

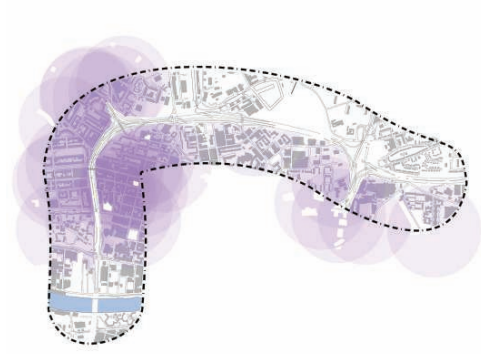
# ANALYSIS // PLANNING FRAMEWORK

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## LOCAL AMENITIES // CATCHMENT AREAS FOR LOCAL SERVICES

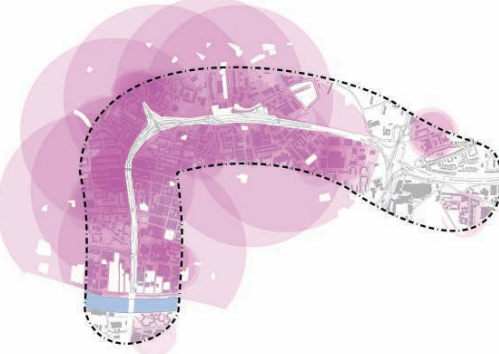
### CHURCHES

Churches and Religion Buildings within a 400m catchment area



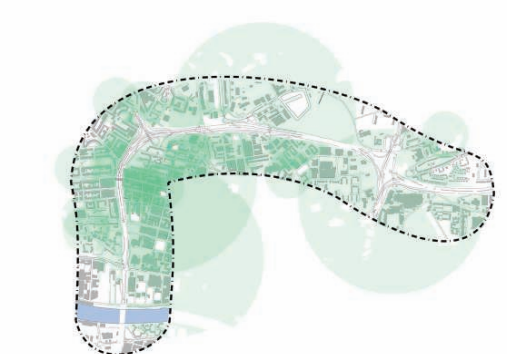
### RETAILS

Shops within 200 m catchment area  
Supermarket within 800 m catchment area



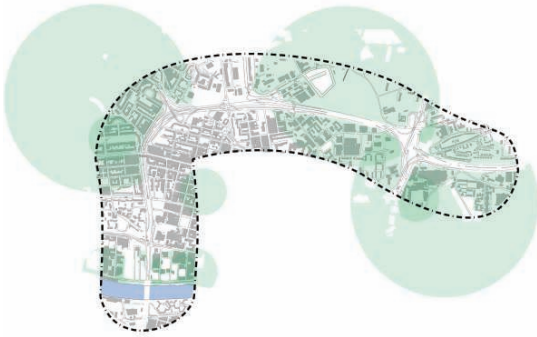
### HEALTHCARE

Doctor/Dentist/Pharmacy within 200 m catchment area  
Health Centre within 800 m catchment area



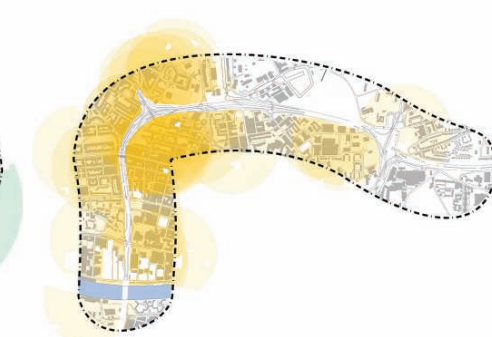
### GREEN FACILITIES

Small Parks within 200 m catchment area  
Large Parks within 800 m catchment area



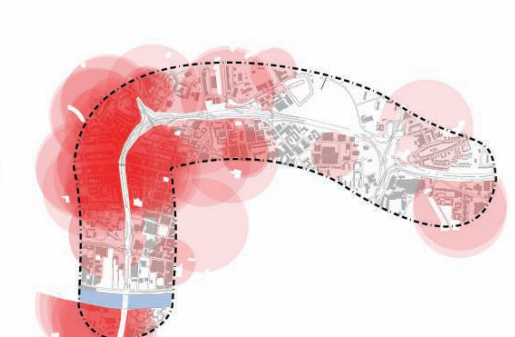
### OTHER PUBLIC LEISURE FACILITIES

Leisure activities within 400 m catchment area



### CAFE' AND RESTAURANT

Bar and Café within 200 m catchment area  
Pubs and restaurant within 400 m catchment area

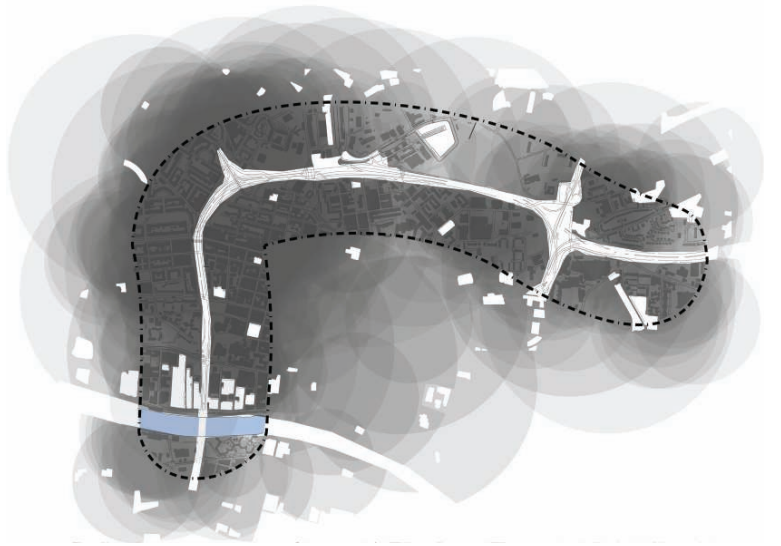


## DIVERSITY OF LOCAL SERVICES

- Train/Subway Station
- Church
- Green Facilities
- School
- Bus Stop
- Retails
- Other Public Facilities
- Healthcare
- Bar and Restaurant



## ALL LOCAL SERVICES COMBINED WITH BARRIERS



### BARRIERS AS... VACANT AND DERELICT LANDS AND BUILDINGS



### BARRIERS AS ... LOW CONNECTIONS AT RIVER CLYDE



### BARRIERS AS ... THE M8 MOTORWAY



The servicing of the study area in terms of different factors (e.g. retail shops, leisure and green facilities, transportation links) exposes the barriers created by the M8, the river, large abandoned sites and the land uses in some territories. A clear outcome is that in terms of transportation, the existing links can serve the area at a medium rate. Also, the range of activities seems satisfactory although the lack of a close-knit community makes the presence of the barriers more felt.