVER | RIVER TOWNSCAPE

Key Design Principles for Supporting Densification:

- Consistency of building heights is important;
- Main streets and the city centre zone, can accommodate taller buildings;
- Tall buildings have the ability to become River Corridor landmarks and their design should therefore be exemplar with the highest quality materials, green details and creative design.

- New tall buildings and their appropriate siting will have to be greatly considered in relation to both topographical factors and important vistas - tall buildings should not block key vistas or views towards landmarks.
- Microclimatic conditions should be taken to account, buildings should provide shelter to quayside/public spaces and mitigate against the wind tunnel affects.



A SUSTAINABLE RIVER | WATER SPACE ACTIVATION

To transition the River Corridor into a multifunctional and vibrant landscape, the activation of the River itself is very important. There are currently a number of barriers to the safe, successful and sustainable use of the Clyde as a publicly accessible water space.

The Clyde's significant tidal range has a vast impact on the type of access, activity and interaction people have with the water and on the water. Greater activation and civic engagement with the water should be a key consideration in the imaginative redesign of quay walls to provide easier and safer access points. In addition, water activation and interaction should be a core factor in the analysis and decisions over potential future climate adaption measures and/or the tidal reach of the Clyde.

To unlock the full potential of the River for people, as well as ensure it becomes climate ready, the future of quay wall designs, the tidal reach and climate change impacts should be a key priority for the SDF 2050 vision. However in the short-medium term, opportunities such as creating an active water space at the Canting Basin could help test ideas and develop a supply and demand for greater water based activities.

Therefore future developments should include measures that enable increased activation of the water safely. This may include both big and small infrastructure requirements for example:

- access infrastructure, e.g. slipways, pontoons, stairs etc.;
- facilities, such as changing rooms showers etc.;

In addition, key consideration such as managing water quality aspects and the interaction between land and water adjacent developments is critical.

A range of water based events and festivals which help facilities and promote use of the river is encouraged.

Semi Permanent Floating Structures / Floating Architecture:

In areas such as Pacific Quay, pressure on land for economic commercial development may result in the water space itself becoming viable for supporting finer grain of ancillary uses to support a more vibrant populated neighbourhood in the Canting Basin or the Graving Docks.

Provided the design solution is safe and of an exceptionally high quality, the following uses may be deemed appropriate and will support and enhance the vibrancy of riverside districts:

- Hotels
- Cafes and Restaurants;
- Studios and Workspaces;
- Residential.



A SUSTAINABLE RIVER | RIVER PERFORMANCE, USE & CLIMATE READINESS

The current tidal range of the Clyde results in the water levels continually changing.

This creates a number of issues on the current performance of the river:

- Increased silting impeding water navigation and which requires regular dredging;
- Deterioration and instability of the quay walls due to tidal erosion;
- Significant visual disconnection with the water at lower tides;
- Quay walls staining, visible during lower tides and poor water quality;

- Vulnerability to increased flood risk.

The current navigation potential of the river is presently partly inhibited by the requirement for dredging in some areas. In addition, future climate change predictions will impact on the current function and form of the River. A suite of options will need to be explored to identify alterations which can:

- transition the Clyde in to a leisure river, providing opportunities for a range of uses aligned to a liveable, connected and multifunctional River.
- Improved interaction between the riverside and water space and contribute to the increased attractiveness of River Corridor;
- Contribute to improved climate resilience, water quality and use of the river.

Key Considerations: the future of the weir and the requirement for a new or relocated weir; the interim flood model and updated climate change predications; the capacity of the Clyde upstream; the capacity of waterways and connections flowing in to the Clyde; and, the need for a multi-agency and cross authority approach.

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FIG 2.2 | FUTURE USE OF THE WATER-SPACE

-  The Clyde Arc Bridge is currently the limit for large vessels sailing upstream.
-  Existing Weir & Current Tidal Reach

WORKING RIVER ACCESSIBLE BY LARGER COMMERCIAL AND LEISURE OCEAN GOING VESSELS

HUMAN SCALE RIVER ACTIVATION: SMALL PLEASURE CRAFT, WATER SPORTS AND GREATER PUBLIC INTERACTION AND ACTIVATION WITH THE WATER SPACE

A CONNECTED RIVER | CONNECTIVITY & ACCESS

WHAT WE WANT TO ACHIEVE

The River Corridor has the potential to be the most important movement spine within the city for both people and wildlife. Opportunities to improve movement along the quayside and across the river itself to nearby local centres and business locations by means of active travel and public transport should be maximised.

Development within the River Corridor should contribute to repairing and

creating seamless, joined up movement connections and access to, along and on to the river. Obstacles to movement should be removed, the creation of new barriers should be avoided or mitigated where possible and space dedicated to multifunctional uses, including movement, should be maximised.

A key aim of the City Development Plan is to reduce non-essential car journeys and the Clyde Corridor has a major role in achieving this vision for the city as a whole, it being both a linear connector and a physical barrier.

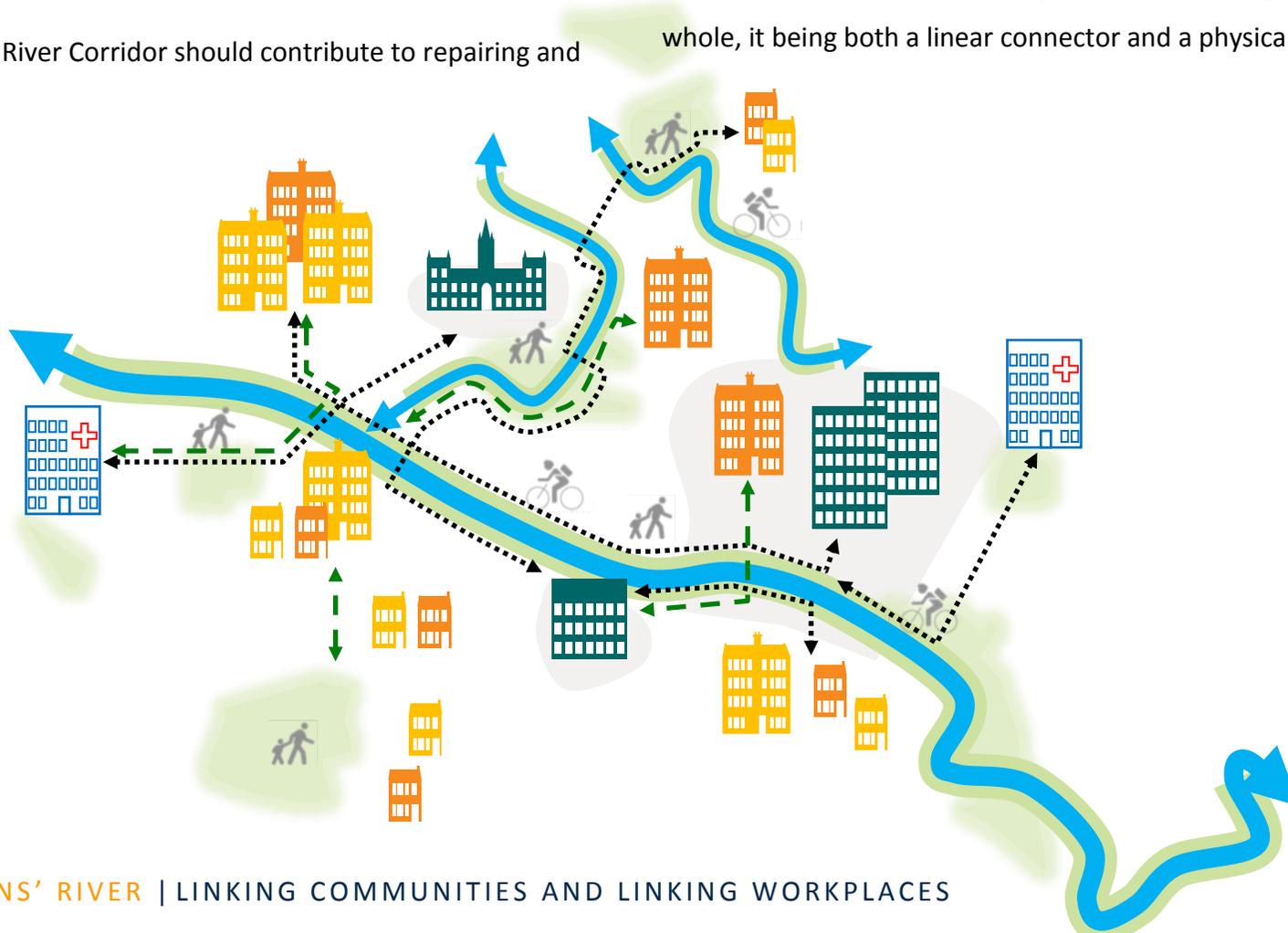


FIG 3.0 THE CITIZENS' RIVER | LINKING COMMUNITIES AND LINKING WORKPLACES

A CONNECTED RIVER | CONNECTIVITY & ACCESS

WHERE WE ARE NOW

The current severance and barriers to access, to, along, and across the River Corridor prevent it from enabling legible, easy and pleasant active travel and leisure links to the City Centre, riverside neighbourhoods and wider links - such as those within the corridors of connecting urban waterways.

HOW WE ARE GOING TO GET THERE

To realise a connected riverside, efforts should be made to repair, replace and enhance walking and cycling connections that have been lost through vehicular dominated design and riverside development creating movement 'pinch points' and severance, on both banks of the Clyde.

The SDF will require developments to successfully integrate with the active travel linkages and seek to expand linkages where there is severance. The SDF encourages the key focus of uniting the City Centre with the River through legible, connected and high quality

routes. In addition the SDF will support the use of innovative river edge treatments that do not solely address structural requirements but also;

- provide improved access to the water;
- improve connectivity along the riverside;
- create and improve the network of public multifunctional spaces;
- enhance existing and create landscape for biodiversity; and
- contribute to the quality and vibrancy of the river;
- support flood management measures.

The coordinated introduction of playful and enlivening components such as multifunctional green infrastructure, lighting, artwork, heritage interpretation, way finders and digital technology, which enhance connections as well as helping generate a stronger sense of place and contribute to the wider liveability of the city.

The overriding principle of designing for human centred movement and experience of place implies a dialogue-led design process which encourages quality of outcomes.



Integrated Connectivity Strategy

Aim: To create a human scale, liveable, permeable town/landscape that facilitates walking, cycling and other active pursuits.

The River Corridor is well served by frequent and fast public transport options. The SDF aims to maximise these resources by improving the pedestrian connections between these nodes and the riverfront.

Water Row, The Mouth of the Kelvin and Meadowside Quay.

This is a key pivot point which links Govan, Partick and the Riverside Museum as well as being a key node on the cognitive map of the river.

Future development of these sites which ensures three way pedestrian connectivity will be a major catalyst for the wider regeneration of the River Corridor and beyond.

⇒ New pedestrian links across the Clyde and the Kelvin.

Yorkhill Quay, SEC West.

Topography and existing transport infrastructure have created dislocation and impacted on the experiential qualities for the pedestrian and cyclist. The location is poorly served by public transport.

- ⇒ Restore a continuous quayside path and river green corridor.
- ⇒ Explore options to soften the impact of the expressway in terms of physical, environmental and cognitive impact
- ⇒ Maximise pedestrian connections northwards towards Yorkhill and build in to the future Yorkhill Campus masterplan.

City Centre/ Lancefield Quay / Anderston

The managed change from an industrial zone to a mixed use area will provide the opportunity to foster an environment which supports and encourages active travel between the City Centre, Cranstonhill, the SEC and Pacific Quay. Key to this will be the resolution of the significant impediments to pedestrian and active travel movement as the district is encircled by cognitive barriers.

- ⇒ Unite the city centre and the riverside;
- ⇒ create a permeable townscape with breaks in large blocks
- ⇒ Explore options for a pedestrian link between Lancefield quay and Springfield quay;
- ⇒ Reconnect the quayside with neighbourhoods
- ⇒ Re structuring / re design of Anderston Cross/ Junction 19 under the Kingston Bridge to create a legible link to key destinations.

FIG 3.1 | CONNECTIVITY & ACCESS

- ↑ Strategic Improvements in the Quality Active Travel Network
- ↔ National Railway Line/Station
- Ⓢ Subway Line / Station
- Major Road with Bus Route
- Vacant and Derelict Land and Surface Car Parking (including Vacant land) which has significant impact on the landscape quality and permeability.
- Key public transport node - maximise pedestrian connection to and from the Riverfront

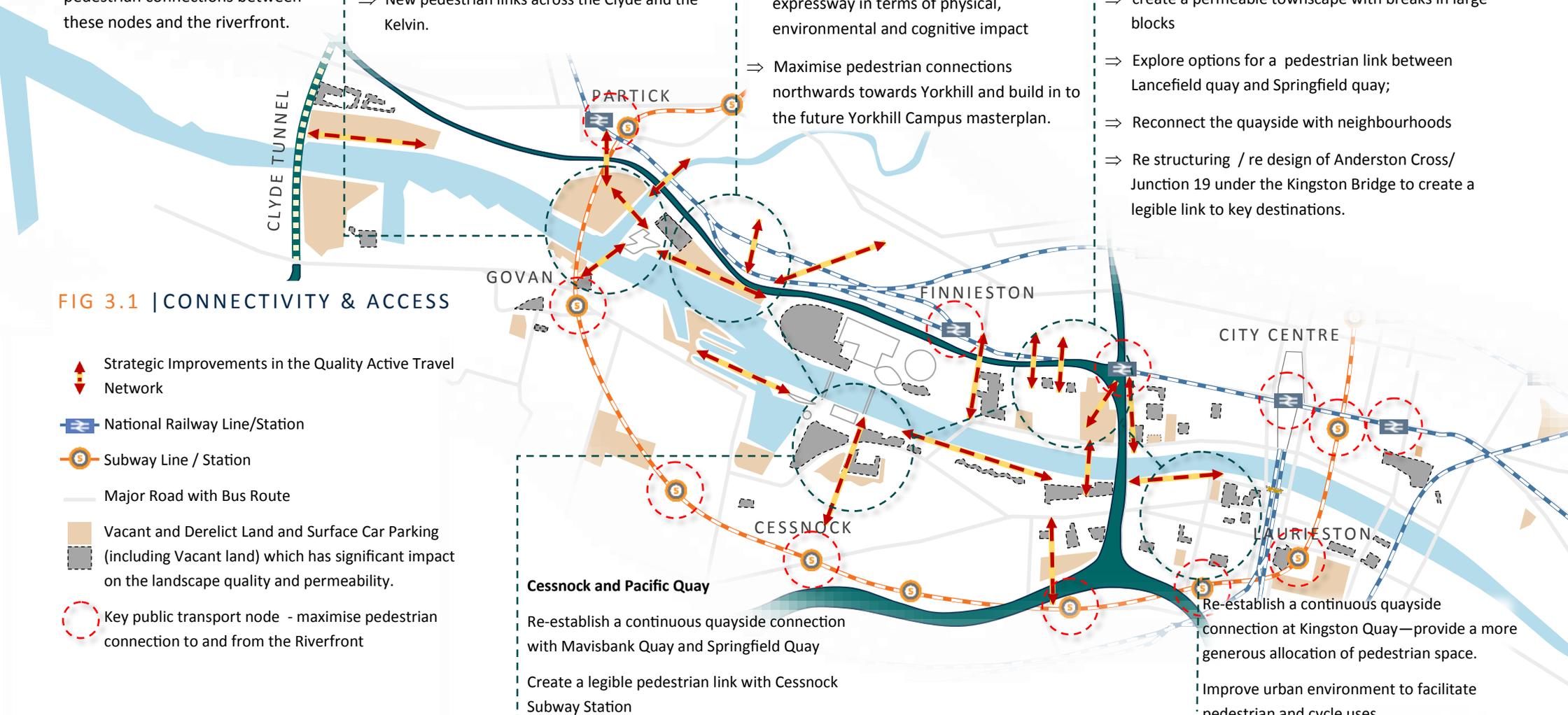
Cessnock and Pacific Quay

Re-establish a continuous quayside connection with Mavisbank Quay and Springfield Quay

Create a legible pedestrian link with Cessnock Subway Station

Re-establish a continuous quayside connection at Kingston Quay—provide a more generous allocation of pedestrian space.

Improve urban environment to facilitate pedestrian and cycle uses.



A GREEN RIVER | BIODIVERSITY, NATURE & LANDSCAPE

WHAT WE WANT TO ACHIEVE

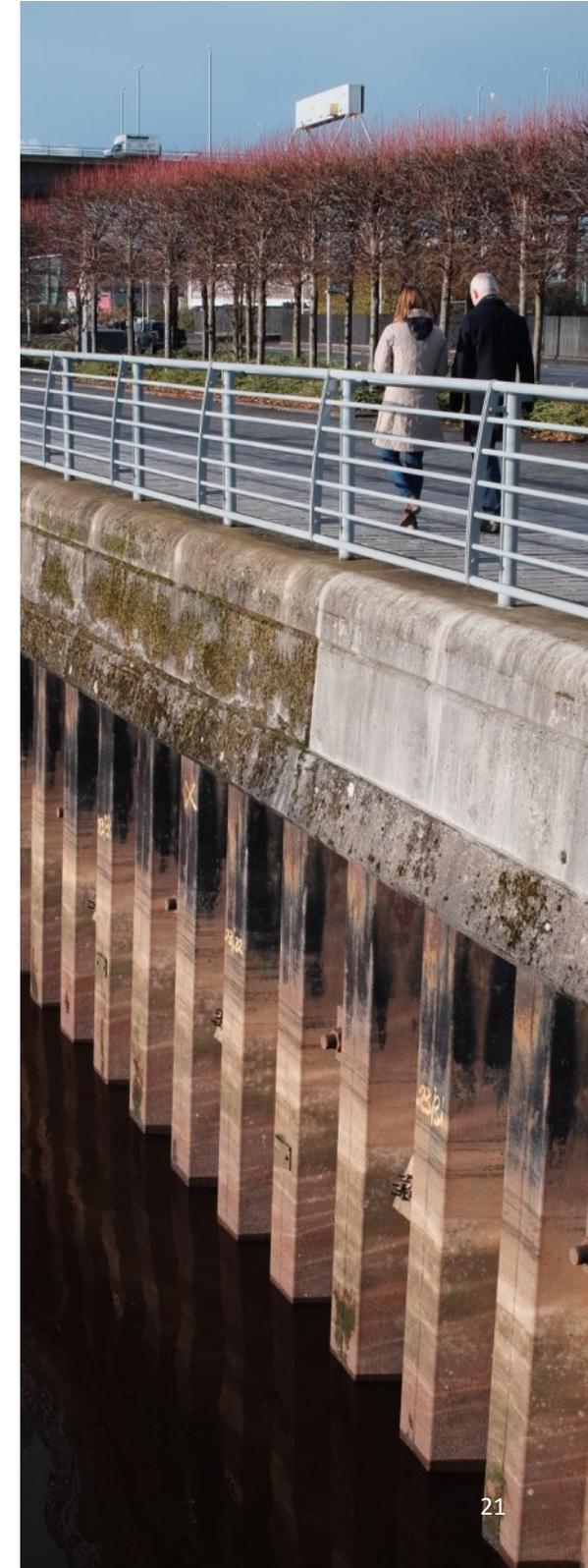
A river which has safeguarded and enhanced its natural environment assets, protected species and utilised all opportunities to create new semi natural habitats to deliver a landscape of high quality, resilient, and connected green and blue places. This can be achieved through the concept of ‘habitat stepping stones’.

WHERE WE ARE NOW

The River Corridor is one of the most significant ecosystems within the city. A designated Site of Nature Conservation (SINC) and Green Corridor, the Clyde offers the City a range of benefits from its biodiversity and natural potential such as climate adaption, local distinctiveness and an intrinsic value of beautiful views and vistas, water reflections, a range of sounds, sights and smells. However, the River’s ecosystem currently is not reaching its full potential. The ability to deliver benefits and services relies on the availability and safeguarding of the Clyde’s natural and landscape features.

HOW WE ARE GOING TO GET THERE

The development of the Clyde Corridor will have to; support the biodiversity value of the River; enhance and sustain its quality for future generations; and, ensure its declining quality and the loss of natural and semi-natural habitat is halted. However, the SDF recognises that one of the biggest challenges with developing a vibrant, activated and repopulated River Corridor will be the competing pressure on land and uses and the potential cumulative impact this could create on the Clyde’s environment.

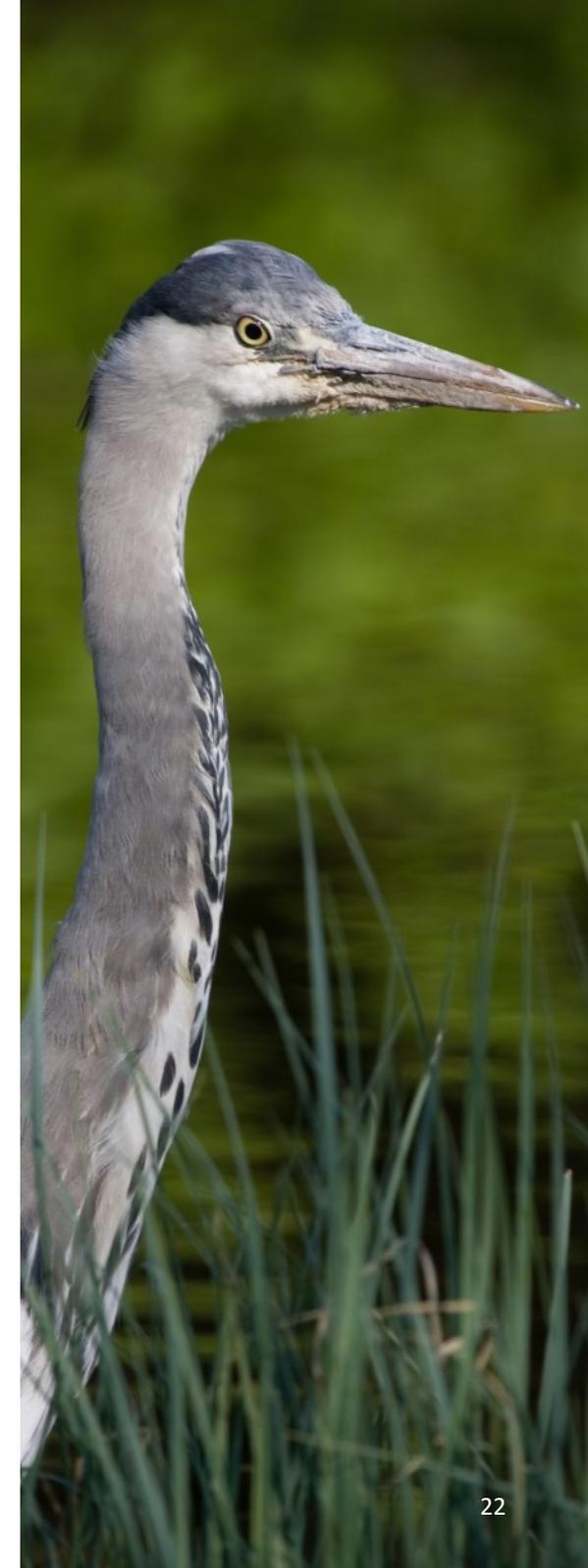


A GREEN RIVER | BIODIVERSITY, NATURE & LANDSCAPE

Therefore in order to support the development of a high quality, biodiversity rich River Corridor, the design of quayside spaces and developments should support the concept of 'habitat stepping stones' by considering:

- The need for new and improved multifunctional landscaping to be created. This could be on underused land, vacant spaces or the mosaic of smaller grassed and public realm areas within the River Corridor.
- Reversing the fragmentation of the biodiversity network within the River Corridor. This includes removing physical barriers to ensure species are not isolated or disturbed.
- Introducing supporting components that biodiversity needs to survive and thrive. This includes access to water, food and shelter, all year round.
- The protection of the existing landscaping within the River Corridor and ensuring existing habitat links are maintained.
- Design features within development which help support and enhance biodiversity opportunities. These could include green and brown roofs, living walls, nectar rich planting, native tree planting and bird and bat boxes.
- An ecosystems approach is taken, which considers the wider context of the place and its range of functions, species and habitats.

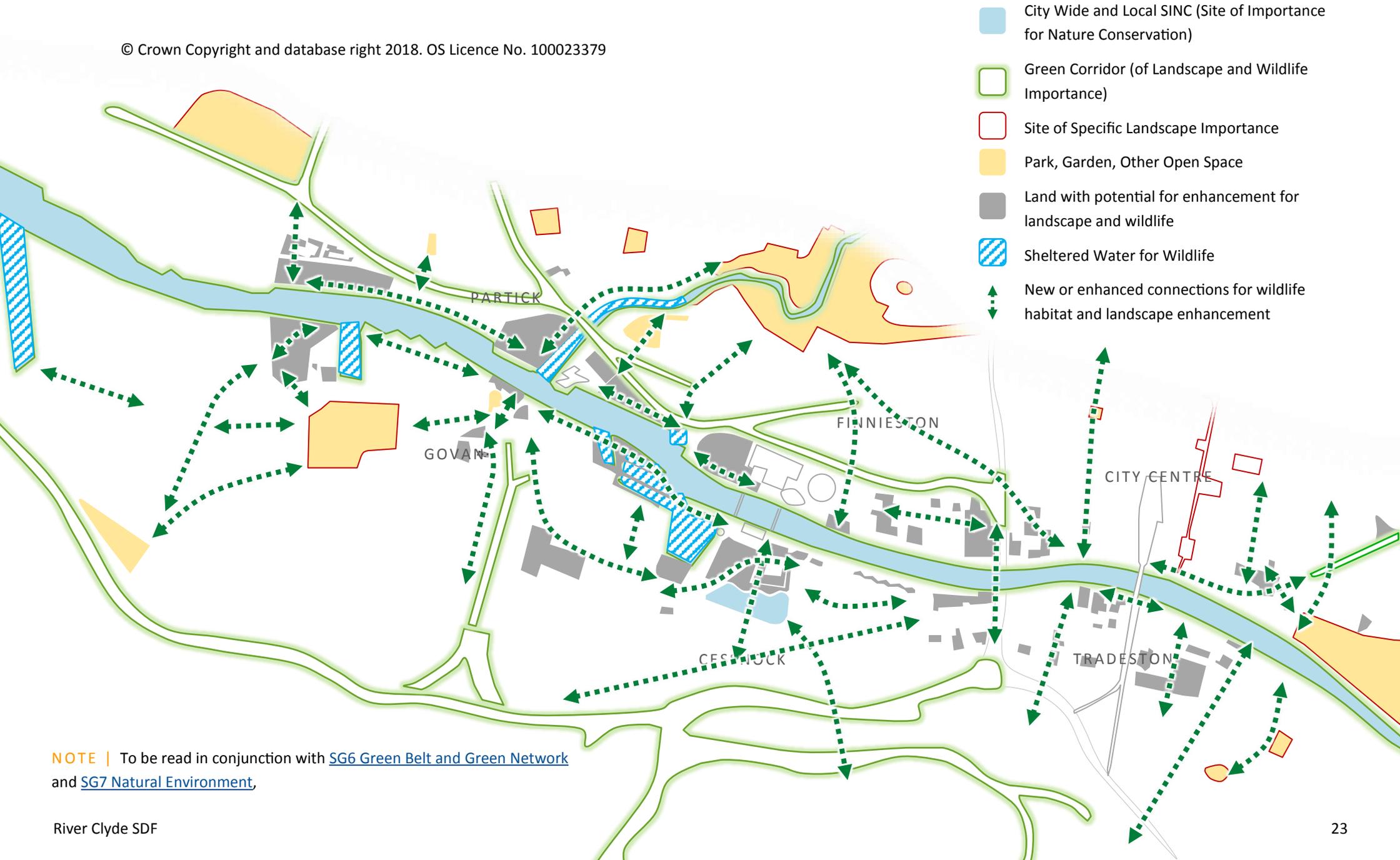
As the development of the River Corridor will create great opportunities to improve and support biodiversity as well as some disruptions, the regular monitoring of the state of the river environment will be important to adapt and respond to changes on the ground.



A GREEN RIVER | BIODIVERSITY, NATURE & LANDSCAPE

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FIG 4.0 | HABITAT STEPPING STONES



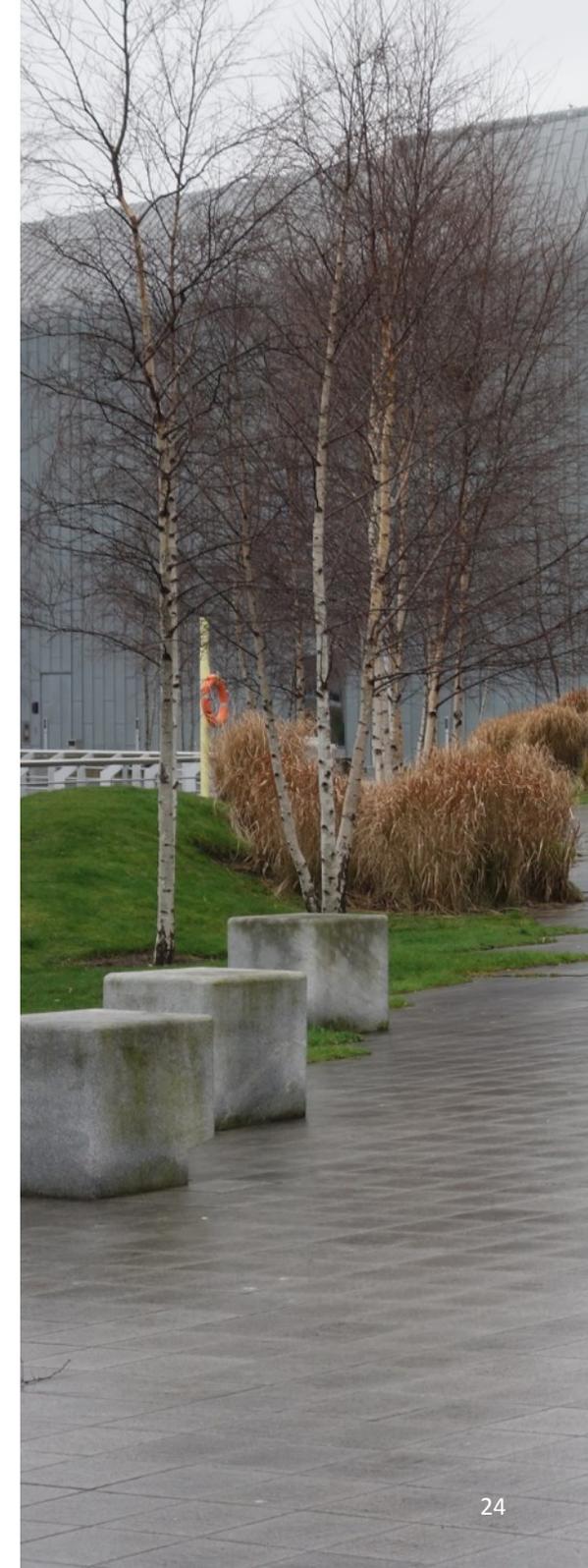
NOTE | To be read in conjunction with [SG6 Green Belt and Green Network](#) and [SG7 Natural Environment](#),

A GREEN RIVER | LANDSCAPE AND PUBLIC REALM

The intensive use of urban space for a range of commercial, leisure and residential uses will increase pressure on open space and the River's landscape for amenity and recreational purposes, as well as for climate change adaptations. It is therefore imperative that the design of the River Corridor's open spaces and its linkages are of the highest quality and maximise the potential of the Clyde to function as a healthy multi functional connected landscape of open space.

The landscape of the Upper Harbour area is relatively exposed, hard, grey and entirely man made. The design of riverside public spaces and pedestrian routes is often compromised by several factors that have a significantly negative impact on their perceived quality. The design of quayside spaces should promote innovative design solutions which;

- Employ a simple palette of high quality finishes which are both robust and easily maintained.
- Promote riverside spaces for the use of all across the course of year by providing;
 - ⇒ more formal and informal opportunities to encourage playful and social interaction;
 - ⇒ accessible seating, and areas to rest for all
 - ⇒ opportunities for taking shelter and adaptable spaces responding to the river's micro-climate.
 - ⇒ innovative and coordinated lighting, art and wayfinding; which promote the Clyde's cultural heritage and stimulate interest in the Clyde as a green, vibrant and creative corridor.
 - ⇒ Integrated smart infrastructure to increase the use and digital connectivity within the River Corridor,
- Re prioritise quayside spaces to favour pedestrian and active travel primarily over vehicular transport.
- Recognise the River's role as the City's primary green/blue corridor and enhance its health and function. This is achieved through the integration of well designed multifunctional green infrastructure, which softens the quayside landscape, making the quayside more comfortable, provides shelter, provides climate change adaptation measures and a connected natural and semi natural landscape ecosystem.



A VIBRANT RIVER | A NEW APPROACH TO GROWING THE PLACE

There are a number of riverside districts which have been spatially defined as focus areas of specialist activity. Whilst there have been some notable successes, Creative Clyde and the International Financial Services District, other single use areas are not as successful at demonstrating and sustaining a vibrant local character. It has also been observed that even the successfully single use specialised areas have extreme peaks of activity throughout the day and limited activity at night-time.

In order to create a vibrant and active riverfront at different times of the day and through different seasons, the introduction of finer grain/micro developments and the effective deployment of temporary urbanism, should be encouraged within the River Corridor.

Temporary and micro urbanism is often understood as activities taking place outside the ordinary functioning of the real estate market, working within the opening between formal planning, speculative investment and local possibilities. It possesses a strong ability to be flexible, collaborative, incremental, participatory and experimental whilst providing a complementary mechanism to reanimating underused areas.

Therefore to grow a vibrant River Corridor, the use of micro and temporary interventions has the potential to make the most of some of Glasgow's strengths such as local agency, creativity, and social enterprise and entrepreneurship.

Whilst it is not recognised as a unified movement or technique, in broad terms, this type of urbanism has five key main motivations. These include (1) demand testing, (2) demand fulfilling, (3) acting as a stop gap, (4) momentum growing and (5) activities or components which transition from temporary into permanent.

To encourage more fine grain and temporal use of the River Corridor, the following aspects should be considered:

- Temporary/micro uses which can help stimulate greater use of the River Corridor in the evening;
- Temporary/micro uses which can help test out and demonstrate social and civic uses and optimal locations. These types of uses could include pop-up cafes and restaurants, play spaces and landscaping.
- Temporary/micro uses which help attract people to areas of the River Corridor which are less well used. This can be used to test demand or grow interest and appeal for more long-term uses.
- Temporary/micro uses which help grow the urban character of the River Corridor.
- Temporary/micro uses which are well-designed and have an urban design/architectural quality.
- Temporary micro uses which complement the overall multi-functionality of the River Corridor and do not create barriers or obstacles to seamless movement along and to the River , or prevent the free enjoyment of the Clyde as an asset for all people. Therefore the place programme and management strategy to places and spaces on the River Clyde should be considered carefully.

A VIBRANT RIVER | PROMOTING POTENTIAL

WHAT WE WANT TO ACHIEVE

The River Corridor has been developed to support and accommodate a diverse range of uses, types and scales of industry, helping to contribute to Glasgow's continued success as the UK's fastest growing economy. The River will be occupied with a network of creative, leisure and recreation uses to provide facilities for local people, workers and city visitors. Opportunities to build on existing partnerships within the River Corridor, such as Creative Clyde and the West End Innovation Quarter partnership, will have been maximised. The improved connection between the City Centre and River will have further supported the transformation of Tradeston as a thriving City Centre area to live, work and play. The vacant and derelict land within the River Corridor will have been activated through deploying a flexible masterplan approach.

WHERE WE ARE NOW

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

- The City Centre and the International Financial Services District; Pacific Quay - Creative Clyde and the media quarter; The Scottish Events Campus; Former Yorkhill Hospital Campus, The Queen Elizabeth University Hospital, Govan, Partick and the West End innovation Quarter; Finnieston Economic Development District.

The proximity of Glasgow University is also a key factor in defining the social and

economic potential of the waterfront as a location for investment in innovation research and hi-tech industry sectors. However, there are sections within the quayside which have not yet been developed.

HOW WE ARE GOING TO GET THERE

There is a requirement to incrementally repair the urban fabric along the River Corridor to help unlock the full economic, environmental and social potential of the City Centre and riverside neighbourhoods. In order to help towards this, the SDF aims to cultivate places where investors, businesses and residents have good access to physical and digital infrastructure. It is required that the following activities are considered:

- a flexible masterplan approach should be taken to riverside development site to ensure the wider context of the corridor is fully considered and positively addressed;
- A managed change approach for identified areas will allow employment generating or supporting proposals to come forward for alternative uses while ensuring that the developments would be compatible with the existing uses and the wider area;
- front-load the physical and environmental infrastructure for sites to ready development areas for the market/development partners. This will also help to establish the connections (such as access links, open space networks, surface water drainage interventions) to maximise the benefits to the River Corridor.

NETWORK OF CENTRES

City Centre

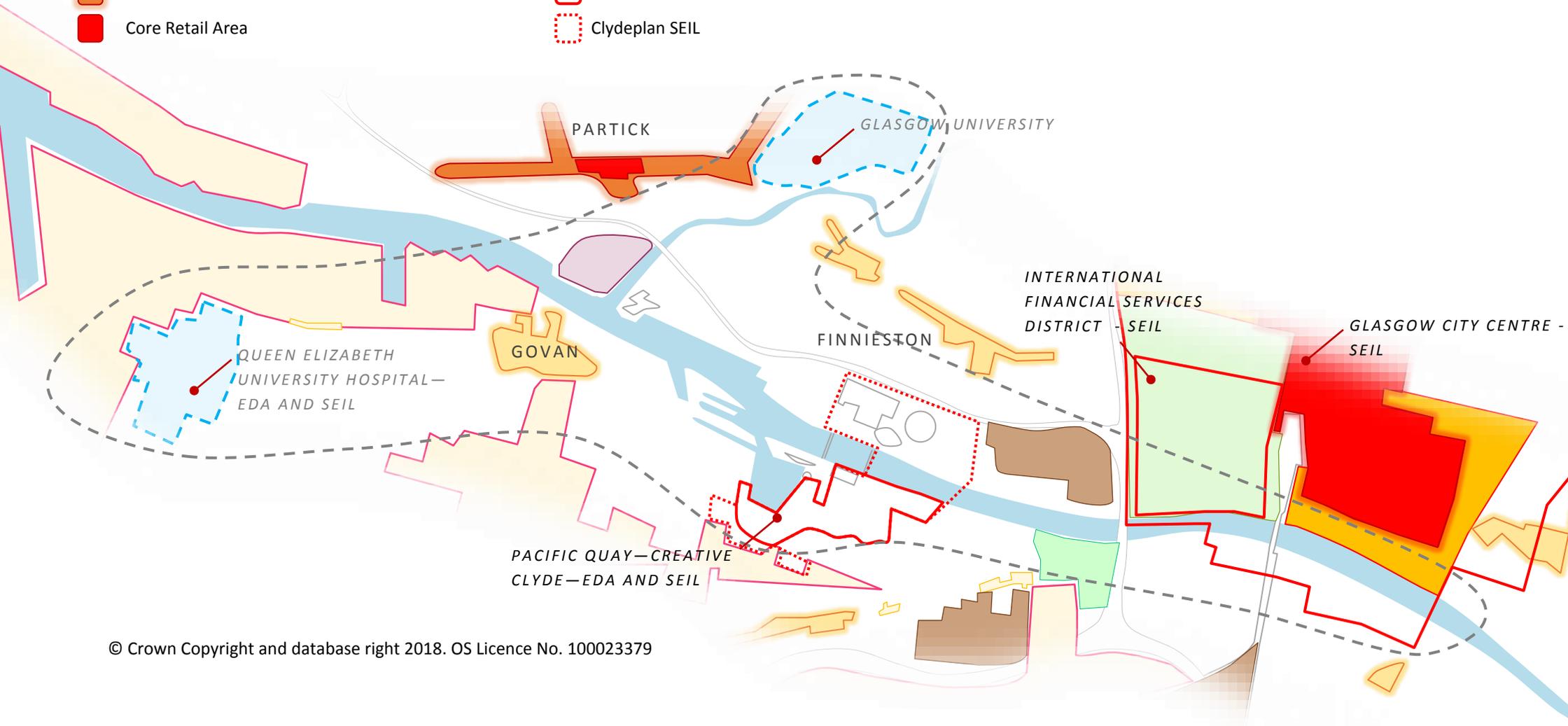
- Principle Retail, Commercial and Office Area
- Edge of Centre
- Principle Office Area
- Major Town Centre
- Core Retail Area

- Edge of centre
- Local Town Centre
- Local Shopping Facilities

ECONOMIC DEVELOPMENT

- Strategic Economic Investment Locations (SEIL)
- Clydeplan SEIL

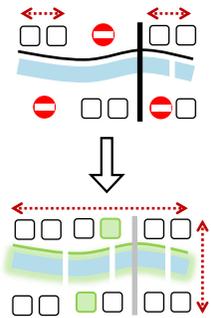
- Economic Development Areas (EDA)
- Economic Development Area with the Potential for Managed Change
- Tertiary Education and Healthcare / SEIL
- Waterfront and West End Innovation Quarter



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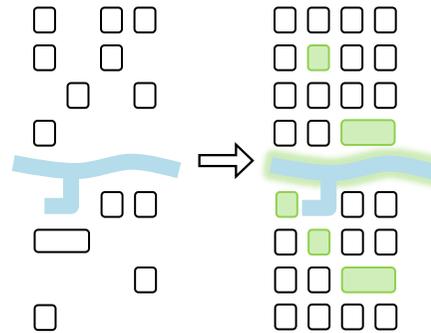
FIG 5.0 A VIBRANT RIVER | GROWING ECONOMIC POTENTIAL

MOVING FORWARD | RIVER ROOM PLACEMAKING STRATEGIES



RECONNECT

Many of the quayside development sites along the River Clyde are detached and dislocated from surrounding communities. Key to the evolution of the Clyde as a liveable comfortable and central place is their 360 degree integration, with the riverfront as the featured front door.



REPAIR AND DENSIFY

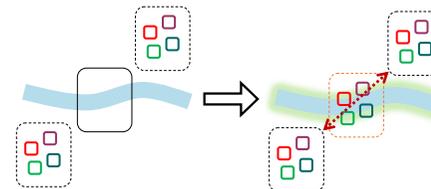
Many areas have suffered from a lack of investment and physical decline. Subsequent demolitions and piecemeal development have eroded the built form, natural environment, river landscape and the quality of place. In such areas, consideration should be given to how best to repopulate and repair the urban fabric to reassert the areas assets to allow it's full potential to be reached.



REINVENT

The economy of the Clyde Corridor has drastically evolved over recent decades. Certain key locations of the Riverfront have failed to adapt to the changing economic context and are now redundant. Whilst, others have become so specialised that they are no longer functioning as dynamic and sustainable city neighbourhoods.

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



REACTIVATE

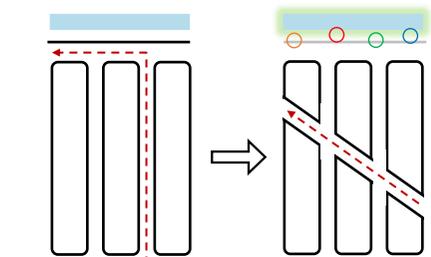
Key segments of the Clyde Corridor have little opportunity for social interaction, recreational use or pedestrian / cycle movement. The aim is to reanimate and bring these areas back to urban life. This requires a mix of uses, scales and time frames to offer a diverse and dynamic range of interests.



REFINE AND ENHANCE

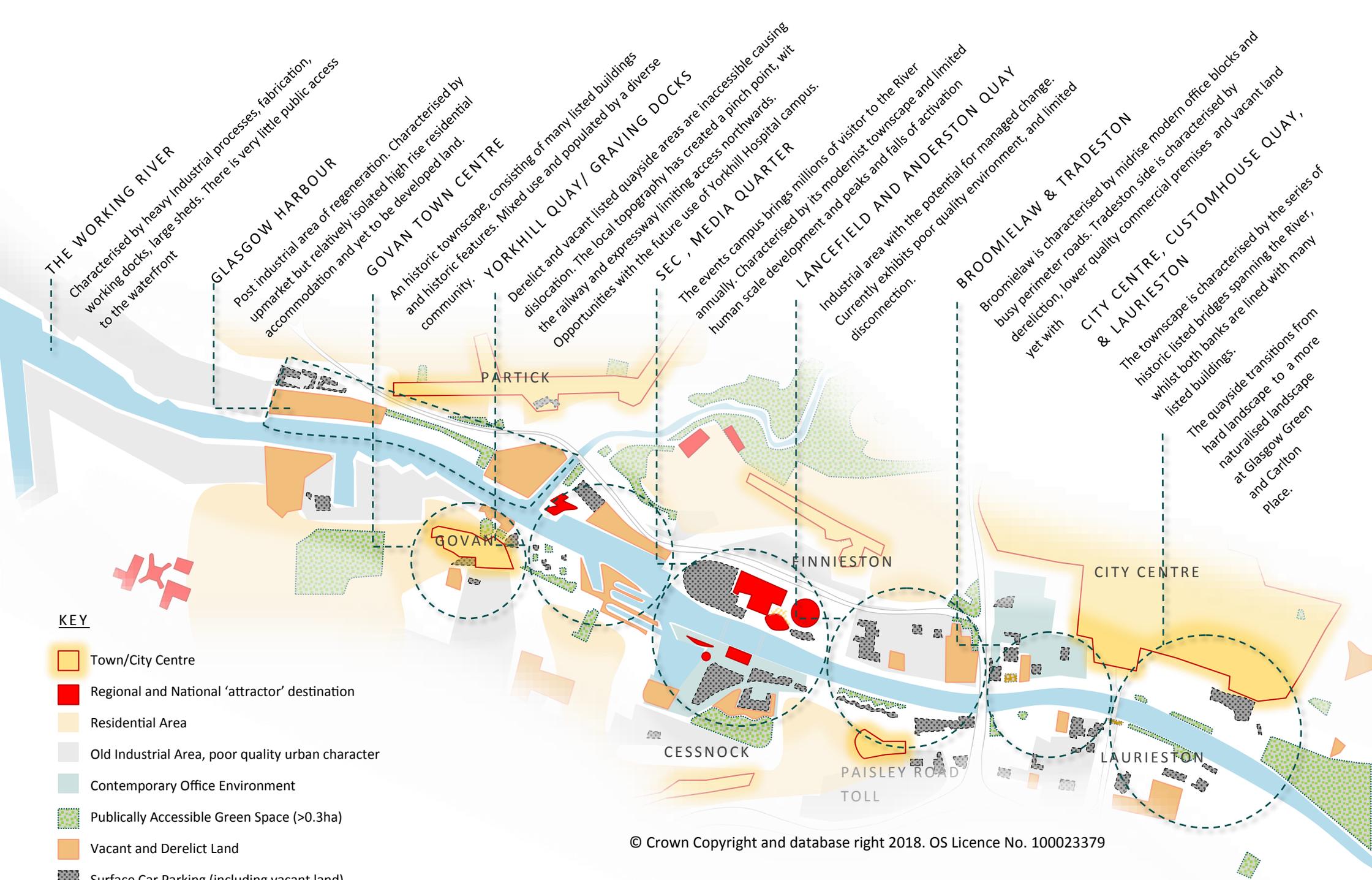
There are many areas along the Clyde which exhibit successful strong attributes and other places where they are weakened but could potentially become more resilient. These attributes include historic buildings and environments, semi natural and natural habitats, cohesive communities, vibrant neighbourhoods and employment locations.

The aim in these scenarios will be to build on these core strengths, reinforcing the core purpose and qualities of the place.



RECONFIGURE

Much of the Clyde's existing built form continues to be defined by it's industrial legacy and its continued role as a communications/transport corridor. Some of the existing conditions are no longer appropriate for a central urban district. The Clyde's overall quality of place will be greatly improved should placemaking opportunities for the reconfiguration of sites, urban forms and buildings be explored and implemented.



THE WORKING RIVER
 Characterised by heavy industrial processes, fabrication, working docks, large sheds. There is very little public access to the waterfront

GLASGOW HARBOUR
 Post industrial area of regeneration. Characterised by upmarket but relatively isolated high rise residential accommodation and yet to be developed land.

GOVAN TOWN CENTRE
 An historic townscape, consisting of many listed buildings and historic features. Mixed use and populated by a diverse community.

YORKHILL QUAY/ GRAVING DOCKS
 Derelict and vacant listed quayside areas are inaccessible causing dislocation. The local topography has created a pinch point, with the railway and expressway limiting access northwards. Opportunities with the future use of Yorkhill Hospital campus.

SEC, MEDIA QUARTER
 The events campus brings millions of visitors to the River annually. Characterised by its modernist townscape and limited human scale development and peaks and falls of activation

LANCEFIELD AND ANDERSTON QUAY
 Industrial area with the potential for managed change. Currently exhibits poor quality environment, and limited disconnection.

BROOMIELAW & TRADESTON
 Broomielaw is characterised by midrise modern office blocks and busy perimeter roads. Tradeston side is characterised by dereliction, lower quality commercial premises and vacant land yet with

CITY CENTRE, CUSTOMHOUSE QUAY, & LAURIESTON
 The townscape is characterised by historic listed bridges spanning the River, whilst both banks are lined with many listed buildings. The quayside transitions from hard landscape to a more naturalised landscape at Glasgow Green and Carlton Place.

- KEY**
- Town/City Centre
 - Regional and National 'attractor' destination
 - Residential Area
 - Old Industrial Area, poor quality urban character
 - Contemporary Office Environment
 - Publicly Accessible Green Space (>0.3ha)
 - Vacant and Derelict Land
 - Surface Car Parking (including vacant land)
 - Open Water

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FIG 6.0 | SPATIAL SUMMARY OF THE CLYDE CORRIDOR'S PRESENT CHARACTER

MOVING FORWARD | RIVER ROOM PLACEMAKING STRATEGIES

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

This is the oldest part of the City Centre's riverside urban fabric. Future evolution of the area will have to balance respecting and enhancing the setting of the many historic buildings, structures and important landscape elements with reinventing and enlivening this central waterfront location. New developments will need to be designed to be responsive, adaptive and resilient to climate change.

Future placemaking strategies should look to lessen the severance between the quayside and the City Centre's primary commercial core to the north, allowing the vibrancy and vitality to spill down to the waterfront. This can be achieved through minor reconfigurations of the urban fabric, creating activated routes to the waterfront, whilst an improvement of the offer at Customhouse Quay should involve an enhanced civic and recreational experience.

The area between the Laurieston TRA and the waterfront has the potential to act as a key linking space to the wider South Side. The area to the west of the Sherriff Court has a strong historic urban form, which can provide the basis for a significant improvement in place quality as the area is activated by the increase in footfall and uplift in value generated by surrounding regeneration projects.

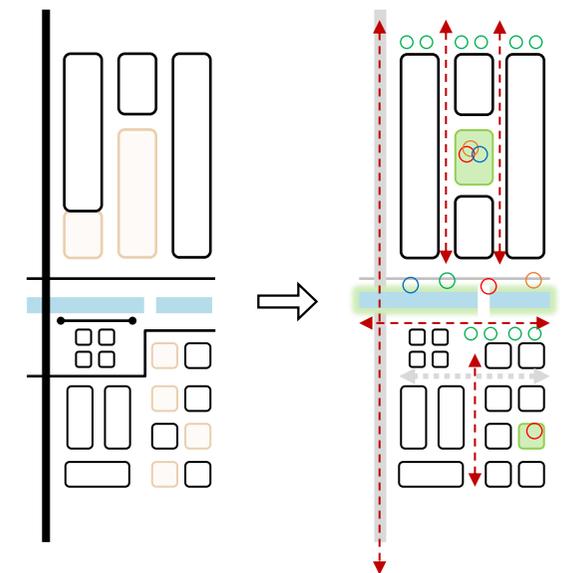
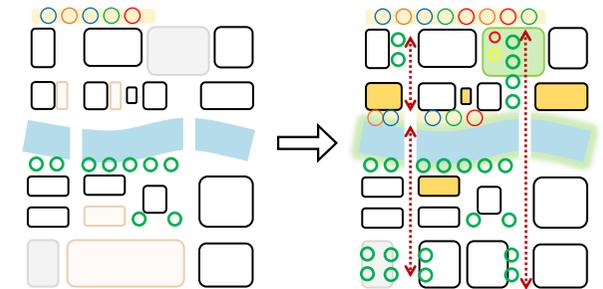
BROOMIELAW & TRADESTON | *Enhance; Repair, Density and Repopulate; Reactivate*

The development of several key vacant and derelict sites in this area is vital to achieving the overall vision of the SDF, bringing a density of people and a variety of activity to create a vibrant waterfront. This will help create a safe, walkable and activated route westwards to the SEC and Hydro.

Building on the successes of the International Financial Services District (IFSD), new development should look to enhance the riverside setting on both sides of the Clyde, activating and bringing people to the riverfront by making the Clyde their 'front door' through key urban design principles. There is significant potential and opportunity for Tradeston to form a destination with a strong interaction with the waterfront.

With the densification of the area putting further pressure on open and amenity space, the provision of high quality multifunctional open space which provides for public amenity for the benefit of health and wellbeing and the creation and enhancement of natural habitat. The spatial prioritisation of the movement network currently favours vehicular travel, and this requires a readjustment to be made both cognitively and physically to favour pedestrians and active travel. Currently the Tradeston area is particularly impacted by transport infrastructure, which leaves it cut off from the wider City on three sides, placing added emphasis on developing strong spatial relations to the City Centre and waterfront.

Illustrative Conceptual Diagrams



MOVING FORWARD | RIVER ROOM PLACEMAKING STRATEGIES

LANCEFIELD, ANDERSTON, MAVISBANK AND SPRINGFIELD QUAYS | *Reinvent; Reconfigure; Reconnect; Repair—Densify and Repopulate; Reactivate*

The northern bank of the River forms the 'missing link' between the City Centre and the SEC. It is characterised by vacant sites, industrial units and road infrastructure. Enhancing and improving connectivity through and across this River Room by creating activated, safe and overlooked routes is a priority. Whilst lessening the impact of the road network will also be key, especially through and across the Clydeside Expressway, Junction 19 Anderston on the M8 and under the Kinston Bridge. It is also acknowledge there is need for a new river crossing to reconnect both banks of the Clyde at this point.

An increase of the residential population in the area will help to enliven the district and support a diversification of supporting compatible commercial uses. The area is lacking in quality open space for an increased residential population and as such the provision of new and the enhancement of existing multifunctional public open space is imperative given the high density development predicted.

The success of the Southbank is hindered by the several blockages and pinch points to quayside connectivity at Mavisbank Quay and Windmillcroft Quay and key to any placemaking strategy for the Southbank will be unpicking these issues. This area also suffers from a lack of urban connectivity to the wider City to the south caused by the urban form of residential areas completed in the post-industrial period and further afield, by the motorway network.

SEC & MEDIA QUARTER | *Enhance; Reconfigure; Reconnect; Reactivate*

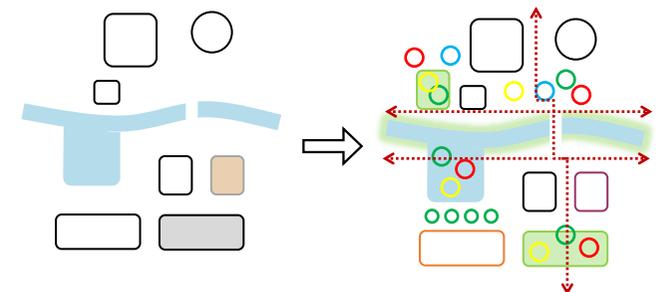
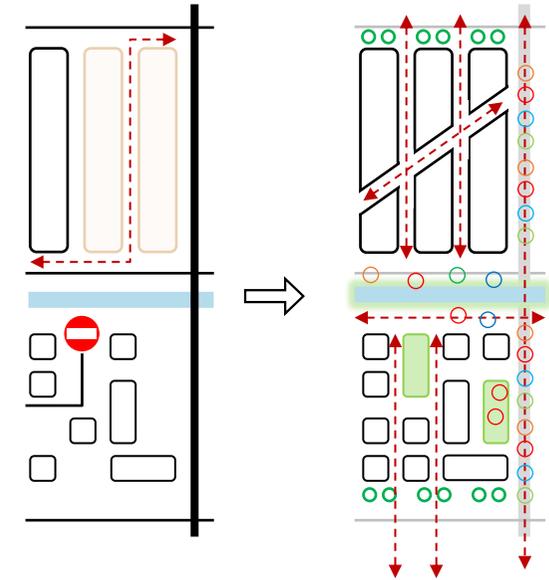
The successful regeneration of the former dockland area has brought an international events campus and many highly specialised industries to the area, however, the district would benefit from an increase in the residential population and a finer grain of supporting commercial activity. This enhancement would create a truly vibrant waterfront destination.

Future development of the area should further urban integration with the neighbouring townscape and provide new pedestrian and cycle links on a north south axis— linking to Cessnock Subway to the South and Finnieston to the north.

The river room is host to a number of iconic buildings and structures and future placemaking strategies should maximise the potential of this setting. However, the public space quality is generally not of a level which reflects this iconic status. Place strategies for the area should look to enhance the urban quality of the district, by carefully considering the treatment of the interfaces with public roads and spaces, and looking to lessen the impact of car parking areas.

This River Room suffers from exposure from the Clyde's harsh micro-climate and future development should look to provide shelter, and design to mitigate sometimes severe conditions - this could be through innovative landscaping, planting or building design.

Illustrative Conceptual Diagrams



MOVING FORWARD | RIVER ROOM PLACEMAKING STRATEGIES

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

The enhancement and of pedestrian connectivity on both sides of the River and across the River is imperative to unlocking each site's potential. The delivery of the new Govan Partick Bridge, landing at Pointhouse Quay, gives extra importance to the improvement of connectivity northwards to Partick Cross, Glasgow University, Yorkhill and former hospital site. Crossing the Clydeside Expressway and the elevated railway will require innovative and imaginative design solutions due to the challenging topography of the area.

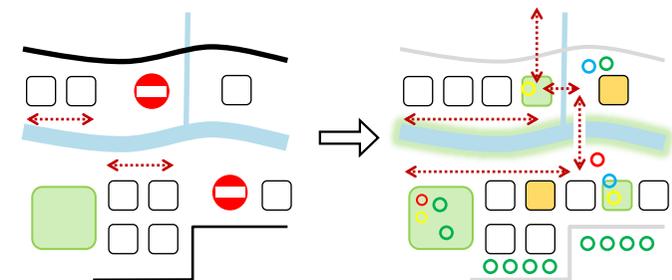
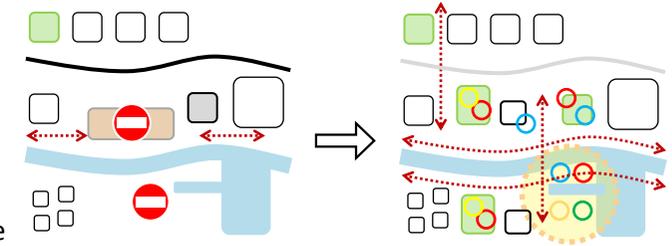
Yorkhill Quay largely remains undeveloped, with the Riverside Museum and the Whisky Distillery being isolated visitor destinations in the area. A supporting finer grain of commercial activity and residential accommodation will enhance the area. The design of high quality public spaces which provide opportunities for shelter and the creation of natural habitat is imperative.

The Graving Docks are an important Grade A listed structure, both for their architectural quality and historic resonance with the area. Future development should acknowledge it's heritage and enhance it's prominent setting on this pivotal part of the River Corridor. The Graving Docks are within the functional floodplain of the River Corridor and therefore new uses for the site will need to be responsive, adaptive and resilient to these environmental conditions. In addition, future development will also have to carefully consider it interfaces harmoniously with its surrounding low-rise residential urban form and views along the Clyde. The site will greatly benefit from enhanced connectivity to SEC and Pacific Quay and the construction of a new bridge crossing at Canting Basin opening to River is considered fundamental to this. Historically the site was connected to the West End via a ferry route and the potential to re-establish a River crossing here should be explored further.

GOVAN TOWN CENTRE | *Refine and Enhance; Repair and Reconnect*

Govan Town Centre is a vibrant local centre with a strong and coherent historic townscape which exhibits some fine civic architecture. Central Govan both turns its back on the River and its hinterland to the south and future development of this interface should look to integrate and enliven these spatial elements through a Placemaking approach. The SDF aims to protect, refine and enhance this successful urban environment, whilst supporting new and innovative interventions which add to the character of the area and help repair its fragmented edges.

Illustrative Conceptual Diagrams



MOVING FORWARD | RIVER ROOM PLACEMAKING STRATEGIES

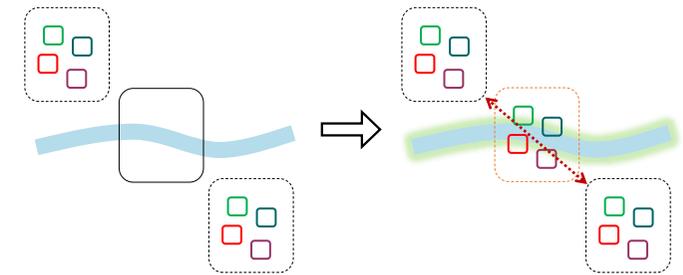
GLASGOW HARBOUR | *Reconnect; Reconfigure; Reactivate and Reinvent*

New development should aim to enliven and reconnect this riverside district whilst creating a more attractive and liveable urban place. Solving the issues of severance and dislocation will be key to unlocking the areas potential. Critical to this is improving pedestrian connectivity across the Clydeside Expressway to the amenities, facilities and public transport available in Partick. Whilst the creation of a continuous quayside route linking to the new bridge to Govan and onwards to the City Centre in the East is also important.

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

The enhancement & creation of quality multifunctional open space is also imperative, both for the wellbeing of residents and for the enhancement of natural capital to allowing for a cohesive network of habitats.

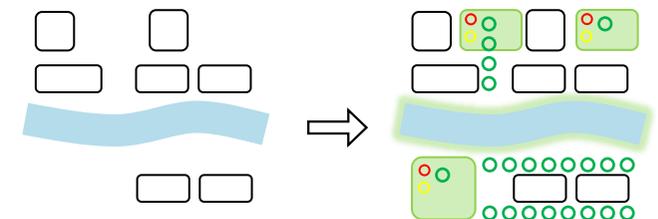
Illustrative Conceptual Diagrams

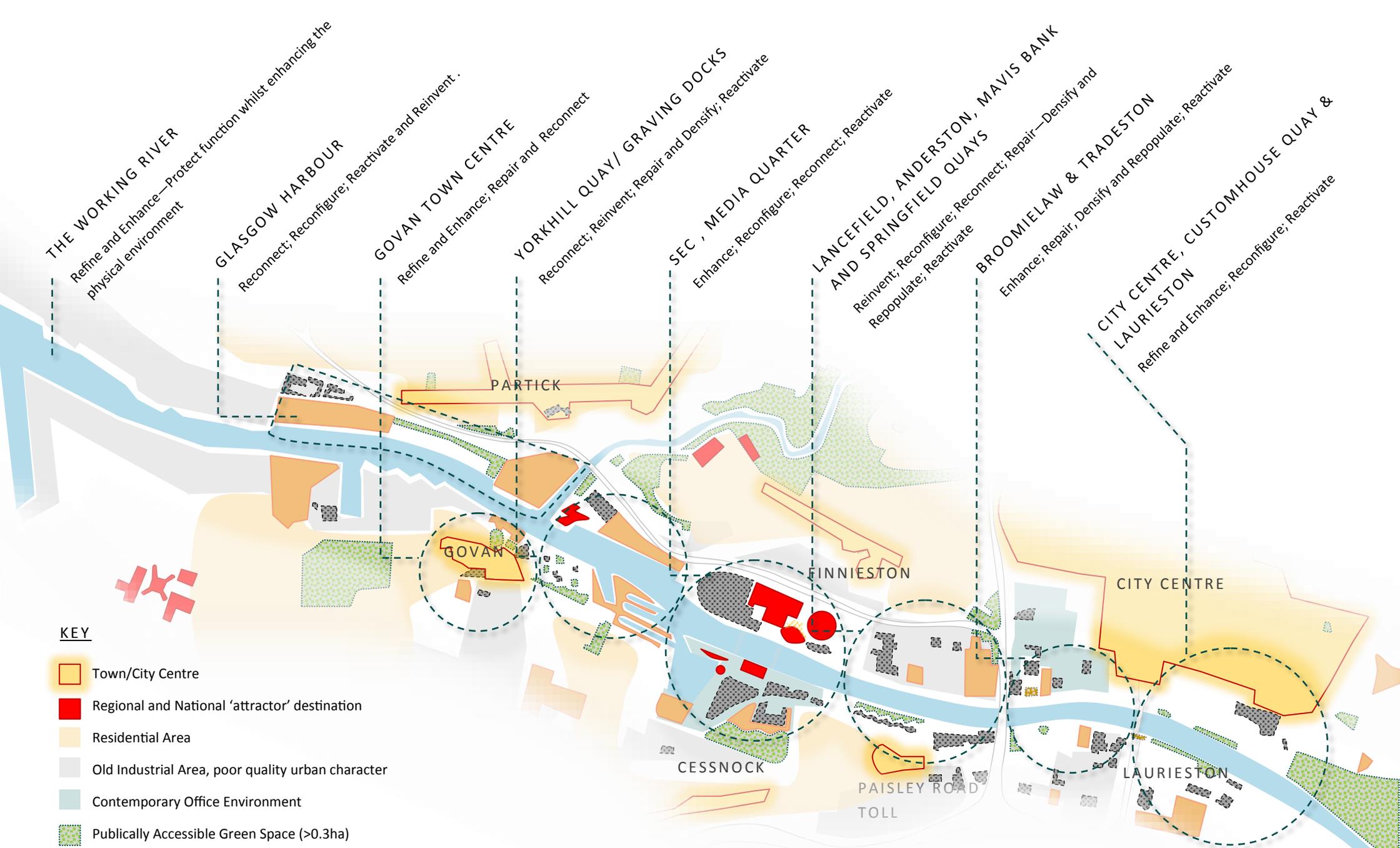


THE WORKING RIVER, SOUTH STREET AND SHIELDHALL | *Refine and Enhance*

These Economic Development Areas' (EDA) value to the City is recognised and the City Development Plan and SDF will help to protect this function. The EDA has significant potential to support the development of a nationally significant cluster of innovation and economic development activity related to the colocation opportunities in relation to Queen Elizabeth University Hospital.

In this context, it is expected that a placemaking approach will be taken and that new development should enhance the physical environment for the benefit of people's health and wellbeing and for the creation and protection of natural habitats and biodiversity. The treatment of the edges / interfaces between this area and neighbouring areas is key.





KEY

- Town/City Centre
- Regional and National 'attractor' destination
- Residential Area
- Old Industrial Area, poor quality urban character
- Contemporary Office Environment
- Publicly Accessible Green Space (>0.3ha)
- Vacant and Derelict Land
- Surface Car Parking (including vacant land)
- Open Water

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FIG 6.1 | SUMMARY OF PLACEMAKING STRATEGIES

SUMMARY | NEXT STEPS

SUMMARY & NEXT STEPS

This Strategic Development Framework sets out the key elements required for the new phase of transformational River Clyde regeneration. The level of ambition, opportunity and coordination required directly positions this of strategic importance to the City Region and worthy of national planning priority recognition.

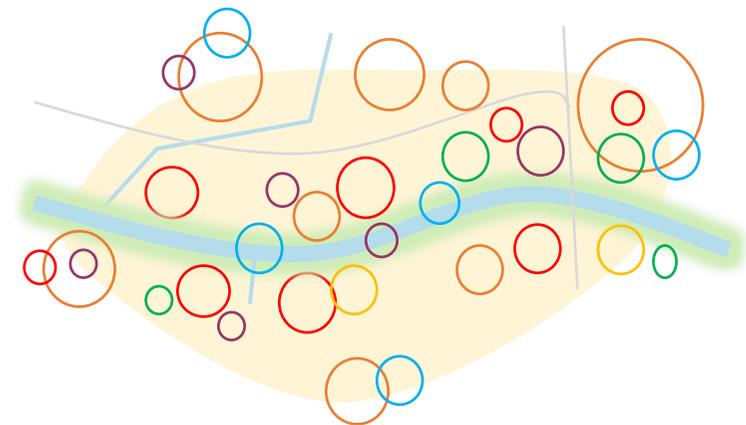
The SDF provides a clear route map towards the ‘**River Clyde 2050**’, the successful regeneration of the River with a critical mass of people and activity to enable it to function as a unified entity, supporting a variety of economic, environmental and social uses and be recognised as the most important and vibrant urban green and blue networks in the City Region.

As identified in this framework, each character area of the River will require a combination of different approaches to placemaking to support holistic delivery of the overall River vision. Through these place strategies the incremental, creative and strategic regeneration of the Clyde can occur.

This route map towards a vibrant, green, connected and sustainable river also identifies the critical need to continue to understand the future flood level predictions on the River Corridor. And in turn, this will require significant and bold interventions to help adapt and alleviate from this risk. Interventions will

likely include a mix of hard infrastructural measures such as the decision over the long term future of the weir and impact on the tidal range, and softer infrastructural interventions such as the development of a river park as part of an enhanced green and habitat network .

The agreed action plan, which will be finalised through consultation with other Council Services, ALEOs, Stakeholders, key and local agencies and city partners, will identify the key actions, actors and phasing required to move forward with this national scale planning and regeneration framework - ‘River Clyde 2050’.



Towards River Clyde 2050

TOWARDS RIVER CLYDE 2050 | RIVER CLYDE SDF DRAFT STRATEGIC ACTION PLANNING

Item	Action	Outcome	Timescale	Key Lead(s)
1.	Assemble a multi-agency governance group for the river to drive, deliver and support the River Clyde 2050 vision.	A multi-sectoral structure to govern and help enable delivery of the key proposals which the River Clyde SDF.	Q1 2019/2020	GCC
2.	Update the River Clyde flood model in partnership with SEPA and Fairhursts, as an interim dataset, with input from the UKCP18 climate change projections.	An understanding of the interim modelled flood levels and new area of the Functional Flood Plain for flood events (such as 1 in 200 + climate change events).	Q1 2019/2020	GCC & SEPA
3.	Develop a concept and strategy for the River Park proposal to RIBA stage 0 for the River Clyde SDF area.	An established approach towards delivering a River Park with the key interventions, phasing and actions outlined.	Q2 2019/2020	GCC
4.	Undertake a cost-benefit and environmental assessment of the potential for shifting the tidal range westwards.	An understanding of the key considerations for shifting the tidal range which can help contribute to a business case for the future of the river as a liveable, multifunctional space.	Q2 2019/2020	GCC
5.	Continue to deliver and implement the City Deal West End Waterfront Innovation programme activities.	An established delivery plan for investing in the River Corridor fabric including the quaywalls and supporting the creation of strategic place partnerships such as with the University of Glasgow.	Ongoing	GCC
6.	Undertake an up-to-date townscape analysis study for the River Corridor.	An understanding of the key townscape considerations for the river (e.g. views, vistas, skyline) to help support the detailed design and delivery of the key River Clyde SDF principles.	Q2 2019/2020	GCC
7.	Prepare a biodiversity and landscape audit report which outlines the key conditions and opportunities of the River Corridor for landscape and biodiversity value.	An understanding of the quality, location and connections of the existing landscape and biodiversity of the River Corridor and identification of detailed enhancement areas.	Q1 2019/2020	GCC

TOWARDS RIVER CLYDE 2050 | STRATEGIC DEVELOPMENT OPPORTUNITIES

STRATEGIC OPPORTUNITIES

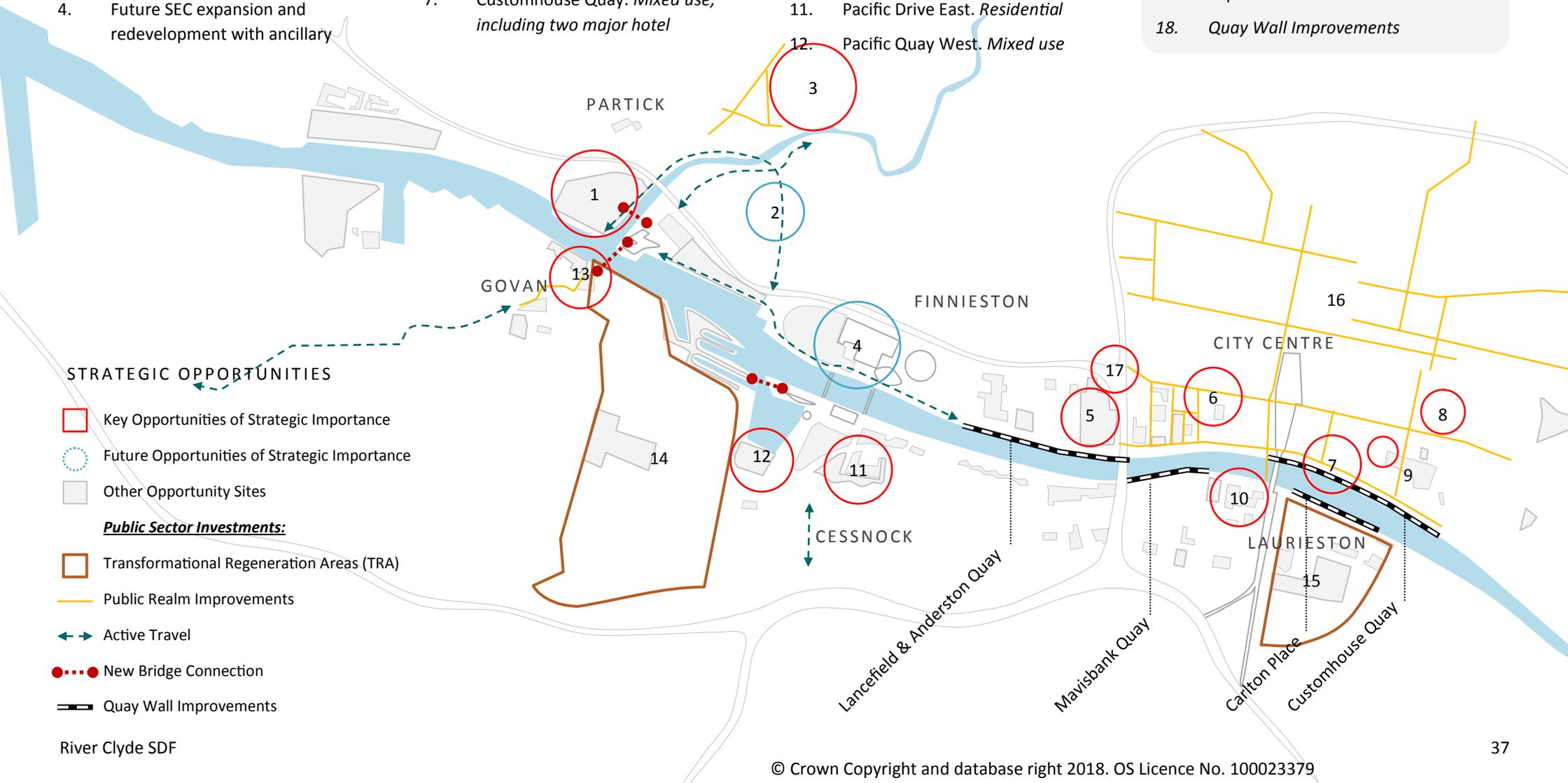
1. Glasgow Harbour Masterplan
2. Redevelopment of Yorkhill Hospital
3. Western Infirmary / Glasgow University Campus Expansion. *Education, research and ancillary commercial*
4. Future SEC expansion and redevelopment with ancillary

5. Anderston Quay, Cheapside Street, Warroch St. *Multiple residential schemes*
6. James Watt St - 'The Grid'. *Major office development*
7. Customhouse Quay. *Mixed use, including two major hotel*

8. Candleriggs—former Goldberg Site. *Mixed use*
9. St Enoch Centre Expansion. *Commercial and Cinema*
10. Buchanan Wharf. *Major office development*
11. Pacific Drive East. *Residential*
12. Pacific Quay West. *Mixed use*

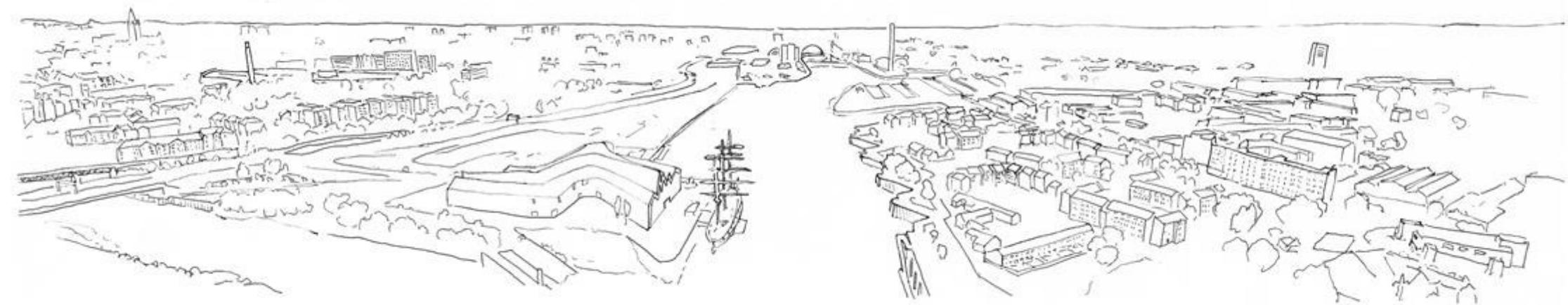
COMMITTED PUBLIC SECTOR INVESTMENT

13. Water Row Masterplan
14. East Govan and Ibrox TRA
15. Laurieston TRA
16. City Centre Avenues Project
17. Junction 19 / Anderston Cross improvements.
18. Quay Wall Improvements



STRATEGIC OPPORTUNITIES

- Key Opportunities of Strategic Importance
- Future Opportunities of Strategic Importance
- Other Opportunity Sites
- Public Sector Investments:**
- Transformational Regeneration Areas (TRA)
- Public Realm Improvements
- ↔ Active Travel
- New Bridge Connection
- Quay Wall Improvements



RIVER CLYDE 2050

STRATEGIC DEVELOPMENT FRAMEWORK