



# CENTRAL GOVAN ACTION PLAN

# Central Govan Action Plan

## Client Group



Glasgow City Council



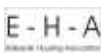
Greater Govan Social Inclusion Partnership



Govan Housing Association



Linthouse Housing Association



Elderpark Housing Association



Scottish Enterprise Glasgow



Greater Govan Community Forum



Govan Initiative



Communities Scotland

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Resolution

# CENTRAL GOVAN ACTION PLAN

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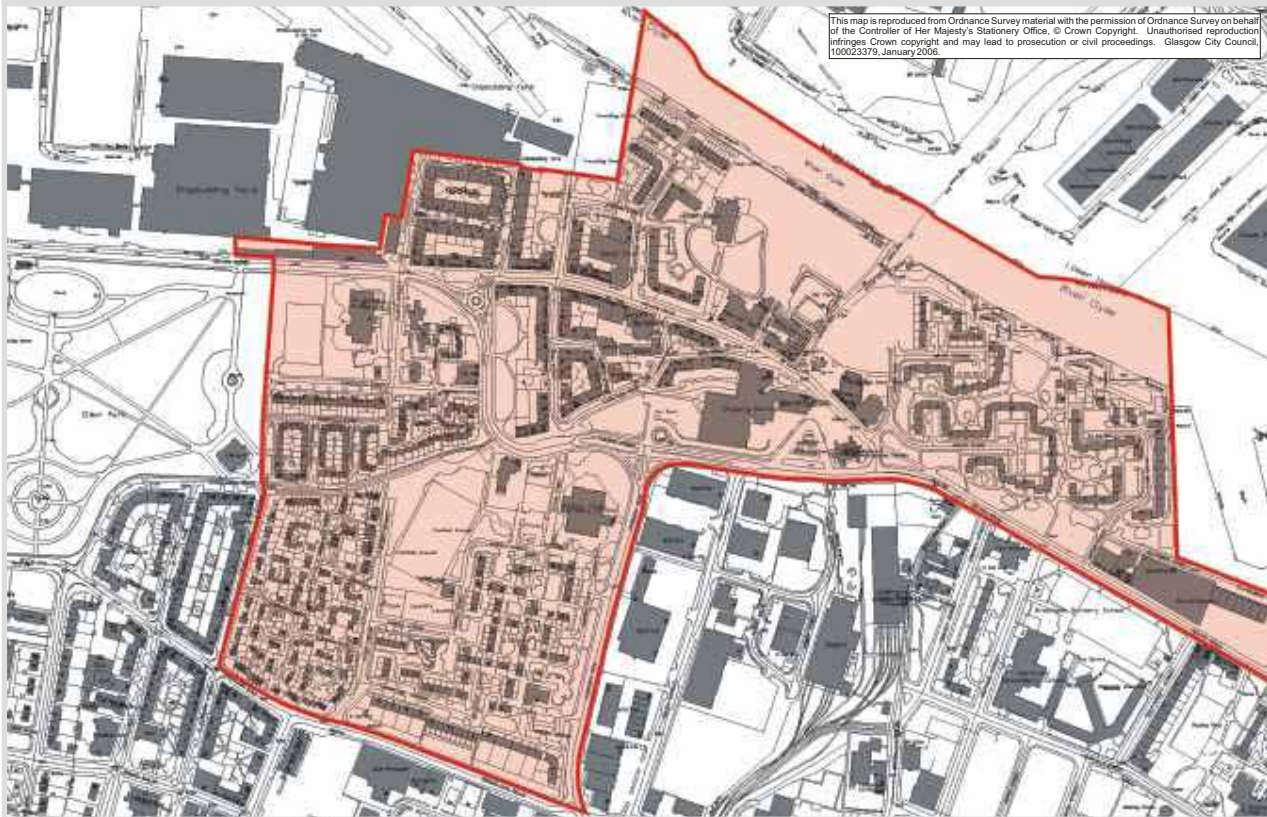
Glasgow City Council, in partnership with Scottish Enterprise, Communities Scotland, Greater Govan Social Inclusion Partnership and Govan Initiative (the Client Group), commissioned the preparation of an Action Plan for Central Govan in December 2004. The requirement for an Action Plan had been identified in the Glasgow City Plan 2003 as a means of addressing complex urban renewal issues and co-ordinating investment and regeneration activity in the area. The City Plan acknowledged that Govan has the potential to be a key location in the Glasgow City Region's economic structure, given current and future employment opportunities coupled with under-utilised assets. The Client Group partners are committed to realising Central Govan's potential, using the unique urban environment to attract investment in new development and regenerate Govan as an attractive, sustainable community and an inviting place to live, work and visit.


## THE REMIT

The Client Group prepared a remit to define the principle requirements of the Action Plan. These requirements include carrying forward the themes of the City Plan and its analysis by:

- Undertaking a market-based assessment of Central Govan's development potential
- Creating a realistic, deliverable, and manageable development framework strategy
- Refining the City Plan 2003's land-use designations
- Creating links to the river and neighbouring areas to improve infrastructure and provide lasting benefits
- Improving access and movement in Central Govan and the surrounding areas
- Recognising and respecting the area's position on the river and its relationship with adjoining areas and Glasgow Harbour.

## CENTRAL GOVAN ACTION PLAN AREA



 Central Govan Action Plan Boundary





## DEVELOPMENT PLAN AND OTHER PLANNING POLICIES

The planning context for the Central Govan Action Plan is provided by the statutory development plans and other public agency strategies that apply to the area. The Glasgow and the Clyde Valley Joint Structure Plan 2000 provides the regional context, and the Glasgow City Plan (2003) contains policies and guidelines at a local level. The full context of Development Plan policies and strategies is included in appendix D with the main elements of focus of the plans and strategies as they affect Central Govan outlined below.

### Glasgow and Clyde Valley Structure Plan

The overall goal of the Structure Plan is to provide balanced and sustainable development by encouraging economic, social and environmental regeneration in Glasgow and the Clyde Valley. The Structure Plan seeks to support and promote sustainable development, promote urban renewal and regeneration in preference to further urban expansion, and maintain the vitality and viability of town centres locating new development where it is linked to the transport network.

### Glasgow City Plan 2003

The City Plan recognises the dynamics of cities shaped by constant change, and cycles of growth and decline affecting the lives of citizens. The 2003 Plan was the first Citywide review of planning policy for almost 40 years. While the City Plan focuses on Citywide issues to secure Glasgow's future over the next 20 years, the plan has also identified a range of key aims relevant to the Central Govan Action Plan:

- To achieve population growth, help retain families in the City, and deliver a choice of residential development opportunities to meet the demands of all sectors of the housing market;
- To provide quality, sustainable work opportunities for all residents of the City;
- To continue to develop the City's infrastructure to meet current and future needs of residents, visitors and investors;
- To encourage high standards of urban design;
- To protect or enhance important elements or built heritage;
- To realise the development potential of 800 hectares of vacant and derelict land by 2005;
- To bring about substantial change in the nature and perception of the River Clyde, identify new functions for the river and its banks that will result in widespread sustainable regeneration and allow it to regain its place at the heart of the City; and
- To target planning action to stimulate and sustain regeneration activity particularly to support SIP areas.



The City Plan encourages consideration of this wide range of issues to ensure that Govan is restored as a viable and sustainable community. A viable Govan would additionally compliment the range of ongoing investments in adjoining locations on the waterfront. City Plan recognises Govan's potential to become a place where people would choose to live, work and invest.

### Glasgow's Housing Strategy

Glasgow's Housing Strategy was approved by the City Council on 25<sup>th</sup> March 2003 and provides a comprehensive assessment of housing issues within the City; and provides aims, objectives and commitments as the basis for more localised Community Development Plans and Area Development Frameworks.

The vision on which the strategy is based is that *"people will want to stay in and come to Glasgow, finding here a choice of affordable, good quality houses that are warm, dry, safe, appropriate to their needs and situated in attractive, stable neighbourhoods which inspire a feeling of safety and with convenience access to jobs, education, shopping and leisure"*.

### Glasgow's Local Housing Strategy Update 2005

This update of the housing strategy was approved by the City Council on 3<sup>rd</sup> May 2005 and reaffirmed the aims and objectives as outlined above.

The update also confirmed a reduction in the loss of population from the City with a growing population of single person households. In terms of social housing the update also confirms a continuing decline to around 103,000 homes by 2012 and 99,000 by 2016. In this context the projected demand will fit closely with projected stock based on a current Glasgow Housing Association Business Plan, latest information on Development Funding and Registered Social Landlord (RSL) demolitions.

Of relevance to the Action Plan, the update confirms continuing growth in private sector housing developments with middle market projects outperforming both starter homes and rehabilitation projects in price performance. In this context the update offers evidence that increased focus on middle market homes produces a more permanent uplift to an area and helps to ensure sustainable neighbourhoods and communities.

### South West Area Development Framework

The aims and objectives of the Glasgow Housing Strategy are further refined with localised detail within the South West Area Development Framework which was finalised in October 2004. The Area Development Framework recognises the promotion of the Central Govan Action Plan as an integral element of the Glasgow City Plan,



which will identify opportunities for new housing, streetscape and public realm improvements.

### Clyde Waterfront Regeneration 2004

The regeneration of the River Clyde is recognised as one of the most important projects within Glasgow, where the City Council is committed to working with both public and private sectors to secure successful implementation of a wide variety of projects. The 2004 report outlines the progress achieved thus far and underlines further projects necessary to maintain the commitment to the river. In this context the regeneration of the Clyde Waterfront requires a masterplan for Govan that will produce a development framework to address key issues for the area,

### River Design Framework

In recognition of the importance of the River Clyde in the regeneration of the City, the City Council has prepared an urban design framework to ensure that the standards of development along the River Clyde reflect the highest possible quality of urban design in waterfront buildings and public spaces.

### River Clyde Waterspace Strategy 2005

The River Clyde Waterspace Strategy presents a range of proposals and research ideas for water-based activities that would essentially 'complement and support the planned land use and development patterns.' The Strategy, prepared by British Waterways, has been adopted as supplementary planning guidance by Glasgow City Council and has been prepared to support environmental, social and economic regeneration of the river throughout the city.

## PUBLIC CONSULTATION

To ensure that the concerns of the local community were considered in the preparation of the Plan, its remit required consultation with all major stakeholders who have a principle responsibility and direct interest within Govan, including participation in community and stakeholder engagement sessions. . In this regard, the consultants have undertaken extensive consultations, in meetings and presentations, with all major stakeholders and with the local community in a series of café conversations, local offices and a five-day public exhibition in the Pearce Institute between 21<sup>st</sup> and 25<sup>th</sup> June 2005. The responses to the consultation process are included in Appendix C. In addition, representatives of local community organisations served on the Steering Group throughout its life.



## INTRODUCTION

The issues surrounding housing and population in Central Govan are fundamental to the regeneration of the entire community. Throughout the consultations on the Action Plan, a central concern, of local residents and community organisations, has been the lack of new housing in and around Central Govan and the rehousing of local residents in other areas of the City, as part of ongoing demolition programmes by the Glasgow Housing Association. Beyond the housing relocations the changes in household structure and the increase in single person households has had a significant impact on the strength, vitality and confidence of the local community. This has resulted in Govan and central Govan being unattractive as a place to live, work and invest in with local residents preferring to move away from the area if and when possible. As outlined elsewhere in the report, the changes which have taken place have not only reduced population but have also reduced the economic strength of the community to support local shops and other facilities. The lack of confidence has also resulted in a lack of concern for the quality of the local environment further reducing the attraction of the area for investment.

## KEY ISSUES

### Population Decline

Statistics from the Census confirm an 80% reduction in population in Greater Govan between 1951 and 2001, from 150,000 to fewer than 30,000. This scale of depopulation has led to significant reductions in the level of services available to the current population in terms of shopping, churches, schools and other community facilities. The population reduction has led to an increasingly vulnerable and non-sustainable community with further uncertainty over the future of the remaining local churches, shops and schools.

As in other inner-city areas subject of extensive housing clearance, demolition and urban renewal programmes the outcome of out-migration and resettlement of economically active population has resulted in:

- Higher levels of unemployment
- Higher levels of long term sick and disabled
- Higher levels of elderly
- Higher levels of anti social behaviour
- Higher levels of children in homes without work
- Higher levels of population on social benefit
- Lower levels of available expenditure
- Lower levels of population in higher education

These circumstances apply to Central Govan as in other areas of the City and are being addressed by various public agencies.

### Anti-Social Behaviour

As can be seen from the results of the public consultation (included in Appendix C), there is real concern over the level of anti-social behaviour in Central Govan. In particular, residents of Housing Association properties are concerned about anti-social tenants being allocated homes in the neighbourhood and further reducing the quality of life for the immediate neighbours and local community.

The impacts of anti-social behaviour are clearly visible in Central Govan, with high levels of vacant homes and continuing high levels of out-migration. Within the Action Plan area there is a sustained level of more than 200 vacant Housing Association properties, and in the wider Govan area an out-migration of approximately 15% of households per annum.

In these circumstances, there is general and widespread concern about the impact of government policy on the performance of registered social landlords, particularly in respect of priority which has to be given to nominees displaced from ex-council housing and the impact of anti-social residents. Anti-social behaviour in social housing tenancies is considered a significant element in reduced demand for local social housing and increased difficulties in attracting new population to the Govan area.

According to consultations with Govan residents, the prevalence of anti-social behaviour and territorial gang culture, and the need for the authorities to bring such issues under control are the most important issues for the majority of local residents, local businesses and local school children. Unfortunately these problems pervade and define Govan's anti-social profile, damaging its reputation as a potential place in which to live, work and invest.

### High Social Housing Vacancy Rates

There are a significant number of vacancies in the social housing stock with more than 200 houses consistently vacant in Central Govan and the immediate vicinity.

**FIGURE PH1 : VACANT PROPERTIES - CENTRAL AREA**





**FIGURE PH2 : VACANT PROPERTIES - ELDERPARK STREET**

The highest concentration of vacant homes is in Elderpark Street where there are 87 vacant flats, the great majority of which (66) have been vacant for more than 1 year and 20 for more than 6 months. Although not strictly within the Action Plan area, this concentration of vacant properties has a significant impact on the surrounding area's attractiveness, with particular impact on the private homes in the (Greenfield) area of the Action Plan area. The main focus of interest should therefore be the re-letting and management of the Elderpark Street properties. These issues are currently subject of a detailed study by Elderpark Housing Association.

Similar problems exist in the Central area, where there are 106 vacant flats of which 34 have been vacant for more than 1 year and 36 for more than 6 months. (See Appendix A for a list of vacant houses in the Central Govan area provided by Local Housing Associations). The vacancies appear to be concentrated in the northern area of Howat Street and at the corner of Govan Road and Rathlin Street. It is not yet clear what the intentions of Govan Housing Association are towards these properties. Long-term vacancy causes particular concern if it encourages further vandalism and eventual demolition. Whilst there is a smaller number of vacancies elsewhere in the public sector stock, these two areas of Victorian tenement houses are in need of urgent action to remedy the problems.

The difficulties facing both Elderpark and Govan Housing Associations are confirmed in the Scottish Registered Social Landlords Statistics (provided by Communities Scotland) which show that the average re-letting times for these Housing Associations are 137 days (EHA) and 103 days (GHA), respectively. This compares to the national average for Housing Associations of 53 days, Linthouse Housing Association of 34 days and Govanhill Housing Association of 35 days. Consequently, Elderpark Housing Association (EHA) has lost 10.8% and Govan Housing Association (GHA) 6.8% of rental income as a result of vacancies.

There is little to differentiate the nature of the housing stock between Linthouse and Elderpark, yet there is a dramatically higher demand and performance in re-letting in Linthouse. Linthouse Housing Association does in fact have a higher percentage of traditional Victorian tenements and fewer modern homes than Elderpark Housing Association. It would thus appear that the nature and quality of the homes available does not justify the reduced demand from potential tenants. There are therefore more complex reasons for this situation namely anti-social behaviour and associated management problems. The housing associations accept that these problems exist, and it is important to add that anti-social tenancy problems in Govan are often the result of private landlords renting property to individuals who would not be allowed tenancy by local Housing Associations. In part this situation reflects the low levels of house prices in Govan, where rental income from beneficiaries of welfare is higher than the cost of borrowing to purchase a flat. In these circumstances the Housing Associations have little influence, and Housing Association properties adjacent to private tenancies often become unlettable. Dependent on the distribution of ownership amongst Housing Association properties, these problems can sometimes lead to entire closes becoming vacant.

### Physical Condition and Tenure of Existing Housing Stock

The existing housing stock in Central Govan comprises a wider range of house types than other inner city areas ranging from Victorian tenements to modern tenements, terraces and semi-detached dwellings. This reflects the impacts of past planning exercises, ranging from comprehensive area development under the 1947 Planning Act to tenement rehabilitation under the 1971 Housing Act. Up to 65% of Central Govan's existing stock is currently social rented accommodation with less than 25% owner occupied.

Central Govan's housing stock is generally built at a higher density than in the wider Greater Govan area which contains a higher proportion of semi-detached, cottage flats and terraced housing extending to Drumoyne, Linthouse and Shieldhall. The higher density stock in and around Central Govan reflects the easy accessibility of the area to both Subway and bus services.

Description of the housing stock is provided by a breakdown of the various neighbourhoods in Table 1.

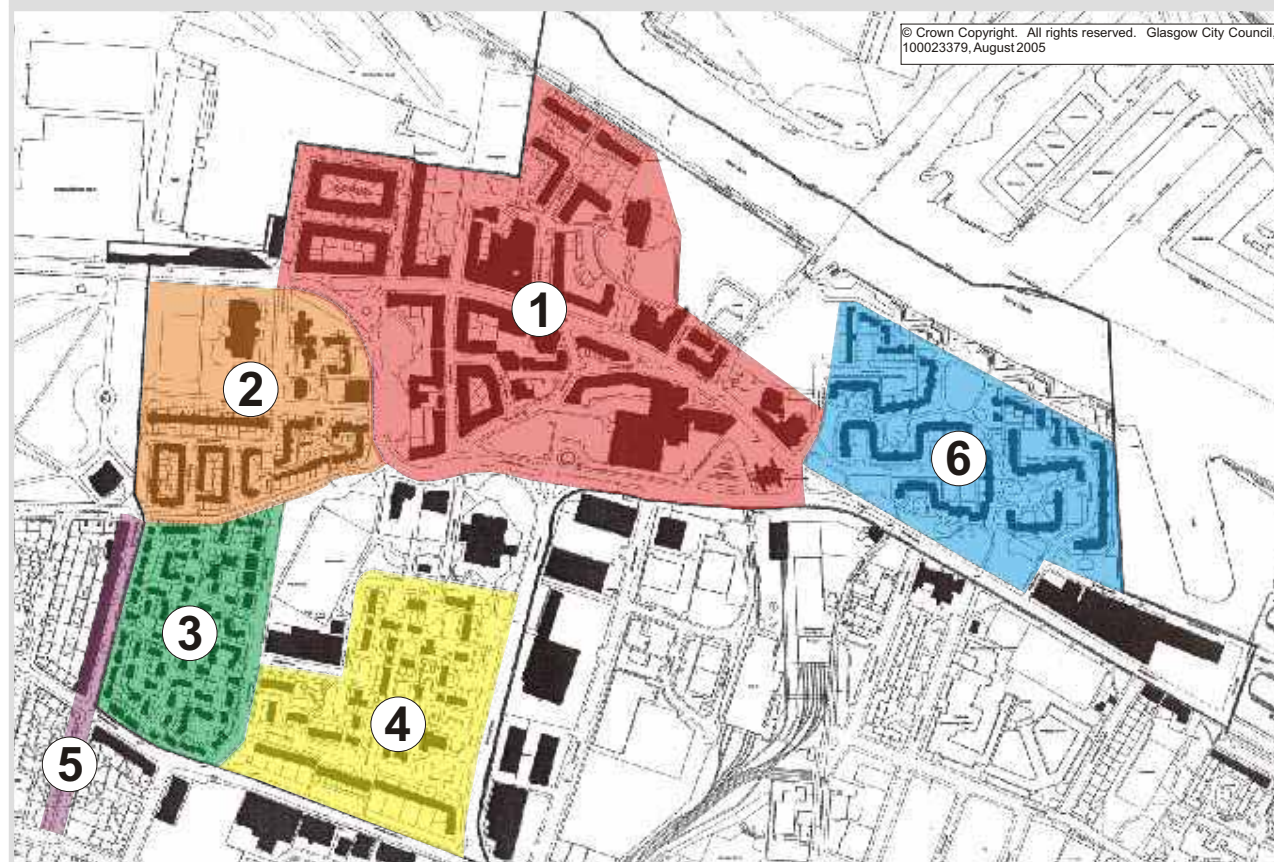
**FIGURE PH3 : HOUSING AREAS**

TABLE 1 : HOUSING AREAS IN AND AROUND ACTION PLAN BOUNDARY

MAP REF NO.	AREA	HOUSE TYPE
1	Central Govan	Traditional red sandstone tenements (mainly under tenure of Glasgow Housing Association), modern flatted development at Wanlock Street and Govan Road adjacent to the Pearce Institute.
2	Fairfield Housing	Modern flatted residential units and terraced housing under the tenure of Elderpark Housing Association.
3	Greenfield Street Housing	Modern, private low-rise housing.
4	Harmony Row Housing	1960s Council housing, dated style.
5	Elderpark Street Housing	Traditional red sandstone tenements of mixed tenure.
6	Riverside Housing	1970s former Glasgow City Council housing stock ranging from 4-storey flatted accommodation to 2-storey terraces. Now under the tenure of Glasgow Housing Association.

### Central Govan

The Action Plan's core area primarily comprises refurbished Victorian tenements with some modern infill developments along Govan Road. Modern flats and town houses have also been built at McKechnie Street.

The physical fabric of the majority of the houses remains in good, sound condition. However, ground floor retail or commercial premises occupy much of the tenemental stock on the main street frontages. Many of those premises are vacant and in poor physical condition, which significantly reduces the attraction of the area as well as the housing environment for local residents. The Retail chapter recommends a number of measures to overcome these problems.

Govan Housing Association have confirmed that the majority of the houses are well maintained, with good levels of demand for the modern flats and town houses in the McKechnie Street / Wardrop Street area. There are however concerns over the condition of properties at Govan Road / Rathlin Street and in Howatt Street where anti-social behaviour has led to high vacancy rates. Whilst these properties remain in sound structural condition there has been a degree of vandalism which has resulted in superficial damage which requires to be addressed prior to re-occupation.

The remainder of the area, including the tenemental stock in Shaw

Street, Rosneath Street, Burleigh Street and Langlands Road, appears to be in good physical condition with high occupancy rates.

### Fairfield

This is an attractive and almost fully occupied area of modern flatted residential units and terraced housing, primarily under the tenure of Elderpark Housing Association. The housing is core stock in good physical condition, offering an excellent variety of house types and sizes and an attractive residential environment close to local amenities.

### Greenfield

A modern private development, Greenfield contains a range of modern low-rise house types immediately adjacent to the four-storey Victorian tenements on Crossloan Road and Elderpark Street. The houses in this area have been developed in a compact layout with small garden plots and a restricted road layout. Whilst the inner areas of the estate offer defensible public space, the perimeter, particularly on Elderpark Street, suffers as a result of anti-social tenancy problems in the adjacent tenemental flats.

### Elderpark Street

Whilst not within the area of the Action Plan, the tenemental housing in Elderpark Street is cause for concern as a result of anti-social behaviour and high levels of vacancy (as outlined above). The housing stock in this area is generally in good physical condition and offers a range of house sizes which would normally be in demand. Unfortunately the problems of anti-social behaviour and vacancy have had a detrimental impact on the physical appearance of the properties due to vandalism. At this time Elderpark Housing Association has undertaken additional studies to establish options for resolution of these problems and increased occupancy of these properties. In this context any measures to increase the attraction of Central Govan for new residents will assist in this objective.

### Harmony Row

Harmony Row was amongst the first areas in Govan to be redeveloped as part of the Govan CDA in 1972. The house types and layouts are dated, yet they offer a reasonable standard of housing in a relatively low to medium density layout. Despite high levels of occupancy, the general environment of open space and landscape is poor and in need of improvement. Harmony Row is considered core stock by Glasgow Housing Association, which will invest in major landscape and environmental improvements over the next two years.

### Riverside

Riverside comprises a substantial area of former Glasgow City Council housing stock which was transferred to Glasgow Housing Association, as well as a limited number of Victorian tenements fronting Govan Road. The housing stock within the area offers a range of house types from modern 4-storey flatted accommodation to 2-storey terraces. Although in need of environmental improvement, Riverside is in reasonable physical condition. Unfortunately the estate's layout does not establish a good relationship with the River Clyde waterfront, particularly where there is potential for increased access and informal supervision. Glasgow Housing Association considers the Riverside area core stock and plans significant

investment to upgrade both the housing structures and the general landscaped environment.

### Vacant or Underused Land

There is a significant proportion of vacant or underused land within Central Govan. The following sites have been identified:

Golspie Street: A 0.6 hectare site, currently landscaped.

Rathlin Street / Wardrop Street: A 0.6 hectare site partly landscaped and partly used as a blaes football pitch.

Water Row: This site extending to approximately 3.0 hectares represents the largest area of vacant or underused land.

Garmouth Street : This 0.7 hectare area of land in Fairfield adjacent to Elder Park is under-utilised. A blaes football pitch used by St Anthony's Primary School currently occupies part of the site.

Elder Street : A rarely used all-weather football pitch and the disused swimming baths and washhouse at Harhill Street occupy an area of 1.9 hectares of vacant, under-used land and buildings between the Greenfield and Harmony Row neighbourhoods.

## OPPORTUNITIES

Having considered the issues relevant to population and housing in Govan, the main objective is to maximise population growth and housing choice to strengthen the local community and to support local services. To achieve this, the following opportunities should be considered :

- Maximising the volume and range of new housing developments,
- Increasing the range and quality of social and affordable family homes,
- Increasing the amount of private housing in the area to strengthen the market,
- Increasing the value of existing properties above levels at which renting to antisocial tenants is viable,
- Constructing sensitive infill developments to reflect the townscape, heritage and urban character of the area,
- Improving the quality of existing housing stock,
- Improving the housing environment of Central Govan, and
- Reducing the vacancy rates within existing housing stock.

### New Housing Development

The vacant and underused sites within the Central Govan area offer opportunities for new housing development, including options for early action.

Whilst there may be a need for lower-density housing, such new housing would limit the scope for population growth and the sustainability of the local community. Central Govan is a highly accessible location, with all potential housing sites within 500 metres of the Subway and bus stations. In such locations, national, regional and local planning policies on integrated planning, transport, and sustainability support high-density developments of over 100



dwellings per hectare. Such densities will support the development of housing which would reflect the tenemental characteristics and urban form of Central Govan.

There is a need to provide improved quality and choice of affordable and social rented stock particularly to assist in the re-provisioning for displaced local residents from Glasgow Housing Association demolition programmes elsewhere in the wider Govan area. However, the provision of affordable or social rented family accommodations or sheltered homes will have to be carefully balanced to minimise the risk of further vacancies in the existing tenemental stock.

It is recommended that the Action Plan should seek to maximise opportunities for a wide range of additional private sector housing to assist in the regeneration of the area. This is of particular importance as a means of attracting employees of the various major new business developments in the area to live within the local community as well as to work there. The following sites are considered suitable for residential development:

- **Golspie Street:** Approximately 80 flatted residential units could be developed to complete the street block at Govan Road, Shaw Street and Langlands Road. Access could be either from Shaw Street or possibly from Golspie Street, subject to consideration of traffic issues.
- **Rathlin Street / Wardrop Street:** This site could be developed for approximately 40 residential units with an upgraded multipurpose sports pitch and changing facility.
- **Water Row:** The site contains important archaeological resources, which will require further investigation prior to determination of future uses. This work will have to be carried out in advance of any design work for the redevelopment of this site. The indicative layout presented in the Action Plan illustrates the potential capacity of the site to accommodate up to 150 new homes with additional commercial development on important and prominent sections of the site.
- **Garmouth Street:** The area of land in Fairfield could provide an important opportunity for approximately 80 additional flatted houses. The release of this land for housing would require the provision of an alternative location for a more modern and better quality football pitch, for both school and community use, close to the school. Locating new housing adjacent to the park will increase the urban cohesion of Govan, introduce additional population and create an attractive entrance to Govan from the west.
- **Elder Street:** The site offers significant opportunity for early action on the promotion of new housing development. The development would help strengthen the community and re-integrate the neighbourhoods of Central Govan within a cohesive townscape form. This site has the capacity for approximately 120 residential units in a mix of flats, terraces and semi-detached houses while replacing the full-size pitch with a smaller, more appropriate local all-weather-surface facility. Sportscotland will insist upon the provision of a replacement football pitch within the local area. Whilst the Action Plan will identify a location for smaller-scale local facilities within the housing neighbourhoods, a full size pitch would be more appropriately located in a district-wide facility such as the one currently proposed at Pirie Park.
- **Napier Street /Govan Road.** This area of land has been landscaped as part of the Riverside Housing Estate but has been

declared surplus to requirement to allow the relocation of the Riverside Hall. As stated elsewhere in the action Plan the opportunity exists to relocate the Hall to maximise the potential for integration with future Primary school proposals to the south of Govan Road. Insofar as the Townscape Analysis in the Action plan identifies the need for additional development in this area to increase the physical cohesion of the area the opportunity exists to encourage additional housing to assist in housing re-provision by Glasgow Housing Association.

- **Govan Road/ Broomloan Road.** This site has been identified in the Townscape Analysis as offering opportunity for development to increase the physical cohesion of central Govan. In this instance the opportunity also exists to encourage development which will assist in securing the refurbishment of the former Orkney Street Police Station with a fully integrated approach to the development of both sites. This would also allow the closure of to increase traffic safety as discussed elsewhere in the Action Plan.

The above housing sites have the potential capacity for up to 500 new homes.

In circumstances where the majority of developable land is under Council ownership, the programme for site development could begin on an annual basis with Elder Street in 2006, Rathlin Street 2006, Orkney Street 2007, Golspie Street 2007, Garmouth Street 2008, Napier Street 2008, and Water Row 2009. Development of all of the aforementioned housing sites should be completed by 2010.

Other longer term options for additional housing may become available in Central Govan as part of future land use rationalisation programmes.

### Improvements To/Sale Of Difficult-To-Let Social Housing Stock

Consideration should be given to the physical improvement of vacant Housing Association properties at 6-40 Elderpark Street and 18-20 Howat Street. 956/964 Govan Road and 5 Rathlin Street.

Consideration should also be given to the sale of difficult to let Housing Association stock as part of an early action programme. Such stock in Elderpark Street or Rathlin Street could be sold to first time buyers to encourage investment in the local area and to attract new finance for improvement of these properties. These properties could be sold with or without improvement by the Housing Associations dependant on the condition of each property. There is also an opportunity to target students and first time buyers as potential residents of Govan due to the area's good accessibility to all of Glasgow's universities and the City Centre by Subway and bus services.

### Acquisition of Private Housing Stock

The local Housing Associations should give consideration to acquiring private housing stock where there is a history of antisocial behaviour, especially where such acquisition could unite the management unit within the control of a registered social landlord. Any such acquisitions could be balanced against the opportunities for the sale of difficult to let properties as a means of sustaining total stock levels of the Housing Associations.

### Central Govan Management Group

The concerns over the levels of vacant properties in Central Govan will require focus from all local agencies. Consequently, the Action Plan Steering Group has agreed to the formation of a Central Govan Management Group to investigate all possible options for reducing problems with anti-social behaviour in the Central Govan area.

### ACTION PLAN RECOMMENDATIONS

1. That Marketing Briefs be prepared for new housing development in joint ventures between private housebuilders and local Housing Associations on each of the following sites:

Elder Street  
Golspie Street  
Rathlin Street  
Garmouth Street  
Water Row

2. That consideration be given to the procurement of funds for archaeological research at the Water Row site to limit delays potential in the development of this site.

3. That consideration be given to housing and environmental improvements at the properties identified below to improve their condition for rent or sale:

6-40 Elderpark Street,  
18-20 Howat Street, and  
956-964 Govan Road and 5 Rathlin Street

4. That Glasgow Housing Association be encouraged to develop new housing at:

Broomloan Road / Govan Road, (48 units) and  
Napier Street / Govan Road (32 units)

These actions will result in a total of over 500 new homes. Added to the potential population from re-occupation of currently vacant housing stock, the Action Plan should result in 700-800 additional households with upwards of 1,400 new residents. This would result in an investment of some £38.5 million in new housing in Central Govan. It is estimated that the increase in population would generate additional annual expenditure of more than £4.2 million which could potentially be attracted to an extended and improved range of local shops.

## INTRODUCTION

After a period of economic decline following the steady downturn in shipbuilding and associated heavy industries, the areas adjacent to Central Govan have seen new industrial and commercial developments offset these changes. The success of Helen Street Corridor, in particular, has encouraged further investment in industry and business with the development of Moorpark Industrial Estate and Ibrox Business Park.

Greater Govan is now the most populous area for employment in Glasgow outside the City Centre and West End with a total of 963 businesses. Business occupancy rates in Govan stood at 89% in 2004, the same as the City average, and in September 2005, there were an estimated 772 unfilled job vacancies in the Greater Govan area. Over the next five years, nearly £2 billion will be invested along the Clyde, creating a spread of opportunities to complement the already job dense area.

However, research Findings that almost half of the working age population of Govan are not in work are clear cause for concern in the regeneration of the local community. The principal challenge for the Action Plan is to ensure that the economic gains arising from the unprecedented economic growth and investment are translated into measurable benefits for the residents of Central Govan. In these circumstances this chapter analyses the availability of employment opportunities for local residents and whether there is a need for increased allocation of land for employment-generating business.

## KEY ISSUES

### Current Employment Opportunities

Research undertaken on behalf of the Greater Govan Social Inclusion Partnership (SIP) to provide baseline data for regeneration in Govan has established that the area's business base is strong. This conclusion is based on a range of indicators which illustrate that :

- The number of businesses trading in Govan has increased by 56% in 10 years to 963 in 2004 employing 26,000 people;
- In Greater Govan there are now 48 workspaces per 1000 people as compared with lower Glasgow (32) and Scottish (26) averages;
- Between 1986 and 2001, despite fluctuations in the economy, the number of vacancies advertised through the local job centre almost trebled, and 772 vacancies are currently available in September 2005; and
- Business occupancy rates in Govan stand at 89% in 2004, the same as the City average and higher than other SIPs.

The evidence suggests that Govan residents are well situated to achieve work placements in the local area. In addition, Govan is well located, with access to a wide range of employment opportunities throughout Glasgow including the City Centre.

The plan on the following page illustrates a range of existing and proposed major employment locations and the public transport

services which provide high accessibility to these locations from Central Govan.

Bae Systems, who occupy the Govan Shipyard, remain a significant employer in the area; and together with Thalys at Linthouse provide employment opportunities easily accessible to the area's residents.

Helen Street Corridor is a strategic industrial area and major employment location situated adjacent to the Action Plan area. The Corridor benefits from direct access to the motorway network at Broomloan Road and Helen Street, as well as excellent public transport linkages by bus and Subway at Govan Cross and Ibrox. Helen Street Corridor must continue to attract development investment and a wider range of new business space to provide short-term benefit to the local workforce.

The accessibility afforded to Govan residents by the Subway enables easy access to a wide range of other employment destinations such as the City Centre, Glasgow University, the Queen Mothers' hospitals and the South Street corridor.

Hillington Industrial Estate represents a further nearby major employment source, and is connected to the Action Plan area by a range of bus services.

### New Employment Opportunities

Over the next 5-10 years Greater Govan will experience a significant upturn in investment and development activity. A variety of major investment programmes are proposed for the area from the plans outlined in the Central Govan Action Plan to the redevelopment of Southern General Hospital and the creation of a new national media cluster at Pacific Quay. In total some £2.3bn will be invested in the Greater Govan area over the next ten years. This level of economic investment represents an unprecedented opportunity for local residents to engage in either employment during construction or within the completed developments. Local agencies such as Govan Initiative and the local housing associations will continue to work with main contractors to secure employment and training opportunities for residents of Greater Govan. The major investments referred to above include the following:

#### Tradeston Redevelopment

The regeneration of Tradeston will see the redevelopment of 12 city blocks on the south side of the River Clyde. The first phase of the proposals includes the construction of 3 new city blocks along the waterfront which comprise 943 flats with retail space and eateries at street level. The £250m project, which will tie in with the proposed Glasgow Bridge, is being undertaken by Alburn Tradeston Ltd and is expected to start onsite during 2006 pending full planning permission being secured.

#### Glasgow Bridge

The Glasgow Bridge is an iconic new pedestrian crossing proposed for the Clyde. Once complete, the crossing will connect the International Financial Services District at Broomielaw with the proposed redevelopment at Tradeston. The £40m project is





scheduled to start onsite during 2006 and is due to be completed by 2007.

### ***Finnieston Bridge***

The new Finnieston Bridge is scheduled for completion in 2006. The 4-lane vehicular crossing will connect Govan to the City Centre and is considered to be a significant element in the economic regeneration of Pacific Quay and Greater Govan. The underpinning need for the bridge is one of economic gain for the area. A number of benefits have been outlined by the partnership and these can be summarised as follows:

- A key infrastructure component in the further regeneration of Pacific Quay;
- To have potential employment effect of between 550 and 1260 full time jobs;
- To encourage wider economic gains by improving the local transport infrastructure between Govan and the Anderston area;
- To improve and provide sustainable transport links between the north and the south of the city;
- To relieve pressure on existing river crossings such as the Kingston Bridge and the Clyde Tunnel.
- The bridge will provide capacity for general traffic, public transport, pedestrians and cater for a possible rapid transport system.

### ***Pacific Quay***

The ongoing development of Pacific Quay offers significant employment opportunities during both the construction phases and when fully operational. In addition, the relocation of jobs to the area from major companies such as BBC Scotland, Scottish Television and Channel 4 should provide a considerable boost to the local economy. The £120m Phase 2 of the Pacific Quay Development proposals consist of 40,000sqm of office space, 300 housing units, 150 bedroom hotel, 2,800sqm of retail and associated parking.

### ***City Dock***

The masterplan for the £150m mixed use development by Bishop Loch was approved by Glasgow City Council. The ambitious proposals for the 22.2 acre site will provide 1,200 apartments, 8,000sqm of live work space and 7,500 sqm of retail space. In addition, a marina with 200 berths is to be located within the canting basin with a dinghy school, adjacent to the Glasgow Science Centre to which a pedestrian bridge is also proposed. The proposals present significant employment opportunities during both the construction and operational phases of the development.

### ***Housing Developments***

Outwith the study area of the Central Govan Action Plan and in addition to the proposed new homes detailed in this plan, the four local housing associations will undertake a significant number of new developments over the coming 5 years. It is estimated that the local housing associations will invest in the region of £21m on new housing developments and tenemental refurbishments in the next three years.

### ***New Casino & Community Sports Complex***

The £235 million casino proposed by Las Vegas Sands in partnership with Rangers FC has received planning approval from Glasgow City Council subject to a Section 75 Agreement. The 15,600 square metre facility includes a 140-bed hotel, conference centre, club superstore, gym and fitness centre, housing, local retail space, Rangers Ticket Centre and The Ibrox Sands Entertainment Complex. The entertainment complex incorporates a 'destination' casino complete with bars, restaurants and entertainment facilities. It is proposed that the centre will also include the Ibrox Community Recreation Centre which will be relocated from its current location (opposite the stadium). The new community facility will include a full size all-weather floodlit pitch on the roof of the new buildings. The joint venture company has advised that around 2,000 jobs will be created as part of the completed development and that at least half of these will be recruited locally. The development is one of three casinos proposed for Glasgow. The progression of the project will be subject to the outcome of the Governments Gambling Act 2005.

### ***Rowan Business Park***

A new development by Govan Initiative, Rowan Business Park at Teucharhill is well accessed from the Motorway and local road network and is close to existing public transport services in Govan. The first phase will offer more than 2,000 square metres of new business space with plans prepared for a similar sized second phase at a later date. The completed development could offer accommodation for up to 600 new employment opportunities for local residents.

### ***Former St Anthony's Junior Football Ground***

The City Council has recently agreed to the sale of land at the former football pitch of St Anthony's Juniors to Dawn Construction for the erection of up to 6,000 square metres of office / business space. This will offer accommodation for more than 700 new employment opportunities for local residents.

### ***Southern General Hospital***

Plans are currently in preparation for more than £320 million investment in the expansion and renewal of the Southern General Hospital which will not only secure existing jobs at the hospital but lead to a significant increase in local employment. In addition to the staff required at the hospital the investment will involve long term construction jobs for large numbers of workers in the building industry. Added to the other construction projects identified in the Action plan it is clear that there will be a significant requirement for construction workers in the Govan area over the next 10-15 years.

The advanced stage of these developments justifies confidence in continuing employment opportunities for skilled members of the local community.

### ***Glasgow Harbour***

With more than £500 million committed to Glasgow Harbour this project offers a wide range of job opportunities in a location which is highly accessible from Central Govan. In this instance the project will not only create construction jobs but also approximately 2,500

fulltime employment posts in a wide range of commercial activities including leisure, retail, business and local services.

In these circumstances there is no evidence of any shortage of employment opportunities nor any lack of access to employment opportunities for residents of Central Govan and no need for further allocation of land for industry or business within the area of the Action Plan.

### ***Worklessness & the Hidden Unemployed***

Over the past twenty years, unemployment across the Greater Govan area has fallen from an all time high of 30% in 1986 to just over 6% in 2005. This dramatic fall is due in some part to the growth in the local economy with over 900 small to medium sized businesses now operating in the Greater Govan area. Research commissioned by Govan Initiative Ltd suggests that with a planned investment of some £2.3bn along the South Bank of the Clyde creating over 15,000 new employment opportunities, demand for local labour will continue to grow over the next ten years.

While the percentage of local people actively looking for work across the Greater Govan area has fallen significantly the relatively high percentage of local people unavailable for work (workless) gives real cause for concern. This group is regarded as the 'hidden unemployed' and generally falls in to four main categories; individuals on sickness or disability benefits, particularly Incapacity Benefit; people with caring responsibilities, especially lone parents; young people who have left school at 16 or 17 with no clear destination; and those facing a range of other problems that can not be easily categorised.

In 2004, according to the Department for Work & Pensions, 28% of Glasgow's working-age population (103,800) were unavailable for work and claiming key benefits. It is estimated that over 68,200 of Glasgow's working-age population were classified as sick and disabled. This is mirrored at a local level as research compiled by Govan Initiative Ltd indicates that some 430 (or 33%) of working age residents from Central Govan were unavailable for work and claiming sickness benefits.

Public consultations have confirmed concerns over high concentrations of the 'hidden unemployed' but also identified concerns regarding younger individuals seeking assistance in obtaining training or employment. These concerns are supported by the latest figures which show that across the Greater Govan area over 25% of school leavers do not move into employment, education or training.

### ***Skills Gap***

Public consultations undertaken as part of the Action Plan highlighted frustration over the lack of opportunities for local residents to progress towards skilled and semi-skilled better-paid employment. Local residents from Greater Govan are generally engaged in lower-paid, unskilled employment and this is confirmed by research compiled by Govan Initiative Ltd which indicates that some 47% of local people are engaged in lower skilled, lower wage employment. These findings reflect a general but significant skills gap in the local community.

There are however recognised difficulties in supporting the long-term and hidden unemployed back to work. Some 40% of inactive Govan residents have not worked in the last five years. This view is supported by a range of local employment support agencies' who indicate that Govan residents require additional motivation to re-engage in education and training to obtain the necessary qualifications and skills to progress towards higher skilled, higher wage employment opportunities. This is further supported by research findings from Glasgow University, indicating that despite sufficient employment opportunities, extra focus must be given to improving access to appropriate training programmes.

### Business and Industrial Development

A series of major new inward investments to the area has heightened interest in Greater Govan as a preferred business location. This is reflected in a general increase in land and building values across Greater Govan. Consultations with Govan Initiative Ltd, Govan Workspace and the Glasgow South Business Club confirm that there

are significant investments coming to the area over the next 5 to 10 years. Govan Workspace expressed specific concern about the lack of opportunity to provide workspace and accommodation for smaller-scale industrial operators within the Central Govan area. Unfortunately there are no opportunities for new industrial developments within the area covered by the Central Govan Action Plan as all partners have prioritised land use towards residential and retail amenities.

## OPPORTUNITIES

### Construction Skills Training and Apprenticeships

Based on feedback from the consultation process and taking account of the high rates of 'worklessness' in Central Govan, it is clear that there is a requirement to target additional training and employment programmes to ensure that local 'workless' residents benefit from the

future employment opportunities that will flow from the Central Govan Action Plan.

The Action Plan will recommend the construction of up to 500 new homes, 10,000 square metres of new and refurbished offices and extensive landscaping and public art projects over a 5 year period. This should provide be a continuous stream of opportunities for training and employment during the construction phase and within the completed developments. Indeed given the current and projected skills shortage within the construction sector, the continuity of training opportunities for local residents offered through the Action Plan should provide a significant advantage to residents of Central Govan in securing sustainable employment within the construction industry.

Govan Initiative Ltd and the Greater Govan Social Inclusion Partnership have already undertaken successful initiatives to encourage local residents to participate in construction skills programmes. A number of programmes have been established through the process of a local Construction Skills Action Plan with the majority of the opportunities for the 25+ age group. Govan Initiative has successfully implemented Community Benefit Partnering Agreements with a number of construction contractors in the Greater Govan area resulting in new employment opportunities for local residents. It is likely that any new initiatives will be required to attract 16 year olds into employment, as there is currently a recognised deficiency in this area.

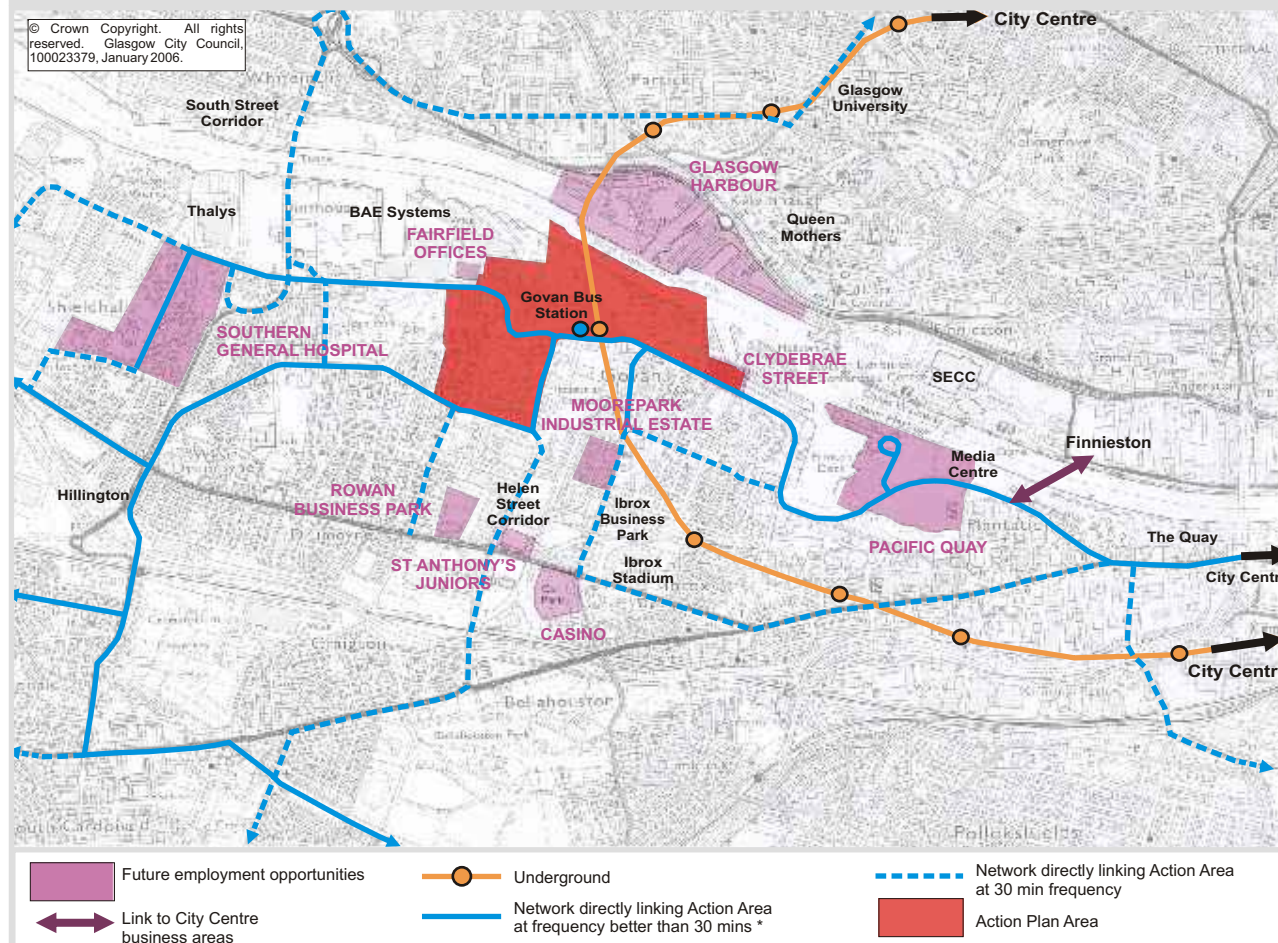
In order to achieve this ambition and maximise employment opportunities for the local community, additional initiatives to provide apprenticeships and continuity of employment in each of the proposed Central Govan construction projects should be considered. The need for such a more targeted approach was highlighted recently, when more than 800 people applied for approximately 30 apprenticeships made available by Glasgow City Council. Due to the range of work proposed in the Action Plan, it should be possible to establish a target number of apprenticeships for local teenagers and school leavers from the Govan area. Such a programme would offer significant benefits in creating employment for locals. Whilst this approach would require additional funding the need for such training programmes should be written into the design and development briefs for all projects identified in the Action Plan. Any future programmes should be integrated within existing construction programmes currently managed by with Govan Initiative and partner agencies such as Job Centre Plus and Gal Gael. It will be essential to ensure that contractors appointed under the Central Govan Action Plan, work in partnership with Govan Initiative Ltd to adopt appropriate training programmes and make a commitment to employ local residents.

### Improving the Supply of Labour

There is a real opportunity to improve the supply of labour by working more closely with a larger proportion of the 'hidden employed' in Central Govan. Govan Initiative and its partner organisations plan to do this by:

- Promoting greater awareness within local schools about future employment opportunities arising from the planned investments along the South Bank of the Clyde;
- Engaging local young people in good quality training opportunities leading to sustainable employment;

**FIGURE EC1 : EMPLOYMENT OPPORTUNITY LOCATIONS (including public transport network)**





- Early engagement with 'workless' residents through pre-employability programmes and work placements;
- Direct involvement of local employers and main contractors with a commitment to providing work placements, apprenticeships and employment opportunities for local 'workless' residents;
- An increasing emphasis on 'in-work' training to support local people in low wage, low skilled jobs to gain additional skills and achieve career progression towards higher skilled higher wage employment.

### Maximising the Use of Existing Buildings

Two other major opportunities exist to develop office facilities in Govan:

- The re-use of the former Fairfield shipyard office area by the City Council Social Work Department; and
- The introduction of service offices into the area adjacent to Govan Cross Shopping Centre, Subway and bus interchange as a means of increasing the attraction of the shopping centre.

### Fairfield Offices

The Action Plan Steering Group has considered sites for the relocation of the Social Work Department within the Action Plan area. Throughout the process, there has been increasing concern over the potential loss of land for future housing and the impact of such a major office development on existing and future residential areas.

In response to the Social Work Department's interest, Clydeport Plc, owners of the vacant former Fairfield shipyard offices on Govan Road (see Figure EC1), have declared the building surplus to requirements and have prepared plans illustrating the building's potential refurbishment and extension to accommodate the Social Work requirements. The building is a category A-listed building and a long lease (up to 30 years) would enable Clydeport to invest approximately £6 million to fully refurbish and extend this fine building. In addition to renovating an important listed building, this proposal offers significant advantages to Central Govan and the City as a whole, particularly:

- Reusing an important yet vacant Grade A-listed building;
- Occupying a significant portion of the building within 12 months;
- Easy access to the facility via public transport;
- Releasing other sites within the Action Plan area for new housing;
- Introducing up to 300 employees into Central Govan to support local services;
- The potential for creating new local employment due to economic overspill;
- Removing blight from the surrounding area; and
- Increasing the confidence of the local community.

This is an important project for Central Govan, and the City Council should encourage the Social Work Department to adopt this proposal.

### Govan Cross Shopping Centre

Consultations have confirmed that the physical environment around Govan Cross Shopping Centre and the public transport interchange is a major blight on the profile and attractiveness of Central Govan. In an attempt to address these issues, approaches were made to SPT, owners of land at the bus interchange and the Subway station, and Smith Cole Wright, agents for Govan Cross Shopping Centre. The resultant discussions established that there is potential to rationalise the bus station and the shopping centre's service yard, releasing land for additional office and retail development at this location. Such development would increase the functional attractiveness of not only the shopping centre but also the immediately surrounding area for a wider range of activities. This approach would furthermore increase local employment and the vitality and viability of the shopping centre. The potential exists to create approximately 3,000 square metres of office space and up to 200 new jobs.

### Clydebrae Street

Within the Action Plan area, there is a potential opportunity to occupy the large industrial property at Clydebrae Street (see Figure EC1). Whilst the owners are keen to retain the property in industrial / business use they are also considering options for the reintroduction of theatre uses which have been successful in the past. In the longer term, there is concern that the existing building reduces the connectivity with the river and that redevelopment of the site would be appropriate to allow integration of future development at the Graving Docks with the surrounding area. The juxtaposition of the building running east to west overshadows this length of the waterfront and diminishes the attraction of the Graving Docks for development. Whilst the Action Plan would recommend acquisition of this building, the retention of the building in its current use will not undermine any other aspect of the Action Plan and may indeed help strengthen the focus on other, higher-priority projects.

### Small Unit Industrial Space

Unfortunately, there is no land within the Action Plan area which is either suitable or capable of being developed for small unit industrial space and opportunities for such uses should be sought outwith the area of the Action Plan.

## ACTION PLAN RECOMMENDATIONS

- That the City Council explores fully the opportunity for the re-use of the former offices at the BAe shipyard for the relocation of the Social Work offices;
- That the City Council encourages Hanover Investments and Strathclyde Passenger Transport to co-operate in the promotion of additional office and civic uses at Govan Cross Shopping Centre;
- That developers undertaking projects identified in the Action Plan and in the surrounding area are encouraged to recruit employees from Central Govan; and
- That Govan Initiative initiate additional training programmes for the benefit of local residents.

## INTRODUCTION

The retail facilities in Central Govan have always been an important element in the economic and social fabric of the local community. These facilities include the covered Govan Cross Shopping Centre, traditional shop units along Govan Road, Burleigh Street and Langlands Road, and the Saturday Market at Water Row. The retail function of Govan Town Centre has declined over many years resulting in a limited range of retail facilities and a poor quality shopping environment.

Nevertheless, the Town Centre benefits from being located adjacent to an integrated public transport interchange which offers high accessibility to public transport services by bus and subway. These facilities offer significant opportunities to arrest and reverse the decline of the Town Centre. Such considerations are however interdependent with measures elsewhere in Plan to increase population and improve the general environment and facilities within the Action Plan area.

## KEY ISSUES

There are a number of key issues to be considered both in understanding the reasons behind the decline of Govan as a shopping destination and in defining measures by which the problems associated with the Centre can be addressed. These issues are:

- The withdrawal of trade and expenditure caused by a decline in population within the catchment area of Govan Town Centre;
- The impact of competing centres on the Influence of Govan Town Centre and the decline in quality within the Centre;
- The impact of low incomes of the local catchment population on retail quality;
- The poor quality of the physical environment in and around the Town Centre; and
- The high levels of vacant premises and non-retail activity within the Town Centre.

## Depopulation

The decline in Govan's retail activity has been accelerated by the decrease in population and the resultant loss of social contact with ex-residents in the outlying areas. Since 1969 the population of Govan, as defined by the Govan Comprehensive Development Area, has shrunk from a total of 25,000 in 1972 to around 9,000 today.

The City of Glasgow Corporation's 1969 Survey Report indicates that there was a total of 812 commercial and retail operators in 1969, comprising Govan's retail core as compared with around 105 at the present time. Until the early 1980's Govan Cross was considered a strategically significant urban shopping centre within the Strathclyde Regional Structure Plan, on a par with Partick, Parkhead and Shawlands. This level of retail activity reflected Govan's importance,

not only as a retail centre but also as an important social centre for wider area of southwest Glasgow.

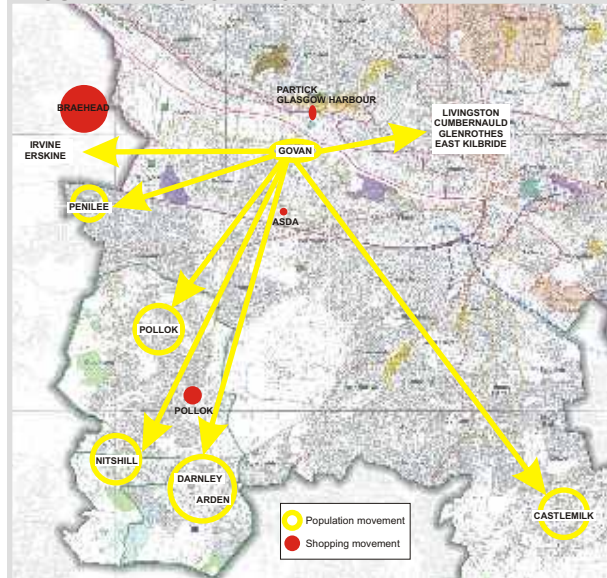
Govan's retail activity was formerly supported by an extended catchment area, which included outlying peripheral estates such as Castlemilk, Nitshill, Priesthill, Pollok and Drumchapel. Many ex-Govan residents had been relocated to these areas as part of historic re-housing programmes. Former residents retained links with Govan, for both shopping and maintaining social contact with family, friends and former neighbours. In part the dependence on and importance of Govan as a shopping centre also reflected the lack of shopping and community facilities in the peripheral estates.

Later phases of depopulation arising directly from redevelopment plans generally involved population transfers further afield from Govan. Whereas earlier relocations were to the peripheral estates within the city such as Castlemilk, Drumchapel, Pollok and Arden, later options included the new towns of East Kilbride, Cumbernauld, Glenrothes, Livingstone, Irvine and Erskine. Movements of population to more distant locations reduced social contact with Govan and more severely impacted its viability as a shopping destination.

## Competition

Since 1969, Govan's status as a shopping destination has also suffered from increased competition. A variety of competing destinations have had significantly adverse impacts on Govan's sphere of influence, vitality and viability as a retail centre. These competitors include Safeway at Paisley Road West, Arndale at Drumchapel, Castlemilk, Pollok Centre, Asda at Helen Street, and

FIGURE RE1 : SHOPPING IMPACTS





Braehead Shopping Centre. The latter three developments have had the most significant impact on the withdrawal of trade from Central Govan. These pressures will continue as additional retail development within adjacent areas of the City continues particularly from expansion of the Pollok Centre, which is currently under construction and the proposed development at Glasgow Harbour, which has been granted planning consent.

### Low incomes

Research undertaken by Greater Govan Social Inclusion Partnership (SIP) reveals high rates of unemployment, long-term illnesses, disabilities, and low rates of economic activity in Govan. Today, Govan's population offers less than 75% of national average levels of expenditure on food and non-food shopping, due in large part to sanctioned depopulation. Because of the low levels of retail expenditure, the range and quality of retail merchandise available to Govan residents is limited, with retailers trying to compensate for reduced turnover by selling poorer quality products at higher prices than those found in other retail outlets in the surrounding area.

### Shopping Environment

The general shopping environment in Govan is poor. This relates not only to the Govan Cross Shopping Centre's design and management, but also to the general condition of nearby shops on the ground floor of tenemental properties. The main problems manifest themselves in vacant shops, unattractive shop fronts, and roller-shuttered windows. Widespread litter and vandalism exacerbate the Central Govan shopping area's problems. To solve these issues, the area must be subject of an intensive investment and environmental improvements programme.

### Vacant Retail Units

A survey of Central Govan's shopping facilities reinforces the issues that the Action Plan must address. It revealed 37 vacant commercial units, representing 36% of the total. It also highlighted several local areas with substantially higher vacancy levels. These include the retail parades between 958 and 978 Govan Road (85.71% of retail units unoccupied), Shaw Street (70.59%), and the block of 100-118 Langlands Road (57.14%). Such figures seem to contrast with those of Burleigh Street, where vacancy levels have been recorded at a more acceptable 16.67%. However, this is misleading, as only 33.33% of the shops are in recognisable retail use, with other shop spaces occupied for community uses.

There appears to be a large number of vacant units that are not being marketed for sale or lease. Clearly the owners believe there is little prospect of attracting tenants, purchasers or owner-occupiers. Such high rates of vacancy seriously impact on the image of Central Govan, manifesting itself by closed-down roller shutters, poor maintenance and a general run-down appearance of shop fronts.

Many of these vacancies reflect the lack of retail demand or the condition of the properties. However, there are also fluctuations in the rental and capital values of currently vacant retail units. Recent sales suggest that the majority of vacant retail units have been readily available for sums of £10-20,000 or rental levels of £2,000 per annum. Such units are located on Govan Road, Langlands Road and areas of Shaw Street. By comparison, vacant units in Burleigh Street owned by Glasgow Housing Association are being marketed at rental

rates of £7,400 and £10,400 per annum. These prices suggest capital values upward of £75,000 and significantly higher than private sector and retail operator expectations.

Such high prices may be cause for lengthy vacancy periods in some of these properties. The majority of operators in Govan Housing Association properties are public sector sponsored, or charity shops, which pay reduced rates. This is likely to have distorted the market for commercial units and limited the potential for new retail occupancies. Any further increase in rental rates in these properties could lead to additional vacancies and subsequent reduction in the Town Centre's vitality.

### Non-Retail Uses

There is a high level of non-retail uses with some 22.6%, (21 units) of commercial properties in non-retail use. These include community uses or lawyers offices. The concentration of non-retail uses indicates a sustained lack of demand from retailers for sites in Central Govan. Such large areas of non-retail frontage reduce the range of shopping opportunities in the area, reduce the amount of pedestrian traffic, and reduce the general attractiveness of Central Govan as a retailing destination.

### Range of Retail Provision

#### Use Profile of Retail Units

Community.....	7 (7.53%)
Grocer.....	5 (5.38%)
Newsagent.....	5 (5.38%)
Hairdresser.....	5 (5.38%)
Solicitor.....	5 (5.38%)
Money Lending.....	4 (4.30%)
Charity.....	3 (3.22%)
Bank.....	3 (3.22%)
Takeaway.....	3 (3.22%)
Café.....	2 (2.15%)
Sun Tanning.....	2 (2.15%)
Bookmaker.....	2 (2.15%)
Funeral Director.....	2 (2.15%)
Florist.....	2 (2.15%)
Pharmacist.....	2 (2.15%)
Clothing.....	1 (1.08%)
Hardware.....	1 (1.08%)
Optician.....	1 (1.08%)
Service Shop.....	1 (1.08%)
Travel Agent.....	1 (1.08%)
Stationery & Gifts.....	1 (1.08%)
Carpets.....	1 (1.08%)
Off Sales.....	1 (1.08%)
Business Centre.....	1 (1.08%)
Video Hire.....	1 (1.08%)
Heel Bar / Key Cutting.....	1 (1.08%)
Butcher.....	1 (1.08%)
Baker.....	1 (1.08%)
Doctors Surgery.....	1 (1.08%)
Unknown.....	1 (1.08%)

The total number of units in recognised retail use is 35 (34% of the total).

The quality and range of retail provision in Central Govan influences both the area's attractiveness to residents and the extent of its catchment. Currently, Govan's poor quality physical and economic environment will not attract the improved range of retail services necessary to increase the sphere of Govan's retailing influence. Fashion, footwear, sports goods, electrical goods, and music retailers are essential to expanding the retailing catchment. These types of shops, along with specialist destination-type retailers, are most notable by their absence in Govan.

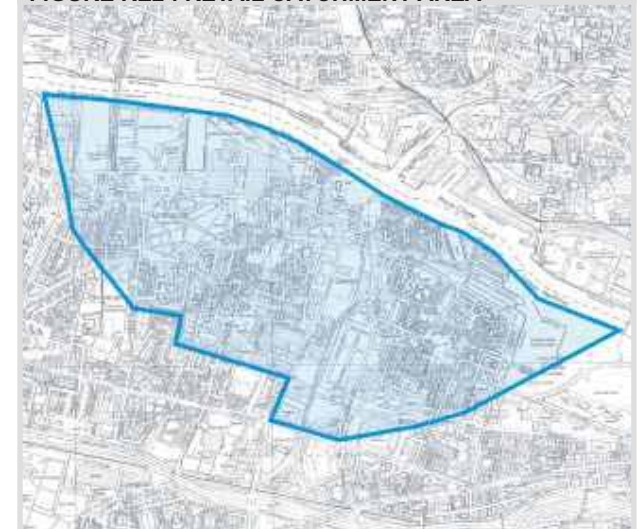
### Govan Cross Shopping Centre

Hanover Property Trust owns Govan Cross Shopping Centre, under a ground lease from Glasgow City Council. The same retailing profile deficiencies apparent throughout Central Govan are also evident within the shopping centre.

The Centre provides 18 units, 3 of which are tenanted by a Farmfoods Store. In addition there is a Co-op supermarket and an empty market hall which, it is intended to subdivide into a further 4 units. Uses within the shopping centre include a supermarket, foodstore, bank, newsagent / confectioner, baker / café, discount grocer, discount toiletries, fancy goods, café / carry out, baker, household goods, cards and gifts, amusements, optician, one-pound shop, carpets / blinds and a local enterprise company office.

Notional travel distances between Govan and other retail locations define Govan Cross Shopping Centre's catchment area. The catchment area (Plan 2) is based upon Greater Govan SIP's Baseline data, responses from local consumers and experience within the consultants team. This plan has been submitted to MapInfo to provide estimates of local shopping expenditure and comparison with the general position in the UK. The catchment area estimates the area from which 80% of trade of local shops is drawn. The remaining shoppers come from outlying areas with good access to Govan Cross. These include Subway passengers from Cessnock and Kinning Park, employees from local businesses and from other

FIGURE RE2 : RETAIL CATCHMENT AREA



areas of the City. Govan Cross Shopping Centre should be the principal retail destination in Central Govan, anchoring retailing in the area and acting as a magnet for a wider catchment population. The catchment area defined for consideration of retail issues reflect surveys recently undertaken on behalf of the SIP which highlight the differential attraction between Govan Cross Shopping Centre and Asda, Helen Street, of 27% and 63% for local residents.

The MapInfo survey indicates that the total annual retail expenditure available within the catchment area of the Govan Cross Shopping Centre has been estimated as £32.5 million. This includes £15.0 million on food items and £17.5 million on non-food items. The level of per person expenditure in Govan amounts to less than 80% of the national average. Surveys from the Greater Govan SIP indicate that of this amount, only 27% of food products expenditure and 15% of non-food products expenditure is drawn to the Govan Centre. The bulk of local expenditure is instead attracted to Helen Street Asda Superstore. On this basis the level of annual trade drawn to Govan Cross Shopping Centre can be estimated at approximately £5.0 million on food and £3.3 million on non-food items, a total of only £8.3 million. Such figures would indicate that Govan Cross Shopping Centre is undertrading significantly and that there is a surplus of retail floorspace.

The Centre's sphere of influence is established by comparison with the attraction of competing centres. The Centre has a limited sphere of influence, yet shops near the centre along Govan Road, Langlands Road and Burleigh Street have lower vacancy levels. It is clear that the Centre is not attracting custom from a wide area. Its own anchor tenant, the Co-op, struggles to compete with Asda Superstore. It has a poor standard of quality compared to the more modern Braehead and Pollok Shopping Centres.

Ongoing assessment and investment research concern the difficult issues involving potential reconstruction of the shopping centre around the transportation hub. Public consultation responses have suggested that options for the existing Govan Cross Shopping Centre should include total demolition and development of new shops. However the level of retail expenditure in the Centre's catchment area would not support new investment in additional retail facilities, and assuming the Centre could be acquired for demolition, it may be difficult to justify the significant investment level required to achieve a replacement development.

Fundamentally, any improvement in Govan's retail activity will depend on increasing the level of expenditure available within the Govan Cross Shopping Centre's catchment area. This can be achieved by:

- Increasing the level of population;
- Increasing local expenditure; and
- Increasing the Centre's sphere of influence.

The 'Population and Housing' chapter of the Action Plan promotes the erection of some 500 additional housing with measures to encourage increased occupancy of almost 200 vacant residential properties in and around Central Govan. In these circumstances the Action Plan should result in increasing the local population by at least 1400 and increase local expenditure available to local shops by approximately £4.2million. Whilst this may not be sufficient to fully safeguard the retail function in Govan it is of

importance that there will be additional new housing projects in East Govan that will add further to local expenditure. However, new housing is unlikely, on its own, to be sufficient to achieve the necessary turnover levels for additional retail investment. In this context it is considered that the retention of this increased expenditure as local trade will only be achieved with significant improvements to the quality of the retail experience in Govan, including both environmental improvement and a wider range of and quality of retailing.

### Govan Market

Govan Market, which takes place every Saturday morning on the vacant site at Water Row, is an important element of retail activity. This provides a wide range of retailing services from fruit, vegetables and meat to clothing, furniture, small electrical goods and other personal and household goods. The Market is a popular attraction for local residents and consumers from all areas of Glasgow, but while it attracts shoppers to Govan, there are concerns over ground conditions and the need to improve the general retailing environment of the facility. There are also concerns that the Market competes for trade with Govan Cross Shopping Centre and that it has reduced the development potential of the Water Row site.

The Action Plan therefore seeks to secure a permanent location for the market to increase the attractiveness of Govan as a retail location.

## OPPORTUNITIES

The Action Plan aims to increase the attraction of Central Govan as a place in which to live, work and invest. The future of the Town Centre, and in particular Govan Cross Shopping Centre, is a pivotal consideration. The Action Plan sets out a wide range of opportunities in other sections which are intended to assist in increasing the quality, attraction, viability and vitality of Govan as a retail centre. These opportunities include increasing population, environmental improvement and improved accessibility by public and private transport and by walking. In terms of the retail function the Plan seeks to encourage opportunities for consolidation of retail activities, increasing the range of functions in the centre and integration of such activities to maximise the attraction of the centre for the benefit of local residents and businesses.

### Consolidation

Govan Town Centre has a significant oversupply of retail floor space. The area currently designated as 'Town Centre' currently extends from Golspie Street to Govan Cross Shopping Centre and includes many small local shops in Shaw Street and Rosneath Street. With 35% of the shops remaining vacant for a considerable period of time and a lack of demand for retail uses, the Action Plan seeks to focus retail activity around Govan Cross Shopping Centre to consolidate core retail activity and strengthen the viability, vitality and attractiveness of the Town Centre. Directing alternative uses to peripheral areas of the Town Centre will require policies that will also discourage non-retail uses from the primary shopping area.



25-35 Burleigh Street



60-74 Shaw Street



952-978 Govan Road



952-978 Govan Road





13 Elder Street / 1020-1020B Govan Road



Units 1-5 Govan Cross Shopping Centre



818 Govan Road / 5 and 9 Water Row

## Expansion

As has been outlined earlier the sphere of influence of Govan Cross Shopping Centre is currently limited by the competition from other retail outlets and particularly Asda at Helen Street as well as the environment quality of the existing centre. It will be necessary to increase the Centre's sphere of influence by introducing other uses to attract new population and consumers to Central Govan. Such new uses would increase pedestrian traffic through the shopping area, and could include offices for a range of local services or other users, such as housing associations, Council services, or government departments. Such additional office development in the Shopping Centre would support current government policies by encouraging investment and promoting Govan as a public transport hub and transportation development area. Such investment would allow the redevelopment of Govan Cross Shopping Centre without the risk of losing its retail floor space and would provide a major opportunity to encourage additional trade, expenditure and turnover.

The consulting architectural team have explored configurations for a new-build office development. This development would accommodate a critical mass of new office floor space and reconfiguration of the Shopping Centre. Integrating the new office complex with the entrances to the Shopping Centre and relocating Govan Market to a site immediately adjacent to the Centre would increase the level of retail activity. This approach would consolidate Govan's retail functions, offering an improved retail environment and increasing the attractiveness of both the indoor Shopping Centre and the Market.

Consultations with the Centre's owners have identified longer term options for the Centre including the potential introduction of upper level housing and / or offices, the introduction of multi-deck car parking to increase the potential of Govan as a Park and Ride facility and release of areas of the current car park for additional housing. These options remain subject to consideration dependent upon the success of the Action Plan.

## Integration

The future of Govan Town Centre is dependant on the effective integration of Town Centre uses, shopping activities, the Saturday Market, car parking and public transport to maximise the functional relationship between such uses and the attraction of the Govan Centre.

Relocation options have been considered in order to provide a more attractive location where the Market's presence and activity could enhance the Shopping Centre. One option considered was locating the Market on sections of Govan Road or Burleigh Street, which could be temporarily closed on Market days. Another relocation option involves replacing part of the bus station to allow a fuller integration with Govan Cross Shopping Centre.

Such integration of the market with the consolidation of retail uses around Govan Cross, the introduction of other new town centre uses, and the future development of a new Park and Ride facility with upgraded bus and underground station, would maximise the attraction of Govan Cross Shopping Centre and the profile of Central Govan for the benefit of local residents.

## Environmental Improvement

There is an opportunity to undertake physical improvements to shopfronts and environmental improvements to the main shopping streets throughout the Town Centre to increase its attractiveness to potential investors and customers.

Shop front improvements along Govan Road and Langlands Road should be encouraged by the provision of financial incentives or property improvement grants of up to 50% of the costs to local retailers or property owners. Whilst it is difficult to quantify the costs of individual unit improvements, a cap of £5,000 per unit would require a maximum of £140,000 to improve all shop units on Govan Road and Langlands Road within the proposed primary retail area. Similar grants for conversion of non-retail to retail within the primary retail area or from retail to non-retail outwith the core area could be offered with a maximum cost of £90,000.

Defining Govan Road for early action on shop front improvements could encourage private sector interest and re-occupation of the shop units, in conjunction with the Govan Portal initiative. It is also of importance that the road alterations recommended at Golspie Street / Govan Road and the definition of Govan Road as a Quality Bus Corridor for through routes will increase the attraction of Govan Road as a retail and service location.

## Reduction of Rental Levels

In reflection of the high vacancy rates in the existing shops, Glasgow Housing Association should consider options for reducing rental levels to encourage occupation of these units for retail purposes. Other measures, which should be considered, would include rate reductions for Class 1 retail uses in the primary shopping area to encourage the re-occupation of vacant properties and stimulate a revival in retail activity in Govan. Whilst such changes are outwith the scope of the Action Plan it is hoped that the City Council, Glasgow Housing Association and other agencies give full consideration to these issues.

## Govan Portal

Govan Housing Association and other local agencies have given extensive consideration to problems arising from the concentration of vacant ground floor shops on Govan Road. These concerns include street frontage environmental dereliction and the security of Govan Housing Association properties on the upper floors of these properties. To confront this situation, Govan Housing Association is in the process of acquiring the vacant properties at 968-978 Govan Road to promote the development of an international art centre called 'Govan Portal'.

This project represents an important opportunity to regenerate Govan by replacing vacant shop units along Govan Road with a vibrant arts-led portal with workspace, exhibition space, rehearsal facilities, and office space for artists. To energise the importance of art in Govan, the Portal will also provide artist accommodation to attract national and international-level artists to the community. Furthermore, the Portal will provide a central location for Roots in the Community to develop a Public Arts Framework within the context of Govan's regeneration.

FIGURE RE3 : CURRENT LOCAL PLAN DESIGNATION

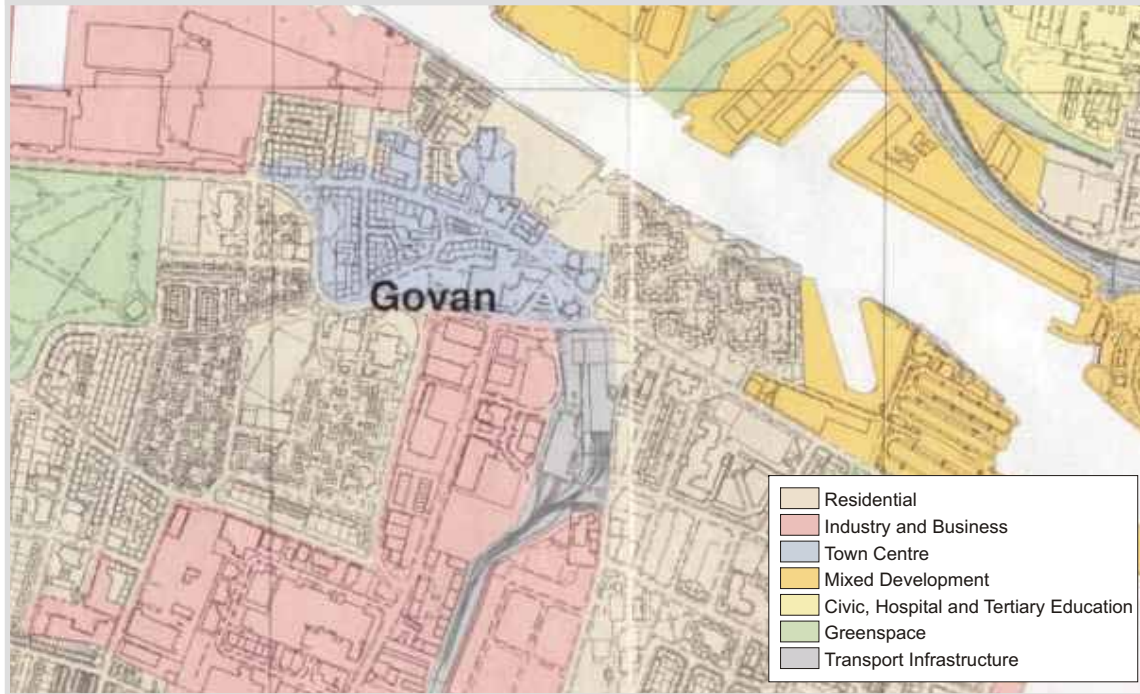
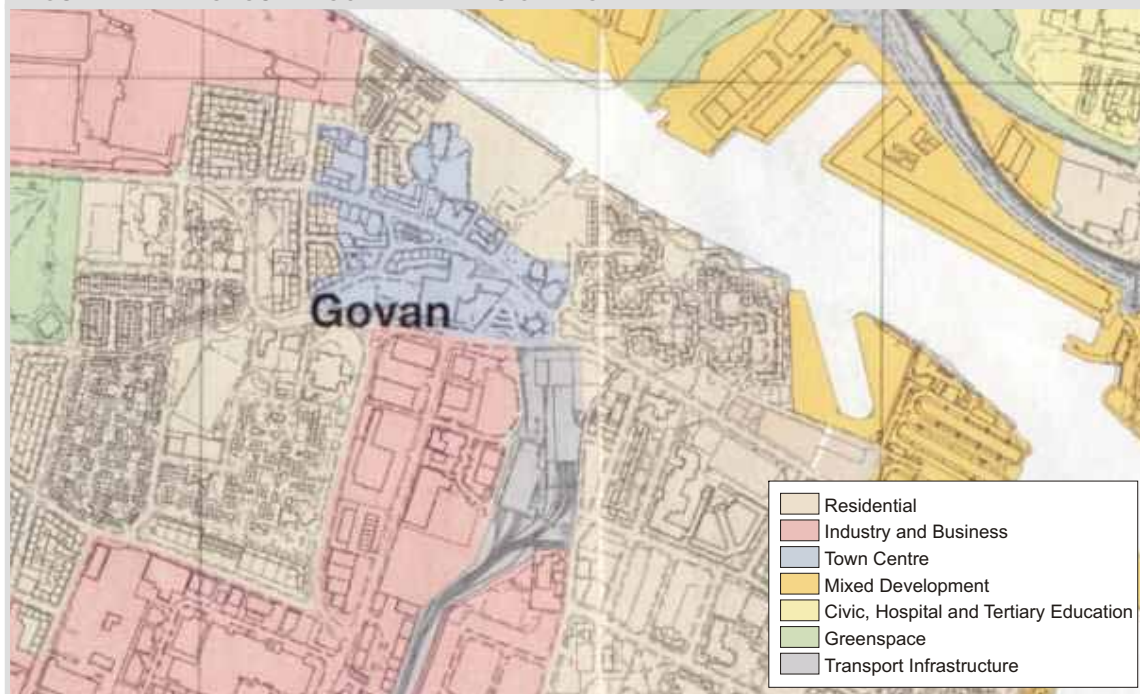


FIGURE RE4 : PROPOSED LOCAL PLAN DESIGNATION



## ACTION PLAN RECOMMENDATIONS

In conclusion it is considered that the quality of Govan Cross Shopping Centre and Govan Town Centre are essential factors in establishing Govan's profile as a good place within which to live, work and invest. Therefore, the Action Plan recommends that:

- The City Council should encourage Hanover Investments and Strathclyde Passenger Transport to co-operate in the environmental improvement and extension of Govan Cross Shopping Centre, including the relocation of Govan Market. Extension of the centre should include the provision of additional car parking to increase the use of the Centre and public transport.
- The redevelopment of Govan Cross Shopping Centre should include a range of civic uses and park and ride facilities which would maximise the attraction of the Centre.
- The City Council and other agencies should promote environmental improvements throughout the Govan Shopping Centre area including:
  - a) shop front improvements in Govan Road, from Howat Street to Govan Cross.
  - b) shop front improvements on Langlands Road from Golspie Street to Roseneath Street.
- The City Council and the public agencies should support Govan Housing Association in the early development of the Govan Portal at Govan Road.
- The City Plan should be amended with a reduced area designated for Town Centre uses to focus retail activity towards the area around Govan Cross Shopping Centre.





## INTRODUCTION

The range and quality of Govan's architectural heritage provides clear evidence of the area's former vitality and civic pride. In fact, Central Govan can boast one of the most significant concentrations of important listed buildings within Glasgow outwith the City Centre. Govan Cross remains one of the most attractive urban spaces in Glasgow, with the Bank of Scotland (Salmon Son & Gillespie) in the foreground and the Pearce Institute (R. Rowand Anderson), the Brechin Bar, and the statue of William Pearce in the background. Fortunately, this streetscape has remained relatively intact, thanks to sensitive infill development by Govan Housing Association. The Action Plan seeks to ensure such issues are respected by new development and reflected in the urban vision for the regeneration of Central Govan in the longer term.

## KEY ISSUES

### Archaeology

Govan's contribution to Glasgow's historic legacy extends from pre-5th century Christian settlements to the first Housing Association in Scotland in 1972. In the beginning, Govan is said to have grown from the formation of a monastery by St. Constantine circa 565 A.D., on or near the site of Govan Old Parish Church with the suggestion that Govan could pre-date Glasgow. Archaeological research around Govan Old Parish Church, led by Dr. Stephen Driscoll of Glasgow University, indicates that there was indeed a Christian settlement in Govan from approximately the 5th century. Dr Driscoll's excavations in the area of Govan Old Parish Church have found the probable site of an early timber church and the earliest Christian burials in Strathclyde, with radiocarbon dates spanning the fifth to sixth centuries AD. The curvilinear shape of the churchyard is typically early Christian and the dedication of the church to St. Constantine also suggests that it is early. The present church houses 43 early medieval carved stones dating from between AD 900 and 1100, the third largest collection in Scotland. They have recently been included on the list of Scheduled Ancient Monuments by Historic Scotland and include a unique monolithic sarcophagus that was probably intended for the relics of an important saint or king, five Viking hogback stones and a number of crosses. The size and quality of these burial monuments, and the images carved on them, suggest royal associations. It is known that there was a royal estate at Partick on the opposite bank of the Clyde, and Govan was its spiritual hub: until the 19th century it was possible to walk across the Clyde from Govan to Partick.

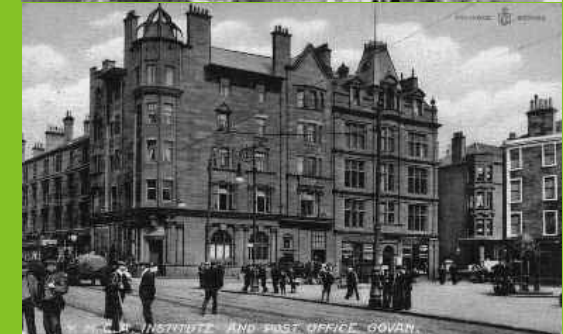
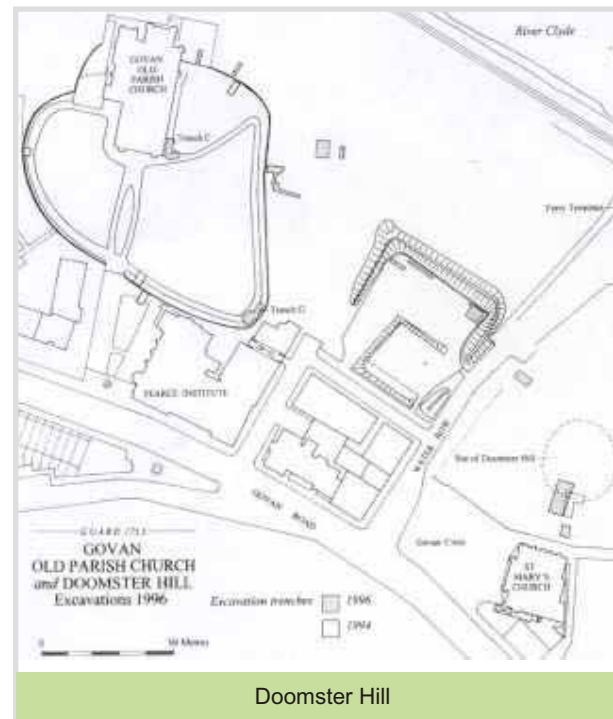
Complementing the historic churchyard was a massive mound 45 metres in diameter and 5m high, known as the Doomster Hill. It was probably an assembly mound and court hill of a type known from other Viking sites. Previous research has established the probable location of this feature some 20-25 metres north of St. Mary's Church (now Govan New Parish Church) and 35 metres east of Water Row. Further evidence suggests that Doomster Hill was connected to Govan Old Parish Church by a metalled roadway, so any new development proposed by the Action Plan must defer to these important archaeological sites.

Although the lands of Govan and Partick became the property of the Bishops of Glasgow from the 12th century onwards, Govan was a rich parish. In addition to other medieval resources, the History and Constitution of Glasgow University highlights that in 1577 the Principal of Glasgow University had to preach at the Church in Govan in reflection of the revenues the University received from the Govan Parish. This connection offers further proof of the influence of Govan.

Whilst much of the urban fabric of Central Govan has been subject to severe disruption by redevelopment programmes, there are significant areas where the historic street pattern remains largely unaltered. As highlighted in the historic plans in the Townscape Analysis, streets such as Water Row, Burleigh Street, Langlands Road, Harmony Row, and sections of Govan Road near the Cross have been constant elements in Govan over many years. This street pattern bears testament to the community that has existed at Govan for more than 1,000 years. This is of particular historical significance at Water Row, where it is believed that there has been a roadway since the 6th century.

### Historic Buildings

The full range of architecturally and historically significant buildings in Govan is well documented, particularly in the Conservation Plan produced by Govan Workspace in 2005. In terms of the Action Plan, the primary concern is to safeguard the future of the historic buildings





within the area in order to help regenerate the Govan community. Glasgow Building Preservation Trust is preparing a report to assess the potential for designating part of Central Govan as a conservation area. Whilst this report is not yet completed, the designation of these areas of heritage value as a conservation area would assist in increasing funding to heritage projects and securing Central Govan's urban cohesion.

Govan Old Parish Church is perhaps the best-known heritage site within Central Govan because of the sarcophagus and its collection of headstones and crosses. These artefacts are supported by an array of listed buildings, all of which are worthy of visiting along an architectural or heritage trail. Within Central Govan, the buildings of architectural and historic interest are listed in table 2 entitled "Historic Buildings".

The condition of certain buildings, examined below, is constantly under scrutiny by various interested agencies active in Govan, with many buildings subject of interest and support by the Glasgow Building Preservation Trust. Greater Govan Social Inclusion Partnership, Glasgow City Council, Scottish Enterprise and Historic Scotland have funded these studies, reflecting widespread interest and concern for the future of these buildings.

### The Pearce Institute

The Pearce Institute is one of the most important institutions in Govan since its opening as a community centre in 1906. Housing a range of public halls of various sizes, a gymnasium, theatre, restaurant and butchers shop, with associated offices, the Pearce Institute has undergone significant changes since Govan's population decline accelerated during the 1970s.

The resultant decline in usage led to a reduction in maintenance and eventual closure in 2001. Since that time, the Social Inclusion Partnership secured the re-opening of the Pearce Institute in 2003 with a programme of works to fully repair the building and maximise the benefit to the community. Over the past two years, work undertaken on the Pearce Institute has included the replacement of all windows, and a partial roof repair to make the building windproof and watertight. In addition, the heating system has been restored with new modern boilers and the restoration of the ground floor dining room has been completed. There remains much more work to be done to ensure a complete overhaul of the roof, removal of dry rot from areas of the building, and the modernisation of the major community areas. Cost constraints means restoration takes place on a long-term plan, which will inhibit full usage of the building over the next 5 years.

### The Lyceum Bingo Hall

Formerly a cinema, this building is now a bingo hall. Although in regular use mainly by local residents, the condition and maintenance is cause for concern, particularly with regard to the exterior of the building and the glazed façade above its entrance. The concern relates both to public safety and to securing the building's future as an important facility within the Govan community. The public safety issue relates to flaking paintwork and masonry falling from the building and its canopy. The extent of broken glazing above the doorway reflects continuing dereliction. This issue has been addressed temporarily by covering over the broken glazing area with a large image depicting the Lyceum in earlier years and good condition. However, this temporary solution has not removed the need to ensure improved repairs and maintenance.

The Lyceum building is owned by County Properties and Developments Ltd and continues as a viable business. However, increased competition from larger halls in the surrounding area may have encouraged reduced maintenance investment in order to ensure profitability. It is now clear that the building is deteriorating and that action will be required. The owners indicate that there are currently no plans for improvement or renovation of the building.

### Napier House

Napier house is the building in most distress within Central Govan. The upper floors of the building have been vacant for many years. While the remainder of the façade appears to be structurally sound, additional investigation is required to assess options for securing the building and maintaining public safety.

Napier House was subject of a feasibility study some years ago by Govan Housing Association, which established a viable option for refurbishing the property for housing use. However, the information in the study is now out of date. More recent studies have been unable to establish the condition of the interior areas of the upper floors, due to perceived dangers from the removal of internal partitions.

A major obstacle to action on this building arises from its multiple ownership. Whilst the City Council owns seven of the former residential flats, several other owners would have to be bought out before any action on the building.

### Orkney Street Police Station

The design team considered options for the future of the listed Orkney Street building and Broomloan Road Schools because of their proximity to the Action Plan boundary. The Orkney Street building is one of the most important in Central Govan, thanks to its design by architect John Burnett and its former roles as the Burgh Chambers, Burgh Court and "G" division police headquarters.

### Broomloan Road Schools

Both of the buildings on the Broomloan Road Schools campus are Category B-listed and at-risk. Broomloan Road Public School, the older of the two, is a yellow sandstone building designed in 1875 by Alexander Watt. H & D Barclay designed the red sandstone annexe in 1894.

Development appraisals undertaken by Anderson Bell and Christie, on behalf of the Glasgow Building Preservation Trust, have identified restrictions on alternative or additional development adjacent to the buildings because of Subway tunnels beneath the playground.

### Gladstone Memorial Institute

The Institute fulfilled an important role in the social history of Govan as a centre for the Evangelical Union and the "Band of Hope." It was a focal point for guiding youngsters away from alcohol and anti-social behaviour. This building has not been included on the list of buildings of architectural and historic interest but has been included in the Anderson Bell and Christie study of Govan's building heritage. Whilst this study makes no mention of the historic interest in the Institute, the building makes a positive contribution to the architectural heritage of the area which should be reflected in the design and layout of future proposals for new housing on the

**TABLE 2 : HISTORIC BUILDINGS IN CENTRAL GOVAN ACTION PLAN AREA**

Building	Category	Architect
The Pearce Institute	A	Sir Robert Rowand Anderson
Govan Shipbuilders Ltd Offices	A	John Keppie
Govan Shipbuilders Ltd Engine Work	A	John Keppie
1-3 Water Row / 816-818 Govan Road	A	Salmon Son & Gillespie
Govan Old Parish Church & Burial Ground	A	Sir Robert Rowand Anderson
Sir William Pearce Statue	B	Onslow Ford
Cardell Halls & Brechin Bar	B	Unknown
St Anthony's Church	B	John Honeyman
Lyceum Bingo Hall	B	C J McNair
New Govan Parish Church	B	Robert Balde
881-887 Govan Road / 2-4 Shaw Street	B	Frank, Burnett and Boston
Napier House	B	William James Anderson
New Govan Parish Church Hall	B	Unknown
Aitken Memorial Fountain	B	Saracen Foundry Possilpark
TSB Building, 705-707 Govan Road	B	E A Sutherland
Orkney Street Police Station	B	John Burnett
Elder Park Library	B	John Burnett
Cossar Building	B	Frank Stirrat
Salvation Army Citadel	B	John Hamilton
Former Hill's Trust School	B	James Thomson
St Anthony's Presbytery	C(S)	Fred V. Burke
Govan Cross Drinking Fountain	B	Cruikshank & Co.

adjoining areas of land. In this context consideration should be given to the inclusion of this building on the List of Buildings of Architectural or Historic Interest in Central Govan.

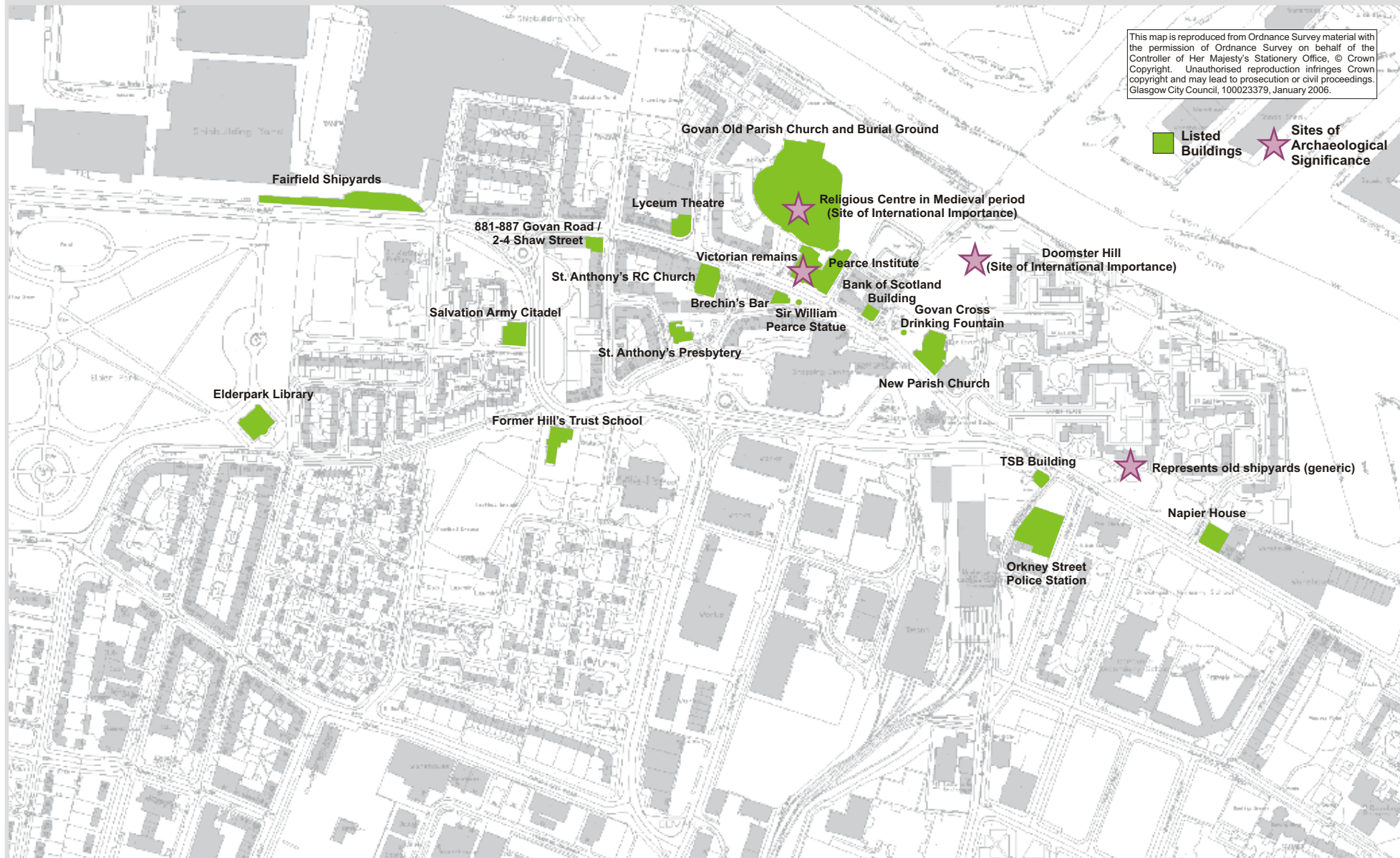
### Elderpark Congregational Church

Although not included within the Action Plan boundary, the Elderpark Congregational Church is relevant to proposals in the Action Plan, particularly in terms of community, leisure and recreational facilities. At this time, the church is not listed. There are grounds, however, for re-assessing it and the Gladstone Memorial Institute based on the

age, nature and form of the buildings within Govan's tenemental structure.

The building is currently subject of a feasibility study by Elderpark Housing Association for a range of community uses including childcare and after school care. Listing of this building would assist consideration of this project. Accordingly consideration should be

**FIGURE HC1 : LISTED BUILDINGS AND SITES OF ARCHAEOLOGICAL SIGNIFICANCE**





given to the inclusion of this building on the List of Buildings of Architectural or Historic Interest in Central Govan.

### Social History

In addition to an outline of the archaeological history and built form of Govan, the Conservation Plan for Govan, commissioned by Govan Workspace, also outlines significant contributions to social evolution made by the Govan community over many years. These span a wide range of activities, from the ecclesiastical contributions of Mathew Leishman, John McLeod and George F. MacLeod; to contributions to social justice and workers rights from the First World War, to the work-in at the Upper Clyde Shipbuilders in 1971. Also, the first Housing Association established in Scotland was Govan Housing Association, with the first tenemental rehabilitation in Scotland at Elder Street / Taransay Street / Howat Street and Luath Street.

## OPPORTUNITIES

### Archaeological Investigations

It is essential to undertake further archaeological investigations at Water Row to evaluate the location and extent of survival of the Doomster Hill prior to progressing appropriate development proposals on the site.

### Conservation Area Designation

As outlined previously consideration is being given to the designation of Central Govan as a Conservation Area both to highlight and protect the heritage of the area for future generations. Such a designation would immediately increase the profile of Central Govan and help to attract additional financial support for current and future projects. In addition the designation would help to ensure higher quality development in Central Govan to both complement and safeguard the urban form, heritage and environment of the area. At this time there are a number of projects which could benefit from the increased priority which would result from such designation.

### Repair and Reuse of Listed Buildings

#### Lyceum Bingo Hall

It may be necessary to intervene by means of statutory action to address the repair of this building. Whilst this may resolve the current problems, the building's longer-term viability may require financial assistance to secure additional community involvement. In the meantime, the City Council should monitor the condition of the building and enter a dialogue with the owners to secure the future of the building.

#### Napier House

It is essential that the City Council initiates a Compulsory Purchase Order of Napier House to consolidate ownership of the entire building. This would allow the Council to establish its current condition and decide on its future.

### Orkney Street Police Station

An opportunity exists to develop land adjacent to this listed building, particularly along the Govan Road frontage, which could assist the refurbishment of the former Police Station. Developing this site as new housing will improve both the urban cohesion and the townscape of Govan Road at a prominent location near the entry to Central Govan.

### Broomloan Road Schools

The optimum site usage would be the reuse and reoccupation of the existing buildings. Large value spaces over two floors in each building would offer a high degree of flexibility for offices, and teaching / learning facilities. In addition, the relocation of BBC to nearby Pacific Quay is likely to generate demand for media-related activities in such buildings.

In addition to the effective maintenance of historic buildings, examples of industrial archaeology and social history should be incorporated into the various Action Plan development sites through public art. Such issues should be subject of continuing focus for implementation with the relevant community art organisations

### Tourism Strategy

Govan's combined heritage of archaeology, buildings and social history offers significant opportunities for promotion of the area. In addition to the continuing promotion of the Govan Heritage Trail, a tourism strategy for Central Govan should be developed to attract more visitors to the area. The expansion of tourism will stimulate the local economy and help create a more vibrant town centre.

## ACTION PLAN RECOMMENDATIONS

The Action Plan encourages safeguarding, enhancing or re-instating connections with the heritage of the area. Such endeavours are reflected in the emphasis given elsewhere to the reconnection of Langlands Road and the re-instatement of Water Row on its historic alignment from the cross to the former ferry point. The Action Plan therefore recommends the following:

- Designation of a Conservation Area in Central Govan should be supported and efforts made to capitalise on such designation in partnership with Historic Scotland, Heritage Lottery Fund and other potential funders.
- Archaeological investigation of Water Row site should take place at the earliest stages of Plan implementation, building on previous archaeological investigations.
- Because of the need for community, leisure, and recreation facilities in Govan, accelerating restoration and full use of the Pearce Institute is a priority project.
- The City Council should initiate a Compulsory Purchase Order to consolidate ownership of Napier House, to ensure appropriate consideration of the future of the building can be secured.
- The City Council should undertake the release of land adjacent to the former Police Station at Orkney Street to Glasgow Housing Association to ensure integrated development of the entire site with the former Police Station.
- The Broomloan Road schools should be marketed to establish demand from the private sector at the earliest opportunity.
- Further research should be undertaken to reassess the architectural or historical interest of the Gladstone Memorial Institute and Elderpark Congregational Church.

## INTRODUCTION

"Townscape" : is defined as the appearance and character of buildings and all other built features of an urban area taken together as a whole. This chapter analyses Govan's townscape by undertaking the following appraisals:

- A map-based appraisal of Govan's origins and historical development, and how these shaped, and still influence its physical form.
- A "legibility" analysis looking at paths, edges, nodes and landmarks.
- An assessment of areas with definable and distinctive character.

## HISTORICAL DEVELOPMENT

The first stage in analysing the townscape of a community is to develop an understanding of its origins, and how historical, economic and social events shaped its physical characteristics.

This map-based analysis examines the development of Govan and reveals influences on today's street pattern which date back to pre-industrial days when Govan was a staging post on the Glasgow - Renfrew road and a ford across the Clyde. Even today, the sites of former shipyards and heavy industry influence the shape and form of character areas.

**1820s --** The 1820s plan extract indicates a small rural community serving the needs of an agricultural hinterland and the ford or ferry crossing of the Clyde to Partick. The main route crossing the map is the Glasgow - Renfrew turnpike, later to be Govan Road. A series of rural lanes leave this road in a southern direction, accessing farms and the occasional mansion house. The early network of routes or "paths" had a great influence on the subsequent townscape. In terms of settlement, there is a cluster of buildings focussed on Govan Road and Water Row and a pattern of small streets which also can still be seen today at Govan Cross. The Old Parish Church can be seen on the plan, together with some evidence of other buildings which could relate to Govan's earlier ecclesiastic role, as documented in detail in Govan Workspace Ltd's Conservation Plan for Govan.

**1850s --** Feuing of former mansion estates on the riverfront is evident, and industrialisation has now taken place in the form of two shipbuilding yards and the canalisation of the riverbanks. Within the community infilling development is evident densifying the area around the cross and to the east. These areas are gradually coalescing. The first rectilinear tenement block has appeared to the east of Broomloan Road.



1820s



1850s





1890

The structure of industrial Govan is now emerging : large areas of riverside are now occupied by shipbuilding; the grid street layout is established for the development of tenement housing; the railway has arrived - and with it, industry in the Helen Street corridor; and Elder Park has been formed. The settlement is pushing westward and the park is becoming a central, rather than a peripheral element.

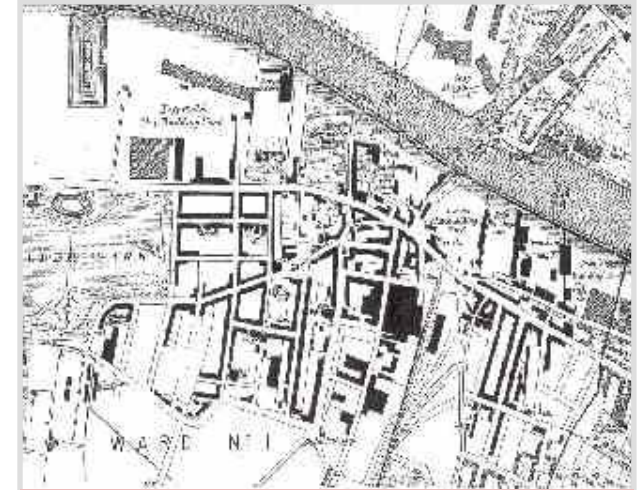
1965

By the inter-war period Govan has become completely developed, totally coalescing with surrounding areas of the city, and the dense intermingling of housing, industry, shopping and transport is well established. All physical vestiges of the original rural settlement have been removed with the notable exception of the Water Row cottages. In plan form nevertheless, the urban structure remains influenced by the route patterns from the past.

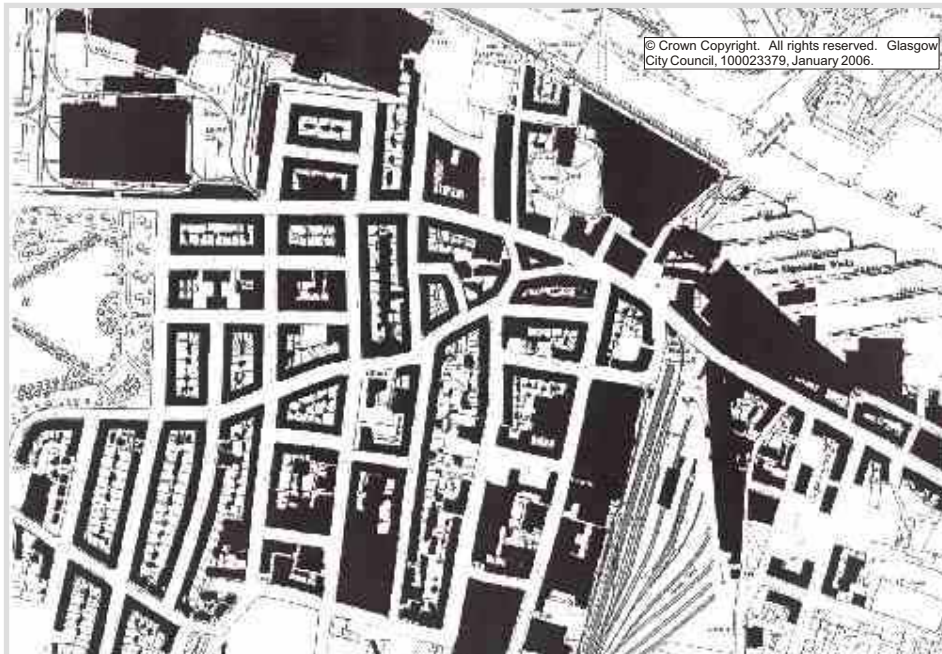
Technological changes in shipbuilding require more indoor accommodation shown on the plan by large sheds which now dominate the Fairfield yard to the west, and the Harland & Wolfe yard at Water Row and the east : the latter of which has finally developed over the Water Row and church manse area. Another significant change is the start of tenement demolition, seen to the east of Broomloan Road on the first-built blocks seen on the 1850s plan.

Today

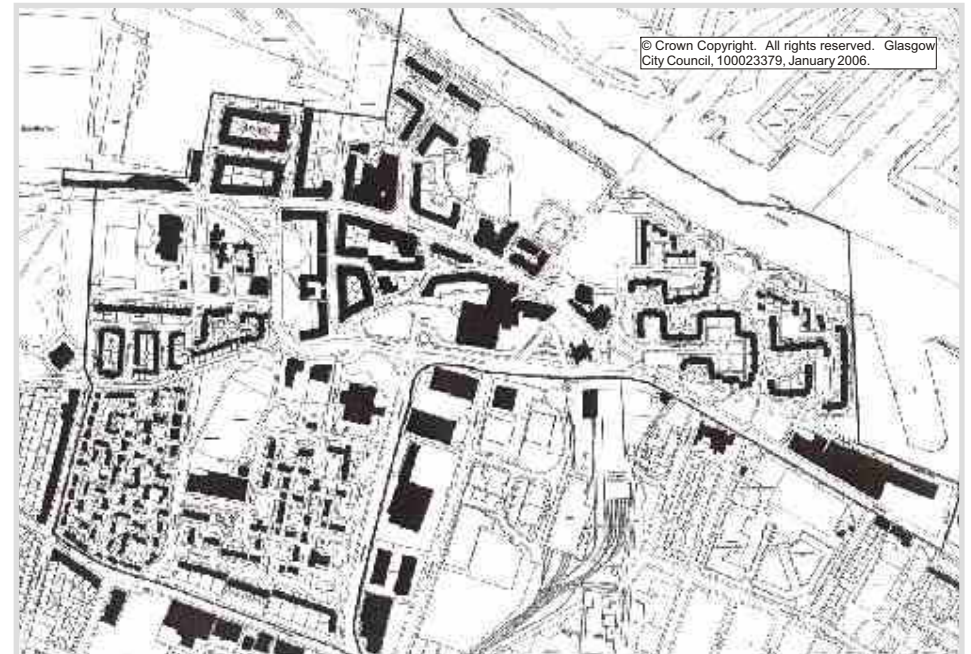
This "figure-ground" diagram of Govan at present illustrates the extent of demolition carried out under the Corporation's 1966 Comprehensive Development Area, and the form of the development which has subsequently taken place. Identification of areas surviving from previous eras is an obvious first step, principal of which is the cross area, the BAE Systems Govan shipyard (indicated on the plan by its boundary), and industrial premises at the east end of the plan.



1890



1965



TODAY

## LEGIBILITY

A place with clearly-defined and high quality paths, edges, nodes and landmarks is described as being "legible". People understand how to move through the area, and strangers quickly assimilate an understanding of its layout. Consideration of development opportunities must take as its starting point the resolution of issues of poor legibility. The following text assesses the "Legibility" of Central Govan, and relates to the adjoining figure and photograph.

### Paths

The main traffic routes through Govan have always had a significant influence on the townscape, and traditionally these were the arteries which underpinned the town's economy. Now, the physical and visual zone occupied by Golspie Street splits the community by carving a physical and visual zone around the central area, and diminishes the importance of Govan Road and the town centre. Golspie Street also creates a perceptual barrier, isolating the central area from the residential and industrial areas to the south.

Other major paths are Harmony Row serving as the principal traffic, bus and pedestrian route south. Less significant in overall terms but important locally is the pedestrian route through Langlands Road, which is the main pedestrian 'spine' route between the central area, housing areas, the library and Elder Park.

### Edges

Edges indicate constraints placed on permeability, in the form of physical or perceptual barriers.

The principal edges within the Action Plan area are generated by land-use changes and the desire or necessity of businesses and industrial concerns to protect land and buildings from access. Accordingly, Govan shipyard and the Helen Street corridor have physical means to prevent or manage access through them. While these edges may be major, movement patterns have evolved around them.

Minor edges have been established by the design of more recent housing areas, often with good intention in mind to create internal security and supervision and deter strangers. The effect though is to create areas which are both relatively impermeable and much larger than the traditional urban form.

### Nodes

Nodes are destinations that attract pedestrians and vehicles. Of prime importance to Govan is the central area and the areas around to which it relates. Other nodes are schools, community buildings, and the library.

FIGURE TO1 : PATHS

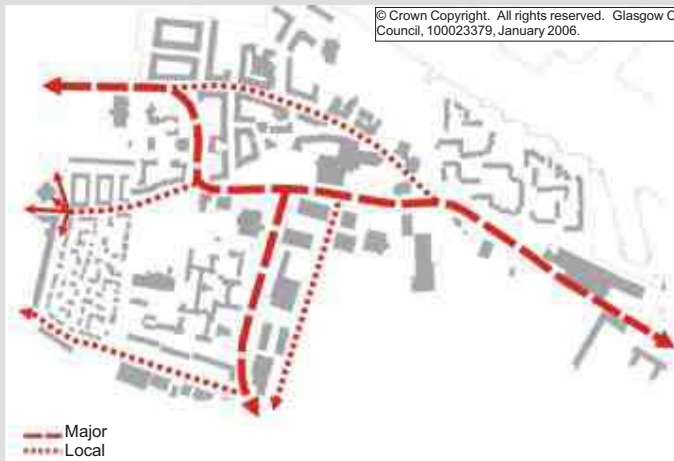


FIGURE TO2 : EDGES

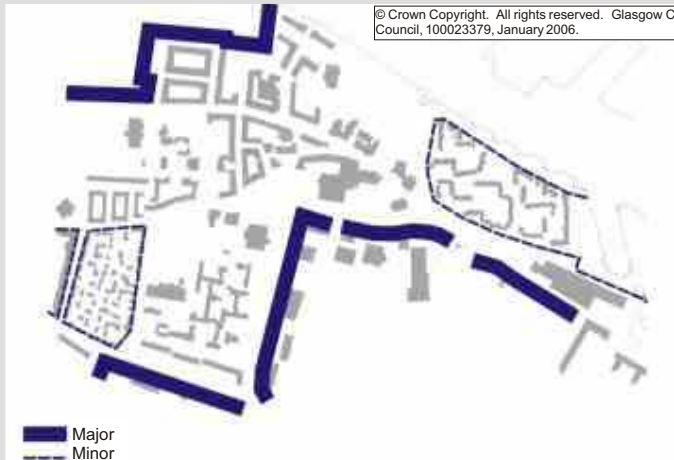
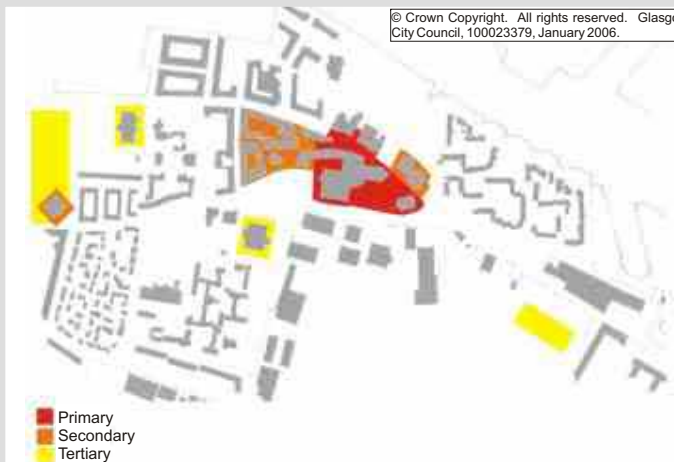


FIGURE TO3 : NODES



Path : Govan Road (east)



Edge : Govan Road (west)



Node : Govan Cross

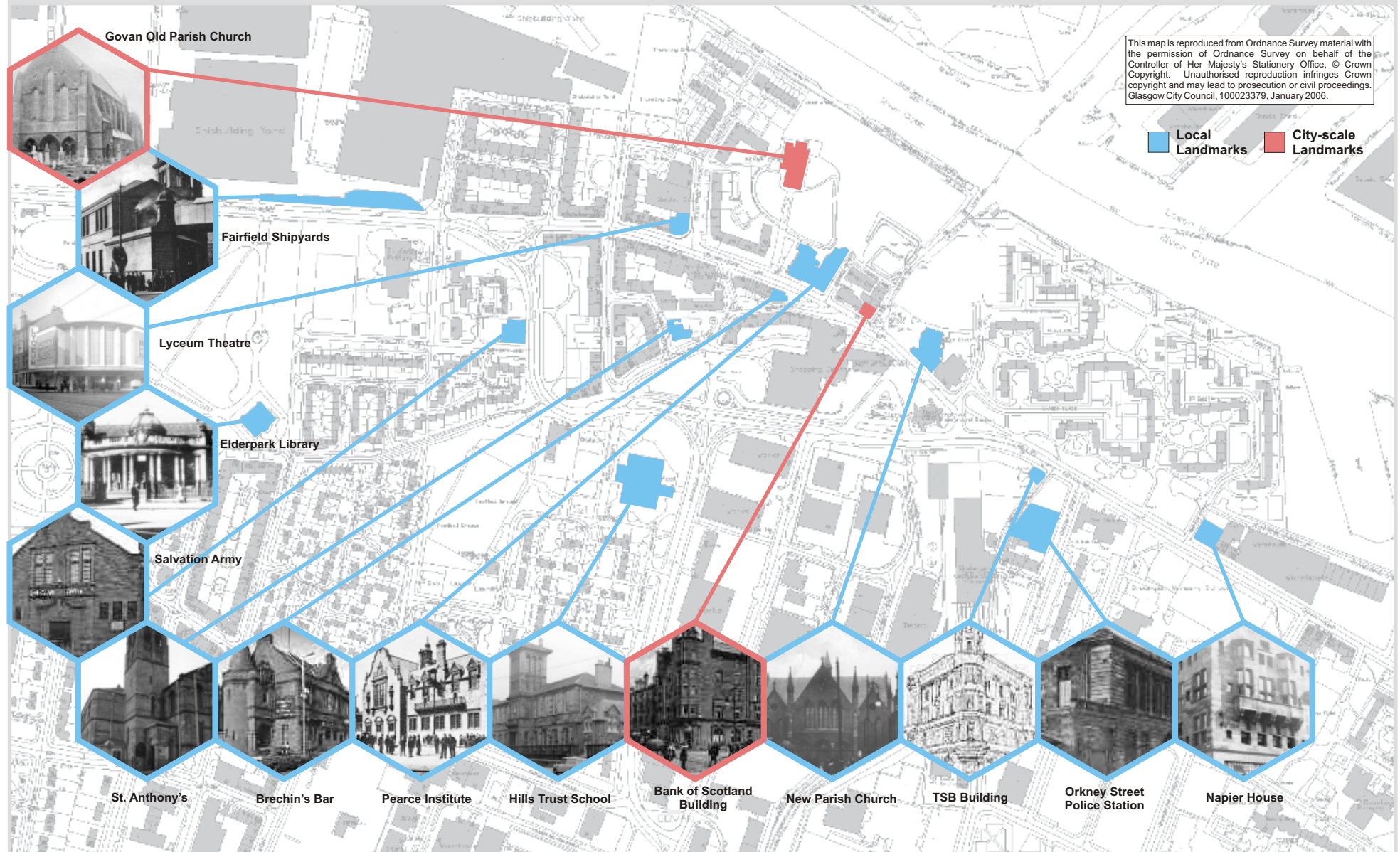


Landmarks are distinctive buildings that give Govan, or its various neighbourhoods a sense of place : either on a city-scale or locally. The diagram identifies two buildings which have a city-scale

presence, primarily because they are visible from outwith the area and "mark" the location of Govan. These are the Old Parish Church and the Bank of Scotland Savings Bank building at Govan Cross.

At a local level there are a range of buildings - big and small that add character to their surroundings and form distinctive features that people use to orientate themselves.

FIGURE TO4 : LANDMARKS



## CHARACTER AREAS

Within the Action Plan Area there are neighbourhoods with common characteristics - be they land-use or physical character (Character Areas 1-6 below). In addition there are areas that lack cohesive character predominantly because they have been the subject of varying degrees of property demolition without redevelopment (Areas 7A, 7B and 7C). A study seeking to appraise the influence of townscape on the form of new development in the Action Plan Area cannot consider the area in isolation. Therefore, adjacent character areas have also been considered (Areas 8-13).

### Central Govan (Area 1)

Remnants of the original townscape are found throughout the Action Plan area, characterised by stone buildings - tenements, shops, public buildings, churches. Traditional buildings are generally in good condition but shopfronts are in poor condition. Traditional townscape is street-based, but new buildings are more introverted failing to relate to the streets and surrounding area, in particular Govan Cross Shopping Centre and the Underground station. Govan Cross itself has lost its former status and "sense of place", due to building demolition and the resultant loss of enclosure. Streetscape works have been carried-out and have proven robust. Demolition has also taken place around the edges, usually to create roads / car parks and associated open space. This has eroded the sense of "arrival" to the town centre. Roads and car parking have separated the centre from its hinterland. Traffic congestion has been caused by unregulated car parking.

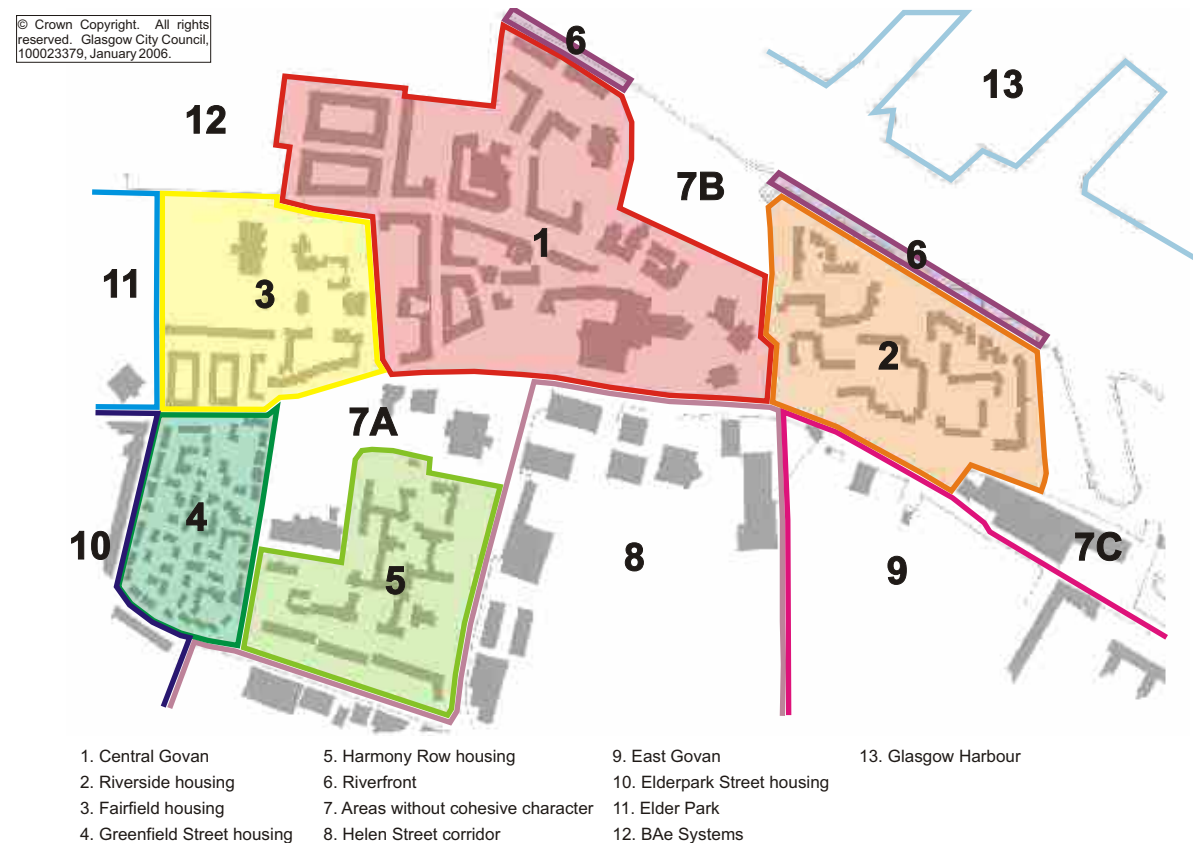
### Riverside Housing (Area 2)

1970s Council housing scheme with inward-looking courtyard layout. No building frontages onto surrounding area (eg riverfront, Govan Cross). Trees and landscaping of reasonable quality but public spaces austere and dominated by roads and parking. Variety of house types including flats, terraces and semi-detached houses. Mono-chrome render colour scheme.



Area 1 : Central Govan

FIGURE TO5 : CHARACTER AREAS



Area 1 : Central Govan



Area 2 : Riverside



### Fairfield Housing (Area 3)

1980s terrace housing based on rectilinear grid and distinctive architectural style. West area is street-based whereas east area has an internal courtyard. The development has re-inforced the traditional street pattern and created definable routes and a park frontage. Parking bays create impression of very wide roadscape with ineffective landscaping. The southern boundary has a poor relationship with the footway on the closed section of Langlands Road. St Anthony's Primary School is located within this area adjacent to Elder Park.



Area 3 : Fairfield

### Greenfield Street Housing (Area 4)

1980s mixed-tenure housing comprising detached, semis and terraces. Internal layout of courtyards connected by narrow streets creating an illegible layout. The development presents frontages to the surrounding streets but of an alien scale to the surrounding townscape. There is evidence of some deterioration of maintenance of private and public spaces.

### Harmony Row Housing (Area 5)

1960s Council housing scheme based on inward-looking courtyard layout. Illegible routes through the development and no frontages onto surrounding streets. Lack of defensible public spaces, which are dominated by car parking and have the appearance of being unsafe. Vandalism is evident and landscape is poor.



Area 4 : Greenfield Street



Area 5 : Harmony Row

### River Clyde Walkway (Area 6)

The area of vacant land at Water Row splits the River Clyde Walkway into two sections and no through access presently exists between them. These sections have, in the past, been improved to provide access to the waterfront from adjacent housing developments. However, the walkway has been neglected over time. The section adjacent to the Riverside housing area is wide with viewing areas, but the housing does not overlook the walkway and there is a lack of natural supervision. The more recent Wanlock Street housing development has its rear elevations facing the river and presents the walkway with high wooden fences.

The docking facilities of the former Govan vehicular and passenger ferries remain at Water Row.



Area 6 : River Clyde Walkway



Areas 6 and 7B : Govan Riverfront from Glasgow Harbour

### Hill's Trust (Area 7A)

The area between Harmony Row and Langlands Road contains a disparate group of modern school buildings, the Hills Trust building, cut-off roads, disused play spaces, the derelict baths building, and poor-quality landscaping. While the nature of the uses of the schools and Hills Trust buildings requires open space and car-parking, demolition of the baths and rationalisation of open space and recreation facilities will allow development in the remainder of this area to re-form the southern edge of Langlands Road, resolve its junction with Golspie Street and integrate the existing housing areas. Rationalisation of routes and street surfaces would create an improved pedestrian environment between Harmony Row housing and the town centre.

### Harmony Row (Area 7B)

The area between Govan Cross and the riverfront has remained undeveloped since the Harland & Wolff shipyards were demolished in the late 1960s. Due to its location in the heart of Central Govan; bounded by the river, the Old Parish Church and the attractive buildings of the town centre, it presents one of the most valuable opportunity areas in the Action Plan. The townscape to the south, the Cross, and the riverfront all provide "cues" to the grain and character of the area's redevelopment.

### Clydebrae Street (Area 7C)

This eastern extremity of the Action Area contains the distinctive Napier House building, a very large area of industrial properties in use and empty, and open space; and therefore has no common character. The potential for restoration and re-use of Napier house is reduced by the impact of the adjoining industrial buildings, and the ideal long-term solution would be for the remaining industrial uses to be relocated into new premises - potentially in the Helen Street corridor to retain their proximity. New housing development relating both to Napier House and to the existing Riverside housing estate to the north, would consolidate the area.



Area 7C : Clydebrae Street

### Helen Street Corridor (Area 8)

A generally vibrant area of modern industry, storage & distribution and warehouse units, comprising one of the areas main sources of employment. In visual terms, the area is characterised by brick or cladding sheds built from the 1970s onwards. Insofar as the area is in industrial and commercial use and displays the visual characteristics of these uses, it presents a cohesive and on-the-whole well maintained appearance and has well-defined boundaries.



Area 8 : Helen Street

### Govan East (Area 9)

A fragmented area of housing, schools, industry, vacant and derelict land and buildings. The road system perpetuates the grid layout established from the early days of Govan's development, and development generally follows that pattern. Remaining traditional buildings, including the TSB Bank and Orkney Street Police Station provide character and cues to future redevelopment of the surrounding sites. Neither the uses, the area itself, or the main thoroughfare of Govan Road have defined edges and definition. This character is emphasised by vacant land and sites in low-grade use such as car parks.



Area 9 : Govan East

### Elderpark Street Housing (Area 10)

Four-storey tenement housing on grid layout all refurbished. A previous streetscape scheme introduced elements of traffic calming and less formal streets. Evidence of physical deterioration of the buildings and streetscape. Street closures have completely removed extraneous traffic and created an air of insecurity.



Area 10 : Elderpark Street

### Elder Park (Area 11)

One of Glasgow's traditional mature parks, for long represented the main green "lung" for the densely-developed housing around it. The majority of the area is characterised by large areas of grassland divided by tree belts. The park retains formal gardens, boating pond and games courts although most of these are in poor condition or abandoned. The park retains its character as an area of passive open space. Maintenance has however been reduced and the active recreation facilities are all unused. With closure of active facilities in and around the park, the possibility of locating new active facilities in the park should be considered. Some areas have a reputation of being unsafe.



Area 11 : Elder Park



### BAE Systems (Area 12)

The remaining shipyard area is a significant townscape element within the Action Plan Area neighbourhoods which surround it. Large sheds and retaining walls directly adjoin housing. Representing a significant employer in Govan, it is not conceivable how the impact of the shipyard buildings on their surroundings could be reduced other than by demolition.

The red-sandstone (listed) office complex is now vacant, and is being considered as a location for the new Social Work office. Nevertheless it remains a significant element in Govan's townscape, an important reminder of the area's heritage, and creates an interesting frontage to Govan Road and Elder Park.



Area 12 : BAe Systems : the old offices

### Glasgow Harbour (Area 13)

New "Flagship Development Initiative" on the north riverbank opposite Govan containing a mix of uses including signature residential buildings which are currently under construction. The section of the site closest to Govan is the proposed commercial zone which will comprise a range of public, retail, office and leisure buildings. The new Transport Museum, designed by Zaha Hadid, is proposed to be built at Pointhouse, directly opposite Govan Cross.

Glasgow Harbour is a feature development on an entirely cleared site of City-wide significance, and embodies a radically different design philosophy to the community-based incremental restructuring being envisaged for the Govan Central Area Action Plan.

It is not considered that reference need be made to Glasgow Harbour in the design of new development in Govan, but the opportunity will exist to create vistas and view corridors from key places in Govan to the riverfront and the feature buildings on the Glasgow Harbour site.



Area 13 : Glasgow Harbour



Area 13 : Glasgow Harbour

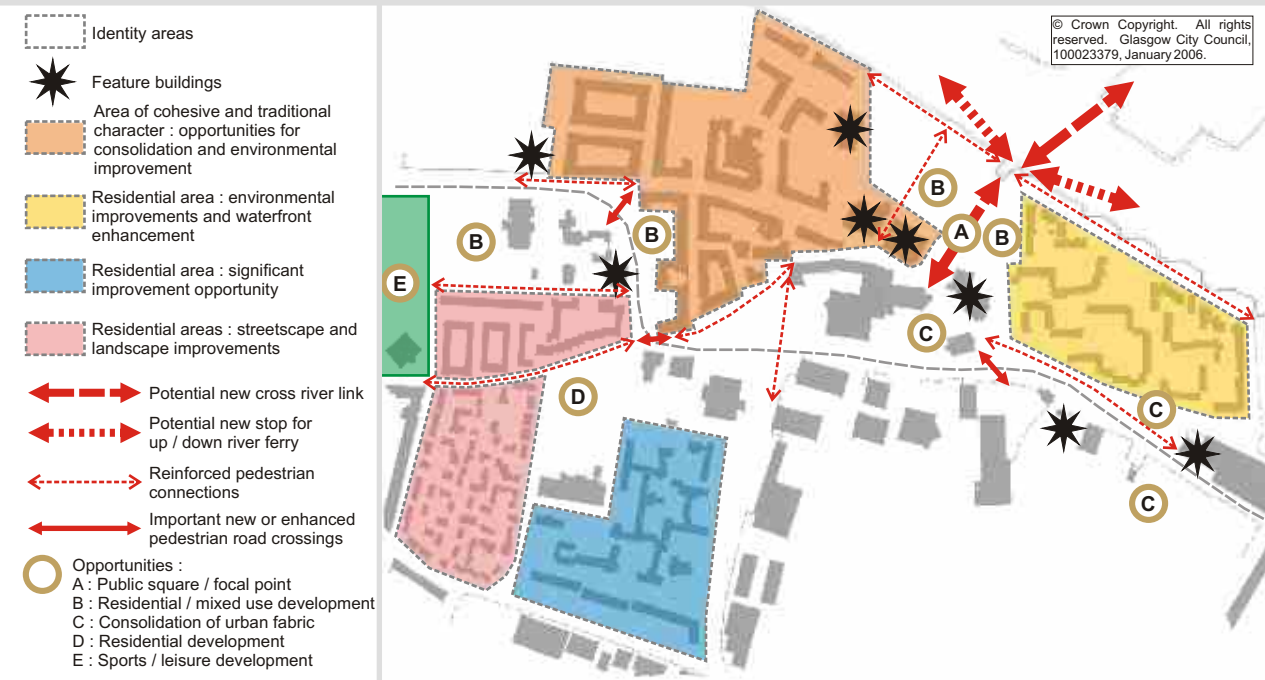
## SUMMARY OF WEAKNESSES, ISSUES, STRENGTHS AND OPPORTUNITIES

Figures TO1 and TO2 illustrate the Action Plan area's weaknesses, issues, strengths and opportunities.

FIGURE TO6 : WEAKNESSES AND ISSUES



FIGURE TO7 : STRENGTHS AND OPPORTUNITIES





## OPPORTUNITIES

### The Riverfront (see Figure TO8)

Representing the most valuable opportunity for new development in Govan, the riverfront area offers the potential for a major mixed-use development strategy incorporating expansion of the “town centre” activities, new housing, visitor facilities for interpretation of the area’s history, all within a waterfront setting. Further focus of activity could be achieved by cross-river ferry links:

- The riverfront should be developed as a major focal point, introducing people and activity-generating uses.
- There needs to be an effective, safe, interesting route from the Cross to the riverfront with a through vista retained.
- Existing streets give cues to the grain of new development.
- The Old Parish Church frontage should have an open aspect to the river, possibly in the form of a public square.
- The activity generated in the opportunity area should be encouraged to spread out along the existing adjoining walkway areas which are presently poorly-used and are considered unsafe.

### The Eastern Approach (see Figure TO9)

An important aspect of a townscape analysis of any community is its principal entry route, and in this respect the approach to Govan from Glasgow is of prime importance. This is emphasised by the need for Govan to connect with the investments and development in the Pacific Quay area:

- The townscape is punctuated by several significant traditional buildings - remnants of the former development on Govan Road - which give character and interest to the route.
- By leaving open spaces on the frontage and by buildings which do not address the street, more recent development has abandoned the traditional building lines, fragments the townscape and detracts from the cohesion of the route. Measures need to be taken to bring the disparate townscape elements together: for example by developing un-used land or land that is presently low-grade open space. New or augmented structural tree planting could assist.
- By its setting back from Govan Road, the Riverside housing compounds the lack of enclosure and creates spaces which serve no useful purpose. The possible redevelopment of the industrial buildings east of Napier House, development of other sites adjoining Govan Road, and improved “avenue” tree planting could re-integrate riverside with the buildings and other uses.
- More recent developments, such as the Underground station and Govan shopping centre have created a confused and unattractive termination of the vista into the Central Area. On arrival at the turn-off into the Cross, traditional buildings which lie in the background of the view such as the New Parish Church and the Bank of Scotland building mitigate these to a certain extent.
- The opportunity exists to create development areas on the north side of Govan Road to re-create enclosure at this location, and by redevelopment of the Underground station and improvement and extension of the shopping centre to open these uses up to the surrounding streets and emphasise and celebrate arrival in the Central Area.

FIGURE TO8 : THE RIVERFRONT

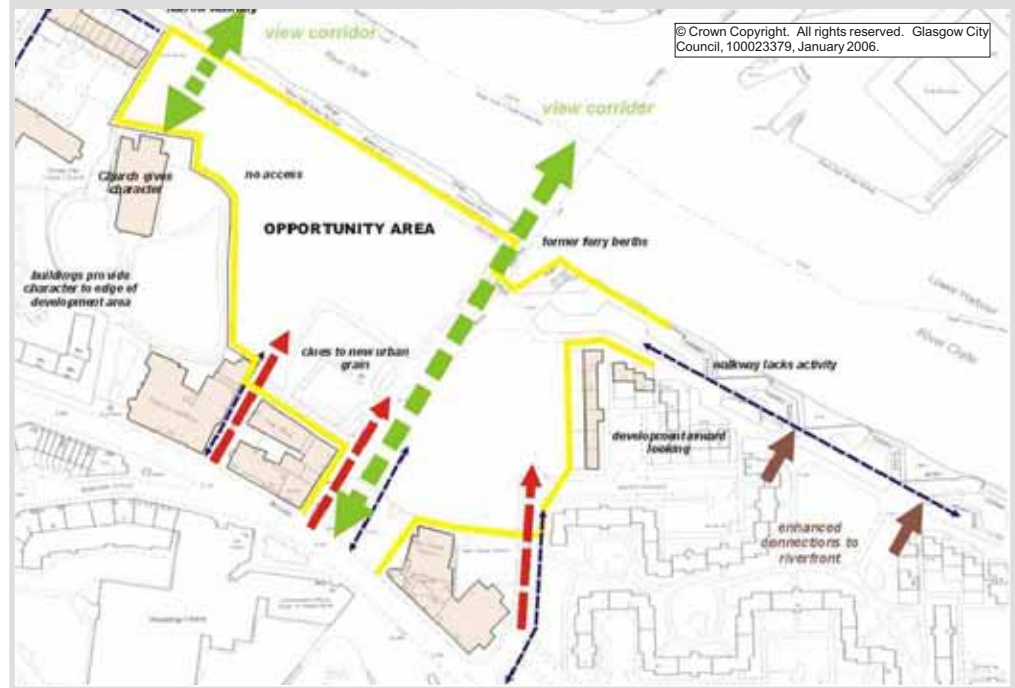


FIGURE TO9 : THE EASTERN APPROACH

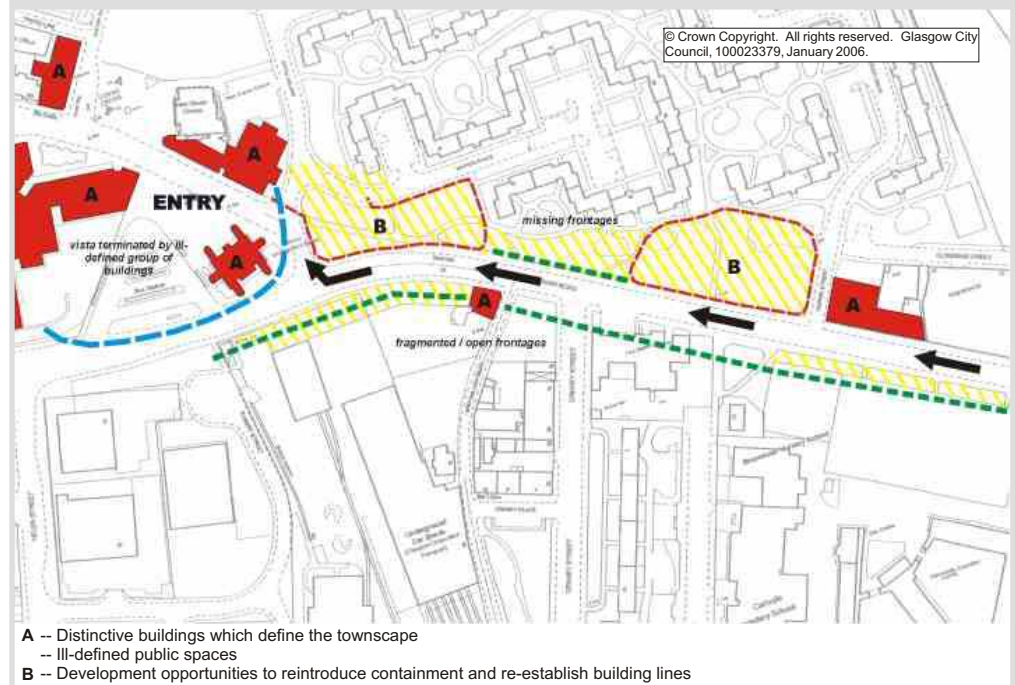
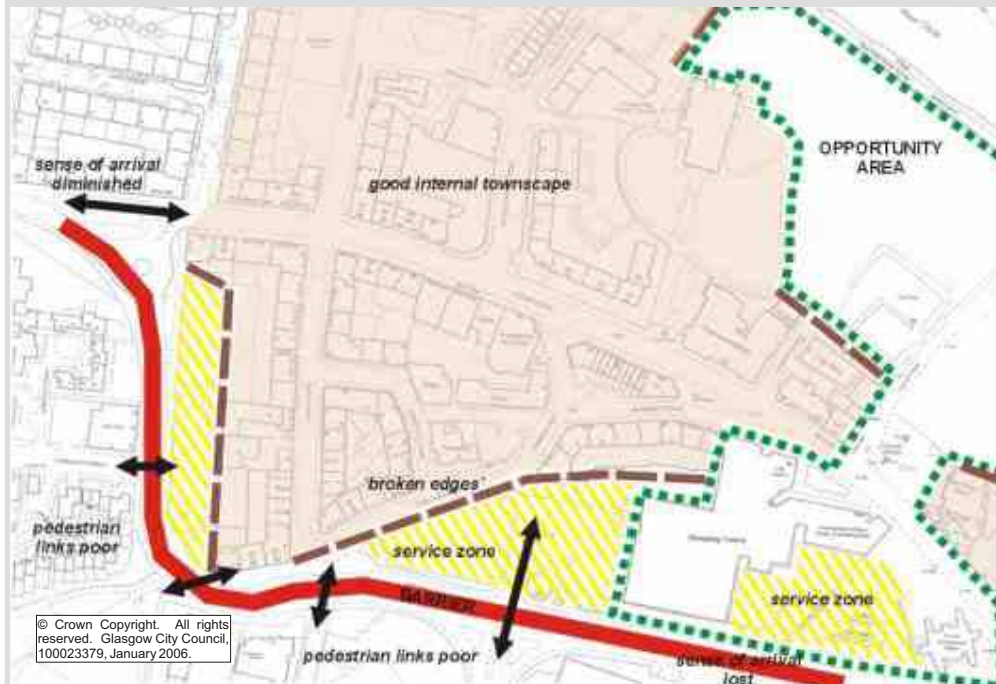


FIGURE TO10 : GOVAN CENTRE

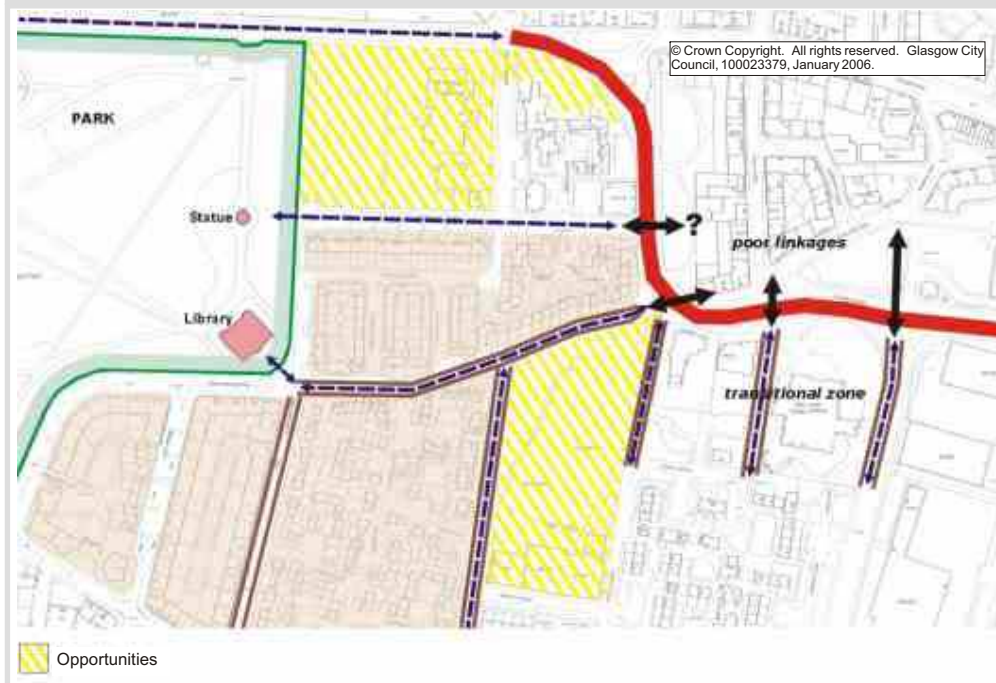


## Govan Town Centre (see Figure TO10)

Despite the impact of CDA demolition, Govan Town Centre retains a remarkably cohesive and high-quality townscape, featuring listed buildings of great character. While the 1970s-built Govan Cross Shopping Centre and its attendant car parks and bus terminus have an adverse impact on the area's townscape, more recent tenement housing developments have shown how respect for the traditional building-street relationship, street pattern, and building scale (without resorting to architectural pastiche) have had a significant effect on improving the appearance of and confidence in the area:

- The plan emphasises the cohesive tenement central area. Within this area there are some gap sites which could be redeveloped, but the most significant local aspect requiring attention is the condition of shopfronts - an issue which is connected to trading conditions and the shopping and business economy of the area.
- The major issue concerning this area is the severance of the centre from its residential and industrial surroundings by Golspie Street. Means of re-integrating these areas are required, ranging from improved crossing facilities to developing vacant or underused sites.
- New development around the shopping centre and Underground station presents opportunities for new businesses, offices and shops in the area and would recreate containment along Golspie Street.
- Separation of the western edge of the central area from its residential surroundings is emphasised by the lack of development on the section of Golspie Street between Langlands Road and Govan Road. In addition, this gap site loses the sense of enclosure of the centre and detracts from the cohesiveness of its townscape, especially when approaching from the west. A significant building is required here of tenement scale to restore the townscape and emphasise entry into the centre.

FIGURE TO11 : ELDER PARK AND HOUSING AREAS



## Elder Park and Housing Areas (see Figure TO11)

Comments made in the preceding section regarding linkages apply equally to these areas. The routes used by pedestrians to progress between the Golspie Street crossing points and the adjoining housing areas are all characterised by vacant land, poor surfaces, over-grown and unnecessary trees and grass areas. Regeneration of these routes is essential in reconnecting Govan centre, housing areas, the library and Elder Park:

- The housing areas at Elderpark Street and Harmony Row require reconnection to Golspie Street by the creation of safe, high quality routes through the intervening land.
- The Langlands Road pedestrian route requires upgrading to improve its safety and quality, and to reinforce the link to the library.
- New development opportunities are identified which would enhance the townscape, create enclosure and reduce open space which is under-used and therefore is perceived as unsafe. New development would assist in re-introducing confidence to the area as a place to live and work.



## ACTION PLAN RECOMMENDATIONS

**Reconnection** : improvement of pedestrian and cycle links between the centre and the areas which it serves, links to the library and Elder Park, and links to the riverfront.

**Consolidation** : develop key sites around the centre on vacant or under-used land or buildings, of a scale which acknowledges the townscape of the central area, re-creates its edges, and reforms its entry points.

**Reconstruction** : alterations, extensions and building on gaps could re-integrate the shopping centre with its surrounding townscape and introduce investment for funding its general upgrading.

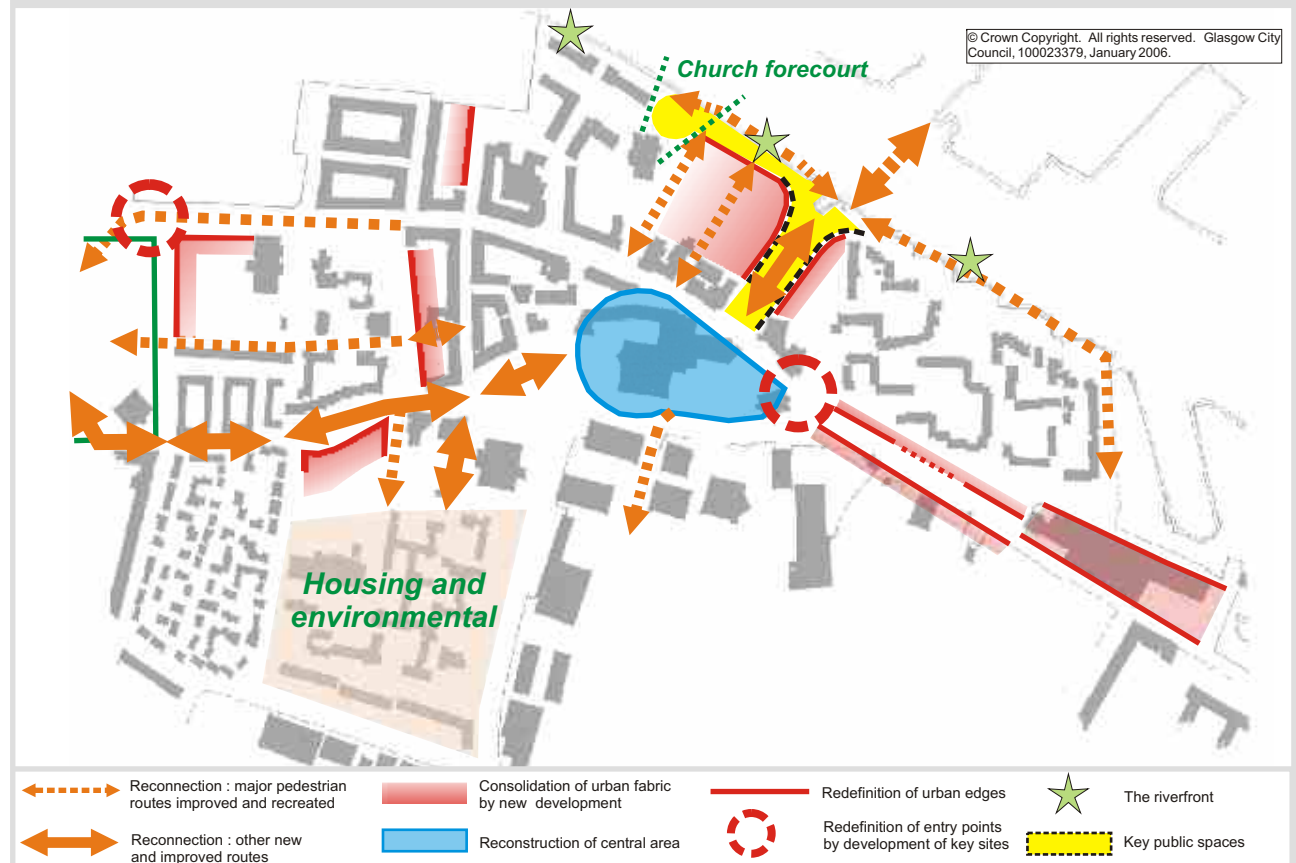
**Redefinition** : of routes by development of vacant sites or under-used land, or where that cannot be achieved, by tree planting of appropriate scale to create green corridors.

**The Riverfront** : a vibrant mixed-use new quarter for Govan including mixed-tenure housing, leisure, entertainment, shops, visitor attractions and a well-designed walkway; all within a townscape of scale and massing that respects Govan's historic core. The riverfront should be the jewel of Govan's regeneration which will celebrate Govan's history and show confidence in its future.

**New development** : opportunities have been identified for new development - primarily housing - which will bring full use to under-used land, recreate the presently fractured urban form into the strong street-based townscape of which elements remain, and bring new population and confidence in the area's future.

**Small-scale environmental improvements** to shops, surfaces, lighting and signage.

FIGURE TO12 : RECOMMENDATIONS



## INTRODUCTION

This chapter describes the ease by which residents of Central Govan can reach places of employment, leisure, education and healthcare by walking and public transport, and also considers measures and initiatives which would enable the local transport and roads networks to better serve the needs of the Central Govan population and those that visit and work in the area.

Studies are also presented of current available traffic flow information and of the existing transport network in central Govan, which were carried out by Dougall Baillie Associates (DBA) in consultation with Glasgow City Council (Land Services) and Strathclyde Passenger Transport (SPT).

References to specific parts of Govan Road in this section are as follows : Govan Road (East) being east of the Golspie Street junction at the Underground station, Govan Road (Central) being that section through the town centre which is by-passed by Golspie Street, and Govan Road (West) from the roundabout where Golspie Street rejoins westerwards past Elder Park.

## KEY ISSUES

### Poor Quality Pedestrian Routes

The Action Plan area is relatively self-contained and walking distances between most internal pedestrian origins and destinations are not unduly long. There are however issues relating to the quality of the routes and their attractiveness at all times of day. Key requirements of good pedestrian routes are directness, quality (eg surfaces, lighting, road crossings), and safety (people feel safe using them).

Routes, which have also been analysed in the townscape and landscape sections of the Action Plan, include the following. They are illustrated on the accompanying diagram (Figure TM1).

#### Govan Road

A major route linking housing, shops, workplaces and the Southern General Hospital, it is predominantly straight and retains, in most parts, its role as the major artery in the area. Predominantly formed of traditional street footways which are in good state of repair, the main drawback is the lack of road crossings, particularly where pedestrians require to cross Golspie Street. Good crossings are lacking at either end of the Golspie Street "loop", and in particular the roundabout at the west end where no crossing facilities exist to help people get from the Centre to housing, schools and Elder Park. Derelict buildings, vacant land, shuttered shopfronts and poorly planned and maintained landscaping result in the pedestrian environment of certain areas being considered less safe.

#### Langlands Road

This route links the library and housing areas in and outwith the south-western sector of the Action Plan area to Central Govan. It is a

direct and relatively-straight spine route onto which there are good connections from neighbouring housing. The pedestrianised section between the library and Golspie Street features poor surfacing, overgrown landscaping, open spaces, and a lack of overlooking and natural supervision. It is considered unsafe by some residents in the evening. The crossing of Golspie Street can be intimidating due to high traffic speeds, the width of the carriageway and lack of calming measures.

#### Garmouth Street

A pedestrian route, which offers a direct route from Golspie Street to Elder Park, which could be upgraded to improve its use.

#### Harmony Row housing

Three routes provide walking connections between Harmony Row housing and Central Govan: (east to west) Harmony Row itself, Nathan Street and a pathway beside the football pitch to the west of the Hill's Trust building. The routes themselves are straight up to Golspie Street, but thereafter each is deflected by the absence of crossing facilities. The pathway requires least diversion as it meets the Langlands Road pedestrian crossing but is too far west to serve the entire housing estate. Nathan Street and Harmony Row require diversion back to Langlands Road which is an unacceptable detour and will result in many pedestrians chancing a crossing away from the signals. Harmony Row comprises conventional street footways in reasonable condition, and Nathan Street is a closed-off former street surface of generally poor amenity. The path is an informal route over grass and rough ground. The main issues have therefore been identified as inadequate crossing opportunities at Golspie Street, perceived quality and safety issues on Nathan Street and the path, and the redundant nature of Nathan Street.

#### Residential areas of East Govan (outwith the Action Plan Area)

Although these areas are outwith the boundary, their routes to shops and services enter the area on the south side of Govan Road (East), east of Broomloan Road.

The routes provide access from housing areas to the shops and services at Govan Cross, the Underground station and bus services. The structure of this area is based on the remnants of a grid street pattern, on occasions disrupted by past developments such as the Cartvale school complex. Nevertheless reasonable permeability remains. Pedestrians progressing from the housing areas to Govan Road (East) to gain access to the town centre and public transport require to negotiate a "twilight zone" of derelict buildings, vacant land, disused sports pitches and overgrown landscaping. The streets themselves are wide, unattractive and litter-strewn. The closure of Neptune Street at the fire station has created a narrow and overgrown passage. This area will discourage walking between the housing and Govan Road and residents are likely to avoid the area in evenings and at night.

#### Helen Street corridor

Helen Street and Harmony Row are the main pedestrian access routes from Central Govan to this, the major employment zone within





walking distance of the Action Plan Area. The routes comprise traditional street footways in good state of repair, and direct industrial frontages and security walls reduce “dark corners” which would otherwise be intimidating. The main quality issue is the crossing of Golspie Street.

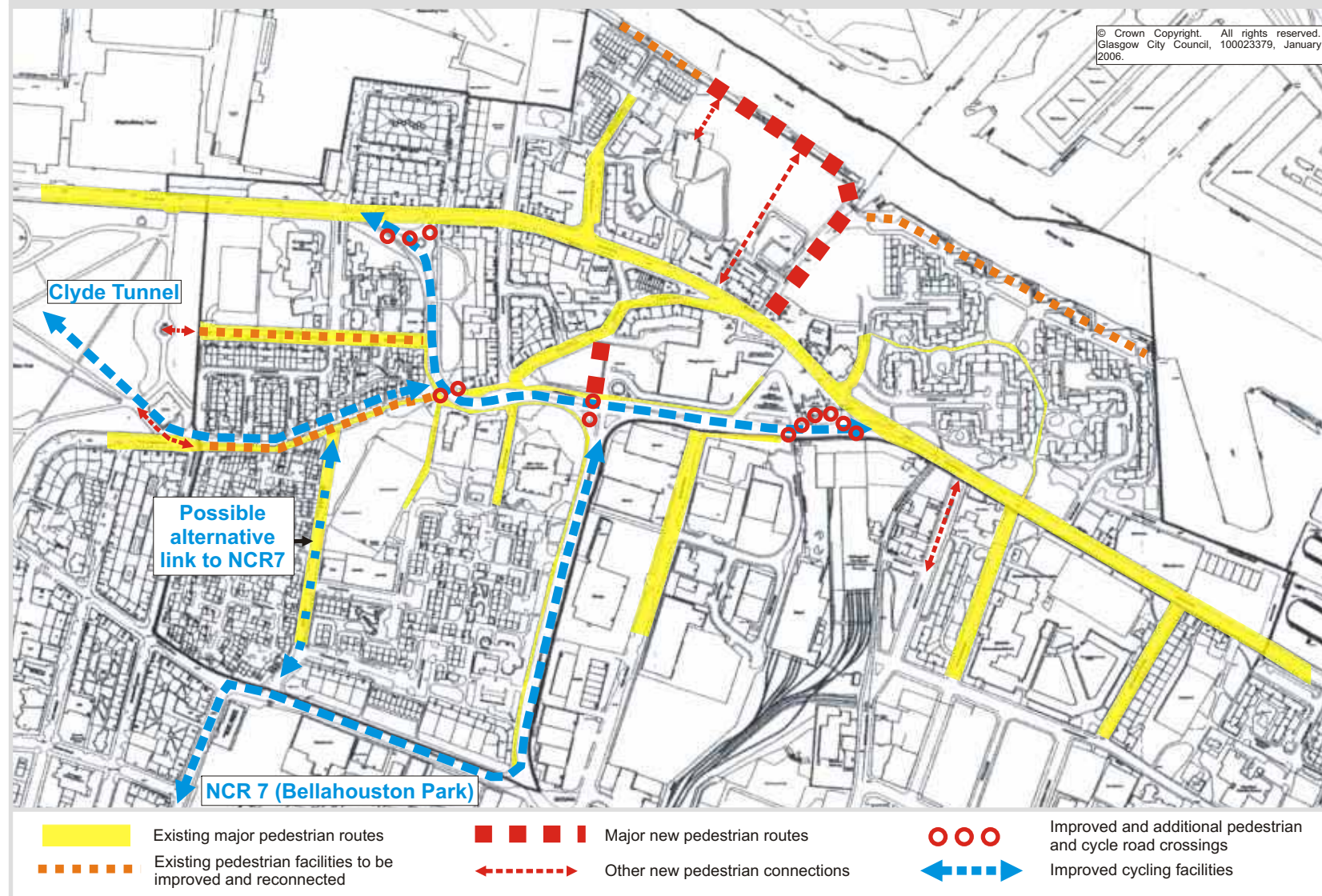
Analysis of walking routes in the Action Plan area reveals an extensive network of routes both on-street and off, but that quality and safety shortcomings exist. These particularly concern the footways and off-road routes which suffer from poor surfacing and landscaping, a lack of natural supervision from adjoining buildings,

and underused or derelict adjoining sites. Road crossings have been identified as an issue, particularly along Golspie Street. Pedestrian conditions on the road network raise issues similar to footways : the adverse impact of adjoining vacant and under-used land and derelict buildings on amenity and safety. The townscape and landscape sections consider these issues in greater detail, and recommendations are made to address them.

### Lack of Cycling Routes

There are no dedicated cycling routes in the Action Plan area. Cyclists require to use streets, and they use the Langlands Road pedestrian route (although no formalised cycling lane exists there). Being of traditional width, most streets in the area can safely accommodate cyclists, and most major routes present the opportunity for the introduction of cycle priority measures if these were considered desirable.

FIGURE TM1 : WALKING AND CYCLING





## Public Transport Accessibility

Being located on the Glasgow Underground Circle and the focus for a range of bus services based on Govan bus station, the impression is initially given that Central Govan has good public transport links to a wide variety of local and City destinations. Nevertheless the public consultation process revealed a degree of dissatisfaction with the services on offer. An analysis of public transport services has therefore been carried out.

Rather than provide an exhaustive list of services presently available, it was considered more valuable to analyse the quality of public transport links to destinations which residents of Govan would likely be attracted to but are beyond walking distance, to reach places of employment, leisure, recreation, education and healthcare. Table 3 presents this information, and the accompanying diagram (Figure TM2) shows the network of public transport services which operate within and directly from the Action Plan Area to other destinations.

Duplication of destinations has been avoided (eg the Southern General is a healthcare facility but also a place of employment, but has only been listed in the former category, and the City Centre could be in all categories).

Govan's most significant public transport asset on a city-scale is its Underground station, which provides links to the city centre and to the full Strathclyde and national network of heavy-rail services. By its link under the river to Partick Station it enables easy interchange with the north-bank and Lanarkshire heavy-rail services and to a network of north-bank bus services; and to other destinations such as the University, Kelvingrove Art Gallery, Transport Museum, and Western Infirmary.

Govan's bus station, immediately adjoining the Underground station, is the focus for local and regional bus services which link the area to a wide range of destinations both to the north and south sides of the River.

A significant proportion of services operated by the smaller companies (First Stop Travel, Puma and Skyline) connect into the residential areas to the south of the Action Plan area. However, they offer limited early-morning, and no evening or Sunday services. On the whole, Firstbus and Arriva routes have better early-morning services, but many offer few or no evening services, although in most cases these destinations are served by alternative services. The only Firstbus "Overground" service serving Govan (the 34), provides buses every 15 minutes during the day and half-hourly in evenings and Sundays on a route linking useful destinations such as Lourdes Secondary School, Bellahouston Sports Centre, Shawlands Cross, Victoria Infirmary, Langside College and Hampden Stadium. The useful 89 / 90 orbital route, which connects Govan to a wide range of City destinations, operates hourly in the evenings, seriously reducing its attractiveness, although the destinations it serves in the Greater Govan area are usually accessible by alternative services.

With most of the Action Plan area being within walking distance of roads used by trunk bus routes such as Govan Road and Langlands Road, there are frequent services at most times of day for travel within the Action Plan area and to the most important external destinations such as the Southern General Hospital and Bellahouston Sports Centre.

Govan is not served by any of the City's night bus services. The nearest routes are the 9 and 56 which both operate on Paisley Road West.

In summary, the area appears to have a reasonable network of Subway and bus services. The only noticeable deficiency is that some of these services do not operate or are very infrequent in the evenings or on Sundays. Areas affected by such shortcomings are often places of employment such as Hillington where there may be no demand for services at these times, or residential areas outwith the Action Plan area.

### Govan Bus Station

Govan Bus Station is currently inefficient and outmoded in terms of its layout. The general environment is poor and unattractive to passengers particularly in the evenings when it is dark and intimidating. There is also the perception of a lack of safety and security which reduces the attraction not only of the surrounding area but also of the use of public transport at this location.

### No Ferry Services

Since closure of the Kelvinhaugh Ferry when the refurbished Underground re-opened in 1980, there has been no cross-river ferry service linking Govan with the north bank. This is unsurprising insofar as the Underground provides a high-quality cross-river link between the centres of the respective communities. Potential ferry berthing points on the north bank are separated from Partick and adjoining areas by vacant and derelict land, industry, roads and railways.

Nevertheless there has been a growing interest in riverside development since the 1988 Garden Festival with more recent high-density housing developments at Kingston, Plantation, Lancefield and Glasgow Harbour; together with other new uses at riverside locations such as Braehead and the expanding SECC complex. Therefore there is an increasing critical mass of population and activity which could justify river-based public transport, even as a start by the introduction of intermediate stops on the "Pride of the Clyde" pleasure ferry operating between Broomielaw and Braehead.

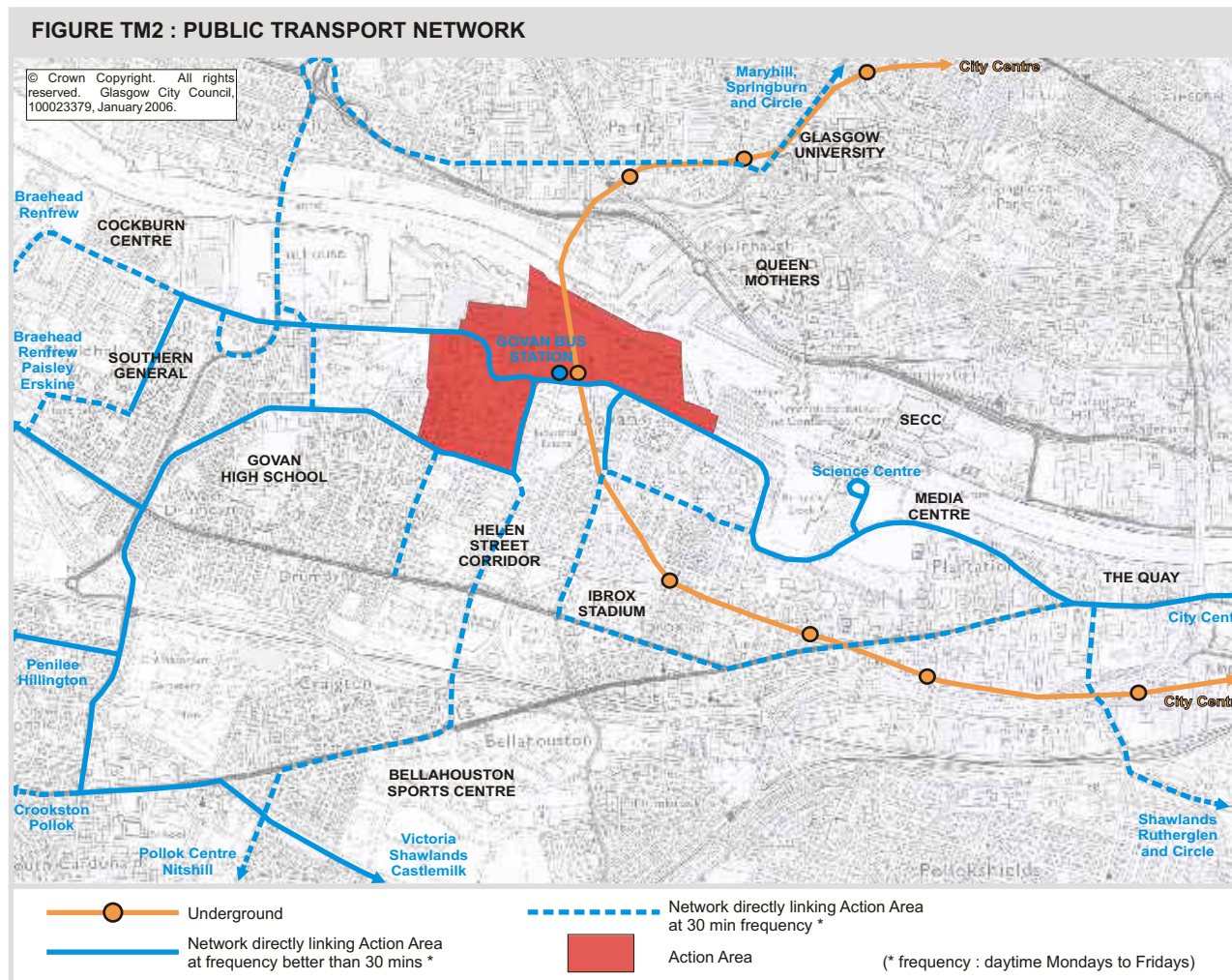




TABLE 3 : PUBLIC TRANSPORT SERVICES

Employment Destinations	Services	Comments
City Centre	Underground Various bus services	Very frequent services at all times.
Helen Street corridor / Ibrox	FB 49, 121 FST 270, Underground	Very frequent by daytime, FB provides limited early morning and infrequent evening and Sunday services. Some of Action Plan area within walking distance. Very frequent Underground services.
Hillington Industrial Estate	FB 765 (one workers service) FST 117, 217, Puma 23, Skyline 25	Frequent morning and during day, infrequent evening services. FST 117 provides the only Sunday service.
Braehead	FST 21 Arriva 21, 23, 24	Very frequent early morning and by day. Arriva 23 provides evening and frequent Sunday services.
South Street corridor / BAe	Underground and FB 89/90 to Partick then connection to Dumbarton Road bus corridor	Very frequent services and good connections at Partick.
Healthcare Destinations	Services	Comments
Southern General	Wide range of services	Very frequent weekdays and Saturdays daytime, frequent evenings and Sundays.
Victoria Infirmary	FB 34, 89/90, 121 FST 134	FB 34 very frequent, other FB infrequent in evening and Sundays; FST no evening or Sunday services.
Western Infirmary	Underground and FB 89/90	Very frequent direct services at all times.
Queen Mothers	Underground and FB 89/90	Very frequent direct services at all times.
Leisure Destinations	Services	Comments
Bellahouston Sports Centre and Palace of Arts	FB 24, 34, 49 FST 134, 140	Very frequent services; 34 provides good evening and weekend services.
Barshaw Park Public Golf Course	FST 117, 217, 270	Frequent services daytime and evenings, FB services require change on Paisley Road West.
Cockburn Badminton Centre	FST 21, 117 Skyline 25	Frequent services daytime and evening.
Glasgow Ski Centre	FB 34, 49	Nearest direct services : need to walk through park.
The Quay (cinemas etc)	FB 89/90 Arriva 23, 23A, 24	Very frequent services daytime, Arriva provide frequent evening services
Ibrox Stadium	Underground and FB 121, FST 270	Frequent Underground services daytime/ evening. Frequent bus services daytime, poor evening services : 121 runs hourly and 270 not in evening.
Parkhead Stadium	Underground then change to London Road quality bus corridor	Very frequent services at all times.
Hampden Stadium	FB 34, 89/90, 121	The 34 provides very frequent services (with walk to Stadium), the other routes infrequent in evenings and on Sundays.
SECC (via Bells Bridge)		Very frequent services daytime, Arriva provide frequent evening services.
Education Destinations	Services	Comments
Lourdes Secondary School	FB 34	Very frequent service at all times.
Govan High School	FB 23, 24, 34 Arriva 23, 24 FST 279	Very frequent services on Langlands Road.
Glasgow University	Underground	Very frequent services at all times.
Cardonald College	FB 24, 34, 49	Very frequent services (34 provides good evening and weekend services).
Reid Kerr College	FST 21, 117, 217 then change in Paisley to frequent Renfrew Road services	Frequent daytime and evenings.
Langside College	FB 34, 89/90	The 34 provides very frequent services.
The term "very frequent" refers to daytime frequencies greater than half-hourly, "frequent" refers to services operating every half-hour; infrequent refers to services operating less than half-hourly. The routes shown above are direct unless indicated otherwise. None of the City's Night Bus routes serve Govan. Abbreviations : FB - Firstbus; FST - First Stop Travel		

## Road Network Issues

A major consideration in the preparation of the Action Plan has been the desire to reduce the impact of the road network on the urban environment of Central Govan and to increase the sense of cohesion between existing neighbourhoods. The existing road network within the Action Plan area and on its periphery has been analysed, together with its connectivity to the wider network south of the Clyde.

Considerations of network operation and capacity have been made on the basis of design year flows developed for this study from existing information available. An ultimate design year of 2022 has been used, based on National Road Traffic Forecast 'Low' growth projections. Allowance has also been made for traffic associated with committed developments at Pacific Quay (including the BBC proposals) and on Helen Street, comprising the new Strathclyde Police complex and the Leewood Industrial Estate development.

### Golspie Street / Harmony Row Junction

This existing priority controlled crossroads junction is perceived as being over-sized for the amount of traffic that uses it. The priority crossroads format is undesirable in road safety terms according to current practice.

Harmony Row provides limited access to the residential areas to the west of the road, whereas the adjacent Helen Street has a role as an industrial access road for development on both sides. Traffic flows reflect the relative importance of these routes, with some 500 vehicles (2 way total) in the future peak hour utilising Harmony Row, compared with some 1,000 on Helen Street.

### Golspie Street / Govan Road (East) Junction

At present this priority controlled junction experiences some congestion due to the presence of turning traffic from the main Govan Road / Golspie Road (East) route into the town centre section of Govan Road. There is also some congestion on that section of Govan Road due to traffic tailing back from Golspie Street to Napier Road. The Action Plan proposes to rationalise junction arrangements in this area by closing the connection between Napier Road and Govan Road, and providing an alternative access junction to the east on Govan Road through the closure of Broomloan Road.

### Govan Road / Orkney Street Junction

This junction offers a direct access to the eastbound motorway at Dumbreck Road and to the housing areas of east Govan and the industrial activities around Ibrox. The increase in traffic on Helen Street has made the Orkney Street route attractive as an alternative particularly to east bound traffic on the Motorway. In addition proposed developments east of Broomloan are likely to increase traffic in this location. The closure of Broomloan road at its junction with Govan Road as discussed above will allow increased control over all traffic movements on the Broomloan Road/Orkney street junction to improve traffic movement and increase traffic safety at this location.

### Golspie Street / Govan Road (West) Roundabout Junction

This roundabout junction severs the townscape at the west end of the central area, and represents a major obstacle to pedestrian movement from between shops and services along Govan Road

(Central), Fairfield housing and Elder Park. Discussions with Land Services raised the issue of the useful local parking area in front of the shops which would be lost if the junction was reconfigured.

### **Langlands Road Corridor**

The Langlands Road corridor has been cut by the re-alignment of Govan Road/ Golspie Street distributor road. This re-routing of traffic has effectively reduced access to Elder park library and removed important connections and physical cohesion between the various residential neighbourhoods in the surrounding area. Whilst the Langlands Road corridor has been retained as a pedestrian route there is little informal supervision or security over much of its length.

### **Shaw Street / Rosneath Street / Burleigh Street**

At present these streets and the adjacent Langlands Road and Harmony Row are subject to low traffic flows and speeds and on-street parking, typical of a tenemental housing area in Glasgow.

### **Golspie Street (West)**

This section of Golspie Street is subject of fast moving traffic which apart from reduced pedestrian traffic safety, creates a barrier between the residential communities to the west and the central shopping area of Govan.

### **Golspie Street (East)**

This section of Golspie Street is much wider than the remaining sections and is a major physical and visual barrier between the residential areas to the south and the central area of Govan. Insofar as the capacity of the road is defined by narrower sections both east and west the opportunity exists to narrow areas of this section without adverse impact on the traffic capacity of the route.

### **Parking Problems**

It has become clear during the preparation of the Action Plan that parking is a major issue in central Govan primarily as a result of commuters attracted to free park and ride facilities at Govan Cross underground station. This has resulted from informal parking on vacant land and road surfaces close to the underground station without any parking restrictions. This situation is cause for concern to local traders who find on street parking limiting options for loading, servicing or short term customer parking for existing businesses. The owners of the shopping centre car park have had to implement and enforce a waiting limit to discourage commuters and ensure the car park remains available for use by shoppers.

## **OPPORTUNITIES**

### **Pedestrian Routes Improvements**

Improvements to pedestrian routes, together with road network improvements, will improve the quality, directness and safety of pedestrian routes in and around Central Govan. The main opportunities include:

- Reducing the impact of Golspie Street
- Increasing pedestrian crossing opportunities
- Traffic calming
- Road width reductions
- Improving the pedestrian-only section of Langlands Road

Further environmental works are discussed in the townscape and landscape sections.

### **Introduction of facilities for cyclists**

The City Council has published details of a Glasgow Cycle Network on a map which includes existing facilities and proposals for new routes. As indicated previously there are no dedicated facilities in the Action Plan area at present. Potential for new routes indicated on the plan are as follows :

- A route indicated to be under design, from Govan Centre to the National Cycle Route in Bellahouston Park. It is shown as using Harmony Row, Crossloan Road and Craigton Road, whereupon it passes under the M8 in the existing underpass to reach Paisley Road West,
- The proposed quality bus corridor along Govan Road, and
- Proposed cycle lanes on Golspie Street and Langlands Road.

These proposals will significantly improve cycle facilities in the Govan area, and the width of most major routes in the Action Plan area would allow the introduction of further cycle routes should these be considered necessary in the future. The incorporation of a cycle lane in the re-opening of Langlands Road for buses would implement this aspect of the Council's proposals, improving the ease by which residents could travel between housing, the town centre and the library. Cyclists are safely accommodated on the City's bus lanes and the additional width on the Langlands Road corridor could allow a wider carriageway that the conventional bus lane, or indeed a separate cycleway alongside the bus lane.

The "Clyde Translink" preferred route along Govan Road could actually detract from the interests of cyclists because unlike the present bus lanes, the route is not available for use by cyclists. Along the affected sections of Govan Road cyclists would be forced to use a greatly-narrowed traffic corridor. As part of the Clyde Translink package, provision of a dedicated East West cycle route would be desirable, although over most of its length it would lie outwith the Action Plan area. Proposals to upgrade and extend the Clyde Walkway at Govan should include a cycle route. While the walkway may eventually extend continuously to the east, the presence of the BAe Govan shipyard to the west means that to provide a continuous route, diversion onto Govan Road or another route would be necessary.

### **Bus and Underground Service Improvements**

Proposals to re-open Langlands Road to bus services will enable the establishment of better public transport links between Central Govan and the residential areas to the south-west.

The analysis of bus services reveals that the Action Plan area is well served internally by bus services, and that links to destinations outwith it are generally good. The main issue identified was that the network of local bus services which serve the residential areas

surrounding Govan do not operate in the evenings. This may indicate a lack of demand for evening transport to Central Govan at the present time and is an issue affecting areas outwith the Action Plan, as the economy of Central Govan improves and the town centre reclaims its key role as the centre of the community with a greater range of social and entertainment services, there may in the future be a demand for evening and better weekend services.

### **Redevelopment of Govan Bus Station**

Assessment of public transport accessibility and facilities serving the Central Govan area indicates that close integration and ease of modal transfer presently exists, and can be enhanced by the reconfiguration of the existing bus station.

SPT has indicated its agreement in principle to this proposal, provided certain standard requirements can be met. In particular, SPT requires 8 bus stances in the reconfigured layout. An indicative layout is shown on Figure TM5.

### **Introduction of Ferry Services**

The opening of an iconic new Transport Museum at Pointhouse (on the north bank opposite Govan) within the Glasgow Harbour development will create an opportunity for Govan to connect directly into a major national visitor attraction as a leisure destination and employment source. This would best be afforded by a direct cross-river ferry link, possibly relating to the Transport Museum theme by using the old ferryboats which have been preserved. Further benefit to Govan would derive from Transport Museum visitors being attracted across the river to view the initiatives recommended in this Action Plan, thereby bringing tourist-related economic benefit.

The option also exists to include Govan in a network of stopping points for enhanced linear ferry services linking all the new developments between the City Centre and Clydebank. Govan would thereby ensure full integration into the river as a focus for new urban regeneration and expansion, and bring a range of new travel opportunities to its population.

### **South Bank Clyde TransLink Preferred Route**

The City Council and Strathclyde Passenger Transport are developing plans for a future strategic Mass Transit network throughout the city. The Clyde corridor was selected for analysis as a first stage in developing the network due to the number of new developments proposed along the river, and this will form the basis for a wider network. The "Clyde Corridor Transport Study" has established the general principles of routes on the north and south banks, although detailed routes await further study. A road-based system using trambus technology with dedicated track has been adopted for the north bank, known as the "North Bank Clyde Translink".

The South Bank Clyde TransLink is envisaged to operate from the City Centre to Pacific Quay and along Govan Road to the Southern General Hospital and beyond. Route options exist in Central Govan including whether the route uses Govan Road (Central) through the town centre or Golspie Street, and whether the route continues westwards along Govan Road (West) to the Southern General or uses Langlands Road to achieve better penetration of housing areas.



Final decision of these options is likely to await technical analysis of the operating requirements of the chosen system, but maximum community benefit would be achieved by use of Govan Road in the central area, and by the onward route to the Southern General following Langlands Road.

The Clyde Translink route will require 2 lanes of the road to be removed from use by general traffic. This will have an impact on existing on-street parking spaces and loading bays and replacements facilities will therefore need to be provided.

### Road Network Rationalisation

Assessment of prevailing and predicted future traffic flows indicates that there is significant potential to rationalise the existing local road network in the Action Plan area. The following describes a series of road network measures which could be taken to rationalise traffic circulation, improve public transport access, achieve environmental improvements and create development opportunities in Central Govan. Figure TM3 shows the package of recommended road alterations.

#### Golspie Street/Harmony Row Junction

The potential for a roundabout junction was considered, and is feasible in design, capacity and operational terms. Nevertheless in conjunction with rationalising other facilities in the area such as the existing signalised junction of Golspie Street and Helen Street, and also in terms of pedestrian access, a roundabout is less desirable than other options.

The Council's Land Services indicated a willingness to consider the closure of Harmony Row at Golspie Street, perhaps retaining emergency access provision, with Helen Street becoming the primary north-south distributor route to and from Govan. Closure of Harmony Row at Golspie Street would also enable the carriageway of Harmony Row to be reduced with resultant enhanced pedestrian facilities. Figure TM4 shows an illustrative layout.

Analysis of this option indicates that the present Helen Street / Golspie Street junction layout would be capable of accommodating the resultant increased turning movements.

#### Golspie Street / Govan Road (East) Junction

There is an opportunity to rationalise junction arrangements in this area by closing the connection between Napier Road and Govan Road, and providing an alternative access junction to the east on Govan Road through the closure of Broomloan Road (see Figure TM6).

#### Govan Road / Orkney Street Junction

The introduction of traffic lights at this junction will promote the free flow of traffic and incorporate improved pedestrian facilities at Orkney Street and Govan Road. In combination with the control of congestion on Govan Road (which can otherwise be expected to worsen with continuing traffic growth), the provision of improved pedestrian facilities would make access to the Underground and bus stations easier, thereby encouraging their use by existing and new residents. This is illustrated on Figure TM6.

#### Golspie Street / Govan Road (West) Roundabout Junction

It is considered that alternative bay-parking facilities could be incorporated into a redesigned signal-controlled junction at this location which could achieve three major benefits: improved pedestrian crossing conditions; the opportunity for through bus routes to easily operate through Govan Road (Central) and therefore serve the central area instead of avoid it at present by use of Orkney Street; and having the potential to release land for development on the south-west side of the junction thereby re-forming the urban edge on the south side of Govan Road. Accompanying Figure TM7 illustrates how such a junction could be designed.

#### Langlands Road Corridor

Consideration was given to the potential for re-opening the Langlands Road corridor to bus traffic, in order to improve public transport penetration to existing and proposed new housing and to improve access to Govan Library (see Figure TM3).

Due to the presence of service roads to the south and north of the corridor and its insufficient width of approximately 5 metres, it may

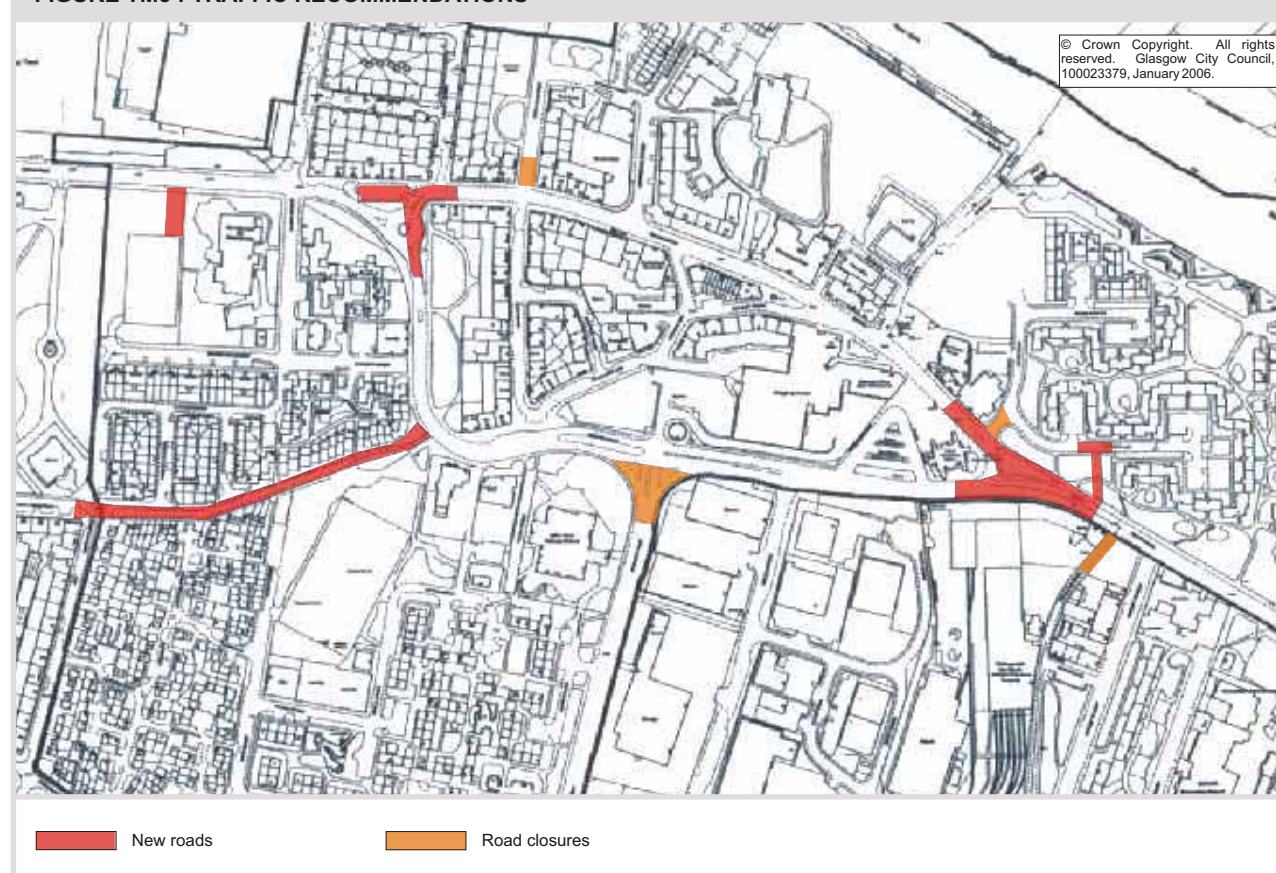
not be possible to achieve two-way traffic on Langlands Road, and therefore bus routes may only be one-way. The preference in traffic terms would be for a southbound route, given the potential difficulties in northbound traffic exiting from a re-opened Langlands Road onto Golspie Street at a 90 degree bend in the road, whereby traffic signal control would be required. However this issue can be reviewed in more detail once the various developments have taken place.

In the event of such a route being promoted, a bus gate would need to be installed to prevent cars from using the route. Concern was expressed by GCC Land Services in consultations over the potential abuse of a bus gate by unauthorised traffic, based on experience in other areas. The preference would therefore be for a section of one-way bus-only road with no access to residential areas rather than a short bus gate, thereby reducing the likelihood of such abuse.

#### Shaw Street / Rosneath Street / Burleigh Street

Consideration has been given to extending the existing limited one-way operation in this area to reduce traffic levels. While this could be done, it is considered that no substantial benefit would be derived from increased one-way circulation in this residential area.

FIGURE TM3 : TRAFFIC RECOMMENDATIONS





**FIGURE TM4 : GOLSPIE STREET / HARMONY ROW**

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**FIGURE TM5 : GOVAN BUS STATION**

The diagram is a site plan for the Govan Bus Station, labeled 'OPTION 6'. It shows the layout of the station relative to surrounding features. At the top left is the 'Shopping Centre'. To the right is a 'Shelter' and a building labeled 'S.'. The 'Bus Station' is centrally located, with a 'Govan Underground Station' to its right. A 'Sub Stn' (likely subway station) is at the bottom right. The plan includes various roadways, pedestrian paths, and building footprints. A copyright notice in the top right corner reads: '© Crown Copyright. All rights reserved. Glasgow City Council, 100023379, January 2006.' The number '25' is visible in the bottom left corner of the plan area.

**FIGURE TM6 : GOLSPIE STREET / GOVAN ROAD (EAST)**

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**FIGURE TM7 : GOLSPIE STREET / GOVAN ROAD (WEST)**

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## Golspie Street (West)

The proposal described earlier to close the existing junction of Golspie Street and Harmony Row is combined with a proposal to address the existing excessive width of Golspie Street itself.

With the closure of Golspie Street / Harmony Row junction, it would be reasonable to reduce the width of Golspie Street in this area, between Langlands Road and Harmony Row. The surplus carriageway area can then be made available for environmental improvements or to facilitate redevelopment of adjacent areas.

This reduction in the width of Golspie Street, shown on Figures TM4, 5, 6 and 7, would require to retain the existing right turn lane into Govan Cross Shopping Centre car park in the form of a ghost island priority junction. This proposal would result in a reduction in the width of Golspie Street by some 30%, or 5 to 6.5 metres.

To the south of Golspie Street, the carriageway width of Harmony Row could also be reduced to 7.3 metres, depending on the on-street facilities required. Given that the housing area to the west of Harmony Row is provided with service roads and parking facilities, a width of 7.3 metres for Harmony Row is considered reasonable. This constitutes a reduction of some 50% in its width, giving a significant space over to creation of environmental improvements or to facilitate redevelopment.

## Golspie Street (East)

The existing signalised junction of Golspie Street and Helen Street could be retained in its present form. The length of the marked right and left turn lanes could be extended to improve traffic movements.

There would also be the potential for some traffic to redistribute from both Harmony Row and Helen Street to Orkney Street with the introduction of traffic signals at the Govan Road (East) / Orkney Street junction, as proposed above. This situation would be beneficial to the operation of the Helen Street / Golspie Street junction.

## Improved Parking Facilities

As outlined in the Retail Analysis a major consideration of the Action Plan has been to increase the sphere of influence of the Govan Cross Shopping Centre and particularly in taking advantage of the potential use of public transport interchange. In this context it would be appropriate to consider the potential for an enhanced Park and Ride facility adjacent to the Shopping Centre where commuter parking could increase the usage of the Centre and public transport.

At the present time, the issue of uncontrolled commuter car parking must be addressed. As the Action Plan is implemented the sites presently used for this purpose will be developed. Nevertheless there remains the present issue of on-street commuter parking which limits the parking opportunities for visitors and deliveries to shops and services. It is therefore recommended that a daytime Traffic Regulation Order be imposed in the Central Area to place a time limit on on-street parking during weekdays.

## ACTION PLAN RECOMMENDATIONS

### Walking

- The section of Langlands Road and the library be completely renewed (in conjunction with opening of a busway along the route), including resurfacing, removal of obstacles, better lighting and removal of features which reduce natural supervision.
- Improved pedestrian road crossing facilities along the Golspie Street corridor : at the roundabout at Govan Road (West), at Langlands Road, at Harmony Row and at the Subway station.
- The Golspie Street / Harmony Row crossing improvements would be accompanied by a pedestrian route north through the car parks to the Central Area.
- A major pedestrian route from Govan Cross to the riverfront as a defining element in the redevelopment of this area. Other minor links would similarly connect Govan Road with the riverfront at Pearce Street and to the Old Parish Church.
- A major new section of riverfront walkway connecting existing sections from Water Row to Wanlock Street.
- Improvements to the two existing sections of riverfront walkway at Riverside and Wanlock Street.
- Improved pedestrian facilities in Garmouth Street to enhance the link from the Central Area to Elder Park.
- Improved pedestrian facilities in Orkney Street (outwith the Action Plan) to provide good connections between housing areas to the south-east and Govan Central Area.

### Cycling

- Provision of cycle facilities on Langlands Road, either by shared use of a bus route or as a separate lane.
- Implementation of the already proposed route from Central Govan to National Cycle Route 7 in Bellahouston Park. Consideration should be given to using Elder Street rather than Harmony Row / Crossloan Road.
- Implementation of an envisaged cycle route through Elder Park to link with the existing Clyde Tunnel cycleway from Central Govan.
- Implementation of the Council's proposed cycle lane on Golspie Street.
- Inclusion of cycling facilities on the refurbished and extended cycle walkway.
- Introduction of "Toucan" cyclist crossing facilities at the Golspie Street pedestrian crossings recommended above under "Walking".
- The Plan supports the introduction of a Quality Bus Corridor along Govan Road as it will enhance cycle facilities. Nevertheless should the corridor be replaced with South Bank Cycle Translink alternative cycle facilities should be created.

### Public Transport

- Govan Underground and bus stations needs significant improvement to ensure that public transport services in the area have an attractive environment to retain and attract patronage. The Plan recommends significant investment to integrate the stations more closely together, and with the shopping centre and Cross.
- The Plan supports the Council's intention to install a ferry pontoon at Govan, for use by the linear ferry services and by a future cross-river link which would operate on completion of the Glasgow Harbour commercial centre and Yorkhill Transport Museum.
- The Plan supports the Council's intention to implement a quality bus corridor along Govan Road, and that it is recommended that it should operate through Govan Road (and not Golspie Street) to ensure maximum accessibility to the shops and services in the Central Area.
- If the South Bank Clyde Translink is promoted, the recommended route is Govan Road through Govan town centre, then onwards to the Southern General Hospital via Langlands Road.

### Road Network

Assessment of particular road network issues, in discussion with GCC Land Services, has lead to the development of the following key roads elements which provide a basis on which the Action Plan recommendations follow:

- Installation of traffic signals replacing existing roundabout at Govan Road (West) / Golspie Street (west).
- Reopening of Langlands Road for restricted public transport access.
- Closure of Harmony Row at Golspie Street and narrowing to enable redevelopment and environmental treatment.
- Narrowing of Golspie Street by some 30% west of Harmony Row, enabling redevelopment and environmental treatment.
- Closure of Govan Road / Napier Road to ease localised congestion, combined with opening of new Govan Road / Napier Place junction and reconfiguration / signalisation of Govan Road (East) / Golspie Street.
- Closure of Govan Road (East) / Broomloan Road combined with signalisation of Govan Road (East) / Orkney Street.

### Parking

- It is recommended that a weekday daytime Traffic Regulation Order be imposed on Central Area streets to prevent commuter parking and make parking available for visitors and deliveries to the shops and services.
- Consideration should be given to the development of a multi-deck car park adjacent to Govan Cross Shopping Centre to increase the use of the centre and Public Transport at Govan Cross.

## INTRODUCTION

For the purpose of this analysis, landscape is defined as public open space, and includes both hard and soft landscape areas.

Good landscape involves achieving a balance of three elements: ecology, community and delight (Thomson, 1999).

**Ecology** in Govan's urban context concerns sustainability what is achievable within the available budgetary constraints for implementation and, most importantly, what can be maintained in the longer term to acceptable standards. This issue will be referred to as 'Landscape Condition: Maintenance and Management'.

**Community** is about having a landscape that is relevant to the place and useful to the people of Govan. This issue will be referred to as 'Landscape Types and Community Value'.

**Delight** is about good design and making places that are attractive and have an aesthetically pleasing quality. This issue will be referred to as 'Landscape Quality'.

## KEY ISSUES

A quantitative review of the amount of open space and tree cover in the overall study area indicates a relatively high amount of both (see photograph below). In summer the tree cover provides a valuable amenity and wildlife resource, improves air quality and provides shading and shelter. Tree lines along the road frontages are particularly valuable for enhancing amenity and reducing pollution, and they already provide direction and emphasis to the routes leading to the centre. This may appear to suggest that Govan has a good landscape. However, a qualitative review of the actual landscape types, community value, condition, maintenance, and quality reveals this is not so.





## Landscape Types and Community Value

Govan has an abundance of landscape areas but none which satisfy any of the criteria of "Ecology, Community and Delight". Seven distinct landscape types can be identified within the Action Plan area:

- Public greenspace with defined uses;
- Active open space / pitches;
- Housing areas as these include designed public open space / communal areas;
- Schools greenspace with schools grounds;
- Public realm / transport;
- Interim green space; and
- Derelict and vacant sites, some of which have temporary uses.

The land-uses of many of the spaces within these types have little community value as they are mostly "hard" and associated with other uses, are used only by certain sectors of the community, or are interim or vacant. All the spaces would benefit from some review and redesign to make them more useful and relevant to today's community.

## Public Greenspace with Defined Uses

There are only a few purpose designed public spaces with well-defined uses that can be described as assets for the community. The spaces are:

- Elder Park, a Victorian public park with mature trees immediately adjoining the Action Plan area. However, Glasgow City Council recognises it includes disused facilities, no subsequent tree planting and poor links to the current community and has proposals to upgrade the park.
- Govan Riverside section of the River Clyde Walkway (and to a lesser extent the area of the Walkway to the west behind the McKechnie Street housing area) provides river frontage walks and excellent views over and along Clyde. With links closed off to the east and few overlooking windows, it suffers from reduced use and lack of surveillance of Govan Old Parish Church cemetery. This is the oldest space in Govan. Views to and from the churchyard are blocked by scrub vegetation on the derelict land to the north and east.



Public Greenspace with defined use : Elder Park



Public Greenspace with defined use : Govan Walkway

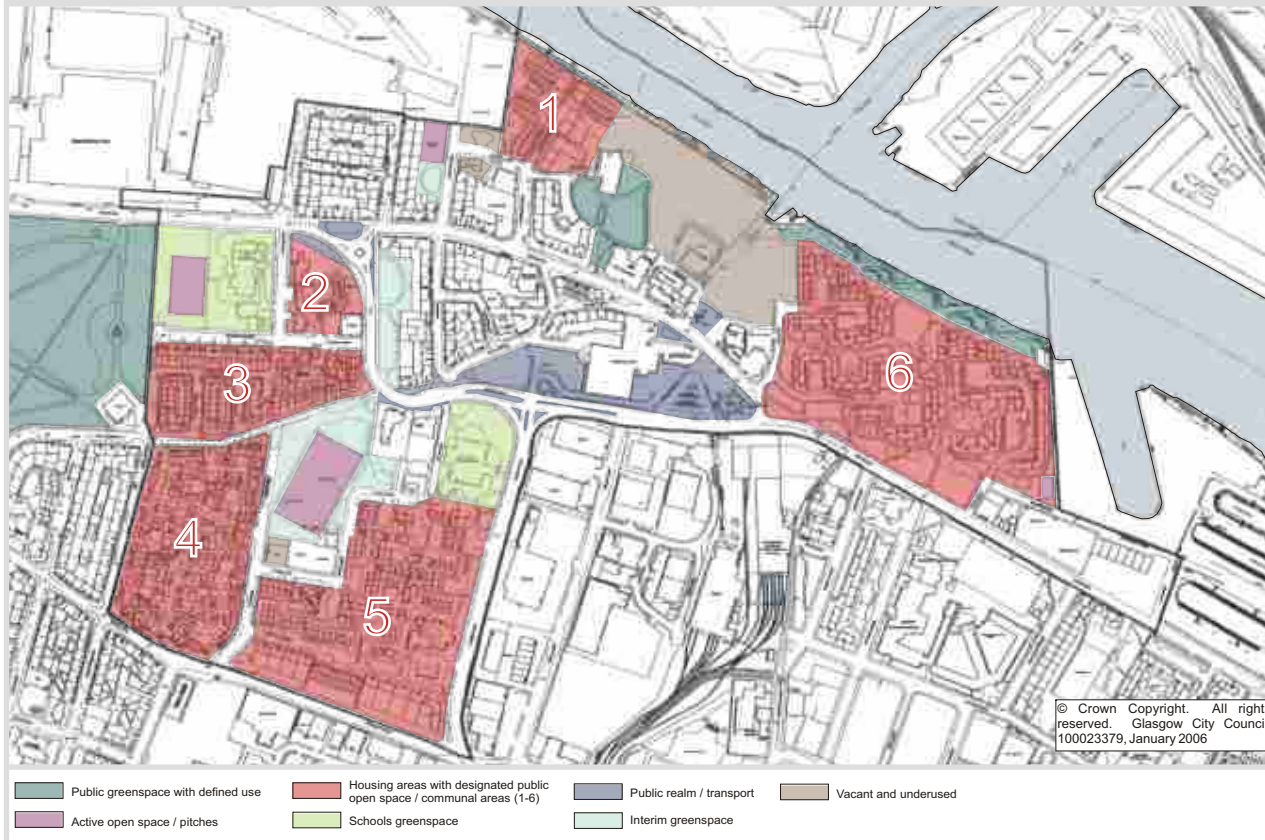


Public Greenspace with defined use : Old Govan Church Yard



Public Greenspace with defined use : Riverside walk to the west

FIGURE LA1 : EXISTING LANDSCAPE TYPES - LOCATIONS



### Active Open Space / Pitches

There are four pitches of various sizes and states of repair that are in use and available to the community.



Active open space / pitches (Clydebrae Street)

### Housing Areas with Designated Public Open Space / Communal Areas

There are six housing areas (highlighted on Figure LA1) which include open space in their overall layouts. These spaces are primarily intended for the benefit of their local residents and can therefore be described as “semi-private” open space. The amount and type of open space varies with the style of the housing layout, but in general serves little useful purpose apart from amenity open space. The tenemental properties in central Govan off Govan Road (Luath / Howa Streets and Shaw / Rathlin Streets) are not included, as they do not include obviously publicly accessible landscaped areas.

#### Area 1 : McKechnie Street

This is one of the most recent housing developments. There are few landscaped areas and those that do exist surround the car parks. Planting and mounding have been used to provide a visual buffer to the shipyard and to varying degrees of success to the east to prevent ball games.



Area 1 : McKechnie Street

#### Area 2 : Golspie Street (West)

The scale and layout of these flatted properties includes large grassed areas. The definition between private and semi-private open space is not well defined and temporary chespaie fencing has been used as an interim solution.



Area 2 : Golspie Street (West)

#### Area 3 : Fairfield

This development has well defined and contained private space. It contains no useable public open space. Amenity space is limited to planted areas defining parking bays.



Area 3 : Fairfield



Area 4 : Greenfield

#### Area 4 : Greenfield

This two-storey development contains neither well-defined private space nor useable open space. The planted areas however are larger and more numerous. Poor choice of large shrub species in the initial design now means substantial pruning is necessary to restore appropriate visibility and avoid personal security issues.

#### Area 5 : Harmony Row

This development of two- and three-storey buildings includes an abundance of open space. Large areas of grass and some planting provide buffers to its edges with Harmony Row and Crossloan Road. Within the internal layout there are further areas of grass associated with the parking layout and mounded to affect a barrier to prevent access between Harmony Square and Crossloan Terrace. None are useable for ball games. Similar other grassed areas are fenced and prevent any access at all. The original layout intended play areas, but now only the retaining walls remain as all equipment and seats have been removed.



Area 5

#### Area 6 : Riverside

This development of two- and three-storey housing was designed with a buffer along Govan Road and in association with Govan-Riverside section of the River Clyde Walkway as an edge to the Clyde. The large-scale grass and tree areas which are mounded in the internal areas of the layout are reasonably effective as they provide a simple and easily maintained landscape in scale with the buildings. These were originally designed to include sitting and play areas but these elements have now been removed. It is not known whether this is due to vandalism or whether there were objections from the residents.



Area 6



### Schools Greenspace

Most of the greenspace surrounding the two primary schools is neither used by the schools themselves or contributes to the wider amenity of Govan. The broad bands of grass are suburban in character and inappropriate to the urban roadside locations. Trees are of a poor quality and there is no distinct design.



Schools greenspace (Garmouth Street)

### Interim Greenspace

Interim greenspace has been provided as a short-term environmental solution where former buildings have been demolished until permanent uses can be established. It is therefore dispensable in the redesign of Govan.



Interim greenspace (view to Golspie St / rear of Shaw St)

### Vacant and Underused Land

Some areas of vacant and underused land are merely unattractive as they permit temporary uses such as the Showpeople's caravan area and car park / market. However other areas are even more unsightly as they are completely derelict and unmaintained. Where edges are accessible and unprotected, there is litter and dumping. A large area of derelict land exists to the north of Old Govan Parish Church, which is inaccessible to the community, prevents access along the Clyde and presents an untidy image of Govan to the Clyde. All such areas are wasted resources and opportunities.



Vacant and underused (Water Row / Pearce Street)

### Public Realm / Transport

This landscape type is generally defined as the hardscape open spaces in and around the town centre. In Govan this is currently limited to the surrounds of Govan Cross including the Shopping Centre, bus station and Subway station. There are virtually no seats or litterbins, surfaces are poor and access is not designed to be pedestrian or disabled friendly. The area at the junction of Golspie Street and Govan Road (West) with grass and timber trip rails and fencing is inappropriate for the urban location. The areas of this landscape type are limited and fragmented.



Public realm / transport (Golspie St / Govan Rd junction)



Public realm / transport (Golspie Street)

## Landscape Condition: Maintenance and Management

All of the areas shown in the illustrations are maintained to some extent with the exception of the derelict land. The appearance at any particularly time will vary with the frequency and programme of maintenance visits. However the appearance of the landscape is determined not only by the regular maintenance regimes but also by longer-term management issues.

In terms of routine maintenance, the areas that comprise grass and trees only are generally the most tidy, in that they require only a simplified maintenance regime of regular grass cutting. However, fenced grass areas tend to be more problematic, collecting litter and making litter clearance more difficult and also requiring weed control at the fence bases. Shrub planting areas are even less tidy, as they trap litter and require more complicated maintenance to maintain them as originally designed. There is evidence that at least in some areas the shrubs beds are weeded and shrubs pruned.

However the condition of Govan's landscape has suffered through a lack of longer-term management issues. There is no evidence of any review of the original designs to see whether they need modification or repair. Plants that have died or been vandalised have not been replaced, and repairs and/or replacements are needed to walls, seats, set walls, etc., at Govan Riverside section of the River Clyde Walkway and elsewhere.

Some issues have a health and safety concern, for example at Govan Riverside section of the River Clyde Walkway, if the surface is not replaced to provide a more pedestrian friendly surface for walking, then lichen should be removed from the paths to prevent slipping. In general it is the oldest areas that are in greatest need of repair and long-term management.



Lichen to be removed from set paving (Govan Walkway)



Walls to be repaired (Govan Walkway)



More frequent grass cutting required



Weeds in paving (Govan Cross Square)



Fencing to be repaired (Elder Street)



Fenced areas - litter and leaves 'trapped'  
(Harhill St / Harmony Place)



Gaps in shrub beds not replaced. Broken trees should be removed or replaced (Fairfield St)



Repairs needed to walls and railings (Govan Rd / Golspie St)



Mounded grass and trees - mostly tidy



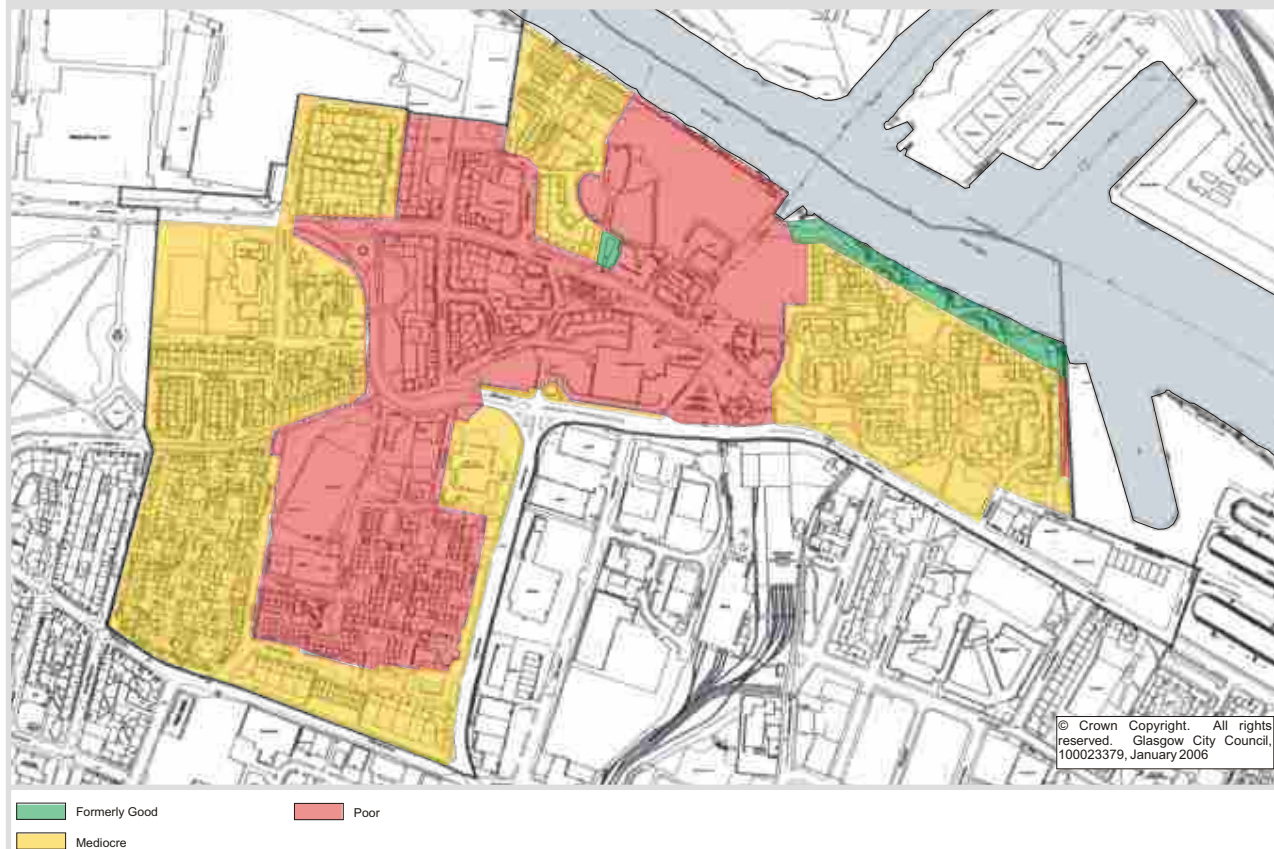
## Landscape Quality

There are no examples of outstanding landscape quality in Govan. Most areas are mediocre or poor. The only areas that were purposely designed for good aesthetic quality are the entrance to Old Govan Parish Church and Govan Riverside section of the River Clyde Walkway, constructed for the Royal Jubilee in 1977. Both layouts have strong forms still relevant today, but they have been allowed to decline and now require substantial repair and upgrading.

Elsewhere the majority of the landscape is mediocre and non-distinct, with a design style more in keeping with that of a suburban area or New Town. In a few areas the landscape quality is so poor that it has a negative impact on the overall image of Govan. The most notable example of this is the exit from the Subway and first impression of Govan - a view of leaning trees. Whatever the reason for this, merely failure to straighten the trees after planting or problems with the roots becoming unstable as a result of train vibration or a shallow rooting depth, they will not straighten by themselves. The leaning trees are untidy and neglected and of course may also be a hazard if they fall.

A further example of poor quality landscape design, which impinges on the image of Govan, is the treeline at the new flatted development west of the Pearce Institute on Govan Road. Inappropriate tree species and tree forms disrupt rather than unify the street frontage. Within the housing areas there are further localized areas of poor quality design. These exist mainly where the design style is outdated, some of the elements of its original purpose have now been removed or where the wrong species have been planted in the wrong place.

**FIGURE LA2 : EXISTING LANDSCAPE QUALITY - LOCATIONS**



**Formerly Good** : Govan Walkway has been allowed to decline since its opening in the Royal Jubilee year



**Formerly Good** : Entrance to Old Govan Parish Churchyard, paving in disrepair, trees over mature and original layout partly grassed over



**Formerly Good** : 1836 Plan of Govan Churchyard showing original entrance and formal gardens



**Mediocre** : Non descript pattern of planting (Govan Road / Napier Street frontage)



**Mediocre** : Planting in right place but no layering or edge treatment (Garmouth Street)



**Mediocre** : Effective edge treatment, but species too varied (car park edge at Govan Road)



**Poor** : Leaning trees - negative image of Govan and potential hazard (entrance to Underground)



**Poor** : Grass and timber is inappropriate for an urban area (car park at junction of Golspie St and Govan Rd)



**Poor** : Inappropriate tree forms for street frontage (894-900 Govan Road)

## Summary of Key Issues

In summary, Govan's most significant landscape and visual features are its river frontage location and its interrelationship with the Clyde waterfront as a whole. Accessible frontages at each end of the Action Plan area afford good long views along the Clyde and are significant strengths. However the central section comprises derelict land. Overgrown scrub vegetation currently prevents public access along the river frontage and views in and out. It is a weakness and lost opportunity for Govan and the City.

Existing tree cover is extensive but much of it is associated with derelict land or temporary landscape, is over mature or has been poorly designed and planted.

Only a small proportion of the existing landscape areas have well defined uses. Govan Riverside section of the River Clyde Walkway, Old Govan churchyard, the adjacent Elder Park, and pitches. Much of the remainder have no real function. The amount of open space and style of large areas of grass and shrubs is inappropriate for the urban area, especially along main road frontages.

While the landscape areas receive some routine landscape maintenance, this has not dealt with longer-term management issues or repairs.

There are no areas of outstanding design. Most are mediocre or poor.



## OPPORTUNITIES

The main landscape strengths and assets of the area are:

- Central Govan's waterfront location, its greatest asset, which has the potential to provide a new identity and links with the wider area of Govan and provide an excellent landscape for the future. This should be fully opened up and improved.
- The spaces - Govan Riverside section of the River Clyde Walkway, Govan Old Parish Church Cemetery and Elder Park. The spaces should be reviewed in detail, repaired, upgraded and enhanced and integrated better with the rest of the Action Plan area at the edges and the ends to encourage greater use.
- The important treelines leading into the centre of the Action Plan area, which should be retained and enhanced.

### New Landscape, Environmental Improvements and Public Realm Works

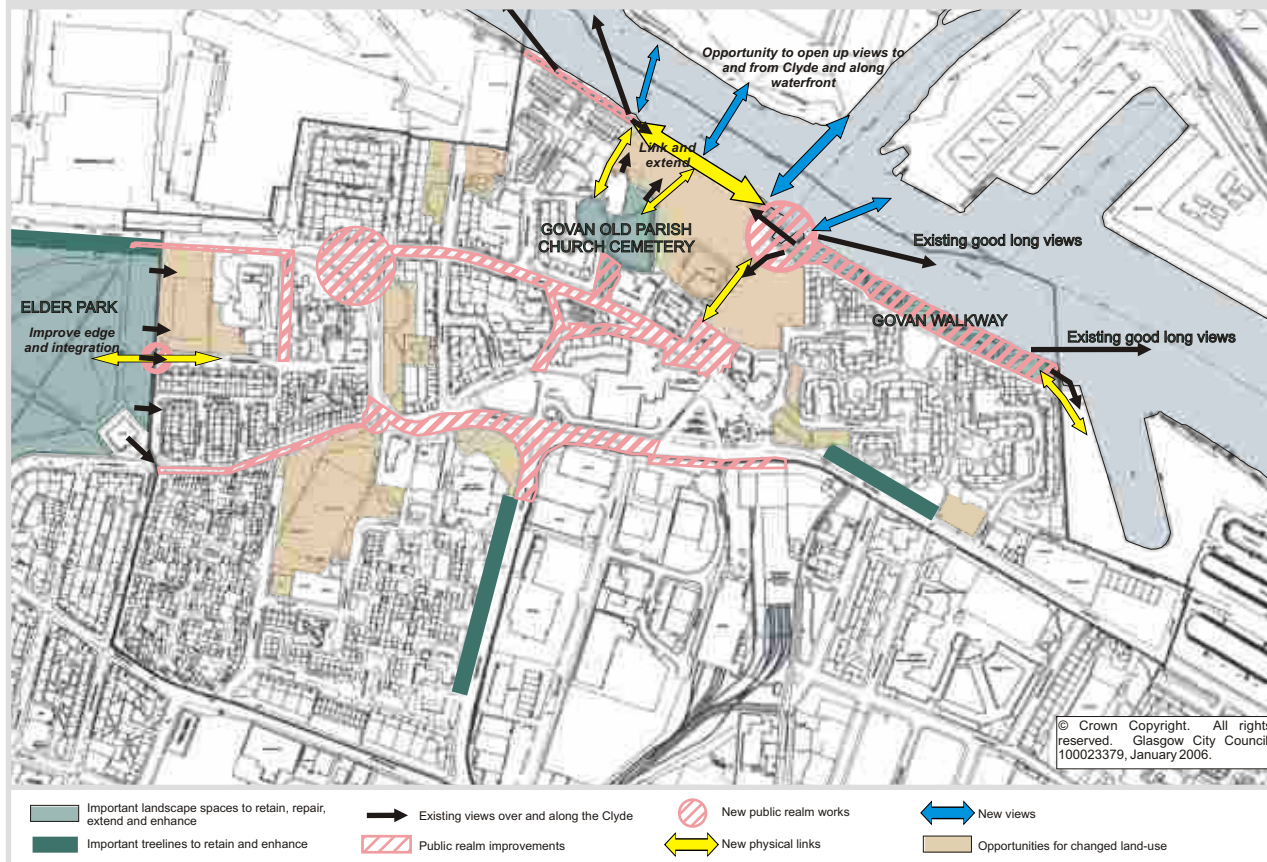
The landscape and environment of redeveloped Govan will derive from:

- new landscape that will be created as part of the new development works, such as within gardens, common areas etc;
- environmental improvements in the public areas which already exist; and
- new public realm works

Opportunities exist for:

- Public realm improvement works. These include Govan Riverside section of the River Clyde Walkway, the smaller walkway to the west, Elder Park Library to integrate it better with the park and community, the junction of Govan Road and Golspie Street (West), pedestrian crossings along Golspie Street, all surfaces around the town centre, Govan Cross and the entrance to Govan Old Parish Church yard.

FIGURE LA3 : ASSETS AND OPPORTUNITIES



Garmouth Street : Opportunity for new public realm works and link to Elder Park



Harmony Row (view north) : Important treeline - retain and enhance



Govan Road : Important tree line - retain and enhance



Govan Road (view east) : Important tree line - edge of Elder Park - retain and enhance

- New public realm works to form a new feature entrance to Elder Park and create Govan Ferry Landing. This is a key nodal point along the Clyde opposite the mouth of the River Kelvin, and potential river transport interface with Govan.
- Improved links, both pedestrian links and to establish a Green Network.
- New landscape or built uses on land where the existing landscape land use is of little value.
- Review and redesign of existing open spaces to make them more useful to today's communities.
- A design guide to provide a consistent approach to the use of materials and provide 'legibility' for users and a cohesive identity to the area.



Ferry Terminal from river : Opportunity for new pontoon and landing for new key nodal point



Views over river : Govan is an integral part of the City waterfront



Good views along river from Govan Walkway



Govan Old Parish Church from river : Opportunity to clear vegetation and create Heritage Park and walkway links for views to and from the river



Western walkway blocked by derelict land : link needs to be extended



## An Integrated Approach

Landscape and environmental proposals cannot be developed in isolation. They need to be fully integrated with the overall development proposal and respond not only to the analysis of the existing landscape issues but other issues, constraints and community needs identified elsewhere in the overall study report. These include:

- The townscape issues identified the Townscape chapter;
- Road and pedestrian movement issues including pedestrian friendly access, safety, disabled access, excessive road widths, parking, public transport etc;
- Site constraints such as public utilities, the Subway tunnel, archaeological information; and
- Land ownership issues.

## Management and Maintenance

Of critical importance to the future appearance of Govan is the securing of proper arrangements for landscape maintenance and longer-term management. All design proposals need to be developed in the knowledge of which agencies will be responsible for this, what budgets will be available and what specifications can be expected. Adequate provision is needed to guarantee the quality of the future landscape works and avoid decline.

## EARLY IMPACT RECOMMENDATIONS

Fourteen projects have been identified which can be implemented independently and if necessary in advance of built development and most of which will form part of the permanent landscape of the Study Area. These early action environmental improvements will have the capacity to :

- Improve the quality of life for the existing community;
- Create a renewed identity and "Sense of Place" for Govan;
- Establish benchmark standards for future development;
- Improve the appearance of the area to encourage private investment; and
- Provide facilities to increase tourist potential

### 1. Govan Road Public Realm Works :

*To complement the Shop Front improvement works:*

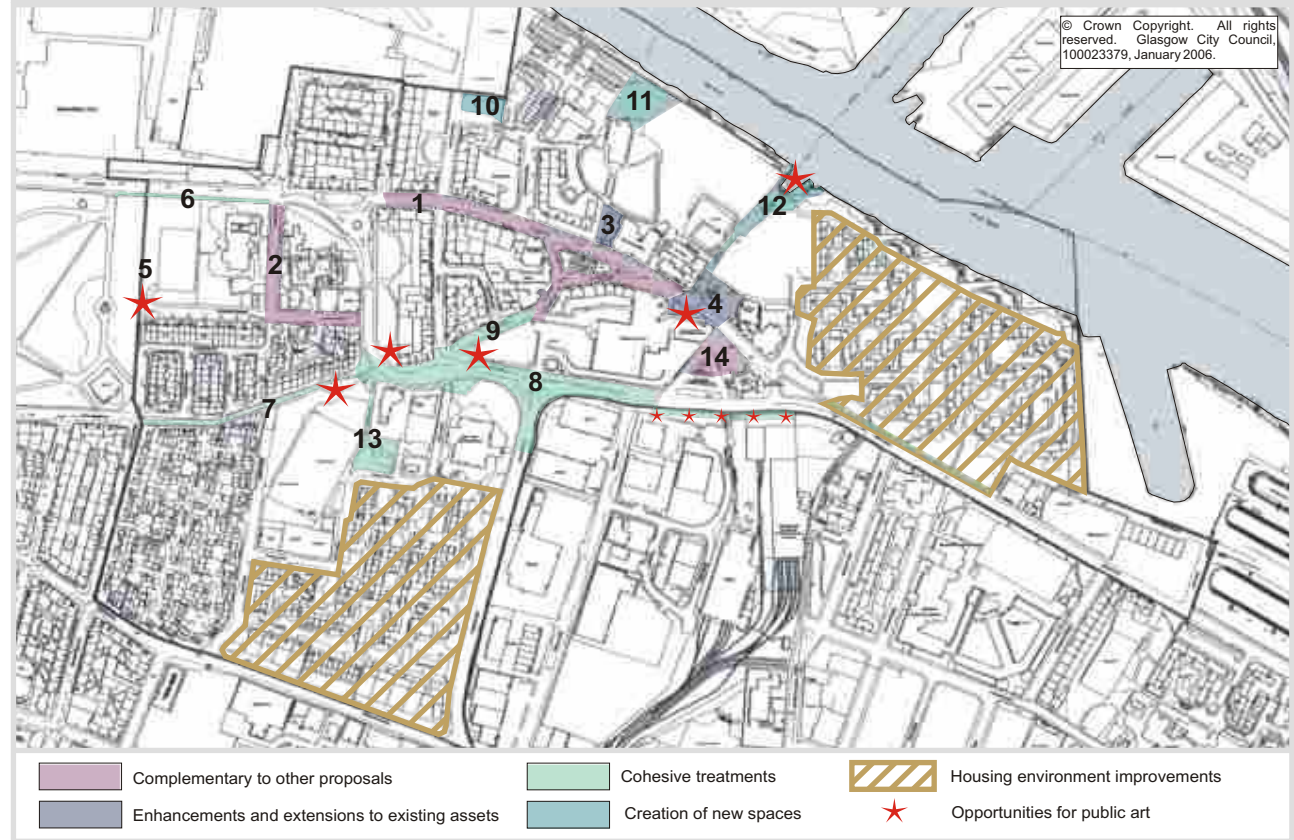
- Improvement of footway surfaces, provision of additional pedestrian crossing points, provision of seating and litterbins;
- Creation of parking bays;
- Lighting improvements.

### 2. Elder / Garmouth Street Streetscape Works :

*To complement the carriageway reduction and parking provision:*

- Introduction of parking bays, new surfacing, hardlandscape and tree planting

FIGURE LA4 : ENVIRONMENTAL RECOMMENDATIONS : EARLY ACTION



### 3. Pearce Institute Square / Entrance To Govan Old Parish Church :

*To enhance the approach to the cemetery and church building and to create a contemplative public amenity open space:*

- Removal of street frontage railings;
- Removal existing mature trees and replanting with new semi mature trees;
- Erection of railings at change of level along western façade of Pearce Institute;
- Removal of existing trees and replacement with new semi mature trees;
- Creation of new central lawn with surrounding hard landscape and seats;
- Hard landscape detailing to integrate War Memorial with the Square and Govan Road Footway;
- Provision of interpretation panel and signs.

### 4. Govan Cross Square Upgrading :

*To create a pivotal urban "square" in the centre of Govan and improve pedestrian linkage across Govan Road:*

- Removal of existing trees;
- Removal of existing underground toilets and associated railings;

- Relocation of BT telephone boxes;
- Hardscape redesign with natural stone paving;
- New semi mature tree planting;
- Provision of new seating, litter bins, bicycle racks, signage and bollards to prevent car parking adjacent to New Govan Church;
- Painting of screen wall and fountain feature;
- Provision of lighting;
- Extension of the designed works across and to the south of Govan Road, including removal of the raised planter and replacement with hard landscape treatment and tree planting consistent with the main square

### 5. Elder Park Boundary Edge Treatment :

*To provide an attractive edge for the integration of the new development with the Park:*

- Renewal of old railings and retention of existing accesses

### 6. Govan Rd / St. Anthony's Frontage Edge Treatment :

*To extend the treeline of Elder Park and provide an improved unified approach to Govan:*

- Increase tree planting to form a distinct line along the main road;
- Painting of existing railings.

### 7. Langlands Road "Lane" :

To unify the existing and new development:

- Improved streetscape and surfacing

### 8. Golspie Street / Govan Road Road Corridor Improvements :

To provide a cohesive identity and improved pedestrian safety:

- Removal of knee rails and other railings around grassed open spaces, and relocation of security palisade railings from heel kerb to form a continuous open green edge.
- Provision of temporary toilets, seats and tree planters at bus station frontage;
- Removal of wall corner between bus station / shopping centre service area and replacement with metal railing to match existing;
- Provision of improved / disabled access from shopping centre to bus stop;
- Reduction of carriage way width to provide bus layby and bus stop with full width footway;
- Renewal of footway surfacing;
- Redesign of junction with Harmony Row and main access to Shopping Area car park for improved pedestrian safety and traffic circulation new roundabout with public art feature;
- Repainting of knee rails adjacent to shopping centre car park in "Govan Blue" as in Helen Street;
- Provision of additional railings and screen planting and trees north of Robert Street.

### 9. Langlands Road Improvements :

To provide the missing link in a cohesive pedestrian friendly link between Govan Ferry Landing and the Govan library / Elder Park:

- Improved streetscape and pedestrian friendly surfaces and edge treatments

### 10. Wardrop Street Play Pitch :

- Replacement facilities for that lost at Rathlin Street.

### 11. Heritage Park :

To extend the river walkway eastwards, open up views to the church from the walkway and river, and provide a permanent interpretation for the nearby historically significant Doomster Hill:

- Transformation of the existing derelict land into a designed open space to reflect and interpret the heritage of the site and surrounds;
- Provision of links to the existing walkway (and cemetery if possible);
- Provision of signage and interpretation.

### 12. Govan Ferry Landing And Water Row :

To create a tourist attraction opposite the confluence of the River Clyde and Kelvin, a mooring and landing for riverboats, and central feature for the riverside walkway development:

- Provision of boat landing facilities;
- Provision of a hardscape open space with seats, bins, bicycle racks, interpretation and signage;
- Provision of an attractive hard landscape link to Govan Cross Square.

### 13. Hills Park :

To create a new park to compensate for the loss of existing open green space and planting as a result of new built development:

- Provision of a formal area of hard and soft landscape with seating and planting at façade to former school;
- Inclusion of a link path to Harthill Street and southern part of the park;
- Provision of an area of active open space / play pitch including lighting, railings and new planting.

### 14. Market Square :

To provide an interim new location to release the present site for redevelopment, and as an environmental improvement to the underground entrance and bus station :

- Removal of leaning trees
- Provision of new surfacing, and street furniture
- Provision of new tree lines to improve the amenity of Govan Road and the bus station.

FIGURE LA5 : EARLY ACTION PROJECT 3 : Pearce Institute Square / Entrance to Govan Old Parish Church

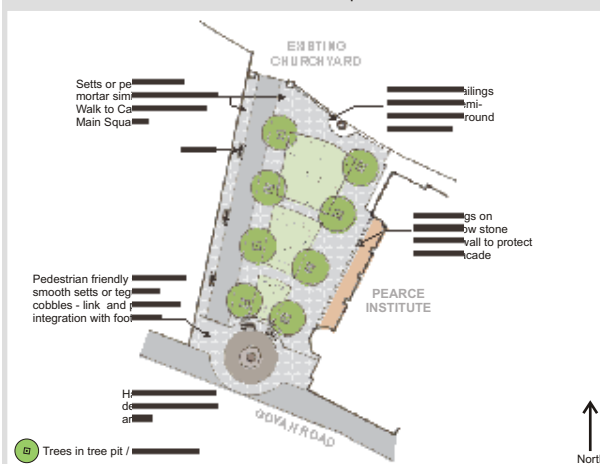


FIGURE LA6 : EARLY ACTION PROJECT 4 : Govan Cross Square Upgrading

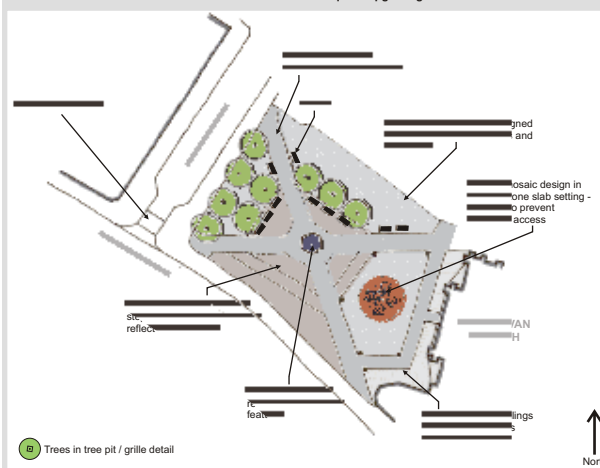


FIGURE LA7 : EARLY ACTION PROJECT 11 : Heritage Park

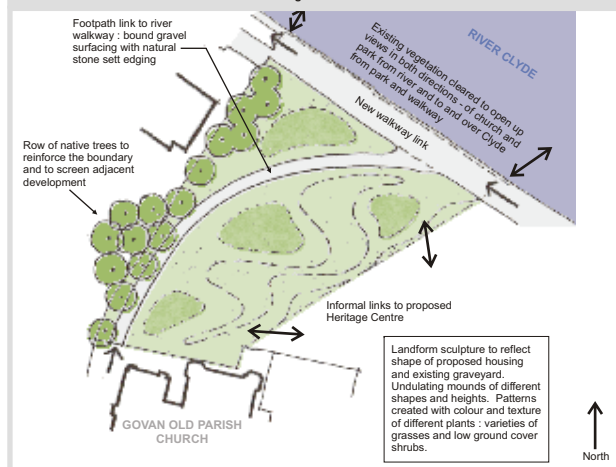
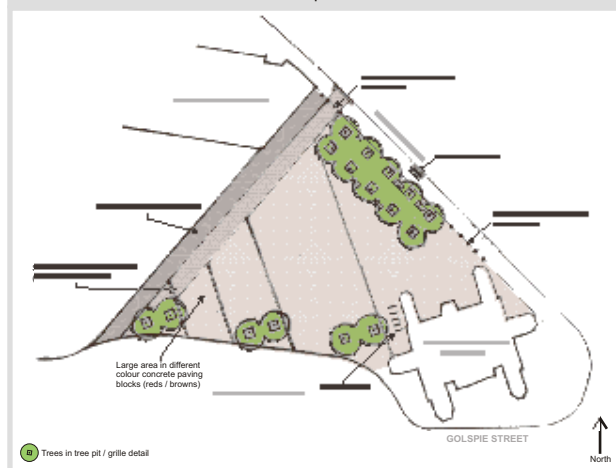


FIGURE LA8 : EARLY ACTION PROJECT 12 : Govan Ferry Landing and Water Row



FIGURE LA9 : EARLY ACTION PROJECT 14 : Market Square





## LONGER-TERM RECOMMENDATIONS

Other proposals will take longer to develop and implement as they are dependent on built re-development being implemented first, are outwith the scope of the study boundary or require substantial consultation and redesign. A further 6 projects (15-21) have been identified.

### 15. New Entrance To Elder Park:

*To provide a new direct access to the park from adjacent residential development:*

- Provide stone pillars and entrance gates;
- Provide new path to link with existing path network within park.

### 16. Govan Road / Golspie Street Junction:

*To provide a more attractive junction with improved pedestrian crossings and additional car parking:*

- Hard and soft landscape works associated with redesigned junction.

### 17. Redeveloped Shopping Centre And Public Transport Interchange (Permanent Works):

- Associated hard and soft landscape.

### 18. Govan Walkway West Improvements:

*To upgrade this section to consistent design standards:*

- Provision of seats and signage;

- Repainting of railings;
- Provision of hard landscape viewing areas within grass verge.

### 19. Govan Walkway Redevelopment

- Retain existing trees;
- Replace sett paving with pedestrian friendly surfacing;
- Replace existing seats with new ones;
- Remove concrete retaining structures to raised soft landscape areas;
- Reconstruct low retaining structures where regarding is not possible due to tree roots;
- Improve lighting if required;
- Repaint railings;
- Design end sections to integrate with Govan Landing and future development to the east.

### 20. Garmouth Road Play Pitch:

*To compensate for loss of existing school pitch as a result of built development:*

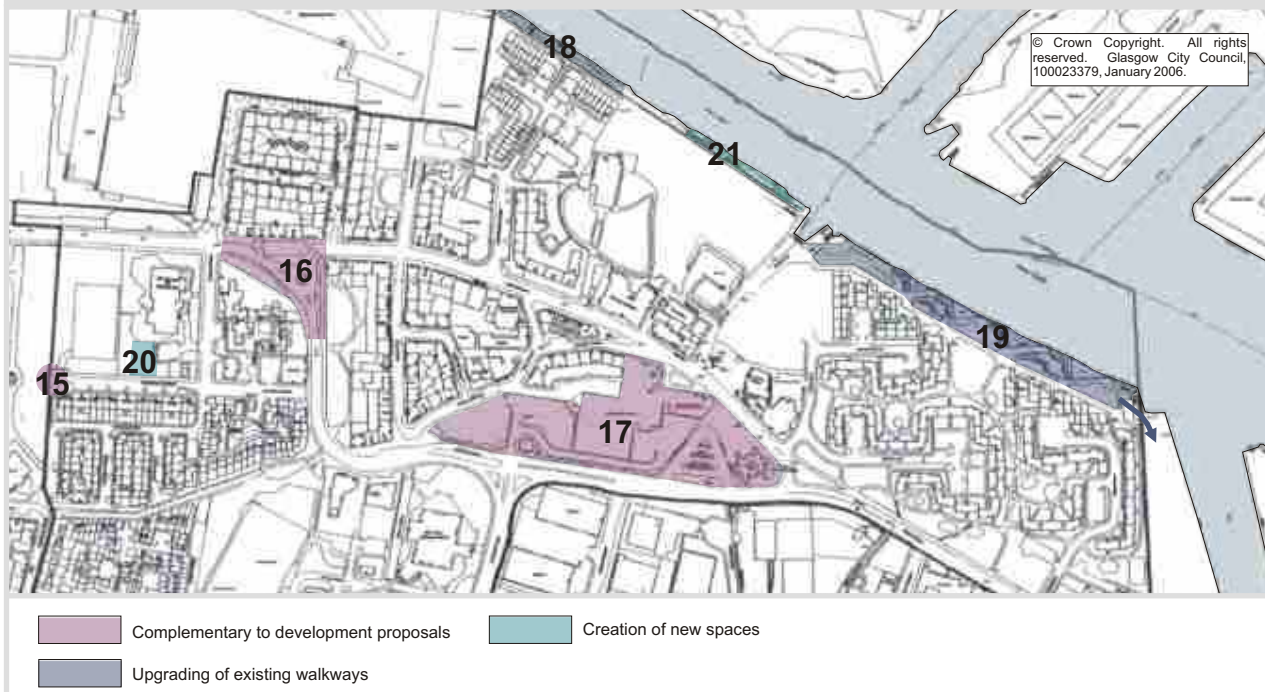
- Pitch, fencing and lighting

### 21. Govan Walkway Completion Works:

*To link with the Heritage Park, Govan Ferry Landing and associated future development:*

- Provision of new railings, footway surfacing, lighting, signage, seats and planting

FIGURE LA10 : ENVIRONMENTAL RECOMMENDATIONS : LONGER-TERM PROJECTS



## ACTION PLAN RECOMMENDATIONS

- Open up and improve the river frontage as Govan's most significant landscape and visual features exist in this location. Not only would the whole waterfront be accessible and linked for community benefit, there would also be an improved image of the waterfront. The iconic image of Govan Old Parish Church would once again be visible, with a new Heritage Park for its setting. The improvement of Govan Ferry Landing with a new pontoon access would provide the necessary infrastructure to link Govan into the river bus system.
- The existing landscape areas that have well defined uses in the Govan area should be reviewed and redesigned as necessary to make them more useful and relevant to today's community.
- Rationalise existing tree cover. This will involve removing some existing trees as well as new tree planting to compensate. New planting should relate to the permanent new development.
- Reverse the decline and appearance of neglect; the design of areas proposed for retention and improvement should be reviewed and areas repaired and adjusted to meet the needs of the existing and future communities. Consideration should be given to implementing some initial capital works if this will improve the standard of long-term maintenance. This is consistent with City Plan Policy RES 3 directly aimed at controlling long-term management issues, repairs and improvements to open space related to new development.
- The areas of best quality should be retained and upgraded, those that are mediocre areas should be upgraded where retained, and those of poor quality removed and completely renewed. All new areas should be of the highest quality.

### Recommended Early Impact Proposals:

1. Govan Road Public Realm Works
2. Elder / Garmouth Street Streetscape Works
3. Pearce Institute Square / Entrance to Govan Old Parish Church
4. Govan Cross Square Upgrading
5. Elder Park Boundary Edge Treatment
6. Govan Road / StAnthony's Frontage Edge Treatment
7. Langlands Road "Lane"
8. Golspie Street / Govan Road Road Corridor Improvements
9. Langlands Road Improvements
10. Wardrop Street Play Pitch
11. Heritage Park
12. Govan Ferry Landing and Water Row
13. Hills Park
14. Market Square

### Recommended Longer-Term Proposals:

15. New Entrance to Elder Park
16. Govan Road / Golspie Street Junction
17. Redeveloped Shopping Centre and Public Transport Interchange (Permanent Works)
18. Govan Walkway West Improvements
19. Govan Walkway Redevelopment
20. Garmouth Road Play Pitch
21. Govan Walkway Completion Works

## INTRODUCTION

The availability and distribution of community, leisure, and recreation facilities in and around Central Govan has been one of the most commonly highlighted issues throughout the Action Plan consultation process. Public consultations with Govan residents and local community organisations have revealed concerns regarding the range and quality of community facilities and the lack of access to a wide range of recreational and leisure facilities including swimming pools, bowling alleys, and cinemas. Of particular concern is the lack of safe sport and recreation facilities of acceptable quality, for younger members of the community. A list of all available community, leisure and sports facilities in and around the Action Plan area is shown on the following page.

## KEY ISSUES

### Range of Existing Local Community Facilities

**The Pearce Institute** offers significant opportunities for community, leisure, and recreation activities, its existing facilities are used for less than 15% of the available capacity, and remain unused for the remaining 85% of available time. To some extent, the lack of utilisation may have arisen from its closure during recent years and a corresponding lack of awareness that these facilities are now available again. In addition, ongoing renovation and refurbishment will continue to prevent full use of the building for some time. Nevertheless, as the phased refurbishment works are completed, the Pearce Institute will represent a valuable local resource for indoor sports, community meeting and leisure activities.

**Riverside Hall** is one of the most highly utilised community facilities within both Central and Greater Govan. Space limitations alone restrict greater use of the building. Currently the Hall provides important facilities for lunch clubs, youth clubs and other community meetings and activities. The Hall operates from morning to evening, seven days per week. The hall management also organises events outwith the centre, particularly for youth groups. Plans are being prepared for the replacement of the existing hall in order to provide a wider range of facilities, and this could have the additional benefit of supporting the refurbishment of the adjacent B-listed Napier House.

**The GEYA Pals building** at Golspie Street provides childcare during daytime hours until 6.00pm, and serves as a youth club on certain evenings. Govan Initiative, which controls the building, is currently reviewing its functions and would like to develop its use as a child nursery and for the provision of after school care. The environmental condition of the land around the building requires further investment.

The Central Govan community had access to the **Rathlin Street Hall** before its destruction in a fire some years ago. Since then, the community has been deprived of access to a Community Hall to serve the needs of the local community. This has caused some difficulty for local groups including Govan Community Council, young mothers and residents' organisations in finding alternative accommodation for meetings, crèche facilities and a wide range of other community activities.

With increasing recognition of the need for integrated/shared use of schools for local community facilities, **Govan High School** is the only secondary school serving Central Govan which is within easy access to the Action Plan area boundary. Despite being a reasonable modern school of recent construction the indoor sports facilities at the school are substantially sub standard and in need of enhancement. It is however of importance that the school is immediately adjacent to the extensive grounds of Pirie Park Recreation Ground where there are current proposals for a major joint-use purpose-built, shared sports facility. This facility could provide an excellent range of facilities at a location serving the needs of the school and the local community.

### Underutilisation of Existing Local Community Facilities

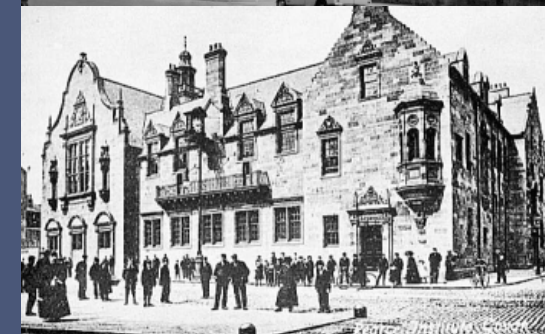
There is evidence that community facilities available in Central Govan are substantially under-utilised. Research undertaken during the preparation of the Action Plan, for example, established that community facilities at the Pearce Institute are unused for 85% of the time available, and that the GEYA Pals building has the potential for greater evening use. Local churches are currently the subject of research to establish options for increased or alternative community uses.

The only local exception to the under-use of facilities is Riverside Hall, where a pro-active management regime has resulted in maximum use. This has encouraged plans for expansion and relocation from the existing restricted site.

Research undertaken jointly by the Community Councils of East Govan, Govan, Ibrox, Cessnock, and Kinning Park between 1993 and 1997 identified the need to maintain and properly staff existing community halls, and the need to link these halls to a youth campus to overcome territorial divisions. The results of this research was published in a series of reports by the G51 Community Councils, particularly into the Provision for Young People in the G51 Area and the Strategic Needs of Greater Govan. The reports highlighted the need for increased resourcing to effectively staff existing facilities, since under-utilisation resulted in part from management, staffing and financial revenue limitations. The Community Councils' recommendations also included creating a large purpose-built recreation centre to meet community leisure and recreation needs. This is discussed further below.

The recommendations of the Community Councils called for a strategic approach linking local facilities to a large-scale youth campus or recreation facility. It was also recognised that the strategy should seek to encourage additional community, leisure and recreation activities specifically:

- Provision of additional nursery/crèche facilities
- Provision of additional recreational and play areas
- Provision of structured forms of recreational activity in each neighbourhood
- Improving facilities in local parks
- Creating a large purpose built recreation centre





**TABLE 4 : COMMUNITY, LEISURE AND RECREATIONAL FACILITIES  
IN AND AROUND CENTRAL GOVAN ACTION PLAN AREA****COMMUNITY HALLS / CENTRES**

Hills Trust
West Drumoyne Tenants Hall
Whitefield Road Community Hall
Riverside Community Hall
Pearce Institute
GEYA Pals Building

**CHURCH HALLS**

St Saviours Church Hall
St Constantine Hall
New Govan Parish Hall

**LIBRARIES**

Elder Park Library
--------------------

**PRIMARY SCHOOLS**

Hills Trust
St Anthony's

Greenfield
Copeland
St Saviours
St Jeromes
Elder Park
Drumoyne

**SECONDARY SCHOOLS**

Govan High
------------

**SPECIAL SCHOOLS**

Cartvale School
Langlands School

**OTHER COMMUNITY FACILITIES**

Linthouse Flats
-----------------

**LEISURE AND RECREATION FACILITIES**

Elder Park
Pirie Park / Pirie Park Recreation Ground
Greenfield Primary School (Swimming Facilities)
Govan High (Swimming Facilities)
Former St Gerard's Secondary School (Swimming Facilities)

**OUTDOOR PITCHES (BLAES / GRASS)**

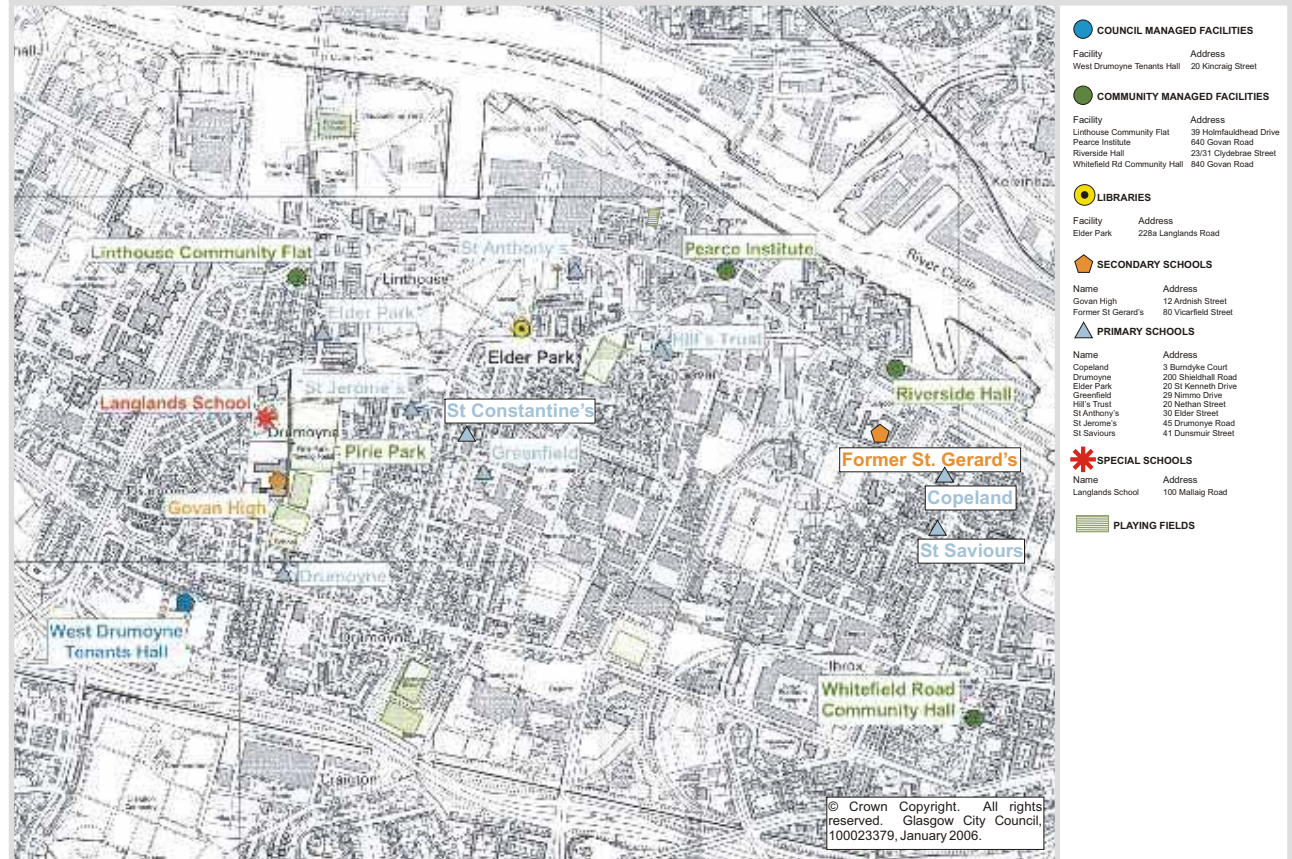
St Anthony's Primary School
Elder Street
Rathlin Street
Riverside
GEYA Pals Building

Copeland Primary School
St Saviours Primary School

**OTHER LEISURE / RECREATION FACILITIES  
(reasonably accessible from Action Plan area)**

Bellahouston Sport and Leisure Centre
Palace of Art Centre
Glasgow Ski Club
Glasgow Climbing Wall
Cockburn Badminton Centre
Art Lovers House
Kelvin Hall Sports Centre
Kelvingrove Art Gallery

NB Facilities highlighted in yellow are situated within Central Govan Action Plan Area

**FIGURE CL1 : COMMUNITY FACILITIES**

The research undertaken by the Community councils also identified concerns regarding the lack of safe play facilities, the impact territorialism has on the use of youth facilities, deficiencies in crèche facilities, and the importance of schools on youths of 5-12 years old. During the course of the Action Plan's consultation process, these conclusions were underlined by the comments of many local youths who saw their school campus as the only location with a safe environment free from territorial conflicts.

**Access to Leisure and Recreation Facilities Outwith Central Govan Area**

Provision of community, leisure and recreation facilities in Central Govan is subject to citywide criteria based primarily on population levels and on the level of existing provision both within the area and in its surroundings.

It should firstly be recognised that in addition to local facilities there are a wide range of facilities which are reasonably accessible to the residents of Central Govan by public transport, including:

- Ibrox Community Trust Football Complex;
- Bellahouston Sport and Leisure Centre;
- Palace of Art Centre;
- Glasgow Ski Club, Bellahouston Park;
- Glasgow Climbing Wall, Paisley Road West;
- Cockburn Badminton Centre;
- Art Lovers House, Bellahouston Park;
- Kelvin Hall Sports Centre;
- Kelvingrove Art Gallery; and
- Scotstoun Leisure Centre.

Some of these facilities are located some distance from Central Govan and are not easily and safely accessible on foot, particularly by young people. Connections along walking routes such as Helen Street, Broomloan Road and the footway over the motorway at Craigton Road are perceived as being highly unattractive if not dangerous. The industrial character of these areas and traffic levels on road networks between Central Govan and Bellahouston are likewise unsuited to cycling. There is therefore a need to assess the type, quality and appropriate level of provision of facilities that are



desirable at a local level within walking distance of housing in Central Govan. This need has also been identified in reports prepared for the Community Facilities Implementation Group of the Greater Govan Social Inclusion Partnership (SIP) by Glasgow City Council Cultural and Leisure Services.

### Lack of Indoor Leisure and Recreation Facilities

In terms of indoor leisure and recreation facilities, the City Council's Cultural and Leisure Services' 'Community and Leisure Facilities Framework for Greater Govan' (2002) identified the lack of a full multi-purpose sports hall in the area (of a size equivalent to 3 or 4 badminton courts). Govan High School is one of the few secondary schools in the Glasgow area found to be deficient in such provision. A feasibility study has recently been completed by PMR Leisure (commissioned by the Council's Cultural and Leisure Services and Education Services, Linthouse Housing Association and Greater Govan SIP) which considered the provision of an indoor/outdoor sports complex to serve both the school and community. It identified Govan High/Pirie Park as being the best site available within the area to address the lack of provision.

During Action Plan consultations, many residents raised the potential for re-opening Harhill Baths, due to the perceived inaccessibility of the swimming pool at Bellahouston Sport and Leisure Centre. However, Bellahouston was developed to replace the out-of-date facility at Harhill, serving a wider population than Govan's, and to achieve provision of a modern facility in a viable and sustainable long-term location. Smaller pools also exist within walking distance of Central Govan at Greenfield Primary School, Govan High School and the former St Gerard's Secondary School. There is evidence of a lack of demand or interest in the use of these facilities even though they are available for community use. Greater access and utilisation of these pools should therefore be encouraged.

### Quality of Outdoor Leisure and Recreation Facilities

There is a need for outdoor sports facilities easily accessible to local people, but the nature and condition of existing facilities in Central Govan and in particular the lack of indoor support such as changing rooms, justify the dissatisfaction which has been expressed by the community. The only existing recreation spaces are one juvenile-size blaes football pitch at Elder Street, a blaes football pitch at St Anthony's Primary School, a kick-about pitch at Rathlin Street, the multipurpose sports pitch at Riverside and an equipped play space at GEYAPals.

The criticisms of young people on these local facilities include the following:

**Elder Street:** the oversized blaes football pitch was provided originally for use by Harmony Row Boys Club. Due to its size and unpopular playing surface, the pitch is little used, either by the local community or for formal games. Since the demolition of the Harmony Row Boys Club building (the former Methodist Church), this facility has become obsolete.

**St. Anthony's School:** this is a large, eleven-a-side blaes pitch, occasionally used by the school but seldom used by local residents. It is now accepted that primary schools seven-a-side football should be played on good quality surfaces rather than 11-a-side on blaes.

**Rathlin Street:** the size and the nature of this single-entry enclosed pitch are considered unsafe by local youths with similar criticisms of the blaes surface.

Other schools in the surrounding area (St. Saviours and Copland) have similar blaes pitches. Nevertheless, these schools prefer to use the Ibrox Community Complex for outdoor sports, and football in particular. Hill's Trust and Greenfield Primary Schools have no sports pitch.

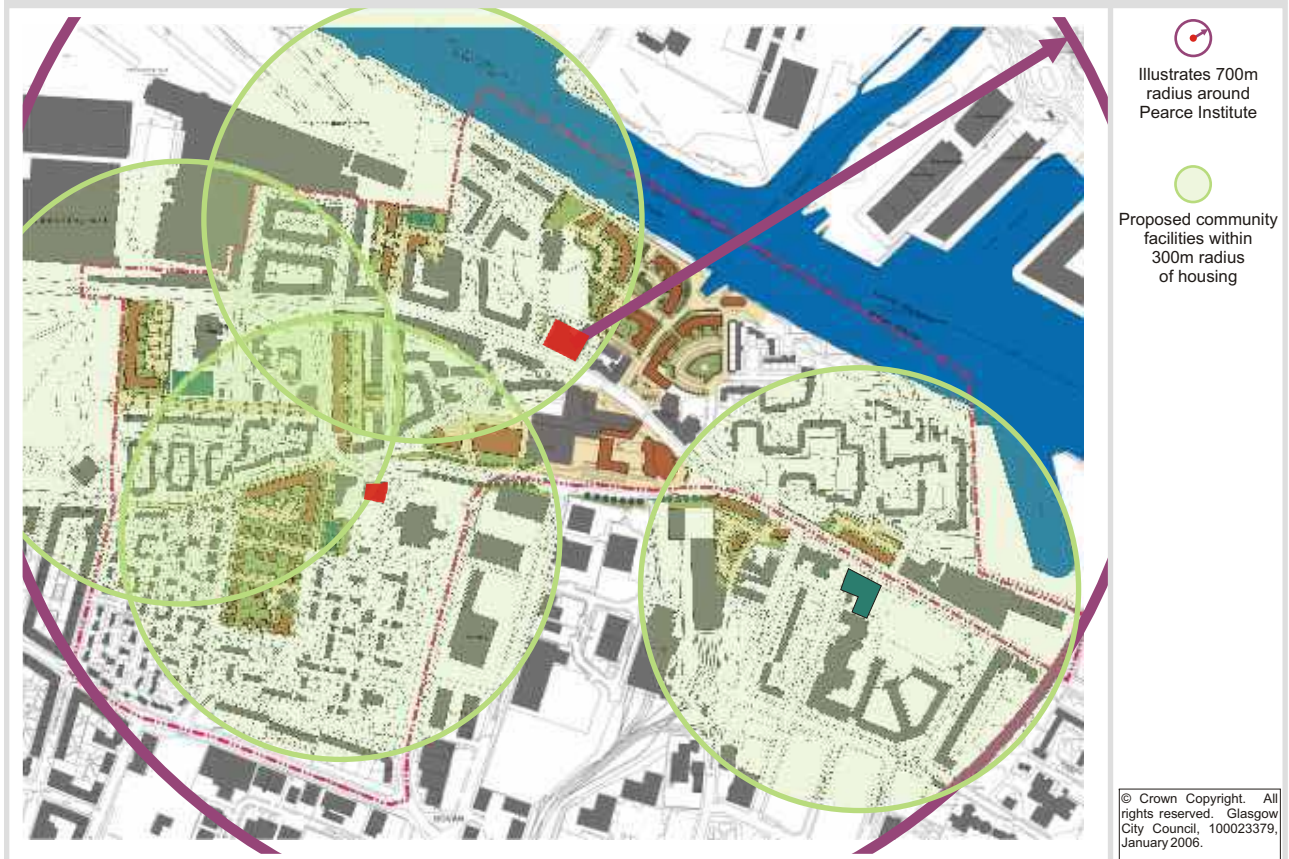
A Best Value Review of sport and recreation within the City, undertaken by the Greater Govan SIP and Glasgow City Council recognised the need for improved sport facilities in the Govan area. This issue has proven difficult since the provision of new facilities depends upon the resolution of distribution and management of such facilities throughout the City. These considerations in turn require assessment of the viability and sustainability of future facility provision prior to the allocation of resources for the benefit of the local communities. Emerging strategies seek to encourage the provision of community sports facilities at or adjacent to schools, shared by the school and the community. This approach, which seeks to maximise the use of facilities, is considered a high priority in attracting funding from both Sportscotland and the Lottery Sports Fund.

There has been widespread research into the development of strategies for sports facilities, particularly the proportion of multi-use pitches, junior and mini football pitches, and multi-use games areas. It is generally accepted that such facilities should be provided in multi-pitch site formats rather than single-site locations to secure efficient and effective management and supervision, and that they will be required to serve a wider population than solely that resident in the Action Area. There are two proposals currently being promoted for such facilities, at Pirie Park and Elder Park.

### Need for a Strategy

The SIP Board has agreed on the need for a long-term strategy to finance community, leisure, and recreation facilities focussing on existing community facilities. However, the strategic provision of outdoor recreation facilities in Central Govan is also of importance to the Action Plan. A strategy is therefore necessary which establishes a hierarchy of facilities to ensure provision meets local requirements in each neighbourhood for each age group. Such a strategy should include a range of local recreation and play facilities within each residential area, community facilities serving the wider community in highly accessible locations, and a major recreation facility integrated with local school facilities. The main issues regarding the distribution

FIGURE CL2 : PROPOSED COMMUNITY FACILITIES





of sport and recreation facilities are accessibility within residential neighbourhoods and a pattern allowing access within 2-300 metres of all homes.

The following strategy will provide a hierarchy of community, leisure, and recreation facilities for the benefit of local communities such as Central Govan:

- Sub-district-wide community and leisure facilities adjacent to secondary schools such as at Pirie Park and Elder Park;
- Local community and recreation facilities at local primary schools;
- Central community, leisure, and recreation facilities at the Pearce Institute;
- Neighbourhood facilities at local community halls; and
- Recreation areas and/or equipped play facilities within each housing area.

Although the majority of these projects fall outwith the timeline and jurisdiction of the Action Plan the Plan highlights the need for continuing investment in the renovation of the Pearce Institute, the replacement of Riverside Hall, and the construction of a facility for Central Govan to replace Rathlin Street Hall.

There is also a need to provide a range of localised outdoor sports and leisure facilities. National planning policy dictates that the loss of any existing recreation facilities, including sports pitches (no matter the existing condition), can only be allowed where compensated by new investment in alternative or better quality facilities in the local area. The pitches within Central Govan at Elder Street, St. Anthony's and Rathlin Street are in poor condition and in need of re-investment. The Action Plan proposes providing alternative modern facilities to replace substandard pitches at Elder Street, Rathlin Street and St. Anthony's Primary School. Each of these sites is located within residential neighbourhoods where local youths can play in relative safety with supervision from adjoining community facilities. Each of these proposed facilities will be within 300 metres of all housing in each neighbourhood, providing improved sport and recreation facilities while complying with policy guidelines (see Proposed Community Facilities diagram).

### Primary schools

There is clear evidence of a lack of indoor and outdoor recreation facilities in Central Govan, particularly evident in local primary schools, where playing fields are inappropriate, substandard, or non-existent.

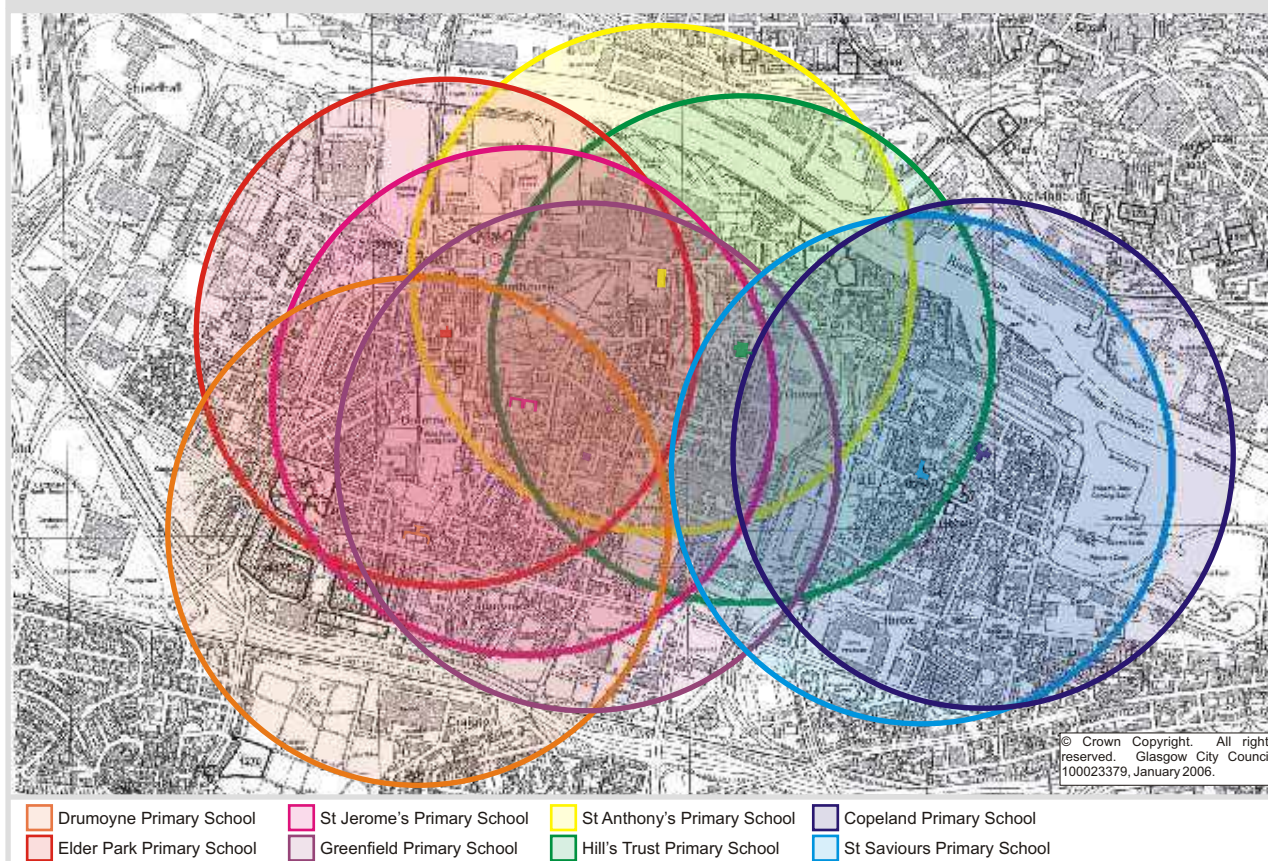
Eight primary schools are presently located within an 800-metre radius of Central Govan, the majority of which are operating well below capacity (see School Capacity and Roll Details 2005/2006 table). In this regard, the City Council is undertaking a consultation exercise to seek local public opinion on future school requirements. Until this exercise is completed, there will be some uncertainty and difficulty in considering the provision of shared community, leisure and sports facilities. It is however of relevance that government policy supports the provision of leisure and recreation facilities within school campuses, and encourages their joint use by local communities.

**TABLE 5 : SCHOOL CAPACITY AND ROLL DETAILS 2005/2006**  
Secondary and Primary Schools in and around Central Govan Action Plan Area

SCHOOL	ROLL	CAPACITY	% OF CAPACITY	UNDER CAPACITY	
<b>All schools in Central Govan Action Plan Area</b>				<b>Amount</b>	<b>%</b>
Hills Trust	100	429	21.3%	329	78.7%
St Anthony's	125	424	29.5%	299	70.5%
<b>Primary Schools of 800m or less walking distance from Action Plan Boundary</b>				<b>Amount</b>	<b>%</b>
Copeland Primary	112	429	26.1%	317	73.9%
Drumoyne Primary	141	432	32.6%	291	67.4%
Elder Park Primary	131	337	38.9%	206	61.1%
Greenfield Primary	128	428	29.9%	300	70.1%
St Saviours	137	312	43.9%	175	56.1%
St Jerome's	182	350	52%	168	48%
<b>Associated Secondary Schools</b>				<b>Amount</b>	<b>%</b>
Bellahouston Academy	916	1210	75.7%	294	24.3%
Govan High	473	776	60.9%	303	39.1%
Lourdes Secondary	1301	1498	86.8%	197	13.2%

NB Schools highlighted in pink are more than 50% under capacity. Source : Glasgow City Council Education Services

**FIGURE CL3 : LOCAL PRIMARY SCHOOLS : 800m walking distance**



## OPPORTUNITIES

### Pirie Park

The proposals for an integrated sports facility with an indoor sports hall, synthetic 5/7 a-side pitches, and a variety of other sports pitches, are designed to restructure the Govan High Playing Fields for use by other local schools. The key opportunity it represents for the Action Plan is the potential to establish supporting satellite facilities/programmes throughout Greater Govan.

### Elder Park

Proposals are currently being finalised for the comprehensive redevelopment of Elder Park, including the introduction of a synthetic multi-pitch facility particularly for use by younger age groups.

### Community Halls

The opportunity exists to integrate the location of community halls with educational facilities at Hills Trust Primary School, GEYA/PALS, Hill's Trust Academy and the site of the former St Gerard's School which is likely to be returned to primary educational use. Both of these sites are central to the communities served and offer advantages in shared use of a wide range of facilities.

## ACTION PLAN RECOMMENDATIONS

Whilst the major projects identified are outwith the Action Plan area, at Elder Park and Pirie Park, the provision of these new recreational facilities will be essential requirements to the physical and social regeneration and the increased attraction of Central Govan for investment. The Action Plan therefore recommends increased access to modern recreational and play facilities within each residential neighbourhood and specifically:

- the replacement of existing recreational pitches with new modern facilities at:
  - Harhill Street,
  - Rathlin Street,
  - Garmouth Street.
- increased investment in staff resources to encourage improved usage of the Pearce Institute.
- The provision of new community halls at:
  - Govan Road to replace the existing Riverside Hall.
  - Harhill Street to replace former Rathlin Street Hall.
- that the City Council secures investment in a new district sports complex at Pirie Park.
- that the City Council secures investment in the redevelopment of Elder Park.





## ACTION PLAN OBJECTIVES

Implementing the Action Plan requires careful consideration and commitment from each member of the client group in order to be successful in regenerating Central Govan and the surrounding community. Consultations with local residents, businesses, traders and community organisations have revealed a lack of expectation and confidence in the delivery of any development packages in Central Govan.

It is important that the proposals made in the Action Plan can be linked to the issues facing Central Govan. The Action Plan was commissioned by the partners with the aim of enabling "the complex issues in this area of Greater Govan to be addressed and to establish co-ordinated investment and regeneration activity". It also highlighted that because of investment proposals in adjacent areas and across the Clyde at Glasgow Harbour there was an opportunity to implement actions that spread the benefits of these investments to Central Govan.

The issues have been examined during the preparation of the Action Plan and the previous sections of this report identify the social and economic challenges that face people in Central Govan. The Scottish Index of Multiple Deprivation demonstrates across a range of indicators the level of deprivation in Govan. Tracking improvements against this Index and a range of other indicators will be important in monitoring the impact of the implementation of the action plan over the long term.

The conclusions of this analysis are that the overarching priority aim of the Action Plan is to increase the population of the area.

Through achievement of this aim the following benefits would follow :

- Increased support for local services;
- Increased local economic activity (through local spending);
- Consolidate the strength of the local community; and
- Stabilise and increase the vitality and viability of the Town Centre.

To achieve the **aim of attracting more people to live in Govan**, it will be necessary to increase the attractiveness of Central Govan. This should build on the locational strengths of the area, including good transport connections to key employment locations and proximity to a range of proposed employment growth areas at Southern General, Glasgow Harbour, Pacific Quay and existing local employers. The objectives of the Action Plan that will achieve this are:

- Provision of new residential development on key sites to improve housing quality and choice;
- Improvement of existing townscape to create a distinctive town centre;
- Attraction of private investment that creates employment space;
- Linking these interventions to ongoing training and employment initiatives;
- Re-use of vacant/derelict land and listed/underused buildings;

- Strengthening of links within Govan and to other areas; and
- Development of heritage and tourism potential.

These Govan Action Plan objectives integrate well with the overall objectives of the partners.

The value and degree to which each of the projects identified in the plan meet the overarching aim and the objectives set above has been reviewed in accordance with HM Treasury's Green Book. In this regard each of the projects proposed has been assessed against the various objectives of the Action Plan. The contribution of each project to the Action Plan's objectives is summarised at the end of this chapter.

In developing these objectives the Steering Group recognised a wide range of other benefits that the proposed projects would realise, including environmental improvements, increased public safety, reduction in vandalism, increased property values, increased local tax revenue, lower maintenance costs, increased support for local services, increase in local incomes, increase in occupation levels, local business opportunities, increased trade draw, and increases in land values and marketability. Each of these benefits is captured by one of the objectives.

**Anti-Social Behaviour/Management** - The consultation process involved in preparing the Action Plan has established that attracting new households to Central Govan will also require strong action on antisocial behaviour. Whilst such actions are not within the terms of reference of the Action Plan, this issue is fundamental to the success of the plan and the improvement in living conditions of local residents. Action Plan consultations have resulted in the establishment of a Management Group to define actions to reduce antisocial behaviour, to run in tandem with the completion of the Action Plan.

**Community Engagement** - Throughout the public consultation process, members of the local community have indicated both disaffection with the planning system and a lack of faith that the Action Plan will create necessary changes to the lives of Govan residents. The implementation strategy therefore seeks to encourage high levels of community involvement by employing local residents in construction and building projects, as well as engaging Govan residents in the concepts, design, and completion of the proposed public arts programme. Fortunately, Central Govan has the distinctive advantage that local organisations like "Roots in the Community" and "Galgael" already exist and can involve the local community in such projects. These organisations can help to include the local community with joint consideration of concepts and design. Galgael in particular is able to provide the training platform for local residents in working with wood, stone, metal or other materials in the manufacturing of the public art features.

Specific proposals in the Action Plan and the overall direction of the Plan have been almost universally welcomed and supported by consultees. The consulting team have every confidence that the Action Plan represents the single vision for regenerating Central Govan.





## IMPLEMENTATION STRATEGY

### Programming the Action Plan

The Action Plan seeks to ensure a series of realistic and achievable proposals. Whilst the proposals have been tested against the development requirements of both public sector and private sector investors, the implementation strategy prioritises elements of the plan which require public agency finance in a co-ordinated programme of action. This programme will ensure identification and delivery of public sector finance to support the Action Plan on a realistic time-scale. In addition the strategy seeks to incorporate elements of environmental improvement into adjoining sites to maximise resources and the impact of development on the community environment. A phasing plan has been prepared to include areas of shared responsibility where new housing projects will include landscape, road realignments, and public art elements.

Early action on a co-ordinated programme of implementation will secure the confidence and continued support of the Govan community in each stage of the redevelopment projects. Throughout the preparation of the Action Plan, particular focus has been given to an early action programme both to deliver investment and achieve short-term impact on physical change in the community. The early action initiatives, which could secure such change, include:

- The development of new housing at Elder Street;
- Shopfront improvements on Govan Road and Langlands Road;
- Environmental improvements and investment at Govan Cross Shopping Centre and the public transport interchange; and
- Landscape works at key public open spaces.

### Creating Project Packages

A significant requirement of the Action Plan remit was the need to fully explore the most efficient and cost effective means of procurement. Detailed consideration has been given not only to the most effective means of procurement but to the most effective programme of implementation to ensure an integrated programme of works to maximise benefits and minimise disruption to the local community. This approach encourages integration of environmental improvement and infrastructure projects with associated or adjoining development projects to allow full co-ordination in the implementation of each project and appropriate levels of cross funding.

The Action Plan therefore recommends the packaging of projects as follows:

#### 1. Hills Trust Environmental Improvements

Langlands Path, the park adjacent to Hills Trust, and elements of public art adjacent to Hill's Trust Academy to be implemented with the development of new housing at Elder Street / Harhill Street. The details of the landscaping and surface treatment of these areas to be defined in the marketing and development brief to be prepared by GCC Development and Regeneration Services.

#### 2. Golspie Street Works (Phase 1)

Golspie Street re-alignment and narrowing from Garmouth Gardens to Harmony Row to be implemented along with the development of new housing at Elder Street / Golspie Street. The details of the landscaping and surface treatment of these areas to be defined in the marketing and development brief to be prepared by GCC Development and Regeneration Services.

#### 3. Golspie Street Works (Phase 2)

Golspie Street narrowing from the Bus Station to Govan Road with reconstruction of the Govan Cross Bus Station. The details of this development to be defined by GCC Development and Regeneration Services in discussions with Strathclyde Passenger Transport.

#### 4. Golspie Street Works (Phase 3)

Golspie Street narrowing from Harmony Row to the Bus Station is immediately adjacent to the land occupied by Hill's Trust Primary School. Insofar as there is to be consultation on the rationalisation of school provision within the context of a new school building programme for the Govan area in the near future, it would be appropriate to include these road works with redevelopment or new build/ extension of Hills Trust Primary School.

#### 5. Rathlin Street Play Area

The relocation of the existing football pitch as in advance of new housing development at Rathlin Street.

#### 6. Govan Cross Improvements and Associated Works

The relocation of the Govan Road / Napier Street junction, and environmental improvement of the public square at Govan Cross is to be implemented within the development of new housing and other uses at Water Row.

#### 7. Garmouth Street / Elder Street Environmental Improvements

Garmouth Street / Elder Street streetscape and the landscaping of Govan Road within the development of new housing at Garmouth Street / Elder Street.

#### 8. Broomloan Road / Orkney Street Works

The closure of Broomloan Road and introduction of new signals at Orkney Street along with the development of new housing at Broomloan Road and Govan Road adjacent to the former Orkney Street Police station.

### Other Projects

Project packages 1-7 are based on the assumption that implementation will be financed by the developers of each of the associated residential schemes. Other projects (8-12), mainly related to existing streetscape and buildings, will require public sector funding. It is necessary to consider the phasing and prioritisation of these projects which will also require independent finance.

It is also necessary to assess each of the projects, non-aligned with development investments, against the objectives of Scottish Enterprise's Clyde Waterfront Regeneration Plan, as follows:

#### 9. Govan Portal and Associated Environmental Improvements

This project has become an important opportunity to increase activity in a stretch of Govan Road with high levels of vacant shops and to introduce a range of new activities. These activities will include art workshops, studios and meeting rooms which will remove dereliction and increase employment and the vitality of the local community. This project will be the first phase in the improvement of Govan Road and should be followed closely with improvements to the remaining shops and to the streetscape of Govan Road from Golspie Street to MacKechnie Street.

This project is a multi-agency supported project which will:

- increase the attraction of Central Govan;
- add competitive advantage to Central Govan;
- create jobs and increase output;
- create a distinctive quality of place with international appeal; and
- regenerate a waterfront community and widen access to jobs and training.

In these circumstances the Portal offers an excellent opportunity for early action in the regeneration of Govan, as the project can be implemented within a short timescale. Work on site is expected to start within the current financial year.

#### 10. Govan Cross Bus Station Restructuring

This is perhaps the most important project to stimulate the regeneration and changing public profile of Govan, by rationalising the area of land required for a modern bus station and releasing land for the development of new Civic uses. This project will increase the attraction of Govan Cross Shopping Centre; encourage additional investment in it; and will result in the creation of new jobs. By the creation of additional space for new development the proposal will also expedite the relocation of Govan Market and the release of the Water Row site for additional development.

This project is also to be a multi-agency supported project which will:

- increase the attraction of Central Govan;
- add competitive advantage to Central Govan;
- create jobs and increase output;
- accelerate the redevelopment of the waterfront;
- create a distinctive quality of place with international appeal;
- improve the quality of accessibility and connectivity by all transport modes; and
- regenerate a waterfront community and widen access to jobs and training.

## 11. Govan Ferry Landing and Riverfront Walkway Improvements

This element of the Action Plan is most important in providing an attractive entrance to Govan from the waterfront and opening up Govan Waterfront into the regeneration of the River Clyde. As such, it is an essential element of the Clyde Waterfront Regeneration to both complement current Regeneration Initiatives and encourage further investment in other adjacent areas of the River Clyde. More importantly, this project will highlight Govan as an attractive location, provide direct access to River transport and create a dynamic quality to the regeneration of Govan.

This project is also to be a multi-agency supported project which will:

- create a globally attractive location which will add competitive advantage,
- accelerate the redevelopment of the waterfront,
- create a distinctive quality of place and a dynamic waterfront with international appeal,
- increase the attraction of the area for investment,
- achieve high levels of accessibility and connectivity to the River Clyde, and
- stimulate the regeneration of a waterfront community and widen access to jobs and training.

## 12. Govan Old Parish Entrance and Riverside Park

These recommendations of the Action Plan stem from other work being carried out by Page and Park for Govan Old Parish Church. However the importance of these projects to the Action Plan cannot be underestimated insofar as Govan Old churchyard is the most important historical element of Govan's heritage. It is also of importance that the entrance to the Churchyard is located in a prominent area of Govan Road immediately adjacent to the Pearce Institute and that environmental improvement is necessary to complement the ongoing renovation of this building. In addition the area to the rear of the churchyard adjoins the river walkway and requires to be brought up to a similar standard and to ensure that the heritage of the church is recognised within the context of the Clyde waterfront.

This project is also to be a multi-agency supported project which will:

- create a distinctive quality of place and a dynamic waterfront with international appeal,
- increase the attraction of the area for investment, and
- stimulate the regeneration of a waterfront community.

## 13. Langlands Road Shopfront Improvements

The shops on Langlands Road are the most prominent in Central Govan and are currently well occupied, particularly between Shaw Street and Rosneath Street. In these circumstances the priority of the action Plan has been to encourage additional use of vacant premises as a means of increasing the vitality of Govan Road. The need for shopfront improvement on Langlands Road in the physical

regeneration of Govan cannot be under estimated. As these are the first shops visible from Helen street and Golspie Street in approaching the Govan Centre from the south and west, the image they currently provide detracts from the appearance, environment and amenity of the area. The Action Plan proposes to encourage a rationalisation of these shopfronts within the terms of Glasgow City Council policy on shopfront design. The improvement of these shopfronts should then be followed by improvements to the streetscape as outlined in the landscape section of the Plan.

This project is also to be a multi-agency supported project which will:

- increase the attraction of Central Govan,
- add competitive advantage to Central Govan,
- assist create a distinctive quality of place with international appeal, and
- stimulate the regeneration of a waterfront community.

## 14. Napier House and Riverside Hall

These projects will require additional public sector funding with a degree of initial finance provided by the release of land at Napier Street for additional housing either by Glasgow Housing Association or other housing agencies.

## 15. Govan Community Hall

The provision of a new community hall for Central Govan as a replacement of the former premises at Rathlin Street.

## 16. Pearce Institute Refurbishment

The Pearce Institute is considered one of the most important facilities and buildings in Central Govan. Accepting that there is currently a long-term programme of refurbishment and restoration works the Action Plan recommends acceleration of the programme for completion within a maximum of 3 years.

## 17. Fairfield Offices Refurbishment

Refurbishment of the former Fairfield offices would provide an opportunity for re-use of this important listed building and provide important economic advantages to local businesses.

## ACTION PLAN RECOMMENDATIONS

The following programme lists the various projects identified in the Action Plan with recommended programmes, allocation of responsibilities, costs, and investment potential for assessment of the value of each project and monitoring of the Action Plan Implementation.

### Implementation Programme

In order to instil community confidence, the implementation of the Action Plan recommendations has been carefully programmed to ensure continuity of delivery and a co-ordinated approach to Govan's regeneration. In order to achieve this objective the programme of action outlined in Table 6 is recommended to ensure that necessary funding can be made available.

The consultant team consider this programme to be realistic and achievable, with the potential to regenerate Central Govan within a five-year timespan.

### Monitoring Principles and Procedures

There is a need to establish a mechanism for monitoring the progress of each of the projects and the subsequent impact they have on the regeneration of central Govan and its community. A set of baseline indicators should be identified for Central Govan as the basis for ongoing monitoring.

The Action Plan has outlined a programme for each proposed project, enabling community members to assess the Plan's progress and effectiveness. In addition the Action Plan includes registers of vacant properties in the attached Appendices. These can be monitored to establish vacancy reductions in retail or housing properties or increased attraction as a result of the proposals in the plan. Assessing changes in Govan's profile and character can help establish whether reviews or redirections of the Action Plan's proposals would be justified.



TABLE 6 : DEVELOPMENT PROPOSALS

PRIORITY	PROJECT	COST	2005			2006			2007			2008			2009			2010			INVESTMENT VALUE	AGENCY	CAPITAL RECEIPT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Marketing Planning Applications Construction

This section of the Action Plan outlines principles behind the proposed layouts for the identified development areas and urban infill sites within the study boundary.

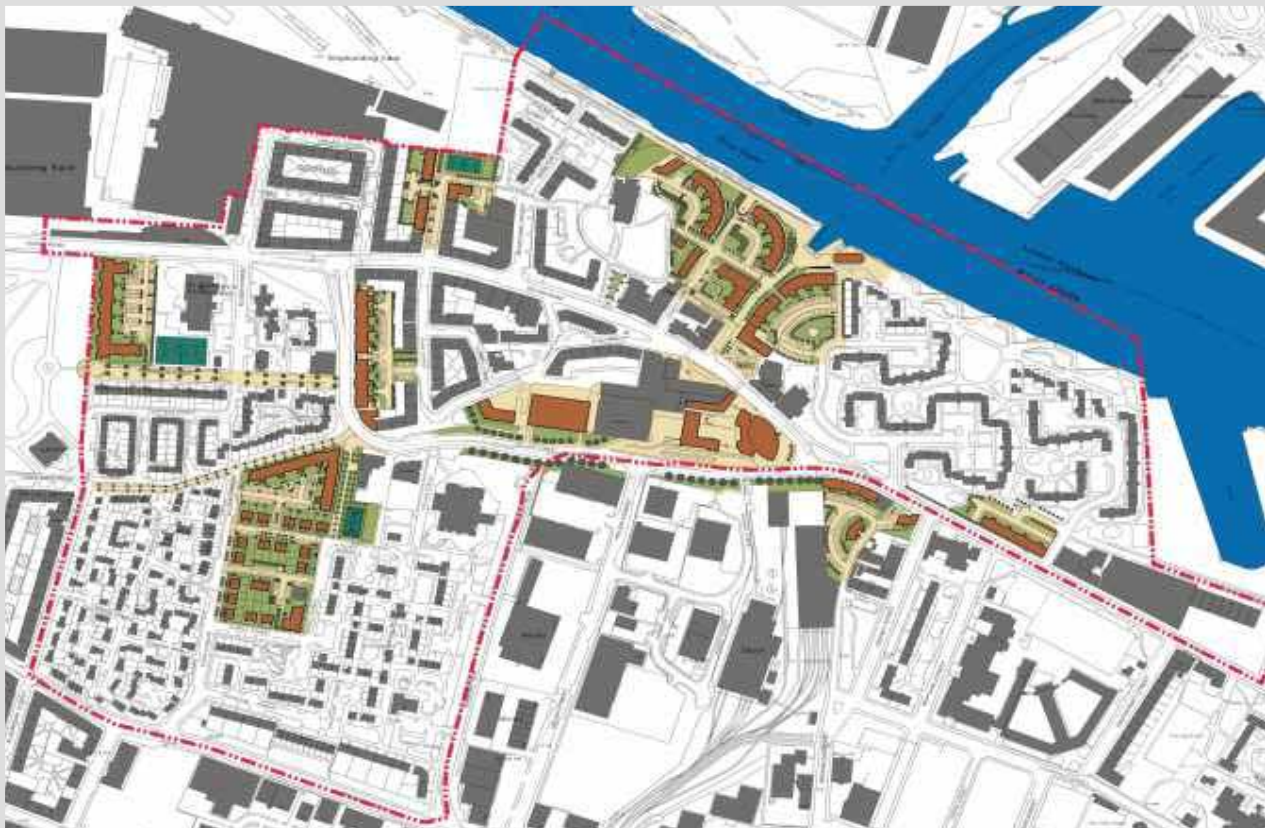
The layouts have been designed by GD Lodge and Partners in accordance with the townscape analysis by McInally Associates and the landscape analysis by Anne Nevett Landscape Architects, and subject to traffic impact analysis by DBA. In the development proposals for the various sites identified, attention has been paid to the restoration of the urban fabric to ensure that the townscape is re-instated in an appropriate and cohesive way. The built forms and materials suggested have been derived as a contemporary response to the urban fabric and the layouts developed to optimise the provision of residential accommodation.

The preceding sections contain assessments of all issues relevant to the regeneration of Central Govan. The principle conclusions which have been reached and on which the recommendations are made are:

- There is an urgent need for additional housing and population in Central Govan.
- Housing proposals should provide for mixed tenure developments with a range of private and social rented accommodations.
- There is an urgent need to improve the retail environment in Central Govan and to increase the attraction of the shopping centre.
- Proposals for new development should be designed to increase the urban cohesion of Central Govan and to reflect the townscape, heritage and character of the area.
- Proposals should ensure integration with and access to the River Clyde waterfront.

There now follows a series of proposals for the sites which have been identified for development action. Each of these proposals addresses the issues which are considered to be required to achieve the regeneration of Central Govan. These proposals will achieve the regeneration of the area if implemented in accordance with the strategy proposed.

FIGURE IL1 : THE MASTERPLAN





## ELDER STREET DEVELOPMENT AREA

The site comprises land bounded by Elder Street to the west, Langlands Road to the north, and Harhill Street to the east and south. It adjoins the three character areas of Fairfield, Greenfield Street and Harmony Row Housing, as noted within the townscape analysis. Townscape problems include poor relationship of the buildings to Langlands Road and the scale of the housing in relation to the surrounding built form. The site also suffers from a lack of connection to the surrounding area, leaving it isolated and poorly supervised from surrounding development.

Langlands Road is an important local path between Elderpark Library and the town centre. This path suffers in terms of poor landscape treatment and lack of security and requires a cohesive treatment to unify new and existing development, possibly as an early action proposal. Upgrading Langlands Road could generate activity on that corridor and thereby encourage pedestrians and cyclists and potentially public transport. The extension of Elder Street to Langlands Road may take the form of a restricted pedestrian and cycle connection. A limited vehicular connection would likely either accommodate public transport alone, or function as a one-way westbound connection.

Two significant existing buildings fall within the boundary of the site, the former Govan Baths building and the Gladstone Memorial Institute (GMI). The Baths building is vacant but the GMI has been refurbished as a homeless person's hostel and is incorporated within the layout. The proposals assume that the Baths building will be demolished to make way for new development.

The layout proposes development of the site with semi-detached, family dwellings to the south, a small three storey flatted development to the southeast corner, and a four storey flatted development to the north overlooking Langlands Road. New buildings should make reference to the other local structures, producing an urban form with contemporary materials.

The semi-detached dwellings are laid out to re-establish the street edge to Elder Street and Harhill Street, with a small three-unit terrace located within the centre of the site. The flatted development adjacent to the GMI allows the opportunity to respond more sympathetically to the scale of this building and maintain a reasonable site density.

The flatted development to the north reinstates the urban fabric facing Langlands Road and has been considered in conjunction with public realm improvement works proposed to the path linking Elderpark Library to Golspie Street. It also identifies the Langlands Road path from Golspie Street via a distinctive treatment of the intersection of the two wings of accommodation at the junction. This corner element proposes an architectural statement indicating the significance of the Langlands Road path. The building's form and massing reinstate the urban fabric that existed prior to the 1966 redevelopment and is consistent in scale with tenemented buildings to the west of Langlands Road, Golspie Street and also with the adjacent Hills Trust School building.

A further significant feature of the layout is the improvement of the connection from Harhill Street to Golspie Street via the incorporation of the cohesive landscaping treatment at the interface with the Hills Trust School. Within this landscaped space a multi-purpose playing

field and amenity area are provided for use by both the residents and adjacent schools.

The site, while benefiting from any increased activity on Langlands Road, would not depend on that route for access. Pedestrian and cycle access could be taken from Langlands Road via connections at Elder Street and the continuation of Harhill Street, however vehicular access would be via Elder Street from the south. Connections between Elder Street and Harhill Street would enable access and facilitate servicing. These access roads would be traffic calmed and would incorporate visitors parking.

FIGURE IL2 : ELDER STREET LAYOUT



FIGURE IL3 : ELDER STREET PERSPECTIVE



*The illustrations on this page are for indicative purposes only*



**FIGURE IL4 : GARMOUTH STREET ELEVATIONS AND LAYOUT****FIGURE IL5 : GARMOUTH STREET PERSPECTIVE**

*The illustrations on this page are for indicative purposes only*

## GARMOUTH STREET DEVELOPMENT AREA

The site forms part of the Fairfield Housing character area and faces the important Elderpark node. It currently forms part of the grounds of St. Anthony's Primary School but has been identified as having potential for changed land use due to its under-utilisation. The landscape analysis identifies a need for improved edges to Elderpark along its boundary with the site, together with an opportunity for the creation of a new link and public realm improvements at Garmouth Street.

The proposed development layout comprises a four storey flatted block addressing the eastern edge of Elderpark, with parking access from Govan Road to the north. The flats will benefit from magnificent views across Elderpark to the west, with other accommodation facing onto Govan Road to the north and Garmouth Street to the south.

The development forms an important backdrop to the East edge of Elder Park and also signifies the entrance to the Central Govan area from the west. Architectural materials should mediate between the requirement for an urban form with an appropriate and contemporary architectural response to the park area.

The architecture should make a significant statement to terminate views from Elder Park, reinstating the urban form that existed prior to the 1966 redevelopment. The block orientation affords the opportunity of improving the public realm and boundary treatment to the eastern edge of the park. Railings will be replaced, the edge defined with a new footpath to the front of the flatted block and the existing tree planting maintained and augmented.

The layout provides pedestrian links on all sides to the established footway network on Govan Road, Elder Street and Garmouth Street. The proposals allow the creation of a new park entrance, centred on Garmouth Street, which will benefit by being overlooked from the new development. A new link will thus be created from Elderpark, along Garmouth Street, which will be improved by the introduction of new surfacing, hard landscaping and tree planting.

The potential exists to achieve vehicular access from either Govan Road or Garmouth Street. Due to the implementation of additional right turn movements on Govan Road, this site should be accessed from Garmouth Street, an established residential road. All traffic would access the development at the Govan Road / Elder Street priority junction.

The layout illustrates the possibility of incorporating an all-weather seven-a-side football pitch within the grounds of St. Anthony's School, making better use of the school grounds.



## GOLSPIE STREET DEVELOPMENT AREA

The site lies within the Central Govan character area identified within the townscape analysis and is bounded to the north, south and east by traditional, four storey tenemental properties of primarily blond sandstone construction. The need has been identified for a significant building of tenemental scale that will not only restore the townscape but improve and emphasise the entry into Central Govan from the western approach.

These criteria must be reconciled with significant traffic movement along Golspie Street towards its junction with Govan Road, and the development's relationship to the Shaw Street residential area to the east. A new junction on either Golspie Street or Shaw Street would allow access to the development. Golspie Street is a major thoroughfare, and a new junction on that street would require signalisation due to special constraints. It is therefore only feasible thanks to the visibility requirements of a 30mph road.

Access to the development from Shaw Street would be preferable, due to the slower nature of that road. Additionally, traffic flow in the area would not be impeded by introducing another junction on Golspie Street. Access will be achieved through the space created by the demolition of former light industrial premises between the tenements of Shaw Street. Access from Shaw Street would also facilitate visitor parking and servicing. To overcome potential noise and privacy problems that could exist to the ground level accommodation, the building has been elevated above street level creating the opportunity for undercroft parking. This will also allow the site to be fully developed without compromising parking provision.

The development would be fully integrated with the existing local footway network, with full and attractive pedestrian routes to both Shaw Street and Golspie Street. Permeability through the built form from Garmouth Street and Langlands Road is achieved by providing an access to Shaw Street through the block from Golspie Street.

The layout proposed presents a four storey flatted development to Golspie Street that re-establishes the urban form of the pre-1966 tenemental layout. The building represents a robust, urban form to the street edge, affording views across adjacent development to Elderpark and the western approach road beyond. The materials should be consistent with the adjoining tenemental forms and suitably urban in character and also form a suitable gateway statement from the Western approach road into the town centre area.

FIGURE IL6 : GOLSPIE STREET ELEVATIONS AND LAYOUT



FIGURE IL7 : GOLSPIE STREET PERSPECTIVE



*The illustrations on this page are for indicative purposes only*

**FIGURE IL8 : RATHLIN STREET ELEVATIONS AND LAYOUT****FIGURE IL9 : RATHLIN STREET PERSPECTIVE**

## RATHLIN STREET DEVELOPMENT AREA

Rathlin Street forms part of the core area of Central Govan, comprising gap sites set within traditional four storey tenements. The site currently contains an actively-used 5-a-side football pitch together with areas of public greenspace, and interim greenspace as defined in the landscape analysis.

The proposed layout seeks to reinstate the tenement form that previously existed on the site to provide four storey flatted developments at both Rathlin Street and Wardrop Street. The pitch would be relocated to the north of Wardrop Street, accommodated by nominal realignment and width reduction of the existing road. There is the possibility of providing a changing pavilion associated with this facility at the east end of the new pitch.

The development form chosen has sought respect the existing tenemental layout and massing. The main block of flatted accommodation is to the west of Rathlin Street with pend access to the rear for refuse collection and parking. Further parking spaces are accessed directly from Rathlin Street itself. A second block is situated to the east to complete the truncated gable of the existing tenement. This would have its own parking area accessed from Wardrop Street.

In terms of traffic impact, the development would be accessed from the existing Govan Road / Rathlin Street priority junction, and at the development density envisaged no modifications to that junction would be required. Alternatively, the Rathlin Street / Govan Road junction could be closed and the existing housing and new development serviced from Mckechine Street to the east. This approach is favoured by Glasgow City Council Land Services.



## WATER ROW DEVELOPMENT AREA

With its potential to create a new urban quarter for Govan reclaiming the riverfront, and to redefine the Cross and link it with the River, this site represents the most challenging and valuable area for new development in the study area.

Due to previous shipyard development there are few historical townscape references which can act as starting-points or cues for new development. Nevertheless the old Parish Church and grounds, the former ferry landing, and the existing urban grain at both Water Row and Pierce Street provide a starting point for a new urban structure and grain. The layout of built form should also take cognisance of the site of Doomster Hill over which built development should be avoided until further archaeological investigations are complete.

Opportunities exist for the creation of linked landscaped places at the ferry landing and at the Church, thereby safeguarding views to the Church from the river and north bank. Implementation of public realm improvements to connect the Govan Walkway with Govan Wharf will provide an integrated riverfront walkway with a significant central public space at the ferry landing.

A new public square is proposed at Govan Cross, defined on its northern edge by a new pavilion building. This building could have a pend between café or retail uses at ground level, providing access to a landscaped interpretation area on the Doomster Hill. It is envisaged that this pavilion will be a contemporary response to the existing urban environment with a high proportion of glass towards the new square and will form an appropriate generator for the architectural form of the greater development behind.

Water Row will again become the principal pedestrian access point from Govan Cross to the riverfront, defined by buildings which it is envisaged will gradually fan out to create a new public space on the riverfront at the ferry landing. The public area will be served by a new pavilion building at the water's edge containing café space and a ferry terminal. The form of this ferry pavilion should again be an exciting, contemporary response to the new waterfront area that will in itself help to generate activity at the landing. A mixed use development comprising ground floor retail / café / restaurant uses facing the landing area, with flatted development above will arc to the east, leading to a regenerated Govan walkway.

A new east/west street will be formed between Doomster Hill and the churchyard, echoing a possible ancient processional route leading to a new public open space in front of the churchyard. This space will maintain the view of the church from the river and the north bank. A low level interpretation building/visitor centre describing the site's historical background and archaeological context overlooks this space and is the destination of the pedestrian route across the processional way. This route hugs the walls of the churchyard before opening out onto the open space and walkway. It is envisaged that whilst the architectural language of this visitor centre will be contemporary, the building will be low level, possibly sunk into the ground, and will have minimal visual impact from the river.

The flatted blocks on the riverfront are conceived as segments, arcing from the south towards the west thereby minimising overshadowing of the walkway and allowing sunlight to penetrate to

the river frontage. The blocks are envisaged to step from four storeys at the south to five storeys at the riverfront, respecting the scale of buildings generally within the Central Govan area, and avoiding a "monumentalist" approach which would overshadow the river.

To maximise views towards the river, the flatted blocks should make optimum use of glass, with floor to ceiling glazing at balconies and large window openings to living areas. Reference should be made in the choice of materials to the predominant use of sandstone in Govan's existing buildings.

By restricting the palette to a limited number of high quality materials related to the site's context, it will be possible to produce a coherent development that is complimentary to the architecture of the Central Govan area without constricting architectural style.

In view of the size of the development more than one vehicle access will be required, primarily Pearce Street but also the envisaged new Govan Road / Napier Place junction. Pearce Street's junction with

Govan Road may require upgrading. Water Row will have the role of the central pedestrian and cycle corridor and should be designed as such, although limited vehicle access may be required due to the requirements of internal circulation within the development site. All roads within the development area will be designed with traffic calming to the appropriate council standard, and as such traffic would be suitable controlled within the site.

Plans are being advanced by the City Council and others for the provision of a pontoon at the site of the former Govan Ferry to allow for Riverboat and Ferry connections to other locations and facilities on the river. This includes proposals for the re-opening of the Govan Ferry between Water Row and the new Transport Museum at Pointhouse on the Glasgow Harbour development.

FIGURE IL10 : WATER ROW PERSPECTIVE



*The illustrations on this page are for indicative purposes only*



FIGURE IL11 : WATER ROW ELEVATIONS



FIGURE IL12 : WATER ROW LAYOUT



FIGURE IL13 : WATER ROW PERSPECTIVE (from River Clyde)



The illustrations on this page are for indicative purposes only



## ORKNEY STREET / BROOMLOAN ROAD AND NAPIER ROAD DEVELOPMENT AREAS

These two sites form an important gateway into the eastern approach to the Central Govan area. The Townscape Analysis clearly states the need to reinforce the edges along Govan Road, these having been seriously eroded by demolition creating gap sites and new development that ignores traditional building lines.

Whilst the Orkney Street / Broomloan Road site lies outside the identified Central Govan area, its importance in townscape terms and its ability to make a significant contribution to new housing numbers require that it be considered in conjunction with proposals to redevelop the adjacent Orkney Street Police Station.

The layout proposed takes cognisance of the scheme prepared by the Glasgow Building Preservation Trust to provide office accommodation within the existing fabric of the former Police Station, together with contemporary additions to Broomloan Road. The four storey flats to Broomloan Road respect the semi-elliptical geometry suggested in the redevelopment proposals and a new four storey block fronting the Orkney Street / Govan Road junction is set back from the street line to create a small public space. With the closure of Broomloan Road, this will create sightlines from Govan Road towards the impressive sandstone tenement block containing the Lloyds TSB bank at ground floor level.

These flats, together with the main terrace of flats proposed adjoining the tenement building will provide 40 residential units on the site and reinstate the south street edge to Govan Road.

The Napier Road layout reinstates the street edge to the north of Govan road in the form of four storey flats, improving the vista towards the underground station and providing an additional 32 residential units.

The architectural form of both the north and south terraces facing onto Govan Road should compliment each other in order to reinstate a sense of cohesion to the streetscape, with materials chosen that compliment the red sandstone finish to both the existing tenement and to Napier House.

FIGURE IL14 : ORKNEY STREET LAYOUT



FIGURE IL15 : NAPIER ROAD LAYOUT



*The illustrations on this page are for indicative purposes only*

## UNDERGROUND, BUS DEPOT AND SHOPPING CENTRE DEVELOPMENT AREA

This site is of strategic importance to Central Govan : socially, economically and architecturally. Despite forming the main gateway to the Town Centre from the City, it currently lacks any sense of place or integration with the surrounding urban fabric. Whilst the underground station is one of Central Govan's greatest assets, the current station building does not relate in any positive way to the townscape of the area and singly fails to make an appropriate architectural statement at this most important junction. Both the townscape and landscape analysis identify significant failings with this space in terms of lack of connection, severance of the town centre from the Greater Govan area, lack of a coherent urban form and poor landscape and surface treatment.

The shopping centre itself, whilst of pivotal importance to the economic welfare of the Town Centre, has a detrimental impact upon the urban fabric and does not integrate with the underground.

The proposals for the site seek to address these identified problems by:

- Improving the connection of the Town Centre with the Greater Govan area across Golspie Street.
- Improving the street frontage to Golspie Street.
- Reducing the impact of and reconfiguring the bus depot.
- Providing an enclosed area for a market hall and other community events.
- Directly connecting the underground station with the shopping centre.
- Replacing the underground station with a more dynamic and exciting building that acts as an appropriate gateway to the Town Centre area.
- Consolidating and increasing the retail opportunity within the shopping centre and improving its currently poor visual impact.
- Rationalising the parking and servicing arrangements to the shopping centre and providing a new multi-storey car park.
- Providing commercial space above the proposed new indoor market hall as a source of revenue in redeveloping the underground station.

**FIGURE IL16 : SHOPPING CENTRE AND UNDERGROUND PERSPECTIVE**



*The illustrations on this page are for indicative purposes only*

The proposed underground station will connect directly to the shopping centre as well as to the street, allowing covered access directly to shops. The station itself takes the bold move of allowing views down to the trains directly from the street by opening up the tracks to a glazed roof, the enclosure forming an immediately identifiable icon signifying entry to Central Govan and celebrating the importance of the underground connection.

Egress from the station plaza would bring passengers directly into the market hall, a multi-purpose activity space surrounded by shops and cafes on the ground and first floors with office space overlooking on the upper floors. The entire space is top-lit via a dramatic rooflight feature, which oversails the underground station. It is envisaged that the weekend market currently sited at Water Row will decant to this space, significantly improving the quality of environment for the market traders and customers alike. The space also has the potential to act as an informal venue for public performances throughout the year.

The market hall leads directly into the refurbished shopping centre to the north via a top lit mall with an entrance to Govan Road at one end and the new car park at the other. To the south, the Market Hall leads to the new bus depot via the Golspie Street entrance. This entrance is a three storey high glazed screen marking the way through the Market hall to Govan cross from Golspie Street and will be a significant statement to the street, integrating Golspie street with Govan cross.

The underground, market hall and office complex, together with the refurbished shopping centre and car park will complete the street frontage to Golspie street.

The form of the new shopping centre, commercial and underground complex has been designed as a contemporary intervention within the townscape, signifying the social and economic regeneration of the area and providing an iconic, signature development that will identify Central Govan's revitalisation. The interface between the market square building / underground plaza and the street level surfacing and hard landscaping is considered to be of primary importance to the success of the spaces around the complex, and will require to be considered in conjunction with planting, feature and amenity lighting and signage.

Technical consideration has been given to the transportation aspects of these proposals, including discussions with SPT, who have indicated that the redevelopment of the existing bus terminus would be acceptable, provided that certain key requirements are taken into account. These include provision of 8 bus stances within the facility with better integration of passenger and support facilities in the surrounding redevelopment area; a taxi rank accommodating no less than 5 vehicles, and a pedestrian crossing over Govan Road linking the underground station and the redeveloped civic space.

In response to commuter car parking in the Govan area, GCC Land Services indicate a need for a parking controlled zone in Central Govan. Nevertheless this would have to be designed to maintain the opportunity for shorter-term parking by customers of the shops and businesses in the area.



FIGURE IL17 : SHOPPING CENTRE, UNDERGROUND AND BUS STATION ELEVATIONS



Golspie Street Elevation



Section Through Market Hall

*The illustrations on this page are for indicative purposes only*

FIGURE IL18 : HARHILL STREET COMMUNITY CENTRE ELEVATIONS AND LAYOUT



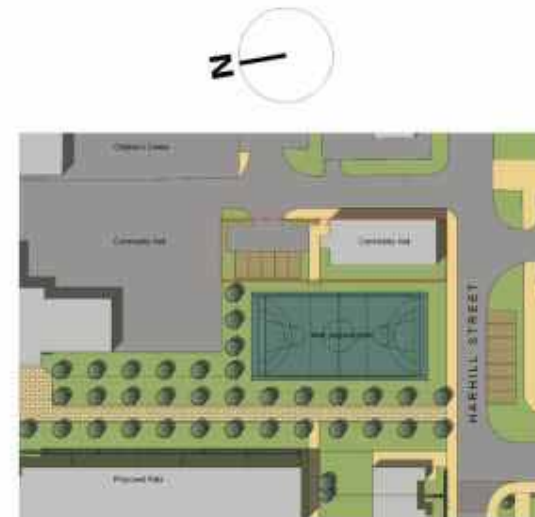
SECTION  
1:100



PLAN  
1:100



EAST ELEVATION  
1:100



SITE PLAN  
1:500





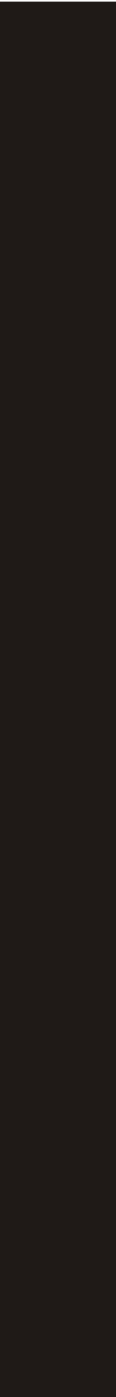
# APPENDIX A : LIST OF VACANT PROPERTIES

# APPENDIX A : LIST OF VACANT PROPERTIES

Property	Flat Position	Vacant
Govan Housing Association		
Elder Street		
1 Elder Street, Govan G51 3EE	2/2	6 months to 1 year
Govan Road		
871 Govan Road, Govan G51 3DL	2/1	Under 6 months
883 Govan Road, Govan G51 3DN	1/3	6 months to 1 year
903 Govan Road, Govan G51 3DN	3/2	6 months to 1 year
932 Govan Road, Govan G51 3AF	3/1	6 months to 1 year
932 Govan Road, Govan G51 3AF	3/2	Under 6 months
940 Govan Road, Govan G51 3AF	2/2	Under 6 months
956 Govan Road, Govan G51 3AJ	1/1	Over 1 year
956 Govan Road, Govan G51 3AJ	1/2	Over 1 year
956 Govan Road, Govan G51 3AJ	2/1	Over 1 year
956 Govan Road, Govan G51 3AJ	2/2	Over 1 year
956 Govan Road, Govan G51 3AJ	3/1	Over 1 year
956 Govan Road, Govan G51 3AJ	3/2	Over 1 year
964Govan Road, Govan G51 3AJ	1/1	Over 1 year
964Govan Road, Govan G51 3AJ	1/2	6 months to 1 year
964Govan Road, Govan G51 3AJ	2/1	Over 1 year
964Govan Road, Govan G51 3AJ	2/2	Over 1 year
964Govan Road, Govan G51 3AJ	3/2	Over 1 year
970 Govan Road, Govan G51 3AJ	1/2	Under 6 months
970 Govan Road, Govan G51 3AJ	3/2	Under 6 months
976 Govan Road, Govan G51 3AJ	0/1	Over 1 year
976 Govan Road, Govan G51 3AJ	1/2	Over 1 year
Howatt Street		
1 Howatt Street, Govan G51 3AL	3/2	Under 6 months
5 Howatt Street, Govan G51 3AL	3/1	Under 6 months
8 Howatt Street, Govan G51 3AW	0/1	6 months to 1 year
10 Howatt Street, Govan G51 3AW	1/3	Under 6 months
11 Howatt Street, Govan G51 3AN	0/1	6 months to 1 year
11 Howatt Street, Govan G51 3AN	2/3	6 months to 1 year
13 Howatt Street, Govan G51 3AN	1/1	Under 6 months
13 Howatt Street, Govan G51 3AN	1/2	Under 6 months
13 Howatt Street, Govan G51 3AN	2/2	Over 1 year
13 Howatt Street, Govan G51 3AN	2/3	6 months to 1 year
13 Howatt Street, Govan G51 3AN	3/2	Under 6 months
13 Howatt Street, Govan G51 3AN	3/3	6 months to 1 year
18 Howatt Street, Govan G51 3AP	0/1	Under 6 months
18 Howatt Street, Govan G51 3AP	1/1	Over 1 year
18 Howatt Street, Govan G51 3AP	1/2	Over 1 year
18 Howatt Street, Govan G51 3AP	2/1	Over 1 year
18 Howatt Street, Govan G51 3AP	2/2	Over 1 year
18 Howatt Street, Govan G51 3AP	3/1	Over 1 year
18 Howatt Street, Govan G51 3AP	3/2	Over 1 year
20 Howatt Street, Govan G51 3AP	0/1	6 months to 1 year
20 Howatt Street, Govan G51 3AP	1/1	Under 6 months
20 Howatt Street, Govan G51 3AP	1/3	Under 6 months
20 Howatt Street, Govan G51 3AP	2/1	Under 6 months
20 Howatt Street, Govan G51 3AP	2/2	6 months to 1 year
20 Howatt Street, Govan G51 3AP	2/3	Under 6 months

Property	Flat Position	Vacant
Howatt Street cont'd		
20 Howatt Street, Govan G51 3AP	3/1	Over 1 year
20 Howatt Street, Govan G51 3AP	3/2	6 months to 1 year
Luath Street		
2 Luath Street, Govan G51 3EB	1/2	Over 1 year
2 Luath Street, Govan G51 3EB	2/1	Under 6 months
2 Luath Street, Govan G51 3EB	2/2	Under 6 months
4 Luath Street, Govan G51 3EB	0/2	Over 1 year
5 Luath Street, Govan G51 3EA	0/1	6 months to 1 year
5 Luath Street, Govan G51 3EA	1/1	6 months to 1 year
5 Luath Street, Govan G51 3EA	3/2	Under 6 months
6 Luath Street, Govan G51 3EB	0/1	Under 6 months
6 Luath Street, Govan G51 3EB	0/2	Under 6 months
6 Luath Street, Govan G51 3EB	2/2	6 months to 1 year
8 Luath Street, Govan G51 3ED	2/1	Under 6 months
9 Luath Street, Govan G51 3EA	1/1	6 months to 1 year
13 Luath Street, Govan G51 3DZ	0/1	6 months to 1 year
13 Luath Street, Govan G51 3DZ	2/1	6 months to 1 year
17 Luath Street, Govan G51 3DZ	0/2	6 months to 1 year
21 Luath Street, Govan G51 3DZ	0/1	Over 1 year
21 Luath Street, Govan G51 3DZ	1/2	Under 6 months
21 Luath Street, Govan G51 3DZ	3/1	Under 6 months
Rathlin Street		
5 Rathlin Street, Govan G51 3AG	0/1	6 months to 1 year
5 Rathlin Street, Govan G51 3AG	1/1	6 months to 1 year
5 Rathlin Street, Govan G51 3AG	1/2	Under 6 months
5 Rathlin Street, Govan G51 3AG	2/1	Over 1 year
5 Rathlin Street, Govan G51 3AG	2/2	Over 1 year
5 Rathlin Street, Govan G51 3AG	3/1	6 months to 1 year
5 Rathlin Street, Govan G51 3AG	3/2	6 months to 1 year
6 Rathlin Street, Govan G51 3AG	0/2	6 months to 1 year
6 Rathlin Street, Govan G51 3AG	2/1	Under 6 months
6 Rathlin Street, Govan G51 3AG	3/2	Over 1 year
10 Rathlin Street, Govan G51 3AG	0/1	6 months to 1 year
10 Rathlin Street, Govan G51 3AG	0/2	Under 6 months
14 Rathlin Street, Govan G51 3AG	0/1	Under 6 months
14 Rathlin Street, Govan G51 3AG	1/1	Under 6 months
14 Rathlin Street, Govan G51 3AG	2/2	6 months to 1 year
18 Rathlin Street, Govan G51 3AG	0/1	Over 1 year
18 Rathlin Street, Govan G51 3AG	2/1	Over 1 year
Rosneath Street		
9 Rosneath Street, Govan G51 3BG	3/1	Under 6 months
13 Rosneath Street, Govan G51 3BG	0/2	6 months to 1 year
13 Rosneath Street, Govan G51 3BG	2/2	Under 6 months
21 Rosneath Street, Govan G51 3BG	2/1	Under 6 months
22 Rosneath Street, Govan G51 3BE	0/1	6 months to 1 year
Shaw Street		
3 Shaw Street, Govan G51 3BJ	1/2	6 months to 1 year
3 Shaw Street, Govan G51 3BJ	2/2	Under 6 months
9 Shaw Street, Govan G51 3BJ	1/3	6 months to 1 year
9 Shaw Street, Govan G51 3BJ	3/2	Over 1 year





Property	Flat Position	Vacant
Shaw Street cont'd		
10 Shaw Street, Govan G51 3BN	1/1	Over 1 year
10 Shaw Street, Govan G51 3BN	2/3	6 months to 1 year
16 Shaw Street, Govan G51 3BN	0/1	Over 1 year
30 Shaw Street, Govan G51 3BN	3/1	6 months to 1 year
43 Shaw Street, Govan G51 3BH	1/3	6 months to 1 year
7 Southcroft Street, Govan G51 2DH	0/1	Under 6 months
7 Southcroft Street, Govan G51 2DH	3/1	Under 6 months
Taransay Street		
1 Taransay Street, Govan G51 3EF	0/2	6 months to 1 year
3 Taransay Street, Govan G51 3EF	1/3	Over 1 year
5 Taransay Street, Govan G51 3EF	0/1	6 months to 1 year
5 Taransay Street, Govan G51 3EF	1/1	Over 1 year
5 Taransay Street, Govan G51 3EF	1/2	Over 1 year
Wanlock Street		
20 Wanlock Street, Govan G51 3AQ	House 3	Under 6 months
Elderpark Housing Association		
Crossloan Road		
163 Crossloan Road, Govan G51 3NR	0/2	Under 6 months
163 Crossloan Road, Govan G51 3NR	1/2	Under 6 months
Elderpark Street		
12 Elderpark Street, Govan G51 3SL	0/1	Over 1 year
12 Elderpark Street, Govan G51 3SL	0/2	Over 1 year
14 Elderpark Street, Govan G51 3SL	0/1	Over 1 year
14 Elderpark Street, Govan G51 3SL	0/2	Over 1 year
14 Elderpark Street, Govan G51 3SL	1/1	Over 1 year
14 Elderpark Street, Govan G51 3SL	2/2	6 months to 1 year
14 Elderpark Street, Govan G51 3SL	3/1	6 months to 1 year
14 Elderpark Street, Govan G51 3SL	3/2	Over 1 year
16 Elderpark Street, Govan G51 3SL	0/1	Over 1 year
16 Elderpark Street, Govan G51 3SL	0/2	Over 1 year
16 Elderpark Street, Govan G51 3SL	2/1	6 months to 1 year
16 Elderpark Street, Govan G51 3SL	3/1	Under 6 months
16 Elderpark Street, Govan G51 3SL	3/2	6 months to 1 year
18 Elderpark Street, Govan G51 3SJ	0/1	Over 1 year
18 Elderpark Street, Govan G51 3SJ	0/2	Over 1 year
18 Elderpark Street, Govan G51 3SJ	1/1	6 months to 1 year
18 Elderpark Street, Govan G51 3SJ	1/2	Over 1 year
18 Elderpark Street, Govan G51 3SJ	2/2	Over 1 year
18 Elderpark Street, Govan G51 3SJ	3/1	Over 1 year
18 Elderpark Street, Govan G51 3SJ	3/2	Over 1 year
20 Elderpark Street, Govan G51 3SJ	0/1	Over 1 year
20 Elderpark Street, Govan G51 3SJ	0/2	Over 1 year
20 Elderpark Street, Govan G51 3SJ	1/2	Over 1 year
20 Elderpark Street, Govan G51 3SJ	2/1	Over 1 year
20 Elderpark Street, Govan G51 3SJ	3/1	6 months to 1 year
20 Elderpark Street, Govan G51 3SJ	3/2	6 months to 1 year
24 Elderpark Street, Govan G51 3SJ	0/1	Over 1 year
24 Elderpark Street, Govan G51 3SJ	0/2	Over 1 year
24 Elderpark Street, Govan G51 3SJ	1/1	Over 1 year
24 Elderpark Street, Govan G51 3SJ	3/1	Over 1 year
28 Elderpark Street, Govan G51 3SJ	0/1	Over 1 year
28 Elderpark Street, Govan G51 3SJ	2/1	Over 1 year
28 Elderpark Street, Govan G51 3SJ	3/1	Over 1 year
28 Elderpark Street, Govan G51 3SJ	3/2	Over 1 year

Property	Flat Position	Vacant
Elderpark Street cont'd		
34 Elderpark Street, Govan G51 3SH	0/1	Over 1 year
34 Elderpark Street, Govan G51 3SH	2/1	Over 1 year
34 Elderpark Street, Govan G51 3SH	3/1	6 months to 1 year
34 Elderpark Street, Govan G51 3SH	3/2	6 months to 1 year
36 Elderpark Street, Govan G51 3SH	0/1	Over 1 year
36 Elderpark Street, Govan G51 3SH	0/2	Over 1 year
36 Elderpark Street, Govan G51 3SH	1/1	Over 1 year
36 Elderpark Street, Govan G51 3SH	1/2	Over 1 year
36 Elderpark Street, Govan G51 3SH	2/1	Over 1 year
36 Elderpark Street, Govan G51 3SH	2/2	Over 1 year
36 Elderpark Street, Govan G51 3SH	3/1	Over 1 year
36 Elderpark Street, Govan G51 3SH	3/2	Over 1 year
38 Elderpark Street, Govan G51 3SH	0/2	Over 1 year
38 Elderpark Street, Govan G51 3SH	1/1	Over 1 year
38 Elderpark Street, Govan G51 3SH	1/2	Over 1 year
38 Elderpark Street, Govan G51 3SH	3/2	Over 1 year
40 Elderpark Street, Govan G51 3SH	0/1	Under 6 months
40 Elderpark Street, Govan G51 3SH	1/2	Over 1 year
40 Elderpark Street, Govan G51 3SH	1/3	Over 1 year
40 Elderpark Street, Govan G51 3SH	1/4	Over 1 year
40 Elderpark Street, Govan G51 3SH	2/2	Over 1 year
40 Elderpark Street, Govan G51 3SH	2/3	Over 1 year
40 Elderpark Street, Govan G51 3SH	2/4	Over 1 year
40 Elderpark Street, Govan G51 3SH	3/1	Over 1 year
40 Elderpark Street, Govan G51 3SH	3/2	Over 1 year
46 Elderpark Street, Govan G51 3SU	1/1	Over 1 year
46 Elderpark Street, Govan G51 3SU	1/2	Over 1 year
46 Elderpark Street, Govan G51 3SU	1/3	Over 1 year
46 Elderpark Street, Govan G51 3SU	2/1	Over 1 year
46 Elderpark Street, Govan G51 3SU	2/2	Over 1 year
46 Elderpark Street, Govan G51 3SU	2/3	Over 1 year
46 Elderpark Street, Govan G51 3SU	3/1	Over 1 year
52 Elderpark Street, Govan G51 3SU	0/1	Over 1 year
52 Elderpark Street, Govan G51 3SU	0/2	Over 1 year
52 Elderpark Street, Govan G51 3SU	1/1	Under 6 months
58 Elderpark Street, Govan G51 3SU	0/2	Over 1 year
62 Elderpark Street, Govan G51 3SU	0/2	Over 1 year
62 Elderpark Street, Govan G51 3SU	3/2	6 months to 1 year
66 Elderpark Street, Govan G51 3ST	0/2	Over 1 year
66 Elderpark Street, Govan G51 3ST	3/2	Under 6 months
70 Elderpark Street, Govan G51 3ST	0/2	6 months to 1 year
76 Elderpark Street, Govan G51 3ST	0/2	Over 1 year
80 Elderpark Street, Govan G51 3ST	0/1	6 months to 1 year
105 Elderpark Street, Govan G51 3SS	1/1	Under 6 months
105 Elderpark Street, Govan G51 3SS	2/1	Over 1 year
105 Elderpark Street, Govan G51 3SS	2/2	Over 1 year
105 Elderpark Street, Govan G51 3SS	3/2	Over 1 year
115 Elderpark Street, Govan G51 3SS	0/1	Over 1 year
115 Elderpark Street, Govan G51 3SS	1/1	Under 6 months
121 Elderpark Street, Govan G51 3SS	3/1	Under 6 months
129 Elderpark Street, Govan G51 3SR	0/1	Under 6 months
129 Elderpark Street, Govan G51 3SR	1/2	Over 1 year
133 Elderpark Street, Govan G51 3SR	2/2	6 months to 1 year

Property	Flat Position	Vacant
Langlands Road		
237 Langlands Road, Govan G51 3QB	0/2	Under 6 months
237 Langlands Road, Govan G51 3QB	0/2	Under 6 months
237 Langlands Road, Govan G51 3QB	3/4	Over 1 year
239 Langlands Road, Govan G51 3QB	1/1	Under 6 months
239 Langlands Road, Govan G51 3QB	2/4	6 months to 1 year
241 Langlands Road, Govan G51 3QB	1/1	6 months to 1 year
241 Langlands Road, Govan G51 3QB	3/1	6 months to 1 year
Nimmo Drive		
11 Nimmo Drive, Govan G51 3SY	0/2	Under 6 months
Uist Street		
40 Uist Street, Govan G51 3XW	2/2	Over 1 year
49 Uist Street, Govan G51 3XL	2/3	6 months to 1 year
65 Uist Street, Govan G51 3XL	3/1	6 months to 1 year
69 Uist Street, Govan G51 3XN	1/2	Under 6 months
Glasgow Housing Association		
Burleigh Street		
27 Burleigh Street, Govan G51 3LA	1/2	Under 6 months
27 Burleigh Street, Govan G51 3LA	2/2	Under 6 months
33 Burleigh Street, Govan G51 3LA	1/2	Under 6 months
Crossloan Terrace		
37 Crossloan Terrace, Govan G51 3SE	1/1	Under 6 months
53 Crossloan Terrace, Govan G51 3SE	2/2	Under 6 months
53 Crossloan Terrace, Govan G51 3SE	2/3	Under 6 months
Harhill Street		
62 Harhill Street, Govan G51 3NT	1/1	Under 6 months
Harmony Place		
10 Harmony Place, Govan G51 3SF	3/2	Under 6 months
Napier Place		
27 Napier Place, Govan G51 2LW	0/1	Under 6 months
30 Napier Place, Govan G51 2LL	0/2	Under 6 months
30 Napier Place, Govan G51 2LL	1/1	Under 6 months

# APPENDIX B : RETAIL PROPERTY VALUATION

# APPENDIX B : RETAIL PROPERTY VALUATION

Description and Situation	Postal No. / Flat	Notional Values	2005 Rateable Values
<b>Burleigh Street</b>			
Clothing	9	£50,000	£7,000
Loans & finance	15	£75,000	£10,500
Hardware	19	£65,000	£9,500
Hardware	25	£80,000	£12,200
Use unknown	27	Unknown	Unknown
Vacant	29	Unknown	Unknown
Community office	31	£80,000	£11,600
Optician	35	£30,000	£4,200
Community office	37	£45,000	£6,800
Community office	41	£60,000	£8,800
Vacant	41A	£45,000	£6,400
Community office	43	£50,000	£7,400
Community office	47	£85,000	£12,100
Solicitor's office	49	£35,000	£4,750
<b>Elder Street</b>			
Shop : Vacant	13	£5,000	£1,300
<b>Govan Cross Shopping Centre</b>			
Bank	Unit 1	£160,000	£16,100
Discount Toiletries	Unit 2	£130,000	£12,200
Café & Takeaway	Unit 3	£130,000	£11,900
Baker	Unit 4	£130,000	£11,900
Food store	Unit 5	£300,000	£36,750
<b>Govan Road</b>			
Bank	705	£80,000	£12,000
Bank	790	£100,000	£16,500
Travel agent	794	£50,000	£8,200
Hairdresser	841	£30,000	£3,500
Newsagent / grocer	843	£30,000	£3,900
Shop : Vacant	847	£30,000	£3,750
Greengrocer	849	£20,000	£2,550
Stationary & gifts	851	£35,000	£4,300
Café	853	£30,000	£3,650
Shop : Vacant	857	£30,000	£3,800
Shop : Vacant	859	£30,000	£3,400
Takeaway & delicatessen	869	£20,000	£2,500
Shop : Vacant	873	£20,000	£2,600
Solicitor	875	£35,000	£5,250
Solicitor	879	£35,000	£5,300
Bank	818	£120,000	£17,500
Loans & personal finance	922	£45,000	£6,500
Business centre	928	£60,000	£9,100
Hot food takeaway	934	£20,000	£3,000
Hairdresser	936	£17,000	£2,450
Newsagent	938	£20,000	£2,650
Tanning shop	942	£28,000	£4,000
Solicitor's office	944	£17,000	£2,400
Bookmaker	948	£45,000	£6,300
Shop : Vacant	958	£1,650	£2,500

Description and Situation	Postal No. / Flat	Notional Values	2005 Rateable Values
<b>Govan Road cont'd</b>			
Shop : Vacant	962	£35,000	£5,100
Shop : Vacant	966	£25,000	£3,550
Charity shop	968	£20,000	£2,950
Shop : Vacant	972	£12,500	£1,750
Shop : Vacant	974	£22,000	£3,050
Shop : Vacant	978	£40,000	£5,900
Tanning shop	980	£35,000	£4,550
Money lender	984	£35,000	£5,100
Money lender	988	£45,000	£6,700
Funeral director	996	£55,000	£8,500
Betting Office	1002	£65,000	£9,500
Shop : Vacant	1008	£30,000	£4,000
Video hire	1010	£20,000	£2,900
Hot food takeaway	1012	£30,000	£3,900
Newsagent	1016	£25,000	£3,300
Vacant	1020B	£20,000	£0
Solicitor's office	1020A	£20,000	£3,000
<b>Harmony Row</b>			
Charity shop	7	£75,000	£10,600
Vacant	9	£30,000	£4,300
Community use	11	£55,000	£8,000
Pharmacy	21	£70,000	£9,500
<b>Langlands Road</b>			
General store / grocer	66	£60,000	£3,400
Hairdresser	70	£20,000	£2,200
Heel bar / key cutting	72	£25,000	£3,050
Travel	76	£40,000	£5,350
Café	80	£25,000	£3,600
Sports Shop	82	£27,000	£3,850
Butcher	88	£40,000	£5,700
Funeral Parlour	90	£35,000	£4,950
Pharmacy	92	£25,000	£3,550
Florist	94	£40,000	£5,950
Grocer	96	£40,000	£5,950
General store / grocer	100	£20,000	£1,650
Shop : Vacant	102	£12,000	£1,700
Shop : Vacant	104	£12,000	£1,800
Service shop	108	£25,000	£4,350
Newsagent	110	£25,000	£3,000
Shop : Vacant	116	£10,000	£1,252
Shop : Vacant	118	£10,000	£2,150
<b>Rosneath Street</b>			
Shop : Vacant	11	£10,000	-
<b>Shaw Street</b>			
Shop : Vacant	5	£12,000	£1,800
Shop : Vacant	7	£15,000	£2,250
Baker	11	£15,000	£2,250
General store	13	£15,000	£2,300





Description and Situation	Postal No. / Flat	Notional Values	2005 Rateable Values
Shaw Street cont'd			
Shop : Vacant	15	£20,000	£2,900
Shop : Vacant	21	£20,000	£2,100
Surgery	45	£35,000	£5,200
Shop : Vacant	6	£25,000	£4,200
Hairdresser	12	£25,000	£3,500
Hairdresser	24	£10,000	£1,500
Shop : Vacant	56	£12,000	£1,650
Shop : Vacant	60	£12,000	£1,500
Shop : Vacant	62	£12,000	£1,700
Shop : Vacant	64	£25,000	£3,400
Shop : Vacant	70	£30,000	£4,250
Shop : Vacant	72	£15,000	£2,000
Shop : Vacant	74	£18,000	£2,550
Water Row			
Florist	5	£35,000	£4,800
Community use	9	£32,500	£4,600

Over the period of preparation of the Action Plan a range of approaches have been taken to securing the investment of the local community in determining issues and priorities for the regeneration of Central Govan. These approaches have included informal interviews with local residents, trades and business people, local presence in the Greater Govan Community Forum office, meetings and presentations to local secondary schools, attendance at meetings of the community councils, and conversations with focus groups in the Pearce Institute.

This report is in two parts, the first covering the earlier conversations with people and groups in the area and the second part covering the public exhibition in the Pearce Institute from 21 to 25 June. It includes a future scenario made up from the comments of local people.

## PUBLIC CONSULTATIONS

### Method

A mixture of one to one conversations and conversations in focus groups held between March and June 2005 was used to involve the people of Govan in the plan. The conversations covered the topics people in Govan were currently discussing as well as what people wanted to see in the future.

The groups included people from many different parts of Govan and included people of all ages. A wide range of groups, clubs and organisations were involved both in attending the conversations and in hearing a short presentation about the action plan.

### Main Themes

- Anti social behaviour.
- Behaviour in the streets, houses and the shopping centre was of major concern.
- Local people commented on the lack of interest and management of the problems by the appropriate authorities.

### The Environment

- There is litter and dog excrement everywhere as well as the dumping of large items in the streets.

### Housing

- The allocation of housing was seen as skewed towards single and 'problem' people.
- More vetting of tenants was called for.
- More and better housing suitable for families would help keep people in the area.
- There were mixed views about the type of housing preferred with some people wanting to retain the tenements and others wanting low rise accommodation.

- The need to provide suitable accommodation for families with perhaps a garden and good quality design which complemented the area was also a requirement.
- Expensive luxury flats should be limited, with housing associations playing a key role to ensure that affordable social housing was available for example for key workers in the community.

### Shopping

- Improved shopping was called for with the Cooperative being criticised for a poor range and quality of goods.
- The shopping centre building was seen as an eyesore and not a safe place to be.
- Shop fronts in Govan Road need to be brightened up and improved.

### Facilities

- All sections of the community commented on the lack of adequate community facilities with a desire for a cinema, a swimming pool and somewhere to eat at night.
- Facilities for young people came up too with a request for more activities.
- Sport and drama were two areas of interest.

### Roads Transport and Lighting

- None of these are conducive to a safe, and cohesive community with the roads and the transport being barriers to the community coming together more.

### Glasgow City Council and Local Groups

- The need for everyone to forget local boundaries and work together for the good of the area as a whole was called for.

### People and Places

- More people are needed to boost the local shops, schools and economy.
- The old buildings in Govan needed to be restored as well as providing a space or place in which the community could meet and gather, eg a café, a 'town' square type space were mentioned.

### Jobs and Employment

- Govan is dominated by factories that provide few jobs for local people including young people.

### Health

- Lack of public toilets restricts mobility of young and old alike and is a health hazard.
- Local Doctors have highlighted the environment, housing and jobs as the three things that would make the most difference to health in the area.



## THE FUTURE : PEOPLE'S ASPIRATIONS

The conversations included a question about the future. The following is a scenario made up of the comments people made.

### Future Scenario

The Govan of the future that people see is one where Govan is buzzing and it's a good place to shop. There is a café like Linthouse and the shop fronts are attractive with a good variety of shops both for everyday shopping and arts and crafts.

The churches and the Pearce Institute are buzzing again.

There is a varied selection of housing suitable for all types of people and all incomes which compliments the existing buildings and heritage.

Govan Cross is the heart of a thriving community and is architecturally worthy of the place and the heritage. It looks the part. You step out of the subway and you know you have arrived at an important and interesting place. There is a Park there with seats.

The area in front of New Govan church is an open public space with views to the river and with Victorian houses and small shops aligned so that you can still have open vistas to the river.

There is a ferry and water taxis.

The fountain is back and so is the baby.

There are good affordable facilities for the people in the community including a swimming pool, gym and bowling alley. There are a number of football pitches.

There is a cinema.

There is a hotel at the waterfront.

Young people see theme parks, a water park and a play park as well as a swimming pool. Football pitches and more greenery and flowers.

Govan is well lit and looks cheerful.

Govan is a place you come to have fun, relax and enjoy yourself.

The Elder Park is restored and is packed with people in the summer. There are flowers and play areas and the pond has boats again and maybe even a bandstand.

There is green space with more trees and seats to sit on.

There is up to date transport for the 21<sup>st</sup> century.

There is investment in the community. Local employers mentor local young people and provide good training.

Govan is clean and tidy and people are proud to say they come from Govan.

There are places to eat and drink, to enjoy the view to the river and to you are able to walk along the river.

Govan's unique place in history is recognised.

Govan is on the tourist trail and is the jewel in Glasgow's crown both from a tourism and history point of view.

It's an architectural treasure and people come here for heritage walks and to enjoy the river.

Crowds of people are here. It is safe to walk about (you do not have to be watching your back all the time.)

## PEARCE INSTITUTE PUBLIC EXHIBITION: 21 TO 25 JUNE 2005

### Public Exhibition

As the work on the plan progressed with input from the public as above, a public exhibition was planned, starting with a day of presentations at intervals throughout the day and evening of Tuesday 21 June. The exhibition was held in the Pearce Institute. Many different groups and organisations were represented, including churches, schools, youth clubs, and businesses.

The exhibition was open from Tuesday 21 June to Saturday 26 June for anyone to view the display boards containing architects impressions of the various developments. There was always someone in attendance to answer questions and to gauge reaction to the plans.

### Feedback

Feedback forms were available for people to fill in. The general response was overwhelmingly positive with people delighted to see action at long last.

Again people of all ages attended including young people who had drawn sketches of how they wanted Govan to be in the future. Some of those attending were former Govanites some of whom expressed interest in returning to live in the area.

### Reaction to the Regeneration Plans

- The plans would give the area and its people a much needed 'lift'.
- People also felt the plan would give a sense of wholeness and community to Govan something that was missing at present.
- They believed the plans would give a modern, clean, changed Govan which would be seen as a town in its own right They considered the plan 'doable.'
- They wanted to see opportunities for young people and leisure facilities.
- In terms of housing some people wanted new windows and sandblasting while others wanted to see the old houses flattened as a way of getting rid of the problems with tenants there.
- Access to the riverside.

## Essential Requirements for Regeneration

People included comments about:

- Improved shopping facilities
- Rented and affordable housing as well as high quality mixed housing
- Jobs
- Community spirit and including the community.
- Off the road parking
- Combating territorialism
- More clubs and leisure facilities
- Making the community well lit and safe
- Accessing the river.
- Tackling anti social behaviour and drugs.

### Views on the over all plan

When asked if they believed the plan fulfilled their hopes for Central Govan, they answered yes with requests for:

- More things for children to be included
- Better houses and facilities
- Mixed housing
- Will bring prosperity and establish a vital living and working space.

There were very few negatives and these included references to the need to:

- Sort out crime and vandalism.
- Reference to promises that had never been delivered in the past.
- Facilities for boats required.

The planning context for the Central Govan Action Plan is provided by the statutory development plans which apply to the area. The Glasgow and the Clyde Valley Joint Structure Plan 2000 provides the regional context, and the Glasgow City Plan (2003) contains policies and guidelines at a local level.

## GLASGOW AND CLYDE VALLEY STRUCTURE PLAN

The overall goal of the Structure Plan is to provide balanced and sustainable development by encouraging economic, social and environmental regeneration in Glasgow and the Clyde Valley. The Structure Plan seeks to support and promote sustainable development, promote urban renewal and regeneration in preference to further urban expansion, and maintain the vitality and viability of town centres and locating new development where it is linked to the transport network.

The aims of the Structure Plan are :

- To increase economic competitiveness by identifying a framework for development opportunities for new and expanding businesses
- To develop an inclusive economy and improve the attractiveness of the area for investment
- To promote greater social inclusion and integration by improving the quality of life and identity of local communities through jobs, housing, services and environmental conditions
- To sustain and enhance both the natural and built environments by re-using existing urban land and buildings
- To integrate land uses and transportation by promoting improved access to public transport

To achieve these aims, the Structure Plan provides a strategic vision with three key themes relevant to the Action Plan :

- Strengthening communities by focussing new development within existing urban settlements and sustaining and enhancing town centres
- A "Corridor of Growth" for new economic development, particularly in locations linked to areas of social need and the transport network
- A "Green Network" which not only enhances the quality of life within towns but also strengthens the attractiveness of the area for economic investment

In support of this wide range of action, Strategic Policy 1 of the Structure Plan identifies Govan as a Priority Area for Investment. This designation aims to maximise the scale of urban renewal and town centre enhancement as part of the Metropolitan Flagship Initiative on the Clyde waterfront.

The Structure Plan also promotes the extension of a Green Network along the waterfront to assist urban regeneration in Govan. The Metropolitan Flagship Initiative seeks to reclaim the waterfront for

communities and to restore the reputation of the Clyde as a centre of economic activity by :

- Developing mixed-use developments, including up to 5000 additional houses to "reclaim the waterfront" for local communities including Govan
- Linking the Green Network through the heart of the Metropolitan area
- Capitalising upon the rail, ferry and cycleway network that serves the river
- Improving transport links to open up the waterfront
- Accommodating national visitor and recreational attractions and capitalising on the industrial heritage associated with the river

Furthermore, the Structure Plan encourages integration of land use and transport, stating that *"Locations which are highly accessible should be developed with predominantly people-based movements, at higher densities whilst ensuring that there is no loss of amenity or urban character"*.

Govan is also designated as a Core Economic Development Area within Strategic Policy 5 of the Structure Plan, where up to 400 ha of additional industrial and business development be promoted to assist meet the demands for expansion of existing companies. This requirement is however generally outwith the boundary of the Action Plan.

Strategic Policy 6, which concerns the quality of life and health of local communities, is of particular relevance to the Action Plan. This policy addresses the issues raised in the White Paper : *Towards a Healthier Scotland*, highlighting the links between poor health and :

- Limited access to employment, community facilities and social opportunities
- Poor housing conditions
- Degraded environmental conditions

To rectify these problems in Priority Areas such as Govan, the Structure Plan supports action to achieve the following goals :

- To provide and safeguard local employment opportunities
- To provide for choice in terms of size and type of housing
- To protect and enhance town centres as the preferred locations for retail or other community focussed activity
- To achieve environmental improvement and the provision of open space and facilities for sport and recreation

## GLASGOW CITY PLAN 2003

The City Plan recognises the dynamics of cities shaped by constant change, and cycles of growth and decline affecting the lives of citizens. The 2003 Plan was the first City-wide review of planning policy for almost 40 years. While the City Plan focuses on City-wide



issues to secure Glasgow's future over the next 20 years, the plan has also identified a range of key aims relevant to the Central Govan Action Plan :

- To achieve population growth, help retain families in the City, and deliver a choice of residential development opportunities to meet the demands of all sectors of the housing market
- To provide quality, sustainable work opportunities for all residents of the City
- To continue to develop the City's infrastructure to meet current and future needs of residents, visitors and investors
- To encourage high standards of urban design
- To protect or enhance important elements or built heritage
- To realise the development potential of 800 hectares of vacant and derelict land by 2005
- To bring about substantial change in the nature and perception of the River Clyde, identify new functions for the river and its banks that will result in widespread sustainable regeneration and allow it to regain its place at the heart of the City
- To target planning action to stimulate and sustain regeneration activity particularly to support SIP areas

Beyond these general City-wide aims, the City Plan also seeks to :

- Secure increased levels of industrial and business development activity in Govan
- Relate transport to land use, increasing integration of transport infrastructure to increase the attraction of public transport
- Sustain and enhance existing town centres including Govan (Tier 3)
- Prepare strategies for public art
- Encourage positive action to secure known buildings at risk including Govan Graving Docks

The City Plan places great emphasis on the regeneration of community along the banks of the River Clyde including Partick / Govan where the Plan seeks to :

- Regenerate the river's infrastructure, taking account of flood risk assessment and quay wall stability and continuous management issues relating to flow regimes, bridging, environmental quality and protecting natural habitats
- Link identity areas including the Western Infirmary, Partick Town Centre / Partick Cross, Kelvin Corridor, Glasgow Harbour, Govan Town Centre
- Extend the City's Green Network through the Kelvin Corridor
- Investigate the concept of a linear park along the River Clyde Corridor
- Extend the influence of Byres Road south to the river
- Reinstate historic cross-river links to establish stranger socio-economic ties between Partick and Govan
- Establish stronger links between the waterfront, its adjacent hinterland and the adjoining actions areas
- Promote greater biodiversity and environmental stability through the expansion of the City's Green Network along the river corridor

To achieve these objectives, the City Plan promotes an "Agenda for Change" which includes a number of important requirements for the Central Govan Action Plan, including :

- Improving the vitality and viability of the Govan Cross Centre
- Consolidating and enhancing the townscape character and built form to create a greater sense of place
- Encouraging investment in the public transport interchange at Govan Cross
- Promoting the River Clyde as an asset of national importance

In addition to specific policies relating to Govan's regeneration, the City Plan also contains a range of general policies, which comply with all aspects of National and Regional Structure Plan on the promotion of sustainable communities. Amongst these broad policies, the City Plan encourages higher development densities within Inner Urban areas, particularly in areas with high accessibility to public transport. Such policies encourage higher density development within 300 metres of frequently serviced bus routes and 500 metres of underground stations. Central Govan falls within the Inner Urban area, with highly accessible public transport. Therefore, higher densities of development, in excess of 100 dwellings per hectare, are encouraged in Govan by the City Plan and all other aspects of National and Regional Planning Policies. Achieving such densities is essential to maximise the population of Govan and to secure the sustainability of the local community.

The City Plan encourages consideration of this wide range of issues to ensure that Govan is restored as a viable and sustainable community. A viable Govan would additionally compliment the range of ongoing investments in adjoining locations on the waterfront. City Plan recognises Govan's potential to become a place where people would choose to live, work and invest.

## GLASGOW'S HOUSING STRATEGY

Glasgow's Housing Strategy was approved by the City Council on 25<sup>th</sup> March 2003 and provides a comprehensive assessment of housing issues within the City; and provides aims, objectives and commitments as the basis for more localised Community Development Plans and Area Development Frameworks.

The vision on which the strategy is based is that *"people will want to stay in and come to Glasgow, finding here a choice of affordable, good quality houses that are warm, dry, safe, appropriate to their needs and situated in attractive, stable neighbourhoods which inspire a feeling of safety and with convenience access to jobs, education, shopping and leisure"*.

To achieve this vision the aims of the housing strategy are :

- a) to promote the regeneration of the City
- b) to raise the City's housing in all tenancies to satisfactory standards, with affordable costs
- c) to meet people's changing needs
- d) to prevent and alleviate homelessness through the delivery of effective services
- e) to ensure equality of access to housing irrespective of race,

gender, disability, age and sexual orientation and to monitor relevant processes effectively

- f) to promote effective delivery of housing services in the City

Whilst the aims and objectives of the housing strategy are all-embracing on a City wide basis, the strategy outlines the key issues related to housing investment as :

1. the need to increase the supply of appropriate affordable housing in the City in order to retain population
2. the need to provide appropriate housing to match the changing needs of the population
3. the need to continue to develop and implement mechanisms to deal with neighbourhood decline
4. the need to tackle the problems of poor quality housing, in particular, dealing with Below Tolerable Standard housing and energy inefficiency

These issues are dealt with in the housing strategy with a number of findings of relevance to the Action Plan, particularly :

- the reducing demand for social housing
- the need for additional family homes in the private sector
- the need for additional special needs housing
- the need to encourage a much higher impact from the private sector in neighbourhood regeneration
- the benefits for mixed tenure developments in driving regeneration

## GLASGOW'S LOCAL HOUSING STRATEGY UPDATE 2005

This update of the housing strategy was approved by the City Council on 3<sup>rd</sup> May 2005 and reaffirmed the aims and objectives as outlined above.

The update also confirmed a reduction in the loss of population from the City with a growing population of single person households. In terms of social housing the update also confirms a continuing decline to around 103,000 homes by 2012 and 99,000 by 2016. In this context the projected demand will fit closely with projected stock based on a current GHA Business Plan, latest information on Development Funding and Registered Social Landlord (RSL) demolitions.

Of relevance to the Action Plan, the update confirms continuing growth in private sector housing developments with middle market projects outperforming both starter homes and rehabilitation projects in price performance. In this context the update offers evidence that increased focus on middle market homes produces a more permanent uplift to an area and helps to ensure sustainable neighbourhoods and communities.

## SOUTH WEST AREA DEVELOPMENT FRAMEWORK

The aims and objectives of the Glasgow Housing Strategy are further refined with localised detail within the South West Area Development Framework which was finalised in October 2004. The Area Development Framework reaffirms the four key issues for investment in housing, i.e. :

- balancing housing supply and demand
- dealing with changing housing needs
- neighbourhood renewal
- improving housing quality

In addressing these key issues the Area Development Framework provides the context for opportunities that the Council make available to the market and the purposes for which sites should be developed to attract support funding.

The Area Development Framework confirms a loss of almost 10% population in the South West Area between 1991 and 2001 although also confirming a loss of only 1% of households. In addition the Area Development Framework highlights that the South West Area is proportionately better off in terms of dwelling type with more detached, semi-detached and terraced houses but with fewer flats than other areas of the City. In this context it is of relevance that the south west has proportionately fewer 1, 2, 3, 4 and 7 roomed dwellings.

As with the Glasgow Housing Strategy the Area Development Framework confirms the concerns over the continuing reduction in demand for social rented homes.

The Area Development Framework considers the lack of demand within the context of turnover rates and time to clear waiting lists. It highlights that whilst the turnover rates within the South West Area was estimated at 9% (Glasgow Housing Association) and 3%, within Govan these rates were 14% (Glasgow Housing Association) and 15%. In reflection of these findings the Area Development Framework recognises that whilst there is internal demand for housing in Govan from the local community there was also a significant number of local residents looking for accommodation outwith Govan.

Against this background the ADF identifies the following strategic priorities :

- further development of the owner occupied market as a priority in order to balance communities
- continued replacement of existing social rented stock to improve match with household needs subject to evidence of demand
- identification of opportunities to meet the particular needs of communities (including BME / Refugee communities)

The Area Development Framework recognises the promotion of the Central Govan Action Plan as an integral element of the Glasgow City Plan which will identify opportunities for new housing, streetscape and public realm improvements. Beyond these requirements of the Action Plan and the aforementioned priorities the Area Development

Framework promotes :

- a site at Govan Road / Broomloan Road for 40 owner occupied flats - 3391B
- a site at Kintra Street / Dunsmuir Street for 80 social rented homes - 3275
- a site at Skene Road / Rhynie Drive for 60 social rented homes 3597
- a site at Govan Road / Orkney Street for 40 owner occupied homes 3391A

## CLYDE WATERFRONT REGENERATION 2004

The regeneration of the River Clyde is recognised as one of the most important projects within Glasgow, where the City Council is committed to working with both public and private sectors to secure successful implementation of a wide variety of projects. The 2004 report outlines the progress which has been achieved and underlines further projects necessary to maintain the commitment to the river. In this context the regeneration of the Clyde Waterfront requires a masterplan for Govan which will produce a development framework to address key issues for the area, namely :

- consolidation and enhancement of the townscape and built form to establish identity areas such as Govan Cross, Govan Old Parish Church, and Water Row
- increase greater connectivity and links with the waterfront, particularly in relation to the Kelvin Corridor, Partick Waterfront and Govan
- achieve greater integration between key development sites along the River Clyde and adjacent communities
- improve access and investment in the major transport node at Govan Cross
- achieve a critical mass of interlinked development on the river corridor

This masterplan is to be complimented by a Govan Town Centre Action Plan which will address a number of major issues, namely :

- re-using vacant / derelict land and listed / under-used buildings
- encouraging economic investment
- improving community safety and security
- improving image and identity
- promoting high quality public realm together with streetscape and townscape improvements
- strengthening links within Govan and to other areas, particularly the waterfront
- improving housing choice and quality
- examining heritage and tourism potential
- improving transport links, including feasibility of future cross-river links between Govan and Partick

## RIVER DESIGN FRAMEWORK

In recognition of the importance of the River Clyde in the regeneration of the City, the City Council has prepared an urban design framework

to ensure that the standards of development along the River Clyde reflect the highest possible quality of urban design in waterfront buildings and public spaces.

The design framework seeks to deliver the City Council's vision for the River Clyde and to create :

- a vibrant and safe waterfront
- new waterfront neighbourhoods providing jobs, housing, tourism and leisure opportunities
- new transport links and river crossings
- a high quality river environment and high standard of building design
- new activities on the water and river banks and improved public access

To achieve this vision the River Design Framework provides comprehensive guidance on all aspects of urban form and design, encouraging :

- new streets to enhance existing road patterns and local morphology
- streets to encourage movement as active thoroughfares for use by the public
- street networks to enhance permeability and promote active use of public realm
- car parking designed not to be intervisible from the river

The design guidance also encourages a background datum of 13 metres for the height of new buildings, which should comprise high quality materials and active ground floor uses. It is however relevant to the Action Plan that mixed uses and higher densities are encouraged by the river promenade where it adjoins transport facilities and key nodes such as Govan Cross.

Beyond other general aspects of design guidance reflecting more detailed policies of the City Plan, the River Design Framework also encourages the sensitive use of colour and lighting to add to the vibrancy of the streetscape, particularly on the waterfront. In addition, it seeks to encourage a high degree of respect for the heritage of the river within new development with reinstatement of appropriate riverside features or reflection of this heritage in public art.

## RIVER CLYDE WATERSPACE STRATEGY 2005

The River Clyde Waterspace Strategy presents a range of proposals and research ideas for water-based activities that would essentially 'complement and support the planned land use and development patterns.' The Strategy, prepared by British Waterways, has been adopted as supplementary planning guidance by Glasgow City Council and has been prepared to support environmental, social and economic regeneration of the river throughout the city.

The underlying principle of the Strategy is to ensure that ease of access of ships and large vessels is maintained and that a range of waterspace uses can be accommodated. This principle essentially seeks to support the main aim of the Strategy which is to 'create a



high quality, well designed and stimulating environment which will encourage people to live, work and visit the River Clyde corridor and support Glasgow's position as a world-class city and tourism destination'.

In relation to Govan, the Strategy fundamentally seeks to encourage the regeneration of Govan waterfront by increasing ease of access and linkages with the north side of the river and promoting areas of Govan for their educational and historical value.

The Strategy sets out proposals that are relevant to the Central Govan area and the riverfront, including the following:

- Potential reinstatement of the Govan Ferry, as part of the relocation of the Transport Museum from Kelvin hall to the Clyde waterside.
- Educational trips between the museums and historic sites along the river. Such sites include Govan Shipyard and Govan Graving Docks.

The Strategy sets out a case study, which takes the current state of the Govan riverside area into consideration and sets out a number of proposals for improvements:

- Establish a new route to connect with Govan town centre along Water Row and enhance the existing Govan Waterfront to connect with the Govan Graving Dock proposals.
- Potential for second phase ferry stops to be developed for the Barclay Curle and Govan.
- Develop water-based educational and visitor connections with BAE Govan.

Through such proposals, the Waterspace Strategy promotes Govan as a suitable link to the south side of the river, by highlighting its potential for regeneration that will benefit the overall future sustainability and viability of the Clyde River.

# APPENDIX E : PHOTOGRAPHIC SURVEY OF EXISTING SHOPS (SEPTEMBER 2005)



577 and 581 Govan Road



790-794 Govan Road



922-948 Govan Road



100-118 Langlands Road



7-9 Harmony Row



887-907 Govan Road



66 Langlands Road and 11 Roseneath Street



100 Langlands Road



869-879 Govan Road



37-49 Burleigh Street



1008-1016 Govan Road



6 and 12 Shaw Street / 881 Govan Road



948 Govan Road



980-1002 Govan Road



9-19 Burleigh Street



5-21 Shaw Street



980-1002 Govan Road



638-646 Govan Road



7-21 Harmony Row



5-21 Shaw Street



586-595 Govan Road



841-859 Govan Road



66-96 Langlands Road



45 Shaw Street

APPENDIX E : PHOTOGRAPHIC SURVEY OF  
EXISTING SHOPS (SEPTEMBER 2005)



