

# Town Action Plan

## Wishaw (Consultative Draft)



**LIVE HERE**

# LIVE HERE

Written, designed and produced by **Corporate Communications, North Lanarkshire Council.**

Design concepts provided by:

**Ironside Farrar Ltd, Environmental Consultants** - Town Vision design concepts

**Norr, Architecture, Engineering, Planning and Design** - Town and community hub design concepts

**MAST Architecture** - Town Living design concepts

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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 Wishaw** 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.



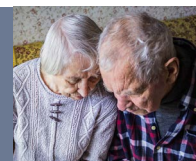
We have significantly high levels of **child poverty**, with around **25% of children** living in poverty across the area.

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 Wishaw).

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

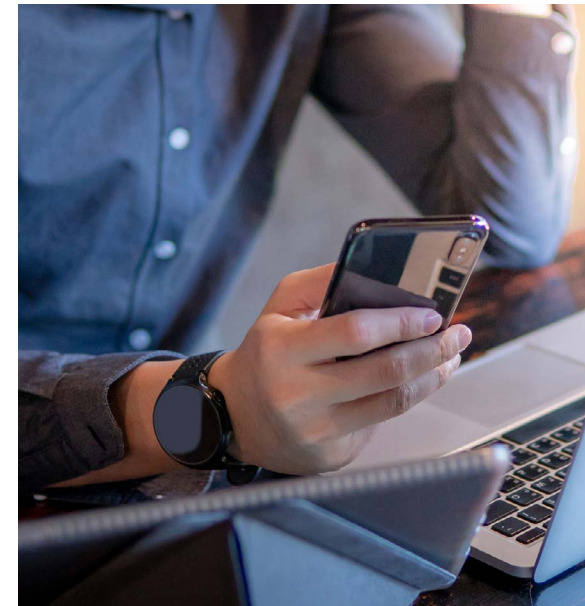
Development of the Pan Lanarkshire Orbital Transport Corridor linking the M80, M8 and M74 will in part address this issue, but the visions need to ensure that our towns are designed as accessible and well-connected places.

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, however, is currently seeking digital partners 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:

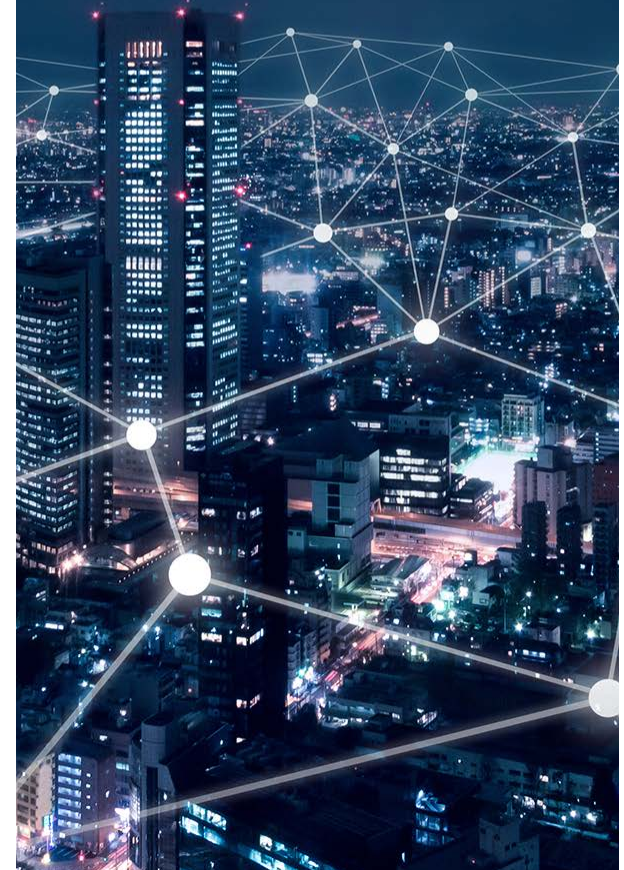
- ensuring all new housing uses renewable or low carbon heating systems from 2024;
- ensuring all private rented housing achieve an Energy Performance Certificate (EPC) Rating of Band C or above by 2030;
- ensuring all socially rented housing achieve an Energy Performance Certificate (EPC) Rating of 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.**

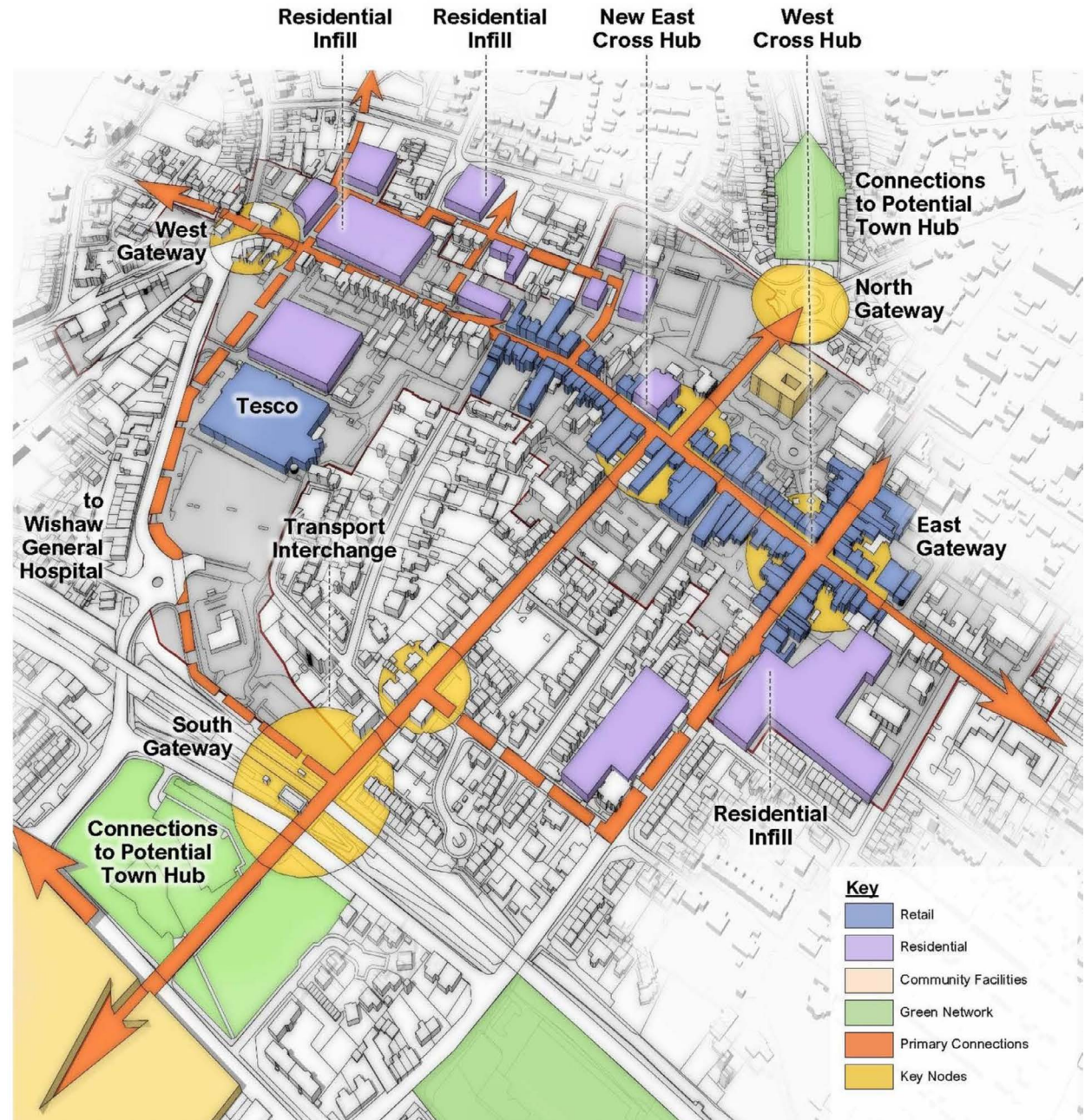
To become a reality, these visions need to be shaped through extensive consultation and engagement with community planning partners, landowners, retailers, residents, councillors and other agencies. These visions should inform both public and private sector investment.

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 Wishaw



## The Vision for Wishaw

Wishaw is an enterprising well-connected town and it is around these core values that the town's future is based. The vision seeks to build on this quality of place creating a new compact and livable centre that connects the Cross, the Houldsworth Centre, the rail station, the proposed Town Hub, green areas and pedestrian routes.

The vision is built around 'town livability' strengthening Wishaw's place quality and supporting community wealth and civic value within an enterprising and inclusive economy. New town centre living will be provided for within a mix of affordable, amenity and open market energy efficient homes which will support growth and sustain a vibrant town centre.

Wishaw is a great place to live and work offering both enterprise opportunities for home office and home working units alongside a strong small business base. Research has shown that the small independent retail sector is more resilient to change during times of economic stress and it is these local businesses that the Council is seeking to secure moving forward. Equally the centre is well connected with good public transport links to Glasgow and other centres and can be a quality commuter town offering accessible living with good connections to employment in the city region and beyond.

The proposed Town Hub together with the Houldsworth Centre alongside easy access to regional health, sports and educational facilities (Wishaw General Hospital, Ravenscraig Regional Sports Centre, New College Lanarkshire) make Wishaw an enviable destination. Development of walking and cycling routes and 'greenways' will further connect regional facilities and adjacent centres creating an attractive green circular network through the Clyde and Calder valleys.

Wishaw's compactness, its connections, street pattern and greenspace make for a town that can build resilience and adaption to climate change, strengthen community life, support health and wellbeing and low-carbon living. Sustainable and SMART urban systems (Waste/Drainage/5G-Wifi/Transport) will with other facilities make Wishaw a place of choice.

## Wishaw Opportunities

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

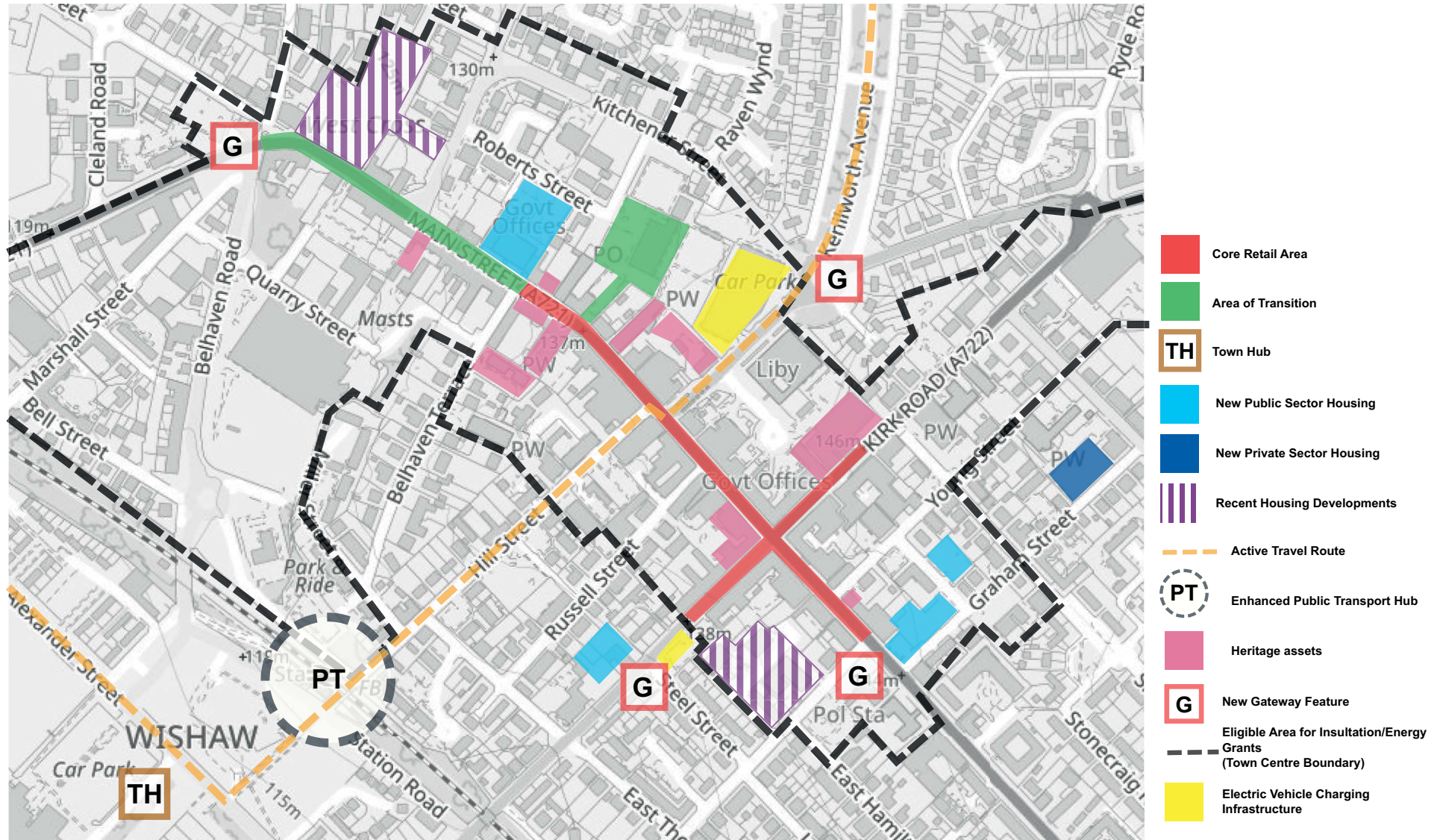
The core projects involve:

- 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, Kirk Road and connections to the rail station.
- The creation of new active routes to link the town centre to major community assets such as the Town Hub, Wishaw General Hospital, Ravenscraig etc.
- Promoting a sense of place by securing long term futures for heritage assets.
- Promoting lifestyle appeal based on town centre living adjacent to services and places of interest.





# 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 it's 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 cant get involved in direct subsidies to the private sector, however, we are working with partners 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 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 that 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 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 innovative approaches to secure funds 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 central heating by 2030.

There are certain properties such as the Anvil block on Main Street which were designed and constructed in the 1960's that are no longer fit for purpose. The Council is proposing to rehouse tenants within the Anvil Block and then demolish and develop modern energy efficient quality residential accommodation in the form of flats and terraced villas. This development will set the tone and physical character for future developments on the Main Street and within the town centre and seek to build on the success of the recent Link Housing Association development on the former Tesco site.

The Council is also in the process of replacing 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 proposals include the former Council offices at Graham Street for xx units and the former Methodist Church on Caledonian Road for xx units with a combination of flatted and terraced housing units.

The Council will work with housing associations to promote the delivery of town centre living we can use these pilot projects to make the case that there is 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.



## 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 also identified a number of existing properties within Wishaw Town Centre that are in need of refurbishment due to long term vacancy or neglect. Where the building design contributes to the townscape and vision 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 innovative approaches to assist landlords and owner occupiers to refurbish their properties to modern standards of thermal efficiency.

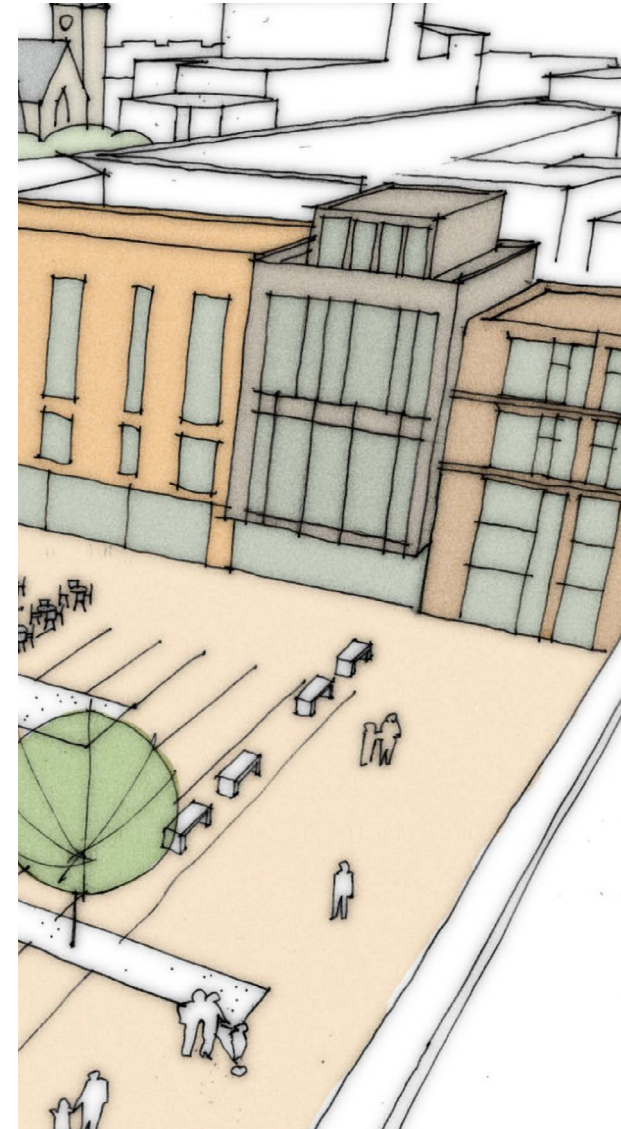
## Heritage Refurbishment

The communities perception of place within Wishaw Town centre is informed by the quality of the public realm and key heritage buildings. Wishaw 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 Wishaw

Key buildings on the Main Street include the former YMCA and the Church of Scotland both of which are seeking a new purpose and function. These buildings make a significant contribution to the townscape of Main Street and it could be argued Main Street would be poorer if they could not be repurposed and fall into disrepair leading to demolition. While the Council do not own these buildings we will support the owners in their efforts 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.

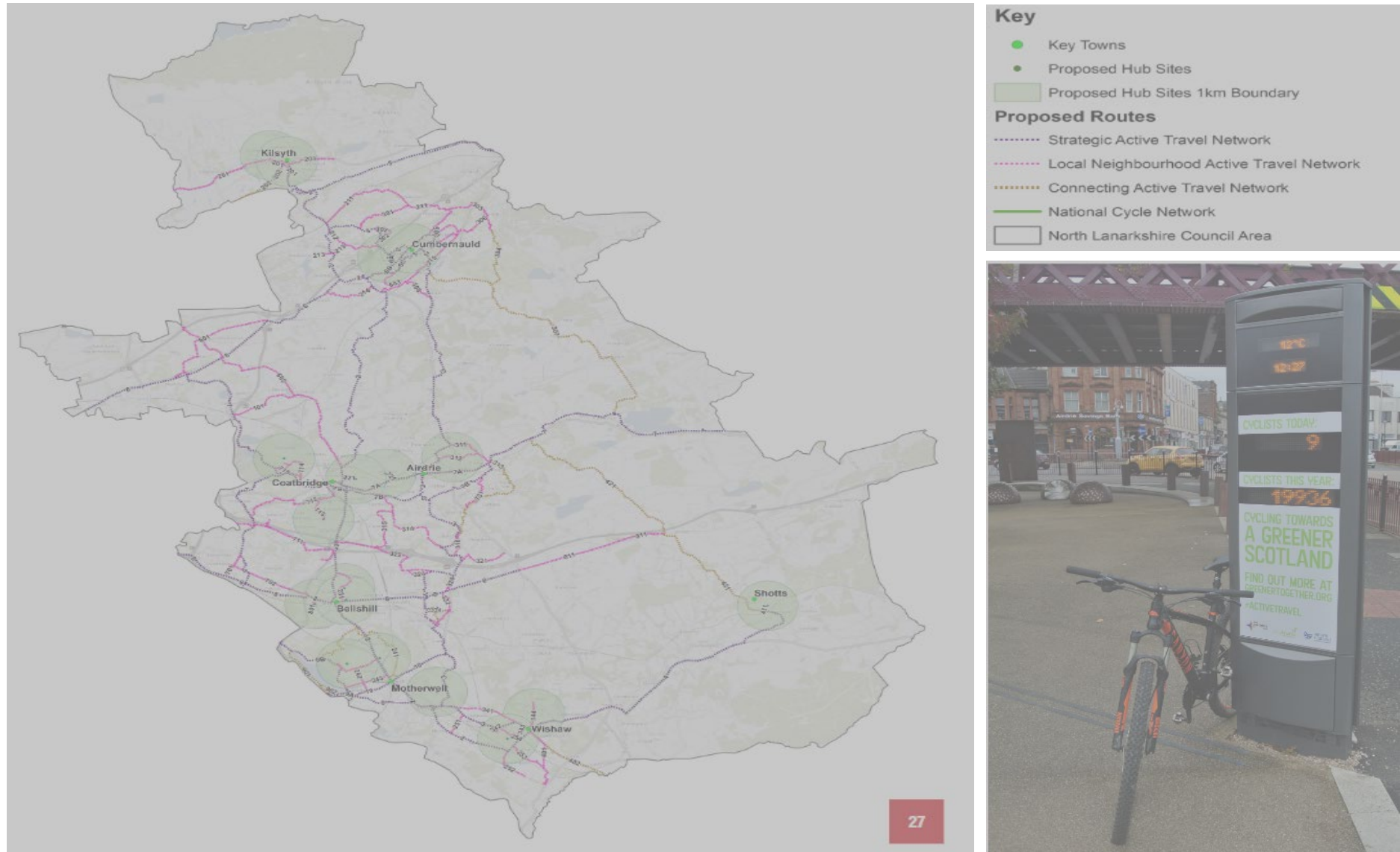
The Council has recent experience in working with external organisations such as Historic Environment Scotland and Housing Association Partners to refurbish buildings towards a viable future use such as the former Carnegie Library Academy Street, Coatbridge.







# 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 public transport with Wishaw 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..

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 and inter city transport links throughout the day.

The council will work with Scotrail to investigate the potential for the rail station to be developed as a transport interchange with improved bus access, car parking capacity and access for taxis.

## Road Network

The existing road network is sufficient for the projected traffic flows generated by the proposed developments in Wishaw over the next ten years. There are no plans for major new road building projects. Year on year the council will continue to maintain the existing road network to ensure efficiency of travel, road safety and public safety.

## 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 the town.

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 north west to Wishaw General Hospital and Ravenscraig and south east to the potential Town Hub site on Alexander Street via the rail station are seen as a priority. See the 'North Lanarkshire Active Travel Strategy 2021-2023' for more information.

## Changing Transport Needs

The Scottish Governments requirement to phase out the need for petrol and diesel vehicles by 2032 will impact on our centres, EV 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 in town centres and at major public facilities to promote the switch to electric vehicles.





# Built Heritage & Place

## Built Heritage

North Lanarkshire's towns have character. Distinctive in form and heritage, the town centres are a reminder of a positive and defining economic past (coal, iron, steel, mills, quarrying) with many notable buildings. The vision for Wishaw seeks to build on the distinctive character and quality of place using this legacy to reinforce urban form and repurpose heritage buildings with new uses, creating new civic facilities, residential homes and mixed use premises. Wishaw like many towns have suffered from the loss of key buildings and there is a need to consolidate town centres with quality new builds to strengthen urban form to ensure space, streets and gateways are well defined elements of urban centres.

There are a number of heritage buildings, the YMCA, and the Church of Scotland that are going through a process of change towards new long term sustainable uses. The Council will endeavour to assist the owners of these buildings to identify external funding and partnerships to secure them for the future.

## 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, etc.) for people to come together and engage as a community. Many factors contribute to successful public space including accessibility, sense of welcome, safety, comfort, usability, and sociability. Connections and the network of streets, wynds and closes are valuable and contribute to a sense of place.

We are seeking to promote Wishaw as a more inclusive place with extended town centre activity, longer dwell time and increased footfall. Public use 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 public transport; 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 use associated with property and transport the most readily addressed through a range of partnership programmes. Key measures within the vision for town centres 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 which could be 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

All new developments must abide by the requirements of the Building Regulations Scotland which require all new residential parking spaces to have a charging point and 25% of spaces within a residential courtyard parking to have a charging point. Existing buildings and facilities are excluded from this requirement. The Council is also undertaking a study into the practicalities and costs of retrofitting its housing stock, public facilities and buildings to meet the new standards.

## 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. The Council has supported the delivery of new community allotments at Viewpark, Mossend, Greengairs and Cumbernauld.



# 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 public's view of the High Street; at the core of the Vision for Wishaw 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



# 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.

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.

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:





## Wishaw Town Hub

The Council has identified the land in and around Wishaw Sports Centre and Beltane Park off Alexander Street as the preferred site (following a public vote) for the development of the Town Hub for Wishaw. This site was presented as one of two location options, as it is owned by the Council, has sufficient land to accommodate the footprint of the Town Hub campus and is centrally located within Wishaw in close proximity to the Town Centre, the mainline Rail Station and Wishaw & district General Hospital.

The Council is currently seeking to secure the funding to proceed with the design development of the Town Hub and associated statutory public consultation. The hub would provide new state of the art facilities for St Aiden's HS, St Thomas PS plus ASN and an early years nursery.



## Community Hubs

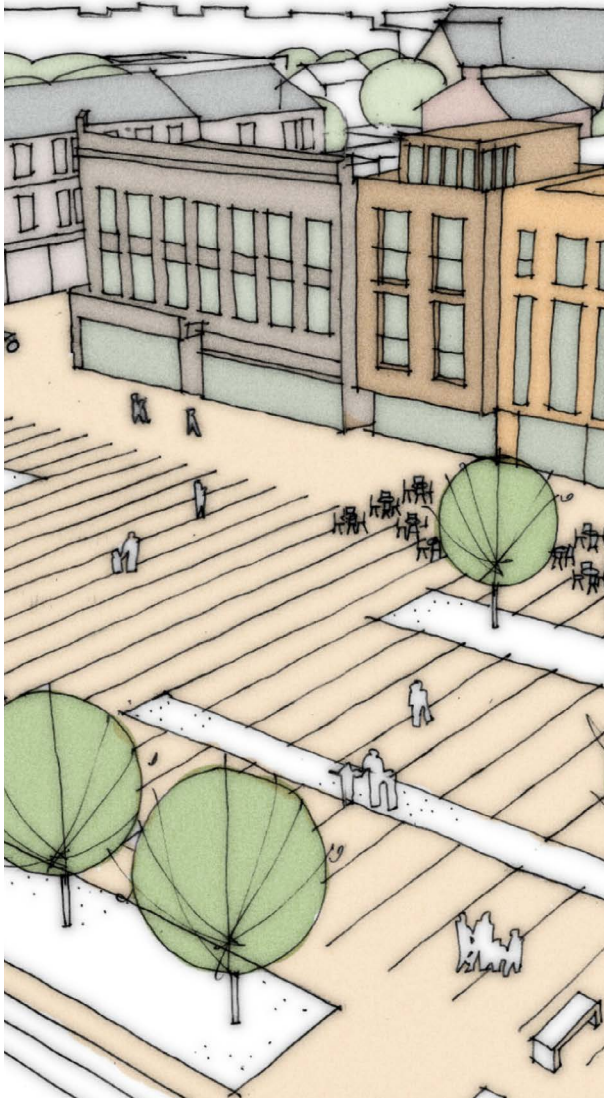
The Newmains and St Brigid's Community Hub was opened in January 2023. The hub accommodates Newmains PS, St Brigid's PS and the Newmains Family Learning Centre. This facility has been designed to be open and accessible to the whole community, with predominately school access during the day and the wider community able to access many areas within the hub outwith school hours.

The building design 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.



# Wider Town Proposals



## Housing

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

- Castlehill Road, Gowkthrapple, 97 units, mix of flats and houses
- Graham Street, 13 units, flatted development
- King Street, 5 units, terraced houses
- Methodist Church, Caledonian Road, 9 units, terraced houses

The Towers Reprovisioning Programme is seeking to demolish high rise towers and block properties and replace with 97 low rise properties in Gowkthrapple.

## Employment

The wider Wishaw area has 168Ha of industrial and business land to be developed to generate local jobs.

## Education

In addition to the Town Hub mentioned earlier to include St Aiden's HS and its feeder primary schools, the wider Wishaw area has recently seen the opening of the new community hub in Newmains to accommodate Newmains and St Brigid's PS and new nursery provision. Other schools in scope for redevelopment include all schools built before 1996. New nursery provision has also been developed at Netherton, Abernethyn and Innerleithen.

## 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 Bellhaven Park, Greenhead Moss and Perchy Pond, Coltness and North Branchal Woods and Cambusnethan Woods. The Council will ensure that communities are connected to these assets through safe active travel routes.



# WISHAW

## Council new supply programme - new build sites



Location	Units	Status	Completion date
Cambusnethan PS	20	Completed (Amenity)	2011/12
Walkerburn Dr, Coltness	20	Completed	2017/18
Meadowhead Rd, Ravenscraig (Keepmoat)	11	Completed (off the shelf)	2019/20
Dimsdale	61	On site	
Mossburn St, Waterloo	20	On site	
Gowkthrapple (Ph1)	97	Re-provisioning site	

## Schools - year built



School	Status	Completion date
Cambusnethan PS	Completed	2007
St Ignatius PS	Completed	2007
Wishaw Academy PS	Completed	2007
Coltness HS	Completed	2012
Calderbridge PS	Completed	2012
Clyde Valley HS	Completed	2016
Orchard PS	Completed	2016
Newmains and St Brigid's Community Hub	On site	2022
Netherton Family LC	Completed	2020
Abernethyn Family LC	Completed	2021
Innerleithen Family LC	Completed	2021

## Towers programme



Name	Status	Completion date
<b>Fire risk assessments</b> - Birkshaw Tower, Allershaw Tower	Completed	2019
<b>Fire doors and fire stopping</b> - Birkshaw Tower	Completed	2018
<b>Fire doors and fire stopping</b> - Allershaw Tower	Completed	2020
<b>Emergency lighting</b> - Birkshaw Tower	Completed	2018
<b>Emergency lighting</b> - Allershaw Tower	Completed	2019
<b>Smoke detectors (installed alongside fire doors)</b> - Allershaw Tower	Completed	2020
<b>Sprinkler installations (pilot)</b> - Birkshaw Tower	Completed	2019
<b>Demolition</b> - Gowkthrapple Birkshaw Tower	Works still to commence	2023
<b>Demolition</b> - Gowkthrapple Allershaw Tower	Works still to commence	2024
<b>Demolition</b> - Gowkthrapple low rise	Works still to commence	2025

## WISHAW (cont.)



### Town centre / edge of town projects

Development	Objective	Completion date
<b>Strategic Housing Investment Plan (SHIP) projects</b>		
East Academy Street	Construction of 20 affordable homes at the former Wishaw Market site by Link Housing Association.	2020
Main Street	Construction of 42 affordable homes at the former Tesco site in Wishaw by Trust Housing Association.	2022
Robert Street	Construction of 16 affordable homes by North Lanarkshire Council.	2021
<b>Other town centre projects (acquisition of site / properties for future development)</b>		
Kings House	The acquisition and future demolition of an outdated office facility (and adjacent car park) on King Street (Wishaw) to enable the future development of 16 new town centre homes.	2023
Methodist Church	The acquisition of a derelict church on Caledonian Road (Wishaw) to support the regeneration of a key gateway site to the town centre and enable future residential development for approximately 9 new homes.	2023
Graham Street	Design development underway for 18 units.	



### Greenspace

Greenspace	Investment work 2014-21	
Braedale Hill	Local Nature Reserve	Small biodiversity action earth grant aided projects.
Cambusnethan Woodlands	Local Nature Reserve	Small signage project.
Greenhead Moss & Perchy Pond	Local Nature Reserve	Peatland restoration, path and boardwalks. Access improvement works and volunteering projects on wildflower meadow.
Coltness & North Branchal Woods	Key greenspace site	-



# 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			
Anvil Block, Main Street	Demolition & New Build Residential/NLC	Decant, demolish and then redevelop the site for the delivery of flatted and terraced residential units and associated car parking and amenity space.	MEDIUM
Methodist Church and Church Halls, Caledonian Road	Demolition & New Build Residential/NLC	Demolish church and then redevelop the site for the delivery of flatted and terraced residential units and associated car parking and amenity space.	SHORT
Kings House, Graham Street	Demolition & New Build Residential/NLC	Demolish offices and then redevelop the site for the delivery of flatted and terraced residential units and associated car parking and amenity space.	SHORT
Movement & Active Travel			
Town Centre to Ravenscraig via Wishaw General Hospital	Active Travel Route/NLC	Develop an active travel route	SHORT
Town Centre to Town Hub at Wishaw Sports Centre, Alexander Street	Active Travel Route/NLC	Develop an active travel route	MEDIUM
Heritage & Place			
Wishaw YMCA, Main Street	Refurbishment/WYMCA Trust	Redevelopment by private trust with Council advisory support to a Community Leisure Hub and lettable Venue	SHORT
Transition to Net Zero			
Town Centre wide	Financial Grant Fund/NLC, Scot Gov't & Others	Investigate the development of 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			
Wishaw Sports Centre, Alexander Street	Town Hub/NLC	Secure funding for the design development and delivery of a Town Hub campus on the site of the existing Sports centre and playing fields at Wishaw Sports centre off Alexander Street	MEDIUM

# Strategic Alignment

The Town Action Plan for Wishaw 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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Produced by

**NORTH LANARKSHIRE COUNCIL**

Growth Team

Place

Civic Centre

Motherwell

ML1 4AB

**e.** [growthteam@northlan.gov.uk](mailto:growthteam@northlan.gov.uk)

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