

# Town Action Plan

## Airdrie (Consultative Draft)





# LIVE HERE

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# LIVE LEARN WORK INVEST VISIT

## Introduction

This is North Lanarkshire. This is the place to **Live, Learn, Work, Invest** and **Visit**. This is our vision.

We have come a long way. One of the fastest growing economies in Scotland. The most ambitious council housebuilding programme in the country. Record levels of infrastructure investment and dozens of new schools. These are just a few examples.

The Plan for North Lanarkshire, approved in 2019, offered a clear way forward. It offered a shared ambition for inclusive growth and prosperity for all and we are delivering on that ambition.

We're making huge progress, with investment and development happening in all our towns and communities.

But what comes next? How do we deal with the undoubted challenges that remain, like unacceptably high levels of deprivation and child poverty, in-work poverty and areas of inequality across communities? How do we become the agents of change for towns and communities to ensure they have a sustainable future in the face of declining revenue budgets?

This vision for North Lanarkshire, as the place to Live, Learn, Work, Invest and Visit is reflected in the **Town Action Plan for Airdrie** which seeks to identify site specific proposals to deliver the concepts set out in the vision.





# THE SCALE OF THE CHALLENGE



## North Lanarkshire is not without its challenges.



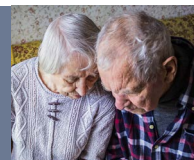
We have significantly high levels of **child poverty**, with around **25% of children** living in poverty across the area.

jobcentreplus



More people of working age claim **Jobseekers' Allowance** and **Universal Credit** in North Lanarkshire than the Scottish average.

Life expectancy rates are lower and breastfeeding rates are markedly lower.



**Average weekly full-time earnings are lower than the Scottish average** and the number of working-age people without formal qualifications is higher than the Scottish average.



These are some of the reasons why inclusive growth must be at the heart of any action the council takes. **There is good news too.**



**94.3% of young people reach a positive destination**, whether **higher education, further education or employment**. We have one of the largest apprenticeship programmes in the country.

Our working-age employment rate is higher than the Scottish average

and over last four years, we have a 6% increase in the number of residents finding employment, double the national increase.

Youth employment is also higher than the national average, with a **9% increase in the number of young people in employment** compared with a 1% increase across Scotland.



Overall, our economy has grown by 23% over the last decade, with increases in the number of businesses and new businesses.





# Key Trends

**The following highlights the potential impact of economic, demographic, technological and social trends on our towns.**

## RETAILING

Demand for UK retail space on our high street is now at its lowest since 2007, with a move toward online retail as well as prime mixed-use locations (such as Silverburn and Braehead) offering retail, leisure, entertainment and amenities, while serving vibrant night-time economies. Our town centres are highly vulnerable to weak footfall, driving a 45% decline in the total volume of retail transactions between 2017 and 2018, and equating to a 60% drop over the last two years.

The inevitable reality is that fewer physical stores will be present on the high streets of the future and that the role of those remaining stores will need to evolve. On its current trajectory, it is estimated that physical retail sales across our town will fall by 35% over the next five years with a growing reliance on convenience and discount retailers paying lower rents. We will see consumers with lower disposable income and limited access to higher end retail. North Lanarkshire in particular will be highly susceptible to this trend where our towns are competing with bigger centres such as Glasgow and Edinburgh for footfall and retail spending.

Both large and small operators continue to struggle to adapt to the growth in online shopping. UK consumers spend more online than any other European country – accounting for 18% of all retail sales. It is projected that 35% of sales will be online by 2024.

Store-based profit margins have more than halved over the last decade as consecutive rises in business rates, the national living wage, the national minimum wage and relative occupancy costs spiral upwards





## LIVING

North Lanarkshire is home to over 340,000 people living in more than 150,000 homes. The council is Scotland's largest local authority landlord, owning and managing more than 36,000 homes with a further 5,000 new affordable homes by 2035.

Forecasts predict that the number of households will rise by around a tenth (14,000) between 2016 and 2041. The local development plan promotes sufficient land for more than 21,000 homes across North Lanarkshire.

Of our 150,000 homes only 1,473 - or 1% - are located within town centres with over half built before 1919 and likely to require significant future repair and maintenance. There is, however, significant opportunity for residential development to replace the contraction in retail. This is a key way of helping to develop footfall and, in turn, creating a more viable (although reduced) retail and commercial offer.



## POPULATION

North Lanarkshire is currently home to around 6% of Scotland's total population. However, the number of deaths has exceeded the number of births over the last three years and it is forecast that North Lanarkshire's total population will decline by 0.1% each year on average between 2019 and 2039. In contrast, the population of Scotland over the same time period is anticipated to grow by 5% primarily as a result of net migration.

It is well established that economic growth is closely linked to population growth. As such, to help make North Lanarkshire a more prosperous place, it is essential that we provide the right type of housing and environment that will make this a place where people already living in, or moving to, Scotland want to relocate.



## DEMOGRAPHICS

Children and young people aged 0-15 make up almost one fifth of North Lanarkshire's population (19%) and this is forecast to remain fairly constant up to 2041 (17%).

Almost two thirds (65%) of North Lanarkshire's population are of working age (16-64 years). This is forecast to decline to 58% by 2041.

The older adult population (aged 65+) accounts for 17% of North Lanarkshire's total population currently. This is expected to increase so that, by 2041, one in four (25%) people living in North Lanarkshire will be aged 65+ in line with the Scottish average.

This demographic change will have an impact. Tax income is likely to fall because there will be fewer people of working age, and care responsibilities will increase. It is essential that towns are designed to ensure that people are able to live safely in their own homes for as long as possible and that those homes are adaptable and flexible. Services need to be accessible and joined up too.





## CONNECTIVITY

We need to put transport and digital infrastructure in place to ensure residents can access employment and leisure as well as online opportunities and services.

13.2% of Scotland's motorway network is located in North Lanarkshire, a place which has excellent rail links to Glasgow, Edinburgh and also three of Scotland's busiest passenger train stations (Motherwell, Croy and Airdrie).

While transport links in and out of North Lanarkshire are excellent, there are relatively poor transport connections within the local authority area.

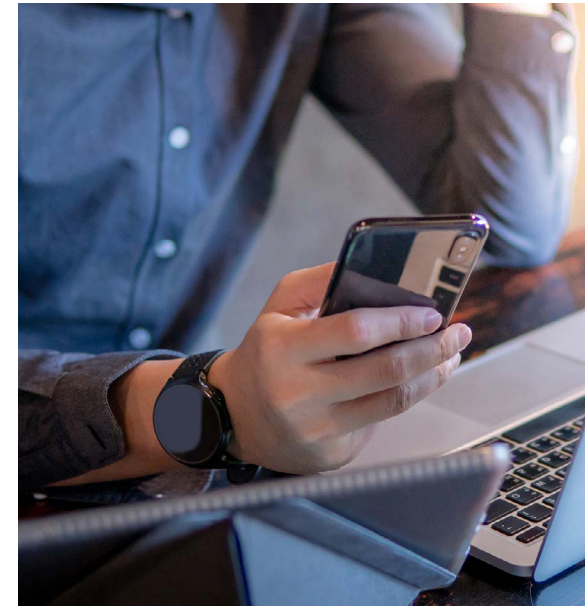
Development of the Pan Lanarkshire Orbital Transport Corridor linking the M80, M8 and M74 will in part address this issue, but the visions need to ensure that our towns are designed as accessible and well-connected places.

Road (8%) and rail (34%) use has grown significantly between 2008 and 2017, but the number of bus journeys has declined by approximately 23% which

is significantly higher than the Scotland average of a 5% decline. Given that 37% of households earning less than £10,000 can access a private car compared to 97% of those who earn more than £40,000, public transport is a key issue for the people of North Lanarkshire.

While a national conversation about the shape of future public transport is required, particularly in terms of cost, ticketing, coverage and responsiveness, the council needs to work with partners to identify local gaps and how they can be filled, for example, community transportation and active travel. This was a key recommendation of the North Lanarkshire Fairness Commission.

The ban on the sale of new petrol or diesel cars after 2032, and a requirement for them to be off the road by 2040, will also require significant investment in infrastructure to support a shift in how we fuel our private vehicles eg electric vehicle charging points within car park's and on streets and the development of EV Hubs (fast charge sites) along key transport corridors and within town centres.



## DIGITAL ECONOMY

86% of UK households use the internet on a daily basis and it is anticipated that this use will continue to grow and drive demand for faster and better quality access.

It is clear that good quality internet access will be essential for future business development and will underpin many areas of employment.

While 98% of homes have access to superfast broadband the uptake of this is relatively low due to the cost of access. The council has secured a digital partner, Commsworld to take this investment further, expand opportunity for full fibre and ultra- fast broadband and develop more affordable access for all.



## THE LOW CARBON AGENDA

A Scottish target of net zero emissions of all greenhouse gas has been set for 2045. However, in recognition of the importance of climate change, the council declared a climate emergency in 2019, committing it to reduce council carbon emissions to zero by 2030.

New legislation across a number of sectors including transportation and housing will inform the way we design new housing and the refurbishment of our existing housing stock towards zero carbon through legislative and policy requirements such as:

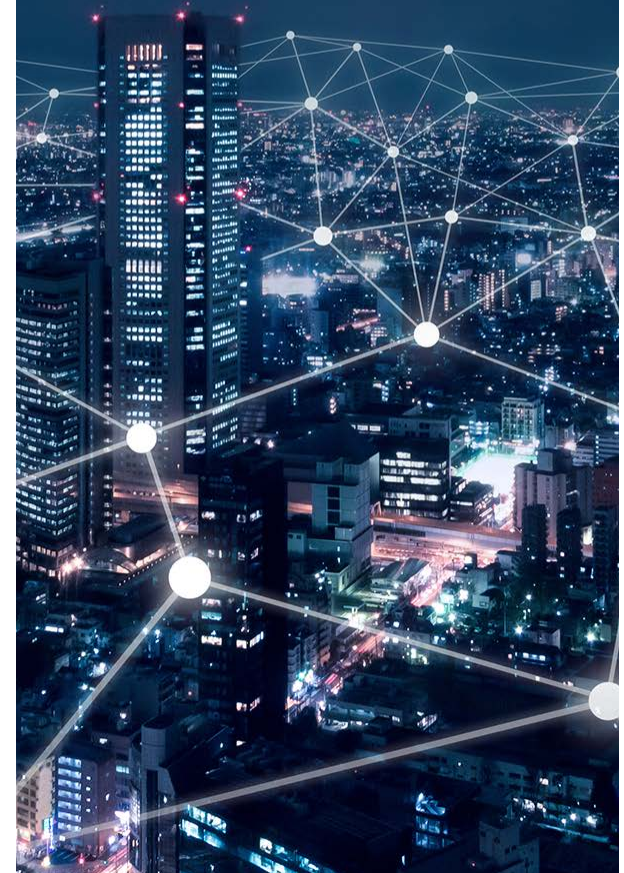
- ensuring all new housing uses renewable or low carbon heating systems from 2024;
- ensuring all private rented housing achieve an Energy Performance Certificate (EPC) Rating of Band C or above by 2030;
- ensuring all socially rented housing achieve an Energy Performance Certificate (EPC) Rating of Band B or above by 2032; and
- developing an undertaking, where financially and technically viable, to ensure all housing is net zero carbon by 2045.



## INFRASTRUCTURE

New development within our town centres could in part be constrained by existing infrastructure such as energy, water and sewerage.

There is a need for early engagement with utility providers to identify issues of capacity and networks to ensure that the infrastructure to support the development of houses within our town centres is available at the right time and the right cost.







# A Vision for our Towns

**Some of our town centres face difficulties. Built around a twentieth century model of primary retail, they have been challenged by the rise of online and out-of-town shopping. A key strategy among larger retailers and banks is to reduce their high street presence.**

**How do towns survive as retail gradually moves away and how can the council reimagine our towns?**

The answer is to reposition town centres as mixed-use spaces. Only by shifting the focus from retail-driven town centres to a broader mix of investment, and promoting town centre living, can our towns have a sustainable future.

The council can bring about this change by positioning local services in towns and communities. By doing so, local people can have more direct access to services they need and staff can be closer to the communities they work in.

This is about more than niche retail, developing the evening economy or increasing leisure opportunities. These must be **living towns**, with a much stronger focus on new-build housing, residential conversion and refurbishment that will address the decline of the built environment.



Crucially, the Town Visions join together with Town and Community Hubs and our Country Parks for the Future programmes to create a coherent, vibrant and sustainable future for North Lanarkshire.

The Town Visions which follow are concepts, highlighting proposals for each town and how each town could function in the future. These recognise that one size does not fit all. Each of the towns in North Lanarkshire has its own challenges and opportunities and its own history and heritage.

A number of common themes have emerged in the development of these prospectuses. For example, there is a need for residential development which uses land no longer required for traditional retailing. Improving town centre access and active travel, and examining the needs of an older population living longer, are key considerations.

### **The council can't do this alone.**

The Town Visions contained here are just that: **visions.**

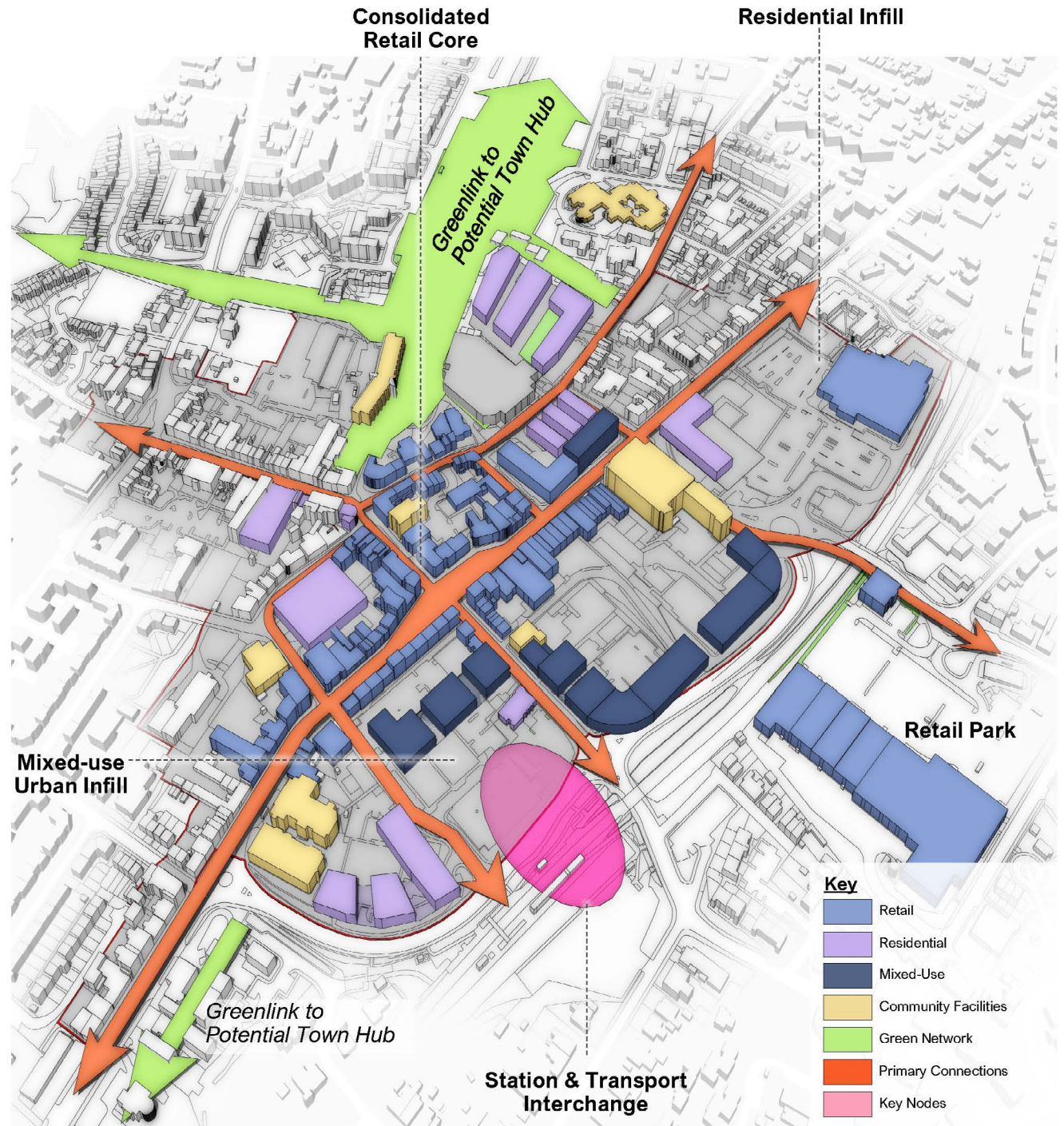
To become a reality, these visions need to be shaped through extensive consultation and engagement with community planning partners, landowners, retailers, residents, councillors and other agencies. These visions should inform both public and private sector investment.

The Town Visions represent a long-term strategy for transformation over a 15-20 year period. They work alongside town centre projects already planned for the short and medium term including regeneration projects, the acquisition of prominent vacant and derelict buildings and sites, new council house construction, and infrastructure and access developments.





# The Vision for Airdrie





## The Vision for Airdrie

Airdrie's vision is built around transformational investment in the town's infrastructure that will create one of the best connected settlements in North Lanarkshire. A more accessible and attractive centre built around its 'market town' qualities will attract new homes and new investment celebrating the towns heritage, character, scale and connectivity.

New transport connections created by rail, road and the green network make Airdrie an easy and accessible place to move around. The new Town Hub and recent Health Centre investments support liveability, health and wellbeing and learning and create a cluster of quality modern services to address local needs.

Airdrie with its improved access and connections offers excellent opportunities for town centre living. The historic centre with sensitive urban infill and building conversions will provide a range of homes meeting a wide range of local needs with good access to services and an attractive town centre environment. Proximity to the Health Centre and the proposed Town Hub will support an active community and Airdrie's growth as a residential centre.

Improved access to public services, employment and leisure facilities will allow Airdrie to take advantage of its location and place appeal as an important hub in North Lanarkshire. The development of the New Monklands Hospital at the edge of Airdrie has the capacity to drive demand for town centre living and the growth of leisure and hospitality uses as we capture some of the buying power and needs of the new workforce.

Airdrie has a number of quality heritage buildings which contribute to the townscape and history of the town. In seeking to move Airdrie to a mixed use town centre through the stabilisation of the retail, leisure and hospitality offering and promoting new town centre living the heritage estate presents an opportunity for refurbishment to these new uses in a way that secures the character of the town.

## Airdrie Opportunities

Town centres are facing a range of opportunities and challenges as cTommunity needs and the way we use our town centres change. Airdrie needs to adapt and strengthen its role as an appealing and active centre based on quality of place, enterprise, community assets, heritage and the potential for low carbon living.

The core projects include:

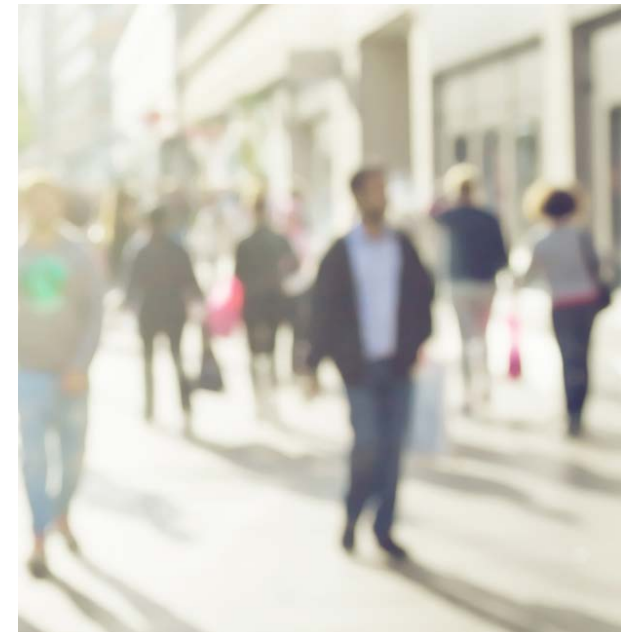
Developing a new Town Hub for the delivery of public services including education and leisure uses

Focusing investment in the town centre around the Cross and connections to the rail station.

The creation of new active travel route to link the town centre to major community assets such as the Town Hub, the New Monklands Hospital, Brownsburn Park.

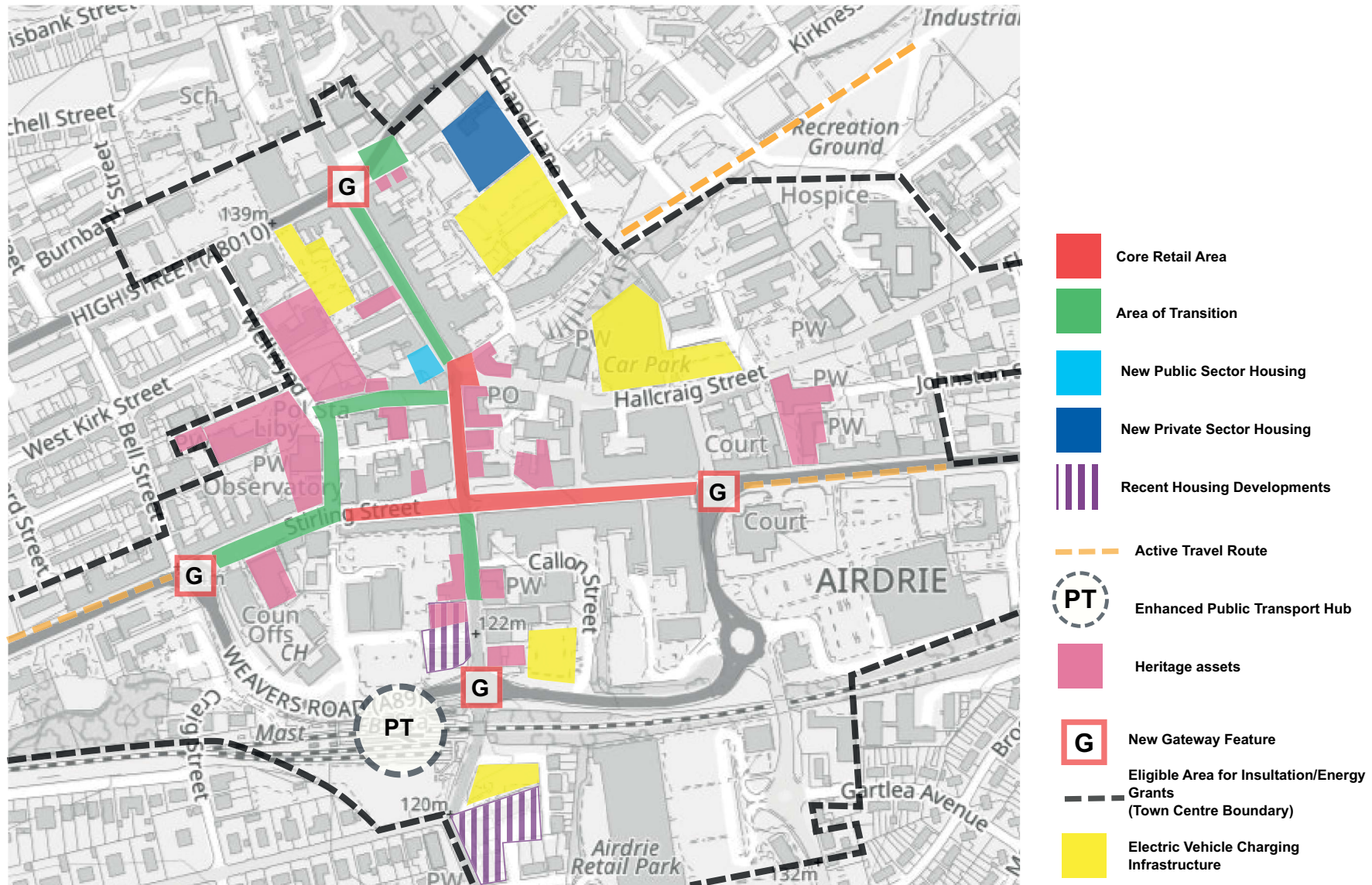
Promoting a sense of place by securing long term futures for heritage assets such as the Townhouse, the Police Station, the former Royal Bank of Scotland etc.

Promoting lifestyle appeal based on town centre living adjacent to facilities, services, places of interest and entertainment.





# The Action Plan Proposals Map





# Economic Prosperity & Stability

## Retail

While the ambition for all of our town centres is to move towards a more mixed use offering to improve resilience and recognize the shift in how we use our town centres, the Council wants to retain and support the retail sector and assist its recovery from the double impacts of an economic downturn and the Covid Pandemic.

Research has shown that the independent retail sector is more resilient to change than larger national multiples and that these, in most cases, local businesses, will prevail if sufficient infrastructure and interest is in place. We will therefore seek to support the retail sector by encouraging existing landlords to refurbish larger vacant units into smaller units to provide space for entrepreneurs and established businesses to find the optimum premises for their business.

There are fiscal and legal reasons why the Council can not get involved in direct subsidies to the private sector, however, we are working with colleagues in the Scottish Government to identify potential funding streams to promote business investment and regeneration of the high street.

Where vacancy occurs we will encourage businesses to concentrate around key nodes with less accessible premises being promoted for conversion to residential use in an effort to sustain existing footfall within the core town centre.

## Commercial

The collapse in the demand for commercial premises such as offices in town centre locations echoes wider structural changes in the economy and the growth of digital connectivity. The impacts of the Covid pandemic demonstrated the benefits and ease of remote working across the public and private sector and led to an exponential growth in homeworking with a resulting impact on footfall within the town centre.

Moving forward commercial space needs to be accessible and energy efficient to compete with out of town locations. Given that existing commercial uses are at first floor level their conversion into residential use should be easier than the refurbishment of ground floor premises.

## Leisure & Hospitality

The leisure and hospitality sector is a key component of the move towards a more mixed use town centre. The importance of Place in terms of the public's perception of character and safety is very important in attracting people to use existing businesses. Ease of movement to and from these uses will encourage people to access the town centre for leisure activities to sustain and develop the nighttime economy and footfall. The Council's role will be to promote active travel routes, investment in public transport and the cleanliness and safety of the public realm.









# Town Centre Living

## New Build



Encouraging more people to live in town centres is a key policy aspiration for the Council underpinning priorities around sustainability, net zero, inclusion and well being. More people living in town centres means more support for local businesses. It means keeping bus routes active. It means a safer environment thanks to passive policing. These all make a town more attractive to visitors which in turn means more benefits to the local economy.

Admittedly, developers looking to offer housing options within town centres find they are typically more expensive, riskier, and take longer than other housebuilding options. Town centre projects also tend to be smaller, providing less financial return. However, the Council is of the view that the overall gains do outweigh risks and costs, if we take into account the wider societal benefits such as improved wellbeing and a reduction in carbon footprint.

The majority of the housing stock within the town centre boundary is privately owned and consists of flats above shops and businesses. This housing stock is in most cases over a hundred years old and in need of modernisation to improve thermal efficiency and reduce energy costs. The Council is looking into the creation of a financial fund to assist private owners with the costs of refurbishing their properties towards zero carbon and to respond to the Scottish Governments desire to reduce reliance on fossil fuels such as gas by 2030.

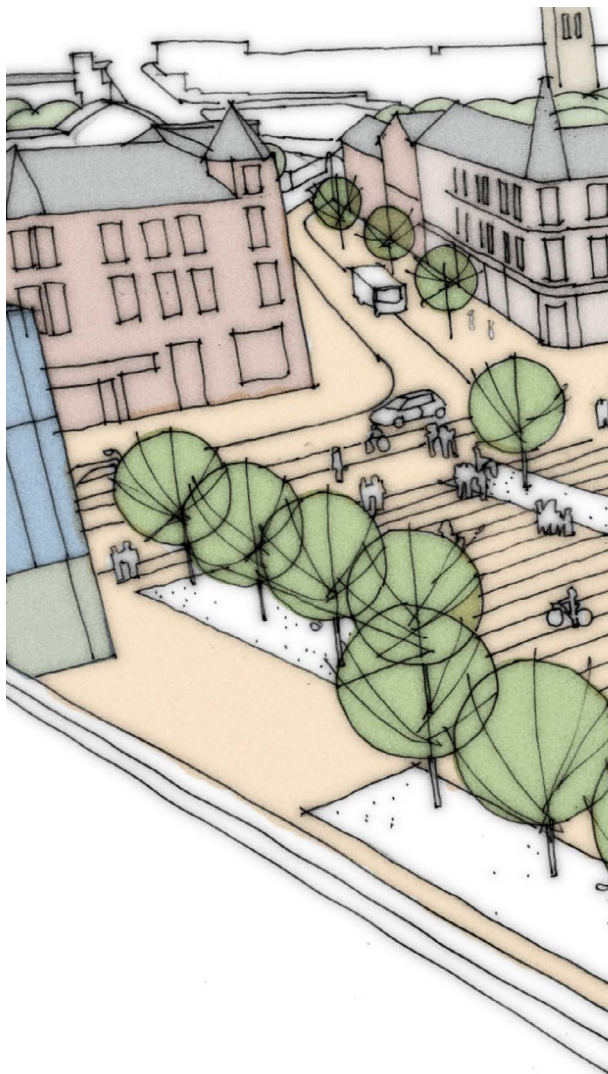
The former Orr's Department Store development will set the tone and physical character for future developments within the town centre. This is a private sector investment where the Council has agreed to purchase the flats for long term rent. This type of joint venture between the Council and the Private sector is seen as a model for delivery of town centre living in Airdrie.

The Council is actively seeking to replace redundant and in some cases derelict properties within the town centre to residential development to ensure that we respond to issues of vacancy and dereliction to maintain the character of the town centre and to promote its place function. Current properties in scope include the Police Station, the former Royal Bank of Scotland and the vacant Poundstretcher store..

The Council hopes that by taking the lead in the delivery of town centre living we can use these pilot projects to make the case that there is a latent demand for good quality town centre houses and encourage the private sector to invest. Private sector investment and development is important to ensure both tenure and design diversity so we can over time improve the townscape and character of the town centre.

The Council does not want to promote a monoculture of tenure and is willing to work with Registered Social Landlords and the private sector in delivering the vision for town centre living and its benefits within Airdrie Town Centre





## Refurbishment

It is hoped that private owner occupiers and landlords will recognize the benefits of the refurbishment of existing properties as both an environmental and financial benefit over the long term.

Improving the thermal efficiency of existing properties is in most cases easier than demolition and new build where ownerships are complex. It can be argued that refurbishment as opposed to demolition and new build is more sustainable in terms of the carbon footprint but more importantly it retains the character of the townscape as it preserves the urban grain of the streetscape and gives a unique sense of place to each town centre.

The Council has identified a number of existing properties within Wishaw Town Centre that are in need of refurbishment due to long term vacancy, fire damage or neglect. Where the building design contributes to the townscape we will endeavour to retain and refurbish the building towards a mixed use, with retail on the ground floor and residential uses on the upper floors (within the retail core area) and exclusively residential outwith the core retail areas.

As stated on the previous page we would hope that the private sector will take the lead in reinvesting in its own stock, however, we are investigating the possibility of establishing a financial fund to assist landlords and owner occupiers to refurbish their properties to modern standards of thermal efficiency.

Repurposing vacant buildings into housing, rather than building new, will help reduce our carbon emissions.

## Heritage Refurbishment

The communities perception of place within Airdrie Town centre is informed by the quality of the public realm and key heritage buildings. Airdrie town centre has a number of heritage properties which are functionally obsolete but of good quality and whose external appearance contributes to the character and history of Airdrie

Key buildings on the Main Street include the former Royal Bank of Scotland and XXXXXXXXXXXXXXXX all of which are seeking a new purpose and function. These buildings make a significant contribution to the townscape and it could be argued Main Street would be poorer if they are not repurposed as they could fall into disrepair leading to demolition. While the Council do not own these buildings we will support the owners in their endeavours to secure a future for these buildings by assisting in sourcing external grants and publicising the opportunities they represent through the Town Action Plan.

We would encourage the owners of listed buildings who are considering the future of their building(s) to approach the Council to discuss ways in which the properties can contribute to the vision of a mixed use town centre.

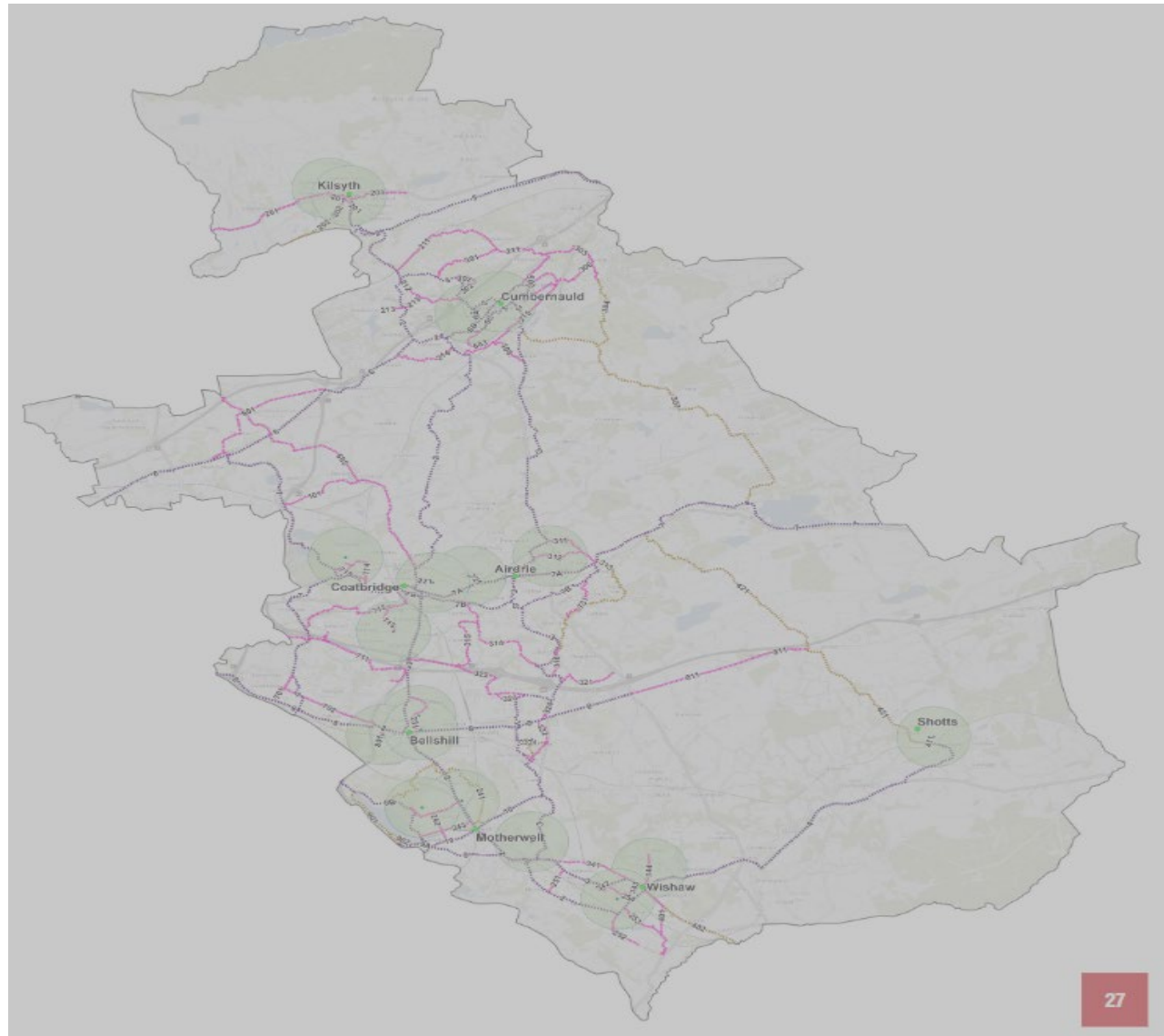
The Council has recent experience in working with external organisations such as Historic Environment Scotland and RSL Partners to refurbish buildings towards a viable future use e.g. The former Broomknol Church which was developed by Clyde Valley Housing Association.







# Movement & Active Travel





# Movement & Active Travel

## Prioritising Sustainable Transport

### Walking and wheeling



### Cycling



### Public Transport



### Taxis & Shared transport



### Private Car



## Public Transport

Town centres are hubs for transport interchanges with Airdrie having a strong rail network and bus service level. Developing the points of interchange, making public transport more accessible (SMART ticketing) and more appealing (upgraded stations/bus halts) and environmentally responsive (ULEV buses or hydrogen) are all in the pipeline. Free bus travel for those aged under 22, plus schemes for older disabled users will extend access. Post Covid a new revised normal will emerge within which public transport has a key role.

Airdrie rail station is one of the three busiest passenger train stations in North Lanarkshire (Motherwell, Croy and Airdrie). The council will work with Scotrail and Strathclyde Passenger Transport to consider the options for the development of an improved transport interchange around the rail station to improve transitions between rail and bus and increase car parking capacity to promote a switch from private car travel to public transport as part of our commitment to a low carbon future.

Securing net zero and developing a carbon neutral economy will require the need to travel to be reduced. Radical solutions are required based on reduced car travel and road space, the development of stronger active travel infrastructure and piloting new initiatives around 20-minute neighbourhoods will need to be a priority.

## Active Travel

Active travel (walking and cycling including e-bikes) represents a major growth area with a wide range of new technologies that are putting pressure on our limited infrastructure and an absence of a network of cycleways. Active travel has many environmental benefits as well as improved health and wellbeing and is a core part of rebalancing the transport modes within centres.

The town centre as the focus for activity needs to be connected to its surrounding area with key active travel routes between the town centre and east to the proposed Town Hub and New Monkland Hospital sites and south to Brownsburn Park via the rail station are seen as a priority.

## Changing Transport Needs

The Scottish Governments requirement to phase out the need for petrol and diesel vehicles by 2032 will impact on our centres, charging and fast charging points will become part of the urban fabric. All buildings need to be prepared for EV charging with a target of 25% of all parking spaces having access to EV charging. The council in addition to requiring all new building to meet the 25% requirement will also consider the retrofitting of existing public car parks to promote the switch to E vehicles.



# Built Heritage & Place





# Built Heritage & Place



## Built Heritage

Airdrie is a historic market town which also made important contributions to banking, culture, footfall and history. The legacy of this rich history can also be seen in Airdrie's built environment, with its town centre a designated conservation area boasting numerous Listed and other historic buildings.

External funding opportunities for built heritage in town centres has recently been made available. This includes bids for heritage funding, through two complementary funding programmes run by Historic Environment Scotland (HES) and National Lottery Heritage Fund (NLHF). NLC submitted development phase applications to both funders for a project entitled 'Rediscovering Airdrie: the heritage-led regeneration of Airdrie town centre'. The National Lottery Heritage Fund (NLHF) has announced that NLC's development phase application has been successful. The Council awaits a decision on its bid for funding from Historic Environment Scotland (HES).

Rediscovering Airdrie aims to rediscover and celebrate the history of Airdrie and use it and the town's historic built environment as a catalyst for physical, social and economic regeneration, connecting people with their heritage and establishing Airdrie as a vibrant centre of creativity, culture, enterprise and learning. It will do so through two inter-related programmes

- a series of physical interventions aimed at restoring and repurposing heritage assets and improving the townscape, and

- a series of heritage activities aimed at engaging with a wide range of residents and visitors alike, connecting them with Airdrie's heritage, bringing interest and investment into the town and improving educational, health and wellbeing and economic outcomes.

Indicative physical interventions include the repurposing of Airdrie Town House to establish a new centre for culture and co-working and studio space aimed at creative sector businesses, works to improve the rooftop observatory at Airdrie Library and the refitting of One Wellwynd to support the piloting of a Women's Business Centre. The Council also proposes to establish and administer funds to support owners to improve shopfronts (e.g. traditional shuttering and signwriting) and to repair and maintain tenement housing.

## Place

When we speak of place we are talking about the character and quality of the townscape which is a key asset of our towns and comprises all publicly accessible space (streets, squares, greenspace) for people to come together and engage as a community.

We are seeking to promote a more inclusive place with extended town centre activity, longer dwell time and increased town centre footfall. Public use of town centres and increased activity supports civic presence and improved security. Actively used, thriving public space is both safer, and more welcoming than empty space.







# Transition to Net Zero

## Greenhouse Emissions

Town Centres have a key role in supporting a sustainable future and contributing to the essential adaptation necessary to address climate change and our commitment to net zero. Place shaping can help contribute to climate change targets by using the planning system to promote viable decentralized energy (district networks); repurposing of buildings; developing 20-minute neighbourhoods, reducing the need to travel, promoting transfer by sustainable modes; supporting flood mitigation and waste minimization, and encouraging community led initiatives.

Carbon emissions for urban residents typically split to 33%property, 33% employment and 33% transport related with energy consumption associated with property and transport the most readily addressed through a range of partnership programmes. Key measures within the vision for urban settlement include:

- Property upgrading, retrofit, re-purposing
- Promote Active Travel Infrastructure
- Lifestyle changes, flexible working
- Disincentivise car based uses
- Green construction specifications
- Extend EV Charging infrastructure
- Plant trees, support biodiversity
- Extend waste management and recycling
- Plan for compact urban centres

## Carbon Reduction

The carbon cost of demolishing existing buildings and then developing new buildings is in most cases higher than the carbon cost of refurbishment and adaption of buildings to new uses. The council will encourage owners of buildings to consider the carbon cost of development and advocate the adaption of buildings to make them more energy efficient. This both reduces our collective carbon footprint and retains the heritage and character of the town. Buildings in scope for such an approach to redevelopment include the YMCA and the Church of Scotland.

## Green Blue Infrastructure

Planning needs to support local measures to minimize the impact of intense rainfall events and to mitigate flood risk while also designing-in flood resilient places. Area wide measures may include green corridors for storm water flows linked to new habitat management measures. The Council is working with Scottish Water to develop a pilot study into ways to manage surface water infrastructure so that additional pressures are not placed upon the existing combined sewer network.

## EV Charging Infrastructure

State the Building Standards guidance for new buildings and NLC proposals for retrofitting public car parks, facilities and housing.

## Community Growing Space

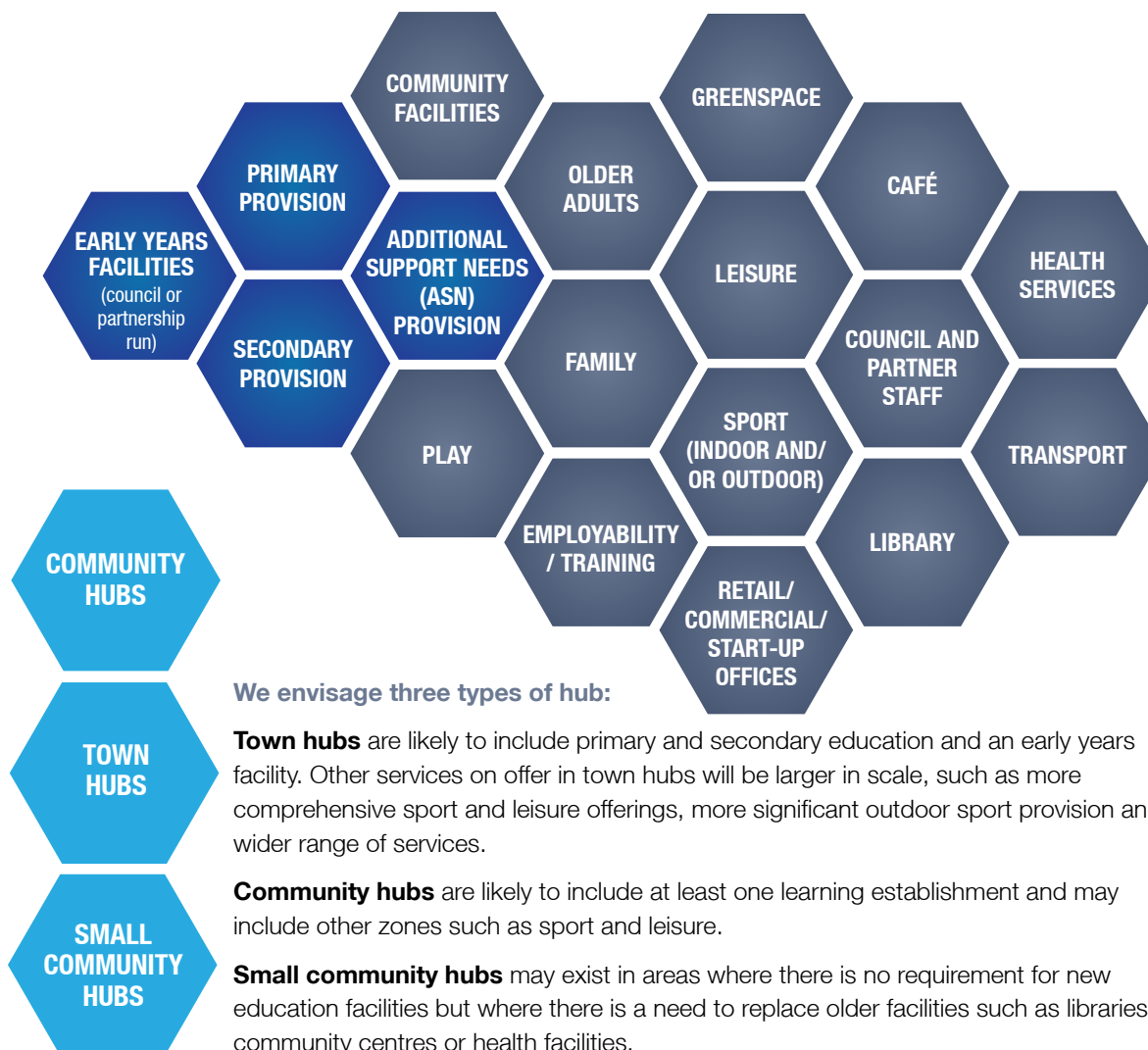
The value of allotments in urban areas delivers a range of social and environmental benefits with their value widely recognized. Allotments allow local communities to participate in a common interest with place, civic and environmental benefits (biodiversity, green network, habitats). Community greenspace incorporating orchards, community gardens and wildlife corridors all add to the greenspace network and support biodiversity. The Council will encourage communities and groups to come forward with proposal that can be considered through the community asset transfer programme.



# Town & Community Hubs

Under this ambition there are a significant number of schools in scope for replacement. So that they can be sustainable, we need to reduce the number of building assets across North Lanarkshire, working with communities and partners. So our town and community hubs will in some places, be merged, co-located or combined and integrated with other community and partnership assets. For example, there may be a 2-18 years campus, where early learning, primary and secondary education is delivered alongside other council and community services.

**Hubs will have a form and facilities based on the need of the local community.**  
**Zones which could be included are numerous and could be some or all of the following:**



To design this model, we will use six guiding principles:

- **Inclusive, universal provision:** a hub must serve the whole community and offer universal provision of services as a default.
- **Sense of community ownership:** central to the model is learning and teaching, but the hub must be an asset for the whole community.
- **Maximum availability and usage:** hubs will operate from early in the morning until late in the evening. They must be multi-functional and must be able to be used throughout the day.
- **Designed with the community:** options for design should be shared as early as possible in the process so that people in communities have ownership.
- **Tailored, bespoke, representative:** each hub will be unique to ensure it meets specific community needs.
- **Maximise services on offer:** services available within the hub should complement rather than compete with services already serving the same community.



## Airdrie Town Hub

The Council has identified the land in and around St Margaret's HS and Airdrie Sports centre at Rawyards off Motherwell Street (A73) as the preferred site for the development of the Town Hub for Airdrie. This site was selected as it is owned by the Council, has sufficient land to accommodate the footprint of the Town Hub campus and is easily accessible. An active travel route will be developed to link the Town Hub to the town centre via the existing green corridor of Central Park.

The Council is currently seeking to secure the funding to proceed with the design development of the Town Hub and the associated statutory public consultation around education provision. The hub would provide new state of the art facilities for St Margaret's High School and associated primary schools.



## Community Hub

Community Hub's will be designed to be open and accessible to the whole community, with predominately school access during the day and the wider community able to access many areas within the hub outwith school hours.

The design of the recent Newmains community Hub is seen as an exemplar for the development of future Community Hubs in terms of its energy efficiency, accessibility, quality of internal and external learning environments and play facilities.

The Council will continue to review the physical condition of its education estate to ensure they continue to meet the needs of the wider community





# A High Street for Everyone

## A People Centred Approach

Our high streets offer a rich and authentic environment that for generations has been the back-drop to the ceremonies and memorable events of our community. Furthermore, the health of our town centre reflects the health of our wider community or society. An energised town centre that is open to all and where there is alignment, engagement and transparency on decision making will combat isolation, create opportunity and enrich all our lives.

It is critical that we achieve a perception shift in our communities and stakeholders and reposition the High Street in peoples psyche; at the core of the Vision for Airdrie is to reconnect us all to our town centre. We are seeking to develop a better High street where the requirements of all, regardless of age, ability or wealth are accommodated.





# Wider Town Proposals

## Housing

The Council is seeking to develop additional housing for rent at the following locations:

- Northburn Place, 31 units, terraced houses and cottage flats, mix of 1, 2 and 3 bed properties.
- Dykehead Road (Holehills), 150 units, terraced houses, bungalows and cottage flats, mix of 1, 2 and 3 bed properties.
- Former Orrs Building, 20 units, flatted development, mix of 1 and 2 bed properties.
- Petersburn Road, 40 units, terraced houses, bungalows and cottage flats, mix of 1, 2 and 3 bed properties.
- Glenacre Drive, 16 units, terraced houses and cottage flats, mix of 2, 3 and 4 bed properties.

The wider Airdrie area has land supply with a capacity for the development of 2187 private sector houses over the next ten years

The Towers Reprovisioning Programme is seeking to demolish high rise towers and block properties and replace with quality low rise flatted, terraced and semi detached housing to meet the needs of the local community.

## Employment

The wider Airdrie area has 152Ha of industrial and business land to be developed to generate local jobs.

## Education

In addition to the Town Hub mentioned earlier to include St Margaret's HS and its feeder primary schools, the wider Airdrie area has recently seen the development of Hilltop and Toll Brae primary schools. Other schools in scope for redevelopment include all schools built before 1996. New nursery provision has also been developed at Calderview and Petersburn.

## Public Transport

While a national conversation about the shape of future public transport is required, particularly in terms of cost, ticketing, coverage and responsiveness the council will work with partners to identify local gaps and how they can be filled to ensure the community has access to the town centre and its regional transport links throughout the day.

## Green Network

The area has significant green infrastructure in the form of Brownsburn Park and Chapelhall. The Council will ensure that communities are connected to these assets through safe active travel routes.



# AIRDRIE



## Council new supply programme - new build sites

Location	Units	Status	Completion date
Clarkston PS	19	Completed	2011/12
Former Albert PS	14	Completed	2014/15
Former St Aloysius PS, Chapelhall	30	Completed	2017/18 (24), 2018/19 (6)
Former Alexandra PS	14	Completed	2018/19
Plains PS	16	On site	
McArthur Ave, Glenmavis	21	Planning app approved	
Northburn Place	31	On site	
Dykehead Rd (Holehills)	150	On site	
Calderigg Place	30	Design development underway	
Former Peterburn PS	40	Design development underway	
Glenacre Drive	15	Design development underway	
Gibb St, Chapelhall	40	Design development underway	



## Schools - year built

School	Status	Completion date
Airdrie Academy	Completed	2006
St Aloysius PS	Completed	2006
St Mary's PS	Completed	2006
Glengowan PS	Completed	2006
Chapelhall PS	Completed	2006
Clarkston PS	Completed	2008
Plains PS	Completed	2008
St David's PS	Completed	2008

Rochsolloch PS	Completed	2012
All Saints PS	Completed	2012
Caldervale HS	Completed	2012
St Dominic's PS	Completed	2018
St Edward's PS	Completed	2019
Hilltop PS	Completed	2019
Tollbrae PS	Completed	2019
Calderview Family LC	Completed	2020
Petersburn Family LC	Completed	2020



## Town centre / edge of town projects

Development	Objective	Completion date
<b>Strategic Housing Investment Plan (SHIP) projects</b>		
Broomknoll Street Church	Construction of 30 affordable homes at the former Church site (and surrounding land) by Clyde Valley Housing Association (incl additional grant funding to be provided through North Lanarkshire Council to meet the budget gap required to support this conversion/new build project).	2021
Mill Loan	Construction of 16 affordable homes by Clyde Valley Housing Association.	2022
Orrs	Demolition of the former Orrs building and construction of 20 residential units (over a new commercial platform) by a private developer that will then be purchased by North Lanarkshire Council as part of the council's new pathfinder development model.	2022
<b>Other town centre projects</b>		
Buchanan / Hallcraig Street	Structural and refurbishment works to safeguard a key town centre building on the corner of Buchanan and Hallcraig Street including shops and residential flats.	2022
Graham Street	Structural works to safeguard a key town centre building on Graham Street (Airdrie) and allow conversion of upper floors for residential use.	2022
Airdrie Town House	Feasibility study investigating the redevelopment options for either commercial space or residential space.	2021



## AIRDRIE (cont.)



### Tower programme

Works / Name	Status	Completion
<b>Fire risk assessments</b> - Milton Court, Pentland Court, Cheviot Court, Merrick Court	Completed	2019
<b>Fire doors and fire stopping</b> - Milton Court	Completed	2019
<b>Emergency lighting</b> - Milton Court	Completed	2020
<b>Demolition</b> - Northburn Place low rise	Completed	2019
<b>Demolition</b> - Holehills Merrick Court, Holehills Pentland Court, Holehills Cheviot Court	Completed	2021
<b>Electric heating upgrade</b> - Milton Court	Works still to commence	2022
<b>Lift replacement (phase 2)</b> - Milton Court	Works scheduled to commence 2021/22	2022/23



### Greenspace

Greenspace		Investment work 2014-21
Brownsburn Community Nature Park,	Local Nature Reserve	Biodiversity projects and paths.
Chapelhall	Greenspace	Investment in woodland management



# Programme of Actions

Site/Address	Activity/Developer	Proposal	Timescale
Economic Prosperity & Stability			
Core Retail Area	Financial Grant Fund/NLC, Scot Gov't & Others	Investigate the establishment of a financial fund to enable the redevelopment of vacant retail/commercial spaces to a modern specification	SHORT
Town Centre Living			
Police Station, Anderson Street	Refurbishment for Residential/NLC	Police Scotland have identified Airdrie Police Stration as being surplus to their long term requirements. In an effort to retain the building a feasibility study has demonstrated that the building can be converted in xx flats. Police Scotland will be encouraged to market the building for a residential use.	MEDIUM
Movement & Active Travel			
Town Centre to Town Hub site	Active Travel Route/NLC	Develop an active travel route	MEDIUM
Town centre to Brownsburn Park.	Active Travel Route/NLC	Develop an active travel route	MEDIUM
Heritage & Place			
Airdrie Townhouse, Bank Street	Refurbishment/NLC	Develop a grant for owner occupiers to improve the energy efficiency of their homes and to transition away from carbon fueled heating systems.	MEDIUM
Transition to Net Zero			
Town Centre wide	Financial Grant Fund/NLC, Scot Gov't & Others	Develop a grant for owner occupiers to improve the energy efficiency of their homes and to transition away from carbon fueled heating systems.	MEDIUM
Town & Community Hubs			
St Margaret's High School and Airdrie Sports Centre Rawyards	Town Hub/NLC	Develop a Town Hub	MEDIUM



# Strategic Alignment

The Town Action Plan for Airdrie is aligned with The Plan for North Lanarkshire and other key strategies, policies and plans.

Together this strategic policy framework ensures that work is aligned with our priorities and enables the required resources and working practices needed to facilitate delivery of the shared ambition.

As a high-level investment framework, the Economic Regeneration Delivery Plan will be aligned with our composite capital programme and will be refreshed at the end of the current programme in 2022/23.

This Action Plan supports delivery of the Economic Regeneration Delivery Plan. It will be monitored and updated annually. Future updates can be found at

[www.northlanarkshire.gov.uk/ERDP](http://www.northlanarkshire.gov.uk/ERDP)







# HAVE YOUR SAY

The public response to this draft Town Action Plan is very important, we are seeking public support and buy in to the proposals. More importantly we want to promote discussion and debate to identify further actions which will deliver the town centre that the community want and deserve.

## CONTACT

We want your views on our plans for the economic regeneration of North Lanarkshire.

You can provide written feedback by email to [growthteam@northlan.gov.uk](mailto:growthteam@northlan.gov.uk) or by post to:  
North Lanarkshire Council Growth Team,  
Civic Centre, Motherwell, ML1 1AB

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