



PLANNING APPLICATIONS COMMITTEE

Report by Executive Director of Regeneration and the Economy

Contact: Alan Shand Phone: 0141 287 8633

Item 2

30th June 2020

APPLICATION TYPE Planning Permission in Principle

RECOMMENDATION Grant subject to conditions.

APPLICATION	19/00650/PPP	DATE VALID	05.03.2019
SITE ADDRESS	Site At Govan Cross Shopping Centre/Govan Underground/Water Row/ Govan Road Glasgow		
PROPOSAL	Erection of mixed use development including residential and commercial uses (Class 1 retail, Class 2 financial, professional and other services, Class 3 food and drink, Class 4 business and Class 11 assembly and leisure) with associated access, parking, open space, renewable energy infrastructure scheme and public realm works.		
APPLICANT	Govan Housing Association Ms Laura Edwards 35 McKechnie Street Govan Glasgow G51 3AQ	AGENT	Collective Architecture Ltd Mairi Laverty Mercat Building 26 Gallowgate Glasgow G1 5AB
WARD NO(S)	05, Govan	COMMUNITY COUNCIL LISTED	02_074, Govan East
CONSERVATION AREA	Govan		
ADVERT TYPE	Affecting a Conservation Area/Listed Building Bad Neighbour Development	PUBLISHED	15 March 2019
CITY PLAN	Green Space		

REPRESENTATIONS/ CONSULTATIONS

Representations

30 letters of objection were received, including comments from the owners of Govan Cross Shopping Centre. The grounds of objection are summarised as follows:

- The proposal would remove vehicular access to Govan and Linthouse Parish Church;
- The pre-application consultation process excluded the Govan and Linthouse Parish Church;
- Loss of informal car parking at Water Row;
- Lack of retail policy assessment;
- Without appropriate restrictions on the commercial floorspace, the development could result in significant open Class 1 (Retail) floorspace being created out with the town centre boundary without any assessment as per the requirements of the Town Centre First approach promoted within Scottish Planning Policy (SPP), ClydePlan and City Development Plan policy. This is likely to have a significant adverse impact on the

vitality and viability of Govan Cross Shopping Centre, contrary to its protected and sequentially preferable status within the town centre boundary.

- Should the planning authority be minded to grant the application, the approval of unrestricted commercial floorspace has the potential for adverse impact on Govan Cross Shopping Centre and the wider town centre. Therefore, appropriately worded conditions should be included to limit the proposed retail floorspace, the types of goods sold and the size of such units out with the town centre, in order to avoid any adverse impact on the existing offer and type of retailing within the centre.
- The red line application boundary includes an area of land across Govan Road, adjacent to Govan Cross Shopping Centre. This area of land is within the ownership of Govan Cross Shopping Centre; however, an owner notice has not been received by our client as part of this planning submission. This omission is reflected within the application form submitted to the council which does not include our client as an owner of the land within the red line boundary.

It is also noted that a 47 signature petition was received. However, as no reasons for objection were provided this has not been considered.

Consultations:

Neighbourhoods & Sustainability (Public Health Unit): No objections, subject to conditions.

Neighbourhoods & Sustainability (Strategic Flood Manager): No objection, subject to conditions in relation to finished floor and footway levels and consultation with SEPA in relation to water treatment, quality and attenuation.

Scottish Water: No objection.

Scottish Environment Protection Agency: No objection.

Scottish Power: No response received.

Strathclyde Partnership for Transport: No objection.

SITE AND DESCRIPTION

Water Row, and the proposed site, is located within Govan's Town Centre. It is both physically and historically connected to Glasgow by the River Clyde water front and Govan's town centre. Govan Town Centre is located immediately to the south of the River Clyde, bounded by the M8 at its most southern edge. The Water Row site itself sits immediately adjacent to the SPT Govan underground station and key bus routes into the City Centre via the Govan Interchange. The proposed site overlooks Glasgow's Riverside Museum and the location of the proposed pedestrian and cycle bridge connecting Govan and Bellahouston to Partick and the West End.

The City's developing Digital and Media district is located to the East of Govan and is home to Scotland's BBC and STV Headquarters. The SECC and Hydro are located nearby to the opposite side of the River. The recently built Queen Elizabeth Hospital sits to the East of the site and is readily accessed via bus, cycle and on foot. Ibrox Stadium is located to the South of the site and within ready walking distance of both Govan and Ibrox underground stations.

The 3.85 Hectare site is bounded by the River Clyde to the north, Napier Road and Napier Terrace to the East, New Govan Church, Govan Road and Govan Shopping Centre to the south, and Govan Old Parish Church, Pearce Lane and Water Row to the west.

The site is currently occupied by a temporary car park, showpeople's yard (leased), Govan Cross/Water Row public realm including B-listed fountain.

The site has a number of relevant constraints:

- Greenspace designation: Green Corridor;
- Category A & B listed buildings within and bordering the site;
- Largely within Govan Conservation Area;
- Near to Ancient Monument: Govan Old burial ground and Govan Stones;
- Archaeology: the original Clyde slipway and Doomster Hill are key areas of significance that should be protected, recognised and celebrated in a variety of ways within any emerging masterplan.
- Subway tunnel/fibre optic cabling: running northward through site with 5m exclusion zone around tunnel walls (standoff for fibre optic cabling coincidental with tunnel exclusion);
- 2016 S.E.P.A Defined Area: Flood Area;
- Core paths: A core path running from the ferry slipway to Govan Road and onward bisects the site.

Public Transport Accessibility ranges from Below Base to High across the site.

The Water Row Govan Masterplan Design Statement (December 2018) was commissioned by the Water Row Steering Group (Central Govan Action Plan, Glasgow City Council and Govan Housing Association) and promotes a vision of a vibrant neighbourhood at Water Row taking advantage of the site's central location at the heart of Govan Town Centre, its link to the Clyde Waterfront and improved connectivity as a result of the planned Govan – Partick bridge.

The Masterplan Report provides a comprehensive analysis of the site and surrounding area and identifies the following key aims and objectives for Water Row:

- Sense of Place;
- Integration;
- Movement;
- Heart.

The Masterplan follows the urban design methodology within SG 1: The Placemaking Principle, and advises that Glasgow's 6 Qualities of Place have provided a strong benchmark for the development proposals at Water Row, ensuring that the proposals have character and aspire to a high standard of design whilst reflecting the heritage of Govan:

- Character and Identity;
- Successful open space;
- Legibility and safety;
- Ease of movement;
- Vibrancy and diversity;
- Adaptability and sustainability.

6 further outline urban design strategies were developed for the Masterplan:

Character and Place: Develop character areas that respect the built heritage, reinforce existing activities and inspire new opportunities.

Gateways and the Public Realm: Identify key landmarks, maintain existing views and provide distinctive public areas.

Pedestrian-friendly Streets and Open Space: Reinstate lanes, create a new park and re-connect Water Row to the Clyde.

Work and the Local Economy: Identify commercial uses, activate the waterfront and reinforce Govan Road/Cross.

Housing and Community: Provide a mix of house types, relate heights to surrounding context and connect to open space.

Roads and parking: Respond to inner city urban environment, link to strong public transport links and cycle network.

The Masterplan identifies 3 distinct character areas:

Character Area 1: Form new bridge landing and distinctive Clyde waterfront;

Character Area 2: Reinforce Govan Old with Water Row and new waterfront workspace;

Character Area 3: Re-frame Govan Cross with links to new and existing amenities.

The Masterplan is anticipated to be delivered in three phases:

Phase 1

Phase 1 – 92 Flats and 840 sqm commercial:

- Block D (16 x 2 bed flats/275 sqm commercial on 4.5m plinth);
- Block E (52 x 2 bed flats/565 sqm commercial on 4.5m plinth);
- Block F (24 x 2 bed flats).

Phase 1 is bounded to the north by the River Clyde and walkway, to the east by Napier Terrace and the Riverside residential development, to the south by Govan and Linthouse Parish Church and public square and to the west by Water Row. This phase comprises 92 flatted units and approximately 840m² of commercial space arranged over 5 blocks varying from 4 to 6 storeys, with a central courtyard providing amenity space, car parking and servicing. Water Row is activated by a ribbon of commercial units to the ground floor and well defined public spaces which will connect with the existing walkway along the Clyde and the proposed Govan/Partick Bridge landing. The proposed six storey block at Govan Cross provides a strong edge and helps to redefine the historic character of Govan Cross by strengthening the existing square. Towards the river, the blocks gently drop in height, opening up views beyond and relating to the neighbouring 2-4 storey Riverside residential development.

Phase 2

Phase 2 - 88 flats, 13 terraced/town houses and 1500sqm commercial:

- Block A (12 x 2 bed flats/2 x terraced house /2 x town house);
- Block B (18 x 2 bed flats/8 x 1 bed flats /14 x 2 bed flats/ 650 sqm double height commercial);
- Block C (36 x 2 bed flats/9 x terraced houses/850 sqm commercial over 2 stories).

Phase 2 is bounded to the north by the River Clyde and walkway, to the east by Water Row, to the south by Pearce Lane and to the west by the grounds of Govan Old Parish Church. This phase comprises 88 flatted units, 13 terraced houses/town houses and approximately 1500sqm of commercial space arranged over 3 blocks. There are two east-west orientated blocks which front the Clyde walkway and another other larger perimeter type block to the south separated by a new east west street from Water Row to an extended Pearce Street. Phase 2 enhances and strengthens the historic character of Water Row by creating a lively street environment through the provision of mixed use active frontages. Existing points of interest such as Govan Old and the Pearce Institute can be viewed from a wide range of different perspectives and scales, with blocks gently dropping in height from seven to two storeys, opening up and enhancing views into and outwith the development area. A landmark 10 storey tower block is proposed at the new arrival point from the river, reinforcing and adding to Govan's unique character.

Phase 3

Phase 3 –

- Block G (27 x 2 bed flats/550 sqm double height commercial)

Phase 3 is comprises of 27 flatted units (arranged over 7 to 5 storeys) and approximately 550m² commercial space. Located at the junction between Govan Road and Napier Road, Phase 3 acts as a gateway to the development area and provides an opportunity to enhance views and connections to the Clyde.

As part of the ongoing design development process, the Masterplan Design Statement (Chapter 7) encourages further consideration of a number of inter-related topics:

Civil and Structural Strategies

Various potential options have been considered for the proposed structural form of the buildings. Wherever possible off-site fabrication methods will be maximised and the external walls optimised for energy efficiency. It is likely that timber frame will be used extensively for buildings up to 4 storeys and that taller structures will involve the use of steel or concrete frame depending on architectural design in order to achieve increased robustness and to minimise maintenance due to excessive thermal movements.

A major constraint at the site exists in the form of the underground Strathclyde Passenger Transport (SPT) rail which traverses north to south across the site. Taller buildings (above 2 storeys) will be positioned with an appropriate stand-off distance from the tunnel to prevent damage and will be supported on deep piling in order to transfer loadings below the tunnel invert level. It is proposed to position lower height structures closer or potentially over the tunnel in order to maximise the capacity of the site and these will comprise raft or shallow footings which impose light pressures and therefore avoid overloading the tunnel. An initial meeting has been held with SPT regarding the tunnel and these will continue until the detailed design has been finalised.

Energy and Sustainability

Following the preliminary feasibility study to establish the optimum energy strategy solution, the option to go off gas grid was noted as the preferred approach, whilst looking to the future of local / community renewables supported by the electricity grid. In order to achieve compliance with SG5, Option 4: Gold Hybrid Plus (approaching Passive House) was identified as the best option to meet the needs of the proposed masterplan. This is a fabric first approach which currently aligns with Passive House principles, the main difference being in the air tightness requirements. Currently, one of the biggest concerns for industry is achieving the air tightness levels of Passive House. Taking cognisance of this the approach, option 4 targets a level of airtightness which contractors are comfortable with (approx. 3m³/m²hr). In terms of the ventilation strategy, Mechanical Ventilation with Heat Recovery (MVHR) is recognised as being most suited to meeting the requirements of option 4.

Cost Summary - An assessment of total development costs associated with proposals for the Water Row site was undertaken and has been kept under review as the design has evolved to ensure deliverability.

Business Case - Aims and opportunities for the proposed non-residential spaces at Water Row

The non-residential spaces at Water Row should:

- Activate the streets both during the daytime and at night
- Anchor facilities and jobs in Water Row to create a sense of community (and build on the existing sense of community) rather than just creating a housing estate
- Integrate the new economic and social activity into the established activity in the area
- Help to create a new, positive and diverse place
- Be developed and operated in such a way as to act as a model for future development elsewhere in the city and across Scotland

The Water Row site and the aims and ambitions for the establishment of a new model for similar developments, suggest a number of advantages and opportunities for commercial and social activities:

- The proximity to the River Clyde, and potential for water-based activities
- Attracting enterprises from elsewhere in the city
- Encouraging new enterprises to start from the local community and beyond
- Linking new economic and social activity with the local community
- Growing a community of sustainable micro (less than 10 employee) enterprises and social enterprises, which are less dependent on the external economic cycle (the opposite of the inward investment model)
- Building in a genuine empowerment of the local community (as opposed to just 'consultation')

SPECIFIED MATTERS

Planning legislation requires the planning register to include information on the processing of each planning application (a Report of Handling) and identifies a range of information that must be included. This is aimed at informing interested parties of factors that might have had a bearing on the processing of the application. Some

of the required information relates to consultations and representations that have been received and is provided elsewhere in this Committee report.

The remainder of the information, and a response to each of the points to be addressed, is detailed below.

A. Summary of the main issues raised where the following were submitted or carried out

i. an environmental statement

Not applicable.

ii. an appropriate assessment under the Conservation (Natural Habitats etc.) Regulations 1994

iii. a design and access statement.

iv. any other report on the impact or potential impact of the proposed development (for example the retail impact, transport impact, noise impact or risk of flooding)

Reports submitted include: Design Statement including Site Investigation, Flood Risk Assessment, Tree Survey and Traffic Impact Assessment; Pre-application Consultation Report; Desk-top Study Report including constraints and ground conditions;

B. Summary of the terms of any Section 69 planning agreement

Not applicable.

C. Details of directions by Scottish Ministers under Regulation 30, 31 or 32

These Regulations enable Scottish Ministers to give directions

i. with regard to Environmental Impact Assessment Regulations (Regulation 30)

Not applicable

ii. 1. requiring the Council to give information as to the manner in which an application has been dealt with (Regulation 31)

Not applicable

2. restricting the grant of planning permission

Not applicable

iii. 1. requiring the Council to consider imposing a condition specified by Scottish Minister

Not applicable

2. requiring the Council not to grant planning permission without satisfying Scottish Ministers that the Council has considered the condition and that it will either be imposed or need not be imposed.

Not applicable

POLICIES

Glasgow City Development Plan

CDP1/SG1 The Placemaking Principle

CP2 Sustainable Spatial Strategy

CDP4/SG4 Network of Centres

CDP5/SG5 Resource Management

CDP6/IPG6 Green Belt and Green Network
CDP7/SG7 Natural Environment
CDP8/SG8 Water Environment
CDP9/SG9 Historic Environment
CDP10/SG10 Meeting Housing Needs
CDP11/SG11 Sustainable Transport
CDP12/IPG12 Delivering Development

ASSESSMENT AND CONCLUSIONS

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that where an application is made under the Planning Acts, it shall be determined in accordance with the Development Plan unless material considerations indicate otherwise. In addition, under the terms of Section 64 of the Planning (Listed Building and Conservation Areas) (Scotland) Act 1997, the Council is required to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.

The principal issues to be taken into account in the determination of this application are considered to be:

- a) whether the proposal accords with the relevant provisions of the Clydeplan Strategic Development Plan 2017 and the Glasgow City Development Plan;
- b) whether the proposal preserves or enhances the character or the appearance of the Conservation Area and;
- c) whether any other material considerations, such as consultations or representations, have been satisfactorily addressed.

Strategic Development Plan

The SDP focuses on strategy and on a limited number of priority development locations, which are set out in its Spatial Development Strategy. This document presents a spatial vision and strategy for Glasgow and the Clyde Valley towards 2035. A policy framework and key initiatives and strategies relating to economic development, green network, flooding, climate change adaptation and mitigation, health, active travel, and transport are provided to help deliver sustainable economic growth, shape good quality places and enhance the quality of life in the Glasgow City and Clyde Valley region.

Background Report 4: Vacant and Derelict Land (2010) of the SDP places an emphasis on the recycling of brownfield, vacant land which “will be used as the development priority and environmental priority and will be central to developing a quality of life needed to attract economic activity, talented people and key investors” (p. 12).

The proposed development is considered to accord with the Spatial Development Strategy as the site is a vacant (setting aside temporary uses) brownfield site within an inner urban location, and is therefore identified as a Sustainable Development Location.

Glasgow City Development Plan 2017

The two key overarching aims of the Development Plan are to create a healthy, high quality place, and to promote a compact City form that supports sustainable development. Within the City Development Plan, a number of City challenges are identified, including:

Social – accommodating the rising population and number of householders; and addressing health levels and levels of health inequality;

Environment – addressing significant areas of vacant and derelict land; delivering access to better quality open spaces; addressing the significant number of car borne journeys and promoting active travel and reducing the

need to travel; and ensuring that the city is in a resilient position to respond to environmental and water management challenges in coming years.

The City Development Plan strives to achieve a City where natural and built resources contribute towards high environmental quality, are accessible to all who live, work and enjoy the City and help the City adapt to the effects of climate change as well as contribute towards a low carbon and energy efficient future. In doing so, it defines a robust and defensible green belt and directs development and regeneration towards brownfield land. It aims to ensure that people in existing communities have access to the open spaces they need, whilst maintaining and enhancing the quality and integrity of the City's biodiversity, geodiversity and landscape.

With regard to the CDP the following policies apply:

Policy CDP1/SG1 'The Placemaking Principle'

The City Development Plan seeks to move away from the traditional land use based approach of previous local plans and instead promotes a placed based design led approach. Glasgow is therefore no longer covered by broad land use designations meaning this is not the starting point for development proposals. Instead, Policy CDP1 'The Placemaking Principle' sets out broad principles that should inform all development.

It states that new development should aspire to achieve the six qualities of place as defined in the SPP and Creating Places and Designing Streets which should ensure that new development is:

- *distinctive;*
- *safe and pleasant;*
- *easy to move around and beyond;*
- *welcoming;*
- *adaptable; and*
- *resource efficient.*

SG1 'Placemaking' comprises two parts. Part 1 provides the context and approach of Placemaking established in Policy CDP1 and Part 2 contains detailed assessment criteria relating to physical design.

Part 1 explains the 'placemaking principle' concept and how it will apply to new development in the City, stipulating that the onus will be on developers to fully consider, evaluate and apply the principles of Placemaking to individual schemes, as appropriate. Applicants must be able to show how their proposals meet placemaking requirements and how they have responded to relevant local development plan policies and associated supplementary guidance.

All new development in Glasgow should be primarily design led and should be determined by the nature of a site, the wider site context and the City's broad urban design objectives. All significant new development is encouraged to adopt the Placemaking Design Process set out in the guidance.

The Council will expect to see a site appraisal submitted for all new major residential, leisure, educational, social and commercial developments. In addition, a site appraisal will be required for any other smaller scale but 'sensitive' planning applications, including those affecting Conservation Areas.

Each potential development site has a broader context within which it sits and its own individual and special physical, social and cultural history. A thorough knowledge and understanding of the site and its context is essential. Developers should look at the nature and context of their development project, site or proposal and carefully consider, at an early stage, what type of placemaking strategy could be usefully employed.

Applicants and developers should be able to demonstrate what characteristics of the proposal have been influenced by the Site Analysis, Urban Design Strategy and, where appropriate, local community engagement in developing the design concept.

For major development proposals and potential development in sensitive areas, the design should be developed in response to engagement with the Council and local communities and when submitted, it should be presented in the form of a design statement which fully demonstrates how placemaking principles have been incorporated.

Comment:

As explained above, the applicant has submitted a detailed Design and Access Statement, which includes a significant level of historical and contextual analysis, as well as drawing from extensive public consultation from both the local and wider community and considering the strategic principles promoted by DRS Planning and City Design seen as key to achieving a successful place based solution for the site.

In this regard, the applicant engaged in early pre-application discussions with DRS Planning and City Design in order to explain their vision for the site, the development brief and anticipated phasing for the site and to further develop and evolve their concept of a residential led mixed use development to a design solution which embraced the principles set out in CDP1 and SG1. This was conducted in the form of a series of meetings and collaborative design workshops to explore the potential of the site's contribution to the continued regeneration of Govan.

Whilst the application seeks planning permission in principle, the site's constraints and the need to ensure deliverability have driven forward the design development and this has resulted in a scale, massing and design which addresses these constraints and maximises the site's positive attributes.

Part 2 of SG1 provides more detailed guidance on a number of topic based aspects of development. Section 1 'Sustainable Development' refers to the City's 'Cultural Heritage' which comprises the physical built environment and local culture which, together, make a contribution to the City's unique character. The heritage sector makes a significant contribution to Glasgow's economy and therefore applicants will be encouraged to ensure their proposals meaningfully contribute towards this.

Comment:

An underlying design intention of the Water Row masterplan is to integrate the site and its new buildings within its surrounding context and strengthen the town centre's connection to the River by creating a vibrant and active development which can successfully contribute to its unique sense of place and, thereby, its continued cultural heritage. It is considered that the proposed development succeeds in this aim through its varied offer and its intended architectural response.

Paragraphs 1.62 – 1.75 address 'Energy Efficient Buildings', stating that resource efficient design is a key contributor in the placemaking approach and that all new development will be expected to incorporate a range of measures to minimise energy consumption, reduce CO2 emissions and make best use of the City's natural resources. A range of considerations and opportunities to achieve these aims are provided and are further elaborated in policy CDP5 and SG5.

Comment:

The applicant has explained its desire to create an energy efficient development which, above all, will benefit its residents, but will also act as an exemplar for future development. Strategies to achieve this will continue to be developed and details will be submitted as part of the MSC application process.

SG1 'Placemaking' Part 2 Section 2 contains information in relation to residential development. In relation to residential developments generally, the Council seeks to promote the delivery of high quality residential environments that:

- a) are informed by a design-led approach that promotes sustainable development objectives;
- b) promote the creation of safe and integrated neighbourhoods that offer choices of movements/travel for all users and support healthy active lifestyles; and
- c) encourage overall quality and provide distinctiveness in new developments.

Residential Layouts should:

- a) take a design-led approach towards aspect and orientation to maximise daylight and sunlight, reduce energy use, and prevent overlooking and loss of privacy;
- b) make appropriate provision for refuse and recycling storage;
- c) wherever possible, retain all significant trees;
- d) have roads designed to the standards set out in RDG (see SG11 - Sustainable Transport);
- e) incorporate a SUDS strategy;

- f) ensure that all new homes do not have upper rooms, balconies etc which directly overlook adjacent private gardens/backcourts;
- g) ensure sufficient permeability through the provision of walking/cycling routes and open spaces connected to the wider paths network and other community facilities.

In terms of communal private garden space, flatted developments should:

- a) provide usable communal private garden spaces as “backcourts”. Design and layouts should ensure privacy, particularly for ground floor residents (see RDG for guidance) ; and
- b) where a site’s configuration or particular characteristics limits the ability to provide private garden space, then developers will be expected to:
 - (i) provide creative alternative solutions (e.g. shared roof garden, usable balconies); and
 - (ii) bring forward mitigation measures to improve internal amenity (e.g. more generous room sizes).
 - (iii) make outside provision for clothes drying, in areas screened from public view and not subject to excessive overshadowing.

In terms of privacy and aspect in relation to flatted development, the following guidance applies:

- a) Ideally all flats should have dual aspect (where single aspect is proposed developers will require to show that the amenity enjoyed by the flats is similar, if not better than that of dual aspect flats in a similar location. This will include consideration of the flat’s outlook);
- b) privacy is also important to the rear of flats, where ambient noise levels are lower. Habitable rooms, therefore, should be set back from public or common footpaths or areas of open space, parking or waste storage (this could be secured, for example, by the formation of private garden space between habitable rooms and any such use); and
- c) flatted development, built on existing street frontages, should maintain established building lines and window patterns. Where there is no established building line, development should be set back from the pavement to ensure privacy for ground floor habitable rooms.

In relation to density, the guidance seeks to ensure that all new development has an appropriate urban scale and townscape form which will consolidate and/or enhance the traditional urban structure and contribute towards creating high quality, sustainable, new environments.

The appropriate density of residential development will vary according to:

- a) location;
- b) context and setting;
- c) the scale and massing of adjacent buildings; and
- d) public transport accessibility and active travel opportunities.

Density may vary between 30 and 100 DPH in base accessibility locations, whilst higher densities will be expected in high accessibility locations and should be justified against the general principles outlined above. Account will also be taken of the availability and capacity of broader infrastructure and community facilities to accommodate increased use.

Comment:

As explained above, the application proposal has been subject of lengthy detailed discussions including design workshops where the above requirements have been explored and tested in order to achieve appropriate standards as far as practicable at this stage.

The indicative scale, massing, layout, design and mix is considered to be entirely appropriate for the site and environmental analysis and modelling has been undertaken in order to maximise daylight and sunlight to apartments and amenity spaces, capitalise on outlook whilst protecting privacy and create a setting for the development, which not only offers high levels of amenity for residents but becomes a destination for the local community and visitors. The development will provide definition to Water Row and Govan town centre square and will act to emphasise and activate the route to the River, its walkways and the new Govan/Partick Bridge.

Subject to compliance with conditions, it is considered that the proposal meets the placemaking aims of CDP 1 and SG 1.

Policy CDP2 'Sustainable Spatial Strategy'

The Council will focus on the regeneration and redevelopment of the existing urban area in order to create a sustainable city. New development proposals that contribute to the development of vibrant and accessible residential neighbourhoods will be supported. CDP2 aims to ensure that the city is well positioned to meet the challenges of a changing climate and economy and to build resilient physical and social environments, which attract and retain investment and promote an improved quality of life. In doing so, CDP2 promotes and prioritises brownfield sites and seeks to protect and enhance the function of the Green Belt.

Comment:

The proposed development will utilise an area of vacant land which would link into adjacent existing and residential developments. The proposal is considered to be of an appropriate scale and density and is fully in line with the aims of policy CDP 2.

Policy CDP4/SG4 'Network of Centres'

Within the Network of Centres there is a hierarchy of Town Centres consisting of the City Centre, Major Town Centres and Local Town Centres. These are the preferred locations for retail, commercial leisure and complementary uses in line with the 'Town Centre First' principle set out in Scottish Planning Policy (2014).

The City Development Plan sets out the following aims for Town Centres:

- maintain and strengthen the role of Glasgow City Centre as the key economic driver in the West of Scotland;
- protect and revitalise all Town Centres within the Network;
- direct appropriate footfall generating uses to Town Centres;
- support the role Town Centres play as transport hubs; and
- embrace the placemaking principle.

Policy CDP 4 seeks to enhance the vitality and viability of Local Town Centres by reducing vacancy and supporting an appropriate balance and diversity of uses whilst protecting retail activity both within the Centre and individual street blocks.

Comment:

The incorporation of active ground floor active uses within this development, particularly along Water Row and at the riverfront, has always been seen as crucial to the creation of a distinctive, safe and pleasant place to reconnect Govan Town Centre with the River. However, since its original submission, the aspirational level and range of commercial floorspace has been reduced in response to funding constraints and further market analysis. The development was not intended to compete with the Town Centre but to support it through a complimentary range of uses and the size of units and type of uses proposed should contribute positively to the retail function and vitality of Govan Town Centre. Further assessment will be undertaken at MSC stage.

Policy CDP5/SG5 'Resource Management'

CDP 5 aims to ensure that Glasgow supports energy generation from renewable and low carbon sources; promotes energy efficient design and use of low and zero carbon generating technologies in new development; makes efficient use of energy generation by supporting combined heat and power systems and district heating networks; manages its waste to minimise landfill and help meet national targets; and benefits from secure supplies of low carbon energy and heat.

All developments should be designed to reduce the need for energy from the outset. This can be done through careful siting, layout and design and should make the best use of energy efficient techniques and materials.

All new domestic developments are required to make use of low and zero carbon generating technologies in order to contribute to meeting greenhouse emission targets and to meet the appropriate sustainability level. A Statement on Energy is required for all new build properties, demonstrating how the development meets the energy reduction and renewables requirements of the policy.

SG5 supports the above policy by providing detailed guidance on the use and derivation of energy and the processing of waste in new development. From the 1st September 2018, new planning applications are required to achieve Gold certification (i.e. 38% improvement of building regulations) with a Low or Zero Carbon Generating Technology (LZCGT) installed to provide a 20% reduction in CO2 emissions.

Comment:

As this is an application for planning permission in principle, limited detailed information has been provided in relation to resource efficiency. No Statement on Energy (as defined above) was submitted with the application, however the Design and Access Statement explains that in order to achieve compliance with SG5, Option 4: Gold Hybrid Plus (approaching Passive House) was identified as the best option to meet the needs of the proposed masterplan. This is a fabric first approach which currently aligns with Passive House principles, the main difference being in the air tightness requirements. A suspensive condition requiring the submission and approval of a Statement on Energy is considered acceptable at this stage.

Policy CDP 6/IPG 6 ‘ Green Belt & Green Network’

Policy CDP6: Green Belt & Green Network highlights that good quality, well-linked open spaces can help provide a range of benefits, including: amenity; a setting for the urban area; biodiversity; growing spaces; opportunities for active travel; recreation, and; flood management.

It further states that standards for the provision of open space in new development will be brought forward through the City’s Open Space Strategy (OSS) and will form the basis for the production of Supplementary Guidance aimed at enhancing and extending the Green Network. The Council has been working to develop a new approach to the provision/enhancement of open space for new development which will support the placemaking principle. It intends to establish open space requirements based on analysis of the needs of the area in which the development is situated and therefore this approach will be quite different from that set out in the previous policy ENV 2 of City Plan 2.

In the meantime, **IPG6** sets out an interim approach to open space provision based on policy ENV 2 (and the associated development guide DG/ENV 2) of City Plan 2. This approach will remain in place until the Final SG6 has been consulted on and adopted.

Comment: The application site is within Govan Town Centre and whilst it does not benefit from greenspace in the immediate vicinity in the traditional sense, it has direct access to the Clyde walkway and the amenity that the riverfront itself provides. Whilst at PPIp stage, the development has taken account of the sites attributes to provide a high quality public realm setting for the buildings and used its constraints to its advantage by integrating the ‘no build’ zone above the subway as part of its amenity and open space strategy. It should be noted that there are significant aspirations for the open space and public realm around the development, particularly with regard to the relationship between the proposed residential development, Water Row, the existing walkway and the new bridge landing area, which raises complex design, engineering and placemaking issues.

The proposal therefore complies with the intentions of policy CDP6 and interim guidance IPG6.

Policy CDP8/SG8 ‘Water Environment’

Under the terms of these policies, all proposals are required to make satisfactory provision for SUDS and to safeguard the development from the risk of flooding. In addition, proposals for new development should ensure that it does not adversely impact on the water environment, does not increase the probability of flooding elsewhere and does not interfere with the storage capacity of the flood plain.

Comment:

In support of the application a Flood Risk Assessment and Drainage Impact Assessment and associated self-certification/indemnity documentation have been submitted. SEPA originally objected to the application on the basis that a small portion of indicative Phase 1 Block D fell within the line of the functional flood plain, albeit in an elevated position. However this objection was subsequently withdrawn following changes to the building layout.

As a consequence, the development is not considered to be at risk of flooding but will be required to adhere to the 1 in 200 year (plus climate change) flood event for both buildings and footways.

Policy CDP9/SG9 ‘Historic Environment’

Policy **CDP9 ‘Historic Environment’** aims to ensure the appropriate protection, enhancement and management of Glasgow’s heritage assets by protecting, conserving and enhancing the historic environment for the benefit of existing and future generations. This will be achieved by assessing the impact of proposed developments and supporting high quality design that respects and complements the character and appearance of the historic environment and the special architectural or historic interest of its Listed Buildings, Conservation Areas, Scheduled Monuments, archaeological remains, historic gardens and designed landscapes and their settings, or by mitigating unavoidable adverse effects on them.

SG9 ‘Historic Environment’ supports the above policy by providing detailed guidance on the Historic Environment. In relation to ‘Infill Developments’ paragraph 2.152 states that:

‘Proposals for infill developments in Conservation Areas should maintain or enhance the character and appearance of their historic context by using high quality design and materials. Subject to the Plan’s development and design policies and development guides, proposals for infill or gap development in Conservation Areas should reinforce local distinctiveness and historic character and seek to:

- a) *respect the established building lines of the street where this is an identified feature;*
- b) *ensure that the scale and massing respects and responds to the existing adjacent properties; and*
- c) *harmonise external finishes with those of existing adjacent properties (while natural stone is the preferred option in areas of traditional construction, alternative materials may be acceptable dependent on the quality of the architectural design and the context of its setting).*

Comment:

The Design and Access Statement accompanying the application includes a detailed analysis of the site’s historical and current context and setting. The existing surrounding built form has informed the scale and massing of the development, whilst the remaining historic street pattern has influenced the layout and street level response, all in a modern but sympathetic manner. The proposal will undergo further design development en route to the finalised proposals as part of the MSC process when design detailing and materiality will be further considered. The westernmost boundary of the application site abuts the grounds of the Govan Old Parish Church. Consultation with WoSAS will be undertaken at MSC stage to establish whether or not a scheme of archaeological investigations is required to be carried out. As such, the proposals are considered to be in accordance with the intentions of CDP9 and SG9 ‘Historic Environment’.

Policy CDP10 ‘Meeting Housing Needs’

CDP 10 aims to ensure that the City’s growing and diverse population has access to a choice of housing of appropriate quality and affordability across all tenures.

The Council will:

- Aim to deliver the land for housing identified in Table 6, and as set out in the Schedule of Housing Sites that forms part of this Plan;
- Maintain a five-year supply of effective housing land at all times;
- Monitor the housing land supply annually through the annual Housing Land Audit and the Action Programme;
- Work with the house building industry and the Scottish Government to address site constraints and infrastructure issues in the established housing land supply.

Comment:

The proposed development offers an opportunity to address some of the housing shortfall in the city, and seeks to positively redevelop an area of vacant land which is close to public transport links and to existing services, and

the development will resolve the site's physical constraints including drainage, access and flooding. The proposal is therefore considered to comply with this policy.

Policy CDP11/SG11 'Sustainable Transport'

CDP 11 'Sustainable Transport' aims to ensure that Glasgow is a connected City, characterised by sustainable and active travel. CDP11 seeks to direct major development to locations well served by existing public transport services and active travel routes or seek contributions for the provision or enhancement of such services/routes where this is not the case. Also under the terms of CDP11, new developments require to promote and facilitate walking and cycling, including the provision of cycle parking and direct connections to the walking and cycling network. Development proposals should also expect parking in residential schemes to minimise on-street parking of cars and include charging points for electric vehicles. The design of new residential areas shall be informed by a Transport Assessment (TA) and also comply with the Design Guide New Residential Areas.

To encourage the use of non-car transport modes, **SG11 'Sustainable Transport'** sets out maximum car parking standards for certain types of development, including retailing, leisure and commercial uses. These restraint based maximum parking standards are related to public transport accessibility. Final parking levels should be determined through a placemaking approach to the design of the development and should not exceed the maximum standards, but should be below them wherever possible.

SG11 indicates that travel generating proposals should normally meet the public transport accessibility levels as defined in the CDP Public Transport Accessibility Zones Map, with residential developments achieving "Base Accessibility". This is defined as access to a minimum acceptable level of public transport (6+ bus services an hour within walking distance of no more than 400 metres).

To encourage cycling, SG11 aims to help meet the Scottish Government's Cycling Action Plan for Scotland vision that, by 2020, 10% of everyday journeys taken in Scotland will be by bike. Safe, sheltered and secure cycle parking is required in all new developments for residents and visitors. The Council shall require the provision of cycle parking in new development and redevelopment proposals in line with the minimum cycle parking standards specified in Tables 2.1 – 2.6 of SG11.

For mainstream residential the requirement is 1 space per unit unless a dedicated garage, or other storage facility/option, of sufficient size is provided. Visitor parking is to be provided at a rate of 0.25 spaces per unit in new residential developments where residents' cycle parking provision is provided communally. For office business use the requirement is 1 space per 120 sqm gross floor area for staff and 1 space per 500 sqm gross floor area for visitors. For food retail the requirement is 1 space per 100 sqm gross floor area for customers and 1 space per 10 staff. For non-food retail the requirement is 1 space per 200 sqm gross for customers and 1 space per 10 staff.

Comment:

The initial aspiration of the proposal was to create a 'car free' development, however, despite the site's high accessibility to public transport, given that the surrounding road network is not currently supported by an appropriate Traffic Regulation Order/Controlled Parking Zone which could adequately facilitate this without potential adverse impacts on surrounding streets, this could not be supported under current policy. It should be noted, however, that a reduction in car parking would be supported and this will be considered in detail at MSC stage.

A Transport Assessment (TA), submitted with the application, confirms the 'high' public transport accessibility, assisted by its close proximity to Govan subway station, which provides onward links to the City Centre in around 15 minutes, and Clyde Fastlink (operating along Golspie Street) which provides additional links to the City Centre / Pacific Quay / Queen Elizabeth University Hospital (QEUH) and a range of local bus services operating out of the bus interchange next to the subway station.

The TA predicts that the development proposal (assessing the impact of up 252 dwellings) will generate 42 & 51 two-way vehicle trips in the respective AM & PM peak periods, with the majority of person trips in these periods being by sustainable travel. It is considered that traffic impact from the new development will be limited. This is confirmed through analysis of the Govan Road / Napier Street junction, which fails to identify an adverse traffic

impact. The traffic impact of the displacement of the existing car parking on the site will be a greater issue of concern.

The provision of a Framework Travel Plan / Residential Travel Pack for new residents is welcomed, the measures of which can be agreed prior to occupation (planning condition). The pack shall include maps detailing the location of public transport stops, timetables and estimated journey times, walking / cycle routes to key destinations, and information about the health benefits of walking and cycling.

The Council has recently delivered cycle route infrastructure on Pearce Lane and is currently upgrading Burleigh Street and Langlands Road to finalise a cycle route between QEUH and Govan town centre (and in the long term Partick, following completion of the bridge) which should promote / encourage cycle use. The proposals initially indicated car parking spaces on the northern side of Pearce Lane, which is now occupied by a cycle lane, however, these have now been deleted. Safe secure and sheltered cycle parking / storage (ideally within the curtilage of the blocks) will need to be provided for residents / visitors / staff in line with SG11 of the City Development Plan. A condition will be included to ensure cycle parking is integrated within the detailed design of each phase of the development.

In line with national and local (SG11 of the CDP) policy to promote and encourage the future use / take-up of electric vehicles (EV) by residents, passive provision for 100% EV charging should be factored into the finalised design which entails ensuring an initial 20% capacity / take-up in the electricity network, capability in providing individual metered fuse boxes for each EV space and providing ducting for future cabling.

The primary transport concern is the displacement of informal commuter / town centre shopper parking from the site onto adjacent streets. The existing paved car park on the site of Blocks D-F has an approximate capacity of 160 spaces, although based upon site observations many more cars park within it. The displacement of this parking onto surrounding areas may generate an adverse impact and the introduction of a Controlled Parking Zone that prioritises and protects parking provision for local residents and businesses may be required in the future. Ultimately, it should be noted that this is a brownfield development site with high accessibility to public transport and is not a formal car park.

All other matters, including the proposed realignment of Water Row and extension of Pearce Street, along with formation of a potential new road link to the rear of Govan Old Parish Church, will be considered as part of the detailed submission in consultation with DRS Transport Planning.

Policy CDP12/SG12 'Delivering Development'

CDP12 aims to ensure that development provides infrastructure facilities that are necessary to mitigate the impacts of the development.

IPG12 'Delivering Development' explains that every development has the potential to impact upon the City's infrastructure and it is vital that the City can absorb this impact and still provide the facilities that people who live and work in Glasgow will expect. This guidance outlines the mechanisms the Council will use to secure contributions to deliver on specified infrastructure as well as broader, bespoke requirements that may emerge in a particular development or location.

The statutory context for developer contributions is set out in Circular 3/2012 which emphasises that planning obligations should be: necessary in planning terms; serve a planning purpose and, where possible, reflect a need identified in the Development Plan; relate to the proposed development, and; its impacts be proportionate in scale to the proposed development and be reasonable.

In line with Policy CDP12, SG12 will focus on four key areas for contributions which relate to: the provision of Open Space throughout the City; the requirements of development within the Fastlink Development Contribution Zone; the surface water drainage and flood management requirements of development, and; the transport needs of development. In this instance, contributions would be restricted to open space of appropriate quality, quantity and accessibility.

Comment: The on-site amenity provision requirements are determined by the number of units and bedspaces. A detailed amenity space design has not been provided because the application is in Principle, however, it is

recognised that there is scope for significant on-site amenity provision on the basis of the indicative proposals. On this basis final details and assessment against policy can be considered to be reserved matters.

OTHER MATERIAL CONSIDERATIONS

Consultations

No adverse comments have been received as a result of the statutory consultation process with associated requirements being addressed by way of standard conditions.

Letters of Representation

30 letters of objection were received, including comments from the owners of Govan Cross Shopping Centre. The grounds of objection are summarised as follows:

Comment: The proposal would remove vehicular access to Govan and Linthouse Parish Church.

Response: The proposal has been amended to ensure vehicular access to the Church.

Comment: The pre-application consultation process excluded the Govan and Linthouse Parish Church.

Response: The public consultation process was extensive and open to all interested parties.

Comment: Loss of informal car parking at Water Row.

Response: This part of the application site is a brownfield development site allocated for residential development within the Glasgow City Development Plan.

Comment: Lack of retail policy assessment.

Response: The location, indicative arrangement, type and floorspace proposed does not trigger a retail impact assessment. The ground floor commercial floorspace is considered to be supportive of the retail function of Govan Town Centre. Further assessment will, however, be undertaken at MSC stage.

Comment: The red line application boundary includes an area of land across Govan Road, adjacent to Govan Cross Shopping Centre. This area of land is within the ownership of Govan Cross Shopping Centre; however, an owner notice has not been received by our client as part of this planning submission. This omission is reflected within the application form submitted to the council which does not include our client as an owner of the land within the red line boundary.

Response: The application site does not include any works within the ownership of Govan Cross Shopping Centre.

It is also noted that a 47 signature petition was received. However, as no reasons for objection were provided this has not been considered.

With respect to (c) whether any other material considerations, including the matters raised in the consultation responses and letters of representation, have been satisfactorily addressed, these have been given due consideration within this assessment, but do not outweigh the proposal's acceptability.

Conclusion and Recommendation

In conclusion, the proposed development is considered to comply with the relevant City Development Plan policies and supplementary guidance.

Any other material considerations, including the matters raised in the consultation responses and letters of representation, have been satisfactorily addressed. The matters raised in the consultations and the letter of representation have been given due consideration within this assessment, but do not outweigh the proposal's

acceptability at this stage. Further detailed consideration of many of these matters will be deferred to further applications (Matters Specified by Conditions).

It is therefore recommended that this application is approved, subject to conditions.

CONDITIONS AND REASONS

01. Notwithstanding the terms of section 59(2)(a)(i) of the Town and Country Planning (Scotland) Act 1997, the application(s) for approval of these further matters must be made to the Council as Planning Authority before whichever is the latest of the following:
- (a) expiry of 5 years from when permission in principle was granted
 - (b) the expiration of 6 months from the date on which an earlier application for such approval was refused; or
 - (c) the expiration of 6 months from date on which an appeal against such refusal was dismissed, whichever is the latest.

Reason: In recognition of the timescales for the phased redevelopment of this site.

02. Prior to the commencement of construction works for each phase of the development on site, an application relating to that phase, detailing the following matters, shall be submitted to and approved by the Planning Authority by the issuing of a decision notice:-
- (a) all buildings to be constructed on the site including the siting, design and external appearance of all buildings and other structures and their relationship to landscaping/public realm, means of access, car parking, cycle parking and servicing arrangements;
 - (b) a signage strategy for the building(s) within that phase of the development;
 - (c) a lighting strategy for the building(s) and amenity space/public realm within that phase of the development;
 - (d) landscaping of the site, which shall include a programme for the implementation/phasing of the landscaping in relation to the construction of the development, a maintenance schedule for the landscaping scheme/open space, and details of maintenance arrangements. Landscaping proposals shall demonstrate appropriate habitat creation in order to improve biodiversity on the site. Landscaping means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes boundary treatments, screening by fences, walls or other means, the protection of existing trees during construction, the planting of trees, hedges, shrubs or grass, the formation of banks, terraces or other earthworks, the laying out or provision of gardens, courts or squares, water features, sculpture, or public art, children's play and other amenity provision;
 - (e) existing and proposed site levels, levels of all accesses and finished floor levels, including anticipated levels across the site;
 - (f) means of access to the site, meaning inclusive access for pedestrians, cycles and motor vehicles;
 - (g) detailed proposals for the re-surfacing/re-instatement of the public footways surrounding the application site, which shall be to current public realm standards, with any redundant accesses reinstated as full kerb height footway and any necessary new dropped kerb pedestrian crossing points;
 - (h) The proposed use class, gross floor area, siting, and hours of operation for all non-residential uses;
 - (i) details of ventilation from kitchens or other food premises in each of the buildings, which should be accommodated within an internal service core, and a ventilation strategy for each of the buildings that does not rely on the creation of vents or flues on external elevations of the buildings;
 - (j) a refuse and recycling strategy for the each of the buildings, including the identification of internal storage areas and collection points;
 - (k) details of all services serving the site, (i.e. water, sewerage, electricity, street and footpath lighting, gas and telephone);
 - (l) details of the siting, design and enclosure of any structure for the supply of gas, electricity, or water on site;
 - (m) a written scheme of investigation which has been agreed by the West of Scotland Archaeology Service, where appropriate to that phase of the development.

Reason: To enable the Planning Authority to consider this/these aspect(s) in detail.

Reason: The application is in principle only and to comply with section 59(1) of the Town and Country Planning (Scotland) Act 1997 and regulations 12 and 28 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013.

03. The submission of each application for the approval of matters specified in conditions under condition 02 above shall be accompanied by and set within an updated masterplan which re-affirms an overall vision for the wider site and its immediate hinterland, set within a clear urban design and infrastructure framework that reflects the aims and policies of the Glasgow City Development Plan, or any subsequent approved Plan. The form and content of the updated masterplan shall be agreed in writing with the Planning Authority and thereafter implemented in the agreed manner. The masterplan may be subject to further review in the event that several applications for approval of matters specified in conditions are sought.

Reason: To ensure that the scale of the development respects its context.

Reason: To provide an urban design context for future development proposals and to enable the Planning Authority to monitor the implementation of the development.

Reason: To enable the Planning Authority to consider this/these aspect(s) in detail.

04. The submission of each application for the approval of matters specified in conditions under condition 02 above shall be accompanied by a Statement on Energy (SoE).

The SoE shall analyse the energy and CO₂ savings that can be achieved in the development by utilising energy efficient design, practice and technologies. It shall demonstrate how the development will incorporate low and zero-carbon generating technologies to achieve at least a 20% cut in CO₂ emissions and the 'Gold' sustainability label, or better, as per the Building Standards Technical Handbook Section 7: Sustainability.

The development shall thereafter be constructed in compliance with the approved SoE. Formal confirmation of the constructed development's compliance with the SoE, carried out by a suitably qualified professional, shall be submitted to and approved in writing by the Planning Authority before the development / the relevant part of the development is occupied.

Reason: To enable the Planning Authority to consider this/these aspect(s) in detail.

05. The submission of the first application for the approval of matters specified in conditions under condition 02 above shall be accompanied by the following information and development shall not be begun until the content,
- (a) a sustainable drainage strategy for the development (with supporting calculations), including SUDS features, outfall structures and sewage connection points;
 - (b) a surface water management plan for the development complying with both Scottish Water and Glasgow City Council's requirements;
 - (c) a landscaping and public realm strategy for all open spaces and routes through and around the site;
 - (d) a lighting strategy for the site, including street lighting, lighting of buildings and public realm, and;
 - (e) a way-finding strategy for the site
 - (f) details of the development programming and subsequent phasing for the site to enable determination as to which parts of the infrastructure will require to be completed prior to commencement of construction and prior to occupation of that part of the development, so that the appropriate parts of the infrastructure can be included within the relevant application.

Reason: To enable the Planning Authority to consider this/these aspect(s) in detail.

06. Prior to the commencement of construction works for each phase of the development on site, a method statement/site management plan relating to that phase, to include:
- (a) measures for the control of noise dust and vibration;

- (b) areas for the delivery and storage of equipment and materials;
- (c) temporary barricades, which will include measures to prevent fly-posting;
- (d) management of construction related traffic, and;
- (e) protocol for consultation in relation to any necessary 'out of hours' working and site deliveries in a manner that minimises disruption to the local community and associated road network and maintains the safe movement of pedestrians and traffic, shall be submitted to and approved in writing by the Planning Authority.

Reason: To enable the Planning Authority to consider this/these aspect(s) in detail, to minimise disturbance during demolition and construction and in the interests of pedestrian, vehicular and road safety.

07. Prior to the commencement of construction works for each phase of residential development on site, an assessment of the impact of local air quality on residents of the proposed development within said phase, carried out by a method agreed by the Planning Authority shall be submitted to and approved in writing by the Planning Authority. The assessment shall make reference to the standards and objectives of the National Air Quality Strategy. Where an adverse impact on residents is identified, mitigation measures shall be specified in the report. The approved mitigation measures shall be completed before prior to occupation of the development.

Reason: To protect residents in the development from air pollution.

08. Before any work on the site is begun, a vibration survey demonstrating the impact of rail traffic vibration on the development and carried out by a method agreed by the planning authority shall be submitted to and approved in writing by the planning authority. Where any adverse impacts are identified, a scheme which demonstrates that the construction and design of any dwelling will ensure that it will not be adversely affected by excessive magnitudes of vibration from rail traffic movements as detailed in BS6472:1992, "Evaluation of Human Exposure to Vibration in Buildings, (1 Hertz to 80 Hertz)" shall be submitted together with the survey report. All works which form part of the approved scheme shall be completed before any of the dwellings are occupied.

Reason: To protect residents in the development from rail traffic vibration.

09. Prior to the commencement of construction works for each phase of development on site, a comprehensive site investigation report shall be submitted for the written approval of the Planning Authority. Site investigations shall be conducted and reported in accordance with current and recognised codes of practice such as British Standards Institution "The investigation of potentially contaminated sites - Code of Practice" and BS ISO 18400 Series of Standards. The investigation reports shall include a risk assessment of all relevant pollutant linkages, as required by Planning Advice Note PAN33 Development of Contaminated Land. Where a risk assessment identifies any unacceptable risk or risks, a remediation strategy shall be prepared that sets out all the measures necessary to bring the site to a condition suitable for the intended use and must be agreed with the Planning Authority in writing prior to work starting on the development. The remediation strategy shall also include a timetable and phasing plan where relevant. The approved remediation scheme shall be carried out in accordance with the approved strategy unless otherwise agreed in writing by the Planning Authority.

Reason: To ensure the ground is suitable for the proposed development.

10. In the event that any previously unidentified contamination is found at any time when carrying out the approved development, it shall be reported in writing to the planning authority within one week. A comprehensive contaminated land investigation, including risk assessment and remediation strategy, shall be carried out as required by the planning authority. The approved remediation works shall be carried out prior to the recommencement of development on the affected part of the site.

Reason: To ensure the ground is suitable for the proposed development.

11. On completion of the approved remediation works for each phase of the development and prior to occupation of that phase, a verification report confirming that the works have been carried out in accordance with the approved remediation strategy shall be submitted to and approved in writing by the

Planning Authority.

Reason: To ensure the ground is suitable for the proposed development.

12. Noise from or associated with the completed development (the building and fixed plant) shall not give rise to a noise level, assessed with windows closed, within any dwelling or noise sensitive building in excess of that equivalent to Noise Rating Curve 35 between 0700 and 2200, and Noise Rating Curve 25 at all other times.

Reason: To protect the occupiers of dwellings or noise sensitive buildings from excessive noise.

13. Acoustic/amplified music from any premises within the development shall not give rise to a noise level, assessed with windows closed, within any dwelling or noise sensitive building in excess of that equivalent to Noise Rating Curve 35 between 0700 and 2200, and Noise Rating Curve 25 at all other times.

Reason: To protect the occupiers of dwellings or noise sensitive buildings from excessive noise.

14. All dwellings shall be designed and constructed so that noise from road traffic does not give rise to internal noise levels, with windows closed, greater than 45 dB(A) daytime and 35 dB(A) night time when measured as LAeqT.

Reason: To protect residents in the development from road traffic noise.

15. Light from the development shall not give rise to:

- (a) An "Upward Waste Light Ratio" (maximum permitted percentage of luminaire lux that goes directly to the sky) in excess of 15%
- (b) A "Light Into Windows" measurement in excess of 10Ev (lux). (Ev is the vertical luminance in lux.)
- (c) "Source Intensity" measurement in excess of 100 Kcd (kilocandela). (Source Intensity applies to each source in the potentially obtrusive direction out of the area being lit.)

Reason: In the interests of limiting the effects of light pollution on the environment and the users of surrounding developments, and of energy efficiency.

16. Clear delineation between the public (adopted) and private (non-adopted) areas shall be provided by means of a flush heel kerb, with any steps / ramps being located in private (non-adopted) areas.

Reason: In the interests of pedestrian safety.

17. All pedestrian and vehicular access levels shall be compatible with existing footway levels, with appropriate footway gradients and crossfalls provided. All doors / gates shall open inwards or be recessed and not open outwards over the public footway, in line with Section 67 of the Road (Scotland) Act 1984.

Reason: In the interests of pedestrian safety.

18. Existing street furniture (including signs, lighting columns, electrical control boxes etc) shall be maintained / relocated to suit the new footway / access arrangements as appropriate and to the approval of Development and Regeneration Services (Transport).

Reason: To enable the Planning Authority to monitor the implementation of the development.

19. Safe secure and sheltered cycle parking shall be provided in accordance with Policy CDP11 and SG11 of the Glasgow City Plan. Such details shall be submitted to and approved in writing by the Planning Authority in accordance with condition 02 above.

Reason: To ensure that cycle parking is available for the occupiers/users of the development.

20. A Travel Plan, which expands upon the submitted framework in the Transport Assessment and aimed at encouraging sustainable means of travel, shall be submitted to and approved in writing by the Planning

Authority, prior to occupation of each phase of the development. The Travel Plan shall identify suitable targets, measures to be implemented, the system of management, monitoring, review, reporting, duration and potential corrective measures should the targets not be achieved.

Reason: To encourage sustainable means of travel in accordance with the requirements of Scottish Planning Policy and the Glasgow City Plan 2.

21. Prior to occupation of the residential development, a travel pack containing maps detailing the location of public transport stops, timetable and estimated journey times, walking / cycle routes to key destinations and health benefits of walking / cycling shall be submitted to and approved in writing by the Planning Authority. The applicant shall provide the approved 'residential travel pack' for each dwelling prior to occupation.

Reason: To encourage sustainable means of travel in accordance with the requirements of Scottish Planning Policy and the Glasgow City Plan 2.

22. No part of the development shall be occupied until that part is accessible by pedestrians and vehicles in accordance with the approved drawings.

Reason: To ensure that building users have safe access to the premises.

23. No part of the development for each phase shall be occupied until details of the servicing arrangements that comply with Glasgow City Council's Roads Development Guide have been submitted to, and approved in writing by, the planning authority.

Reason: In the interests of traffic safety at the locus.

24. All internal development roads and the associated development layout shall be designed in accordance with the Design Guide for New Residential Areas.

Reason: To ensure that the access complies with approved standards in the interests of pedestrian and vehicular safety.

25. Vehicular access to the off-road car parking courts shall be taken via dropped kerb footway crossings designed in accordance with Figure 5.8 of the Design Guide for New Residential Areas.

Reason: To ensure that the access complies with approved standards in the interests of pedestrian and vehicular safety.

26. The developer shall provide lighting on all appropriate development roads before any of the housing units there are occupied. Before any work on the site is begun, details of positions and types of lighting, and of maintenance and management arrangements shall be submitted to and approved in writing by the Planning Authority.

Reason: To enhance safety and security during hours of darkness.

27. 'Passive' electric vehicle charging provision shall be provided for 100% of car parking spaces in new residential developments with communal off-street parking provision in accordance with SG11 of the City Development Plan. The design should ensure a 20% capacity / take-up in the electricity network, capability in providing individual metered fuse boxes for each EV space and providing ducting for future cabling.

Reason: In order to promote Sustainable Transport.

28. Each car parking space shall be allocated to a specific dwelling on the basis of need, with the spaces suitably protected from potential intrusion by commuters / town centre shoppers (i.e. by means of collapsible bollards / gates / barriers).

Reason. To ensure that allocated car parking is secured / available for the occupiers/users of the development.

29. As soon as practicable after each phase of development is completed, the person carrying out the development shall give notice of that completion to the planning authority.

Reason: To enable the Planning Authority to monitor the implementation of the development.

REASON(S) FOR GRANTING THIS APPLICATION

The proposal was considered to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's accordance with the Development Plan.

ADVISORY NOTES TO APPLICANT

01. The applicant will require to demonstrate that key principles of the proposed drainage strategy are acceptable to the relevant authorities (The Council, Scottish Water and SEPA).

02. The applicant is advised that the granting of planning permission does not remove him/her from the requirement to obtain the consent of adjacent landowners in respect of any access required to build or maintain this approved development. Such consent should be obtained prior to the commencement of works on site

03. Prior to implementation of this permission, the applicant should contact Development and Regeneration Services (Roads) at an early stage in respect of legislation administered by that Service which is likely to have implications for this development

04. The applicant should consult with Neighbourhoods and Sustainability (Environmental Health) concerning this proposal in respect of legislation administered by that Service which is likely to affect this development.

05. The applicant should consult Scottish Water concerning this proposal in respect of legislation administered by that organisation which is likely to affect this development. In particular, sustainable drainage systems (SUDS) should be designed and constructed in accordance with the vestment standards contained in "Sewers for Scotland", 3rd edition 2016.

The applicant is advised that, where drainage systems including SUDS are not vested in Scottish Water, it is the applicant's/developer's responsibility to maintain those systems in perpetuity or to make legal arrangements for such maintenance.

06. Measures to maintain street lighting levels should be identified before any work begins on site. Street lighting levels should be agreed with Neighbourhoods and Sustainability (Roads), and be in place and operational before any of the dwellings are occupied.

07. Early engagement should be undertaken with Neighbourhoods and Sustainability (Roadworks Control) to agree a suitable construction methodology / mitigation strategy.

08. Construction and/or demolition work associated with this development should conform to the recommendations/standards laid down in BS5228 Part 1: 1997 "Noise and Vibration Control on Construction and Open Sites". Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 should be employed at all times to ensure noise levels are kept to a minimum.

09. Be advised that future applications for matters specified in conditions covering residential uses shall be subject to appropriate assessment of the quantity and quality of external open space under the provisions of City Development Plan interim policy guidance IPG 12 'Delivering Development', or the relevant policies and supplementary guidance of the approved Development Plan at the time of assessment.

10. Before the development hereby permitted starts, the applicant should consult with Strathclyde Partnership for Transport at engineeringworks@spt.co.uk on the nature of the works relating to the development, in accordance with 'Guidance Notes for Developments or Engineering Works In The Vicinity of SPT Subway Infrastructure'. This is to ensure adequate details are submitted to assess the likely risk to the Subway Infrastructure. SPT is likely to require the developer to enter into an Asset Protection Agreement in relation to the proposed works.

for Executive Director of Development and Regeneration Services

DC/ SCO/
16/03/2020

BACKGROUND PAPERS

PLEASE NOTE THE FOLLOWING:

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