

## **Part 3:**

# **Development Policies and Design Guidance**

This section of the Plan provides policy and design guidance for those seeking information about the acceptability of different forms of development in the City.





## INTRODUCTION

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## FOREWORD

- 9.1 Part 3 of the Plan contains the Development and Design Policies that will be used by the Council to consider development applications. They directly support the delivery of the Development Strategy (see Parts 1 and 2 of the Plan) and seek to ensure that development occurs in the right places and to high standards. The policies are, in turn, supported by a series of Development Guides. It is important to read the policies and development guides within the context of the overall development strategy, as set out in Parts 1 (Development Strategy Overview) and 2 (Development Strategy Priorities and Proposals) of the Plan.
- 9.2 It is recommended that prospective developers approach the Council to discuss development schemes in advance of the submission of formal proposals and to gain advice on the policies, design standards and procedures that may need to be taken into consideration. The precise nature of development will determine which policies or other material considerations need to be taken into account.
- 9.3 The Plan is on the Council's website: [www.glasgow.gov.uk](http://www.glasgow.gov.uk).

## RAISING THE STANDARDS OF URBAN DESIGN IN GLASGOW

- 9.4 Glasgow aspires to apply high standards to all forms of development in the City, whether in the built or the natural environment, and regardless of scale of development. To encourage a consistent approach to the design of new development, a set of design policies is incorporated in the Plan and all those who apply for planning permission will be expected to follow and apply the design principles outlined in these policies (see, in particular, policies DES 1: Development Design Principles and DES 2: Sustainable Design and Construction and strategic policy STRAT 1: Design, in Part 1 of the Plan).
- 9.5 Good design has benefits for developers, businesses, commercial investors and occupiers, householders and visitors alike. Developments that fail to take on board the design principles are unlikely to be approved.

## USING THE PLAN'S DEVELOPMENT AND DESIGN POLICIES AND DEVELOPMENT GUIDES

- 9.6 There are three main levels of guidance to consider when preparing or considering development proposals - Development Policy Principles, Development and Design Policies and Development Guides. The Council will have regard to all relevant policies development guides and other relevant guidance when considering development applications (see also paragraphs 9.7 - 9.9).

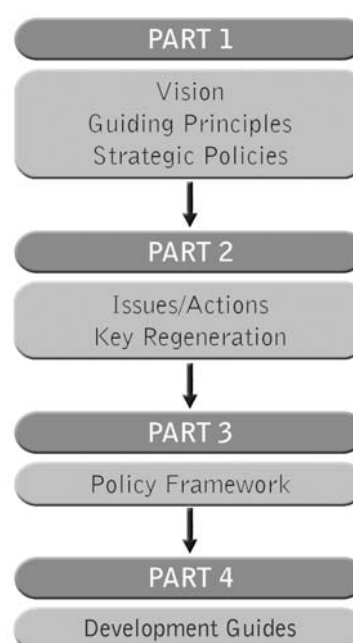
### Development Policy Principles

- 9.7 There are 12 broad designations of land within the City and these are shown on the Development Policy Principles maps covering the North, South, East, West and City Centre sectors of the City. The Development Policy Principles indicate how the Council is likely to respond in broad terms to development proposals within a given area of the City.

### Development and Design Policies

- 9.8 The Development and Design Policies outline the aspects or principles of development that must be addressed if a proposal is to be acceptable to the Council, over and above the Development Policy Principles. The policies cover a range of issues where the Council wishes to exercise some control over the location, design, quality and detail of developments. There are 6 policy groups:

Design  
Residential  
Industrial and Business  
Retail and Commercial Leisure  
Transport and Parking  
Environment



## Development Guides

- 9.9 Detailed development guidance is contained within a suite of Development Guides. These form an integral part of the Plan (see Part 4) and will be an important consideration, as appropriate, in assessing and determining development applications.

## Supplementary Development Guidance

- 9.10 Development Frameworks prepared for local areas (e.g. Local Development Strategies, Masterplans, etc) in consultation with local communities, and where subject to a process of scrutiny and approval at Committee, will form supplementary development guidance in support of the Plan's development strategy, and will be material considerations in assessing and determining development applications.

## SUBMITTING A PLANNING APPLICATION

- 9.11 For advice about submitting a planning or other application (e.g. listed building consent), please contact the Council's Development and Regeneration Services, telephone 0141 287 8555.

## DISCLAIMERS

- 9.12 Getting planning permission **DOES NOT** mean that it is either **LEGAL** or **SAFE** for you to carry out the approved works.
- 9.13 Firstly, for proposals involving construction works, you will probably require a **BUILDING WARRANT** as well as planning permission. Certain premises also require to be **LICENSED**. The grant of planning permission does not remove the requirement to obtain all other necessary consents.
- 9.14 Secondly, the grant of planning permission does not entitle work to be carried out on land or property without the owner's permission. Nor does it remove the legal obligation to obtain the consent of adjoining owners whose property is directly affected by the proposal (e.g. erection of a ventilation flue on a wall which is in common ownership).
- 9.15 Finally, neither the grant of planning permission, nor the designation of land in this Plan for a particular kind of development, carries with it any guarantee whatsoever that the land in question is stable, free of contamination, or otherwise fit to build on. It is the applicant's sole responsibility to satisfy themselves about these matters before commencing work.

## ENFORCEMENT

- 9.16 Where development activities occur without the necessary permission or consent, or where conditions of a permission or consent are not complied with, the Council can take action to remedy the breach. This action can be informal, e.g. a negotiated solution, or formal by the serving of Enforcement or Breach of Conditions Notices. In general terms, the action taken will seek compliance with the policies of the City Plan.

Note 1 The Development Plan for Glasgow is the City Plan and the Glasgow and the Clyde Valley Joint Structure Plan. The City Plan should, therefore, be read in conjunction with the JSP. This sets out the strategic planning policies that apply to Glasgow and the surrounding area.

Note 2 Some areas of the City are located within consultation zones designated by agencies such as the Health and Safety Executive, Civil Aviation Authority and Scottish Environmental Protection Agency (SEPA). The Council has a statutory duty to consult other agencies and take their views into consideration prior to reaching a decision on certain types of development application.

Note 3 Other environmental factors that will be taken into consideration include the siting of hazardous substances. Any proposals that involve, e.g., the siting of hazardous substances will be subject to strict scrutiny.

## DEVELOPMENT POLICY PRINCIPLES

Development proposals will have regard to the designation of land, set out under 12 Development Policy Principles, as follows:

- DEV 1: Transport Infrastructure
- DEV 2: Residential and Supporting Uses
- DEV 3: Industry and Business
- DEV 4: Town Centre
- DEV 5: Principal Retail Area (City Centre)
- DEV 6: Principal Office Area (City Centre)
- DEV 7: Other Retail and Commercial
- DEV 8: Mixed Development
- DEV 9: Civic, Hospital and Tertiary Education
- DEV 10: Stadium
- DEV 11: Green Space
- DEV 12: Green Belt

The land designations are shown on a series of Development Policy Principles (DPP) Maps for the North, South, East, West and City Centre sections of the City. Many of the areas designated DEV 11: Green Space and DEV 12: Green Belt are also covered by environmental designations which are shown on the Environmental Policy Designations Maps (these maps are on the reverse side of the corresponding DPP Maps) and on the Glasgow Open Space Map (see Definition).

All development proposals will require to address, as appropriate, the Plan's design principles as set out in Strategic Development Policy STRAT 1: Design and design policies DES 1: Development Design Principles and DES 2: Sustainable Design and Construction, and other relevant policies, development guides and supplementary development guidance.

### DEV 1 - TRANSPORT INFRASTRUCTURE

The areas designated 'TRANSPORT INFRASTRUCTURE' are the City's network of motorways and major roads, rail corridors and main bus and railway stations that are essential to the City's function as the centre of the Conurbation for residential, shopping, commercial, industry and business, and culture and entertainment activities. The Council will encourage proposals that continue to support an integrated and sustainable transport network (particularly for public transport, walking and cycling), assist City regeneration and improve the environmental quality of transport corridors and associated facilities (including consideration of policy TRANS 2: Development Locational Requirements). This includes the development of premises, such as railway arches, for uses which accord with other relevant policies of the plan and are compatible with the overall transport environment. Developments that would reduce the City's ability to provide effective transport infrastructure including the operational needs of key bus and rail termini/facilities will be resisted.

### DEV 2 - RESIDENTIAL AND SUPPORTING USES

The areas designated 'RESIDENTIAL AND SUPPORTING USES' include the City's main housing districts. In addition to housing, they incorporate a wide range of supporting facilities such as schools, local shops, public buildings, small businesses, light industry, local community, health, social and recreational facilities and areas of green/open space.

The Council will support proposals which enhance residential amenity; improve access to/from and within the areas; and preserve and enhance the integrity of the townscape, landscape and green network provision. Proposals which impact on green/open space, as defined on the Council's Glasgow Open Space map (see definition), should be assessed in the context of policies DEV 11: Green Space and ENV 1: Open Space Protection.

### DEFINITION

GLASGOW OPEN SPACE MAP - Under the provisions of Planning Advice Note (PAN) 65 – Planning and Open Space, local authorities are obliged to prepare an audit and map of all the areas and categories of open space within their areas. Together with other policies of the Plan, the Glasgow Open Space Map will form part of the policy protection for the City's open spaces and will be used to assess whether there would be scope to develop on any such space (see policy ENV 1: Open Space Protection).



## DEV 3 - INDUSTRY AND BUSINESS

The areas designated 'INDUSTRY AND BUSINESS' are the focus for industrial and business activity in the City. They will be retained primarily for uses that fall within Use Classes 4 'Business', 5 'General Industrial' and 6 'Storage or Distribution' of the Town and Country Planning (Use Classes) (Scotland) Order 1997.

The Council will support proposals that modernise the industrial or business floorspace or enhance the physical environment and infrastructure within these areas. Proposals for uses outwith Classes 4, 5 and 6 will be considered against the criteria identified in policy IB 5: Non Industrial or Non-Business Uses in Industrial and Business Areas.

## DEV 4 - TOWN CENTRE

The areas designated 'TOWN CENTRE' (in terms of this development policy principle) are the City's Tier 2 (Major) and Tier 3 (Local) town centres outwith the City Centre (DEV 5) (see policy SC 1: The City's Network of Centres). Their designation is based on the size and range of their retail function, accessibility by public transport, importance as principal focal points and range of supporting community facilities. They, generally, also support residential populations living both within, and on the edge of, the Centres.

Under the sequential approach to site selection, they are, together with the City Centre (Tier 1), the preferred locations for retail and commercial leisure development. In considering proposed developments, the Council will give priority to improving the environmental quality, vitality and viability and residential amenity of these areas in accordance with policies SC 1: The City's Network of Town Centres, SC 2: Policy Objectives for Tier 1 and 2 Town Centres, SC 3: The Sequential Approach for Retail and Commercial Leisure Developments and IB 4: Office and Business Class Development. In respect of the City Centre, see also policies DEV 5: Principal Retail Area (City Centre) and DEV 6: Principal Office Area (City Centre).

## DEV 5 - PRINCIPAL RETAIL AREA (CITY CENTRE)

The area designated 'PRINCIPAL RETAIL AREA (CITY CENTRE)' (PRA) lies within Glasgow City Centre and is focused on the 'Z' pattern formed by Sauchiehall Street, Buchanan Street and Argyle Street. This is the heart of the City Centre's shopping area, providing the focus for a variety of major and specialised outlets and associated jobs that benefit the City and the conurbation. The PRA is the preferred location for major retail and commercial leisure investment under the sequential approach to site selection. It will continue to be promoted for retail and related developments that extend the range of shopping choice, in accordance with policies SC 1: The City's Network of Town Centres, SC 2: Policy Objectives for Tier 1 and 2 Town Centres and SC 3: The Sequential Approach for Retail and Commercial Leisure Developments.

Although retailing is the predominant use, the area contains various complementary uses, including housing, leisure and entertainment. This diversity of activities contributes to the vitality and viability of the City Centre as a whole, and will continue to be encouraged, as appropriate (see development guide DG/DES 5: Development and Design Guidance for the City Centre). The Council will also seek to maintain and improve the quality of the environment by supporting developments that will preserve or enhance amenity and urban design quality, subject to other policies of the Plan. The western part of the PRA overlaps with the Principal Office Area (see policy DEV 6: Principal Office Area (City Centre)). Within this area of overlap, offices are normally found on the upper floors of buildings with shops on the ground floor.

## DEV 6 - PRINCIPAL OFFICE AREA (CITY CENTRE)

The area designated 'PRINCIPAL OFFICE AREA (CITY CENTRE)' (POA) lies within Glasgow City Centre and contains the City's largest concentration of office floorspace. In order to support the area's strategic office function and capitalise on its high accessibility, the Council will continue to promote the POA as the preferred location for high density business-class developments involving office floorspace.

The Council will seek to maintain and improve the quality of the POA by encouraging the redevelopment and refurbishment of obsolete office floorspace and supporting proposals that improve accessibility and maximise employment opportunities, subject to other policies of the Plan. Uses that complement the office function and extend activity outwith office hours will generally be encouraged where these accord with local circumstances and other relevant policy and development guidance (see development guide DG/DES 5: Development and Design Guidance for the City Centre). The eastern part of the POA overlaps with the Principal Retail Area. Within this area of overlap, offices are normally found on the upper floors of buildings with shops on the ground floor.

## DEV 7 - OTHER RETAIL AND COMMERCIAL

The areas designated 'OTHER RETAIL AND COMMERCIAL' provide commercial services to the general public at out-of-centre and edge-of-centre locations, i.e. outwith the defined areas of Town Centres and other traditional shopping centres. These are substantial areas that may be considered suitable for a variety of uses falling within Class 1 (Shops), Class 2 (Financial, Professional and Other Services), Class 3 (Food and Drink), Class 4 (Business), Class 11 (Assembly and Leisure) and related sui generis uses, subject to other policies of this Plan.

## DEV 8 - MIXED DEVELOPMENT

The areas designated 'MIXED DEVELOPMENT' are characterised by a range of uses and activities with no one use predominating. These areas, generally, lie within the City Centre and the Clyde Waterfront area, often reflecting an existing range of uses, mixed vertically and/or horizontally (e.g. Merchant City). The Council will support appropriate opportunities for mixed development within these areas (vertically as well as horizontally), which support the Plan's Development Strategy.

## DEV 9 - CIVIC, HOSPITAL AND TERTIARY EDUCATION

The areas designated 'CIVIC, HOSPITAL AND TERTIARY EDUCATION' will remain primarily in use for services and infrastructure of City-wide or regional significance. Proposals that seek to improve or extend the range of services or facilities within these categories will be encouraged, particularly where they provide significant community benefit. In such cases, the Council will require a campus plan, illustrating future intentions, to be prepared as a basis for early discussion. Campus Plans should be subject to a process of public consultation and scrutiny and approval at Committee (see paragraphs 2.27 and 2.29 of Part 1 of the Plan).

Proposals for the redevelopment or partial redevelopment of land no longer required for civic, hospital and tertiary education must be prepared within the context of a wider development framework for the site. This should cover any affected adjoining areas in the form of a master plan. The Council will seek to maintain and improve the quality of the environment of these areas by supporting developments that enhance amenity and urban design quality (see development guide DG/DES 5: Development and Design Guidance for the City Centre, where these proposals are for City Centre sites).

Proposals which affect green/open space provision within the Civic, Hospital and Tertiary Education designation shall also have regard to the provisions of policies DEV 11: Green Space and ENV 1: Open Space Protection.

## DEV 10 - STADIUM

The areas designated 'STADIUM' are the City's main sports arenas and stadia and include supporting uses such as ancillary offices and parking facilities that relate to the operation of their primary function as sports arenas or stadia. The Council will support appropriate developments which relate to, or help maintain the viability of, the primary use of these areas.

## DEV 11 - GREEN SPACE

The areas designated 'GREEN SPACE' generally represent the larger permanent green/open spaces serving the City and its resident population and visitors. Areas which are considered to make a particular contribution to local townscape character are also included. These, and the numerous smaller open spaces that can be found within other Development Policy Principle Designations, particularly DEV 2: Residential and Supporting Uses, make up the City's green network and contribute to biodiversity. All green/open space areas (regardless of their size or purpose) are functionally important elements of Glasgow's green infrastructure (see Environmental Designations Maps and the Council's Glasgow Open Space Map (see Definition)). There is a strong presumption in favour of the retention of all public and private green/open space (see policy ENV 1: Open Space Protection).

## DEV 12 - GREEN BELT

The areas designated 'GREEN BELT' are the countryside surrounding the City's built-up area and Pollok Estate and Park which form part of the Glasgow and the Clyde Valley Green Network. The Green Belt forms an important part of the wider network, supports regeneration and helps manage long term urban growth. It is also an important element in protecting and enhancing:

- the identity, character and landscape setting of the City; and
- access to open space within and around the Glasgow and Clyde Valley Green Network.

The Green Belt will remain primarily in use for agriculture, horticulture, forestry, recreation and other appropriate uses (see the Council's Glasgow Open Space Map (see Definition)). There is a presumption against development that would adversely affect the function and integrity of the Green Belt (see policy ENV 3: Development in the Green Belt).

### DEFINITION

GLASGOW OPEN SPACE MAP - Under the provisions of Planning Advice Note (PAN) 65 – Planning and Open Space, local authorities are obliged to prepare an audit and map of all the areas and categories of open space within their areas. Together with other policies of the Plan, the Glasgow Open Space Map will form part of the policy protection for the City's open spaces and will be used to assess whether there would be scope to develop on any such space (see policy ENV 1: Open Space Protection).

## DES 1 - DEVELOPMENT DESIGN PRINCIPLES

### AIM

To promote new development which is designed and constructed to contribute positively towards the creation of high quality environments and sustainable places, in support of the Plan's vision.

### POLICY

All new development, depending on the nature and scale of the development, should:

#### Design Context

- demonstrate the highest standards of urban design which respects context, setting, local townscape and landscape character;
- relate well to existing settlements, infrastructure, local services, reinforce connectivity to the green network and safeguard the local historic and natural environment;
- demonstrate an understanding of the natural character and topography of the site, including water features, significant trees, woodland and landscape features, orientation, etc and enhance biodiversity (see policy DES 4: Protecting and Enhancing the City's Natural Environment);
- protect important public views of landmark buildings, vistas, landscape features and the skyline;
- reflect high quality contemporary design, where appropriate, which is imaginative, innovative and sympathetic to local traditions, and which creates a strong sense of place;
- create a clear distinction between public and private space (where appropriate);
- embrace the principles of sustainable design and construction (for example, the provision of energy efficient buildings and sustainable drainage - see policy DES 2: Sustainable Design and Construction);
- embrace the principles of inclusive design; and
- avoid conflict (e.g. by reason of undue environmental or amenity impacts) with adjacent land uses.

#### Accessibility and Traffic Management/Calming

- ensure safe, easy and inclusive access for all people regardless of disability, age or gender, both into the building or site and to local amenities such as shops, community and leisure facilities (see policy RES 4: Barrier Free Homes and policy TRANS 2: Development Locational Requirements);
- provide direct pedestrian footpath and cycle routes to local services and public transport points, etc (see policies TRANS 5: Providing for Pedestrians and Cycling in New Development, TRANS 6 Cycle Parking Standards and ENV 10: Access Routes and Core Path Network); and
- specify an appropriate road, footpath and cycle route layout and the incorporation of traffic calming and parking in accordance with the Council's guidelines (see policies TRANS 3: Traffic Management and Traffic Calming and TRANS 4: Vehicle Parking Standards).

#### Health and Safety

- incorporate crime prevention and community safety measures within the layout and design of the development which contribute to a safe and secure environment using 'Secured by Design' principles, for example providing surveillance for paths, streets and public spaces (see Note 1).

#### Landscape Design and Open Space

- provide landscaping and the opportunity to garden, individually or communally, as an integral component of developments, where appropriate (see policy DES 4 and development guide DG/DES 4: Landscape in New Development); and
- provide local open space to the standards set out in policy ENV 2: Open Space and Public Realm Provision.

### Drainage

- provide appropriate sustainable drainage requirements (see policies DES 2 and ENV 4: Sustainable Drainage Systems (SUDS)); and
- ensure there is no adverse impact on existing or proposed properties in terms of flood risk from overland flows or other sources (see policy ENV 5: Flood Prevention and Land Drainage).

### Waste and Recycling

- incorporate appropriate provision for the recycling, storage, and collection of waste materials (see policies DES 2 and DES 12: Provision of Waste and Recycling Space).

### Layout and Materials

- have regard to local plot patterns, building lines, heights, scale, massing, detailed design, use of materials and micro-climate (see policies RES 2: Residential Layouts for more detail regarding housing/flatted development and RES 3: Residential Development in the City Centre);
- ensure that the siting, form, scale, proportions, detailed design and use of materials do not detract from the visual amenity of the existing or surrounding buildings and wider area;
- ensure that there is no undue impact on the amenity or development potential of adjacent land and that there is no adverse impact on existing or proposed properties in terms of overlooking, loss of privacy, daylight or sunlight (see Note 2), overshadowing, noise or disturbance;
- specify high quality facing and roofing materials that complement and, where appropriate, enhance, the architectural character and townscape quality of the surrounding area and are capable of retaining their appearance over time;
- select materials in accordance with life cycle assessment. There is a preference for materials which attain an A rating under the British Research Establishment's (BRE) Green Guide to Specification [www.bre.co.uk](http://www.bre.co.uk) (see policy DES 2: Sustainable Design and Construction);
- specify only durable materials that will fit their context, are capable of retaining their appearance over time and are appropriate to Glasgow's climate. Evidence of the maintenance requirements of the materials specified will require discussion with the Council and will be a consideration by the Council in assessing development proposals;
- have regard to sustainable principles as set out in policy DES 2; and
- avoid over-development.

### Public Art

- incorporate artwork as an integral part of the design, where appropriate (see policy DES 6: Public Realm and Lighting).

### Other Material Considerations

- take account of other Plan policies and development guides, as appropriate. To secure a high quality of urban design throughout the City Centre, the design of new development must respect the context established by the urban morphology and density of the existing, but varied, townscape. Reflecting this diverse character, new development should respect the individual characteristics of the City Centre Identity Areas, as set out in development guide DG/DES 5: Development and Design Guidance for the City Centre; and
- take account of any relevant supplementary development guidance (e.g. local development strategy, masterplan, development brief, conservation area appraisal) specifically prepared for the area or site.

**DESIGN AND ACCESS STATEMENTS**

In support of new development, the Council will, with the following exceptions, require the submission of a Design Statement (see Note 3) which illustrates how the requirements set out above have been addressed:

- Residential development of less than 10 dwellings;
- Applications solely for a change of use; or
- Minor commercial, residential, and other applications.

Design statements should be prepared using the guidance set out in Planning Advice Note (PAN) 68: Design Statements. They should demonstrate, at the commencement of the planning application assessment process, that all relevant matters which require consideration at the design stage, including sustainable design and construction, sustainable drainage, incorporation of energy efficiency and accessibility, have been taken into account in the preparation of the scheme. They should also, where appropriate, explain what mitigation measures are proposed to deal with any environmental impacts (see policies DES 2, DES 3: Protecting and Enhancing the City's Historic Environment and DES 4 and development guide DG/ENV 5: Broad Environmental Mitigation Measures).

The Council will additionally require a statement setting out specifically how all relevant issues will be dealt with in the development. Where appropriate this statement will refer to access statements for those with sensory impairments as well as mobility impairments. The statement should be written with reference to PAN 78 on Inclusive Design and Circular 4/2009: Development Management Procedures.

**Note 1** The "Secured by Design" scheme was developed by the Police to establish a minimum standard of physical security, together with a development layout designed to reduce the opportunity for crime and anti-social behaviour. A range of design guides for various types of development is obtainable at [www.securedbydesign.com/guides/index.aspx](http://www.securedbydesign.com/guides/index.aspx), and advice on individual developments, from Strathclyde Police Architectural Liaison.

**Note 2** In order to ensure that a proposal does not reduce daylighting excessively on an adjacent site, a daylighting assessment, where appropriate, will be carried out in accordance with the British Research Establishment publication – 'Site Layout Planning for Daylight and Sunlight, a guide to good practice' – P.J. Littlefair (BRE Bookshop, British Research Establishment, Garston, Watford, WD25 9XX or [www.BREBookshop.com](http://www.BREBookshop.com)).

**Note 3** Design and Access Statements - How to write, read and use them, available from the Commission for Architecture and the Built Environment, 1 Kemble Street, London, WC2B 4AN, [www.cabe.org.uk](http://www.cabe.org.uk).

**POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy by seeking to ensure that all new developments are designed to help to create a City of successful, sustainable places, resulting in an improved quality of life for those living, investing, working in and visiting the City (see Part 1, VISION, paragraph 2.9 and Part 2, PEOPLE, paragraphs 3.52 – 3.56).

To design successful places, all new development should meet the Council's aspirations for quality and sustainability in their design and layout. These aspirations reflect the strong emphasis placed on design quality by Government through Scottish Planning Policy, SPP 3: Planning for Housing, Designing Places – A Policy Statement for Scotland, Planning Advice Note (PAN) 67: Housing Quality, PAN 68: Design Statements, PAN 76: New Residential Streets, PAN 77: Designing Safer Places, PAN 78: Inclusive Design and other related documents which emphasise the importance of development design. The Council, therefore, considers that new development should always make a positive contribution to the character and appearance of the environment within which it is located, having regard to its context (see Part 1, Development Strategy, Strategic Development Policy STRAT 1: Design and Sustainable Development).

The scale of development activity ranges from the creation of new neighbourhoods to the alteration and adaptation of existing buildings and spaces. The Plan's design policies reflect these different contexts and set out the fundamental principles against which proposals for development will be assessed.

**FURTHER GUIDANCE**

See development guides DG/DES 5: Development and Design Guidance for the City Centre and DG/DES 6: Development and Design Guidance for the River Clyde Corridor for additional development guidance for these areas of the City.

## DES 2 - SUSTAINABLE DESIGN AND CONSTRUCTION

### AIM

To ensure that the development and regeneration of the City is undertaken in a manner that embraces the principles of sustainable design and construction, thereby helping deliver sustainable development.

### POLICY

The Council will require development proposals to demonstrate their contribution towards achieving sustainable design and construction. To this end, development proposals should:

- make best use of sustainable design and construction techniques, e.g. in the use of materials, siting, orientation, water recycling and renewable energy, in order to conserve energy and water resources (see policies RES 2: Residential Layouts and ENV 15: Energy);
- protect existing biodiversity features, compensate for any unavoidable loss and enhance/add to biodiversity, in line with measures set out in the Local Biodiversity Action Plan (see policy DES 4: Protecting and Enhancing the City's Natural Environment);
- incorporate green features, including larger gardens, green roofs (see Definition), green boundaries, etc (see ENV policies);
- mitigate against pollution to air, water and land (see Note 1);
- incorporate waste and recycling facilities for all new developments which would generate waste and/or recyclable materials (see policy DES 12: Provision of Waste and Recycling Space);
- minimise flood risk, both on and off-site, through the incorporation of a Sustainable Drainage System and reduction of hard standing (see policies ENV 4: Sustainable Drainage Systems (SUDS) and ENV 5: Flood Prevention and Land Drainage).
- apply the following assessment methodologies to demonstrate a "Very Good" rating as a minimum (see Note 2):
  - EcoHomes (see Definition), when 10 or more residential units are proposed;
  - BREEAM (see Definition), where non-residential development greater than 1,000 sqm net is proposed; and
  - Civil Engineering Environmental Quality and Assessment Scheme (CEEQUAL), where it involves a major civil engineering project, such as a new bridge or flood defences etc.

Sustainable remediation strategies should be developed for applications on contaminated sites in line with best practice (see also policy ENV 12: Development of Brownfield Land and Contaminated Sites) to minimise construction waste generation by use of re-cycling techniques (such as contaminated soils treatment) to facilitate site re-use, minimise the need for off-site disposal and the need for import of replacement materials (i.e. neutral mass balance).

Developers will be expected to explain how the above issues have been addressed within their development proposals, where appropriate, in the Design Statement submitted with their planning application (see policy DES 1: Development Design Principles).

**Note 1** Developers should use best practice guidance on pollution prevention, such as SEPA's Pollution & Prevention Guidance (PPGs) available from [www.sepa.org.uk](http://www.sepa.org.uk) and the CIRIA publication C651 Environmental Good Practice Pocket Book.

**Note 2** Developers' Design Statements should state the project reference number showing registration with the BREEAM/EcoHomes office or CEEQUAL, the name of their BREEAM/EcoHomes assessor and a commitment to achieving a rating of "Very Good" as a minimum. Exceptions to these standards may apply where it is clearly demonstrated, to the satisfaction of the Council, that abnormal practical constraints apply. Where it is considered, by the developer, that associated costs to achieve the EcoHomes rating would prejudice the commercial viability of the development, a detailed breakdown of the costs should be provided and the ancillary costs of achieving the EcoHomes rating highlighted. The Council will consider an exemption, based on the evidence provided.

**Note 3** Information on EcoHomes, BREEAM and CEEQUAL is available at [www.bre.co.uk](http://www.bre.co.uk) and [www.ceequal.com](http://www.ceequal.com).

### DEFINITIONS

**ECOHOMES** - an environmental assessment method for new homes, produced by the Building Research Establishment (BRE).

**BREEAM** - is the most widely used environmental assessment method for non-residential buildings, produced by the Building Research Establishment (BRE).

**GREEN ROOF** - A roof that has vegetation growing on it, which can help improve visual appeal, reduce the environmental impact of the building, create habitat for native flora and fauna and enhance building performance.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to address factors impacting on the environment, including climate change (see Part 1, GUIDING PRINCIPLES). The design and construction of new development will contribute to the sustainability of the City, in the future. The Council considers that new development should, therefore, be carefully controlled in relation to its design, use of materials and potential energy consumption. New development should also be encouraged only where it will minimise the consumption of non-renewable resources and contribute to a more sustainable Glasgow, thereby reducing its ecological footprint.



## DES 3 - PROTECTING AND ENHANCING THE CITY'S HISTORIC ENVIRONMENT

### AIM

To preserve and enhance the character and appearance of the City's conservation areas and protect their settings, to protect the special architectural and historic interest of the City's listed buildings, to protect ancient monuments and their settings and to protect and preserve archaeological remains.

### POLICY

#### CONSERVATION AREAS

##### NEW DEVELOPMENT

Proposals for new development in, or affecting the setting of, a conservation area, must:

- preserve and enhance the special character and appearance of the area, respect its historic context and have regard to the historic plans of the area;
- be of a high standard of design, respecting the local architectural and historic context and use materials appropriate to the historic environment;
- protect significant views into, and out of, the area;
- retain all existing open space, whether public or private, which contributes positively to the historic character of the area; and
- retain trees which contribute positively to the historic character of the area.

##### DEMOLITION

Proposals for the demolition of an unlisted building, which makes a positive or neutral contribution to the character or appearance of a conservation area, will require to demonstrate that:

- the existing building is incapable of viable repair and re-use; and
- the proposed replacement will preserve or enhance the character of the area.

In order to protect townscape quality, consent for redevelopment will require the retention of existing buildings until the replacement development commences. Partial demolition, involving the retention of the ground floor only, is unlikely to be acceptable.

#### ALTERATIONS AND EXTENSIONS TO UNLISTED BUILDINGS

Proposals for alterations, or extensions, to unlisted buildings must:

- respect the period, style and architectural character of the building;
- in the case of extensions, be subservient to the existing building in scale, height, massing and protect its proportions and setting;
- follow the guidance for repairs, alterations and extensions detailed in development guide DG/DES 3: Design Guidance for Listed Buildings and Properties in Conservation Areas;
- avoid the loss of existing traditional features of value; and
- not erode the character of the building or conservation area by the use of inappropriate design details or non-traditional materials (developers/applicants should seek advice on materials from the Council).

#### SUPPLEMENTARY DEVELOPMENT GUIDANCE

Conservation Area Appraisals are being prepared for each of the City's conservation areas. These will constitute supplementary development guidance in respect of determining development proposals.

## **LISTED BUILDINGS**

All works to listed buildings must be carried out in a way which protects their character as buildings of special architectural and historic interest.

### **RETENTION OF LISTED BUILDINGS**

There is a presumption in favour of the retention of all listed buildings. These buildings must be allowed to adapt to new uses and the Council is willing to respond favourably to creative ideas and good design, in order to ensure their retention, subject to other policies of the Plan.

### **DEMOLITION**

Proposals for the total or substantial demolition of a listed building will only be supported where it can be demonstrated, beyond reasonable doubt, that every effort has been made to find practical ways of keeping it, taking into account:

- the condition of the building and the cost of repairing and maintaining it, backed by studies by property and/or engineering consultants; and
- the adequacy of efforts to find a suitable alternative use, including marketing of the building, for sale or long lease, to restoring purchasers on the open market at a price reflecting its condition.

Façade retention may be considered, but will not be regarded as an automatic option. The architectural value of the interior and the function and use of the building must be fully assessed; evidence of the obsolescence of the interior will be part of such an assessment. Where demolition is proposed and authorised, an architectural audit should be produced and submitted to the Council's heritage and design officers to enable them to assess features and artefacts that should be retained or re-used.

### **ALTERATIONS AND EXTENSIONS TO LISTED BUILDINGS**

The Council encourages the sensitive alteration and extension of listed buildings where this will not harm their special interest. To this end, proposals for the alteration of a listed building must:

- respect the original layout and plan form of the building;
- not result in the loss of historic fabric, including fixtures and fittings, which contribute to the building's special interest;
- incorporate detailed design and materials which reflect the period, style and architectural character of the building;
- replace missing traditional features, such as period doors or decorative plasterwork with good quality replicas of the originals; and
- follow the guidance for repairs, alterations and extensions detailed in development guide DG/DES 3.

Proposals for the extension of a listed building must ensure that:

- the scale is subservient to the original building;
- its location, design, scale, massing and proportion protects the building's appearance, character and setting; and
- the detailed design and use of materials are appropriate to the building's period, style and character.

Developers/applicants should seek advice on materials from the Council.

## ANCIENT MONUMENTS AND SITES OF ARCHAEOLOGICAL IMPORTANCE

Development proposals will be required to retain, protect, preserve and enhance the City's Scheduled Ancient Monuments, existing archaeological heritage and any future discoveries, in line with the guidance provided in policies ENV 13: Ancient Monuments and Scheduled Ancient Monuments, ENV 14: Sites of Archaeological Importance and ENV 16: The Antonine Wall.

**Note 1** Where the preservation of a listed building is threatened by lack of maintenance and repair, the Council may serve notice on the owners of a property to instigate necessary repair work under the terms of sections 43-49 of the Planning (Listed Buildings and Conservation Areas)(Scotland) Act 1997. In exceptional circumstances, this may lead to the Compulsory Purchase of a property.

**Note 2** See Environmental Designations Maps for all areas, sites and buildings affected by a designation. These maps are dynamic and will be updated by the Council during the lifetime of City Plan 2 to take account of new conservation areas, listed buildings, etc.

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to protect, enhance and regenerate Glasgow's historic environment (see Part 2, HERITAGE AND THE BUILT ENVIRONMENT, paragraphs 5.4 and 5.5).

Glasgow has a rich architectural heritage of buildings, monuments and open spaces. Retaining and regenerating Glasgow's 7,000 listed buildings and structures is important to the City and, indeed, to Scotland as they contribute, significantly, to its unique sense of place. The City also has many ancient monuments and sites of archaeological importance.

The Stirling Charter, Scottish Historic Environment Policy, NPPG 18: Planning and the Historic Environment and Planning Advice Note (PAN) 71: Conservation Area Management, set out Government advice in relation to the development and management of listed buildings and conservation areas. The Council acknowledges this advice and is committed to the sustainable conservation and regeneration of Glasgow's historic environment.

## FURTHER GUIDANCE

See development guide DG/DES 3: Design Guidance for Listed Buildings and Properties in Conservation Areas.

## DES 4 - PROTECTING AND ENHANCING THE CITY'S NATURAL ENVIRONMENT

### AIM

The Council wishes to ensure that all developments have a strong landscape framework which improves and enhances the setting and visual impact of the development, unifies urban form and architectural styles, provides shelter, creates local identity and promotes biodiversity.

### POLICY

Where development is acceptable, in principle, proposals will require to:

- respect the landscape character and amenity of the area and maintain local diversity and distinctiveness, including natural and built heritage and cultural features of landscape and biodiversity value such as designed landscapes, woodland, hedgerows, ponds, stone walls and historical sites (see the Plan's ENV policies);
- enhance landscape characteristics where they have been weakened and need improvement, and create new landscapes where there are few existing facilities;
- provide high quality landscape proposals that are integral to the overall development design;
- incorporate open space provision in line with policy ENV 2: Open Space and Public Realm Provision, and also open space relating to any sustainable drainage solution required for the site or area (see policy ENV 4: Sustainable Drainage Systems (SUDS)); and
- demonstrate, to the satisfaction of the Council, that best practice guidance on pollution prevention from SEPA and other appropriate agencies has been used with regard to protection of the natural environment and the quality of the air, water and other systems that support life (see policies TRANS 9: Air Quality; ENV 5: Flood Prevention and Land Drainage, ENV 6: Biodiversity, ENV 12: Development of Brownfield Land and Contaminated Sites and ENV 17: Protecting the Water Environment).

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to deliver a strong landscape framework in development (see Part 2, HERITAGE AND THE BUILT ENVIRONMENT, Landscapes and Townscapes, paragraph 5.19) and complies with Scottish Planning Policy (SPP) 11 – Open Space and Physical Activity by ensuring that, where appropriate, all new developments incorporate well designed landscaping and extend the City's green network. The landscaping elements of new development, including individual or communal gardens, also provide a strong mechanism for improving the quality of the City's green network and enhancing biodiversity. This approach is supported by the City's Landscape Strategy which recognises the importance of such factors to the continued economic regeneration of Glasgow.

### FURTHER GUIDANCE

See development guide DG/DES 4: Landscape in New Development, NPPG 18: Planning and the Historic Environment which deals with national policy for Gardens and Designed Landscapes and the Scottish Historic Environment Policy (SHEP) which sets out Scottish Ministers' policies for Gardens and Designed Landscapes and the considerations to be taken into account.

## DES 5 - DEVELOPMENT AND DESIGN GUIDANCE FOR THE RIVER CLYDE AND FORTH AND CLYDE CANAL CORRIDORS

### AIM

To protect and enhance the function and character of the River Clyde and Canal Corridors by supporting developments which, as appropriate, provide public access to, from and along the River and Canal, protect and enhance existing prominent views and promote community, leisure and recreational activities on and beside the water.

### POLICY

Development proposals along the whole length of the River Clyde and Forth and Clyde Canal Corridors will be considered against the following criteria and other relevant policies of the Plan.

#### DEVELOPMENT AND URBAN DESIGN

- The nature, scale and design of development should contribute positively towards sustainable urban regeneration by enhancing, and not dominating through overdevelopment, the Clyde/Canal setting. Account will be taken of the cumulative impact of new developments.
- Development should take account of the status of the Forth and Clyde Canal as a Scheduled Ancient Monument (see policy ENV 13: Ancient Monuments and Scheduled Ancient Monuments).
- Development should be orientated towards the Clyde and Canal and, where appropriate, incorporate commercially active, pedestrian-friendly frontages.
- Development should take account of established land uses (in particular, industry and business uses), protect existing riverside infrastructure (such as moorings and fuel/water points), encourage such facilities in association with new riverside development and preserve historic waterside features such as steps, jetties, slipways and basins. If proposed for infilling, slipways and basins should be replaced.
- Development should preserve Clyde/Canal side views, vistas and historic buildings/structures (see policy DES 3: Protecting and Enhancing the City's Historic Environment).
- Development should provide for the needs of navigation, water transport and access and, where appropriate, for the recreational use of the Clyde and Canal.
- Development should incorporate features that recognise, protect and enhance the biodiversity value of the River Clyde and Forth and Clyde Canal corridors (see policy ENV 6: Biodiversity).
- Developments should use the opportunities afforded by the proximity of the Clyde/Canal to assist in the development of sustainable drainage solutions, where appropriate (see policy ENV 4: Sustainable Drainage Systems (SUDS)).
- Developments should not prevent the ability to develop opportunities for recreation on the River Clyde and Forth and Clyde Canal.

#### ACCESS TO, FROM AND ALONG THE WATERSIDE

- Development should be designed so that existing communities and localities north and south of the riverside, benefit from, and are physically connected to, the new activities by walking and cycling routes and public transport. Public access to, from and along the watersides should be provided on a 24 hour basis, using access points most convenient for pedestrians, cyclists and public transport.
- Existing footpaths/cycleways and access points to the water should be retained and/or improved.

Developments along the River Clyde should also comply with the following criteria:

- Development, in close proximity to the riverside, should include a townscape analysis in their Design Statement to specifically assess impacts on the waterfront and surrounding area (see development guide DG/DES 6: Development and Design Guidance for the River Clyde Corridor).
- A continuous footway/cycleway along the bank of the River should be maintained or created, which should be a minimum of 6 metres wide, or 10 metres if street furniture is proposed.
- Development should provide good quality public realm, incorporating safety features, such as lighting and ladders, as well as buffers to deflect debris (see policy ENV 5: Flood Prevention and Land Drainage).
- Development proposals are encouraged to help break down barriers to movement into, and along, the Clyde Waterfront, where possible.
- Development which encroaches into the River will be strongly discouraged.

**POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to maximise the potential provided by the River Clyde and Canal Corridors by enhancing their attractiveness and providing for the development of sustainable, successful places (see Part 2, CLYDE WATERFRONT, Design, paragraph 7.91 and GLASGOW NORTH, paragraph 7.192).

Although considerable progress has been made on regenerating the River Clyde Corridor and a start made on the Canal Corridor, significant development opportunities remain. These opportunities have major economic, social, environmental and ecological implications for much of the City. The Council, therefore, will support appropriate development along the River Clyde frontage and the Canal which enhances the corridors, benefits existing and future communities, and uses regeneration/renewal opportunities in a positive way to create high quality new living, working and recreational environments.

**FURTHER GUIDANCE**

**THE RIVER CLYDE:** additional guidance on the recommended content of a Townscape Analysis and details of both existing and proposed features and river access points, shown on the River Clyde Water Use and Access Plan, can be found in development guide DG/DES 6: Development and Design Guidance for the River Clyde Corridor.

**FORTH AND CLYDE CANAL:** additional guidance contained in local development strategy, and related masterplans, for the Canal Corridor.

See also relevant Local Development Strategies for districts of the City along the River Clyde Corridor.

## DES 6 - PUBLIC REALM AND LIGHTING

### AIM

To create the highest possible quality of public realm, designed to take account of people with visual and/or mobility impairments. It is also aimed to ensure that the design of lighting schemes minimises light pollution, does not impact on the amenity of neighbours and, in relation to architectural lighting installations, protects and enhances architectural and townscape quality.

### POLICY

#### PUBLIC REALM

Proposals for public realm works should:

- retain and repair historic street surfaces including setts, paving, and whinstone or granite kerbs, across entire street, lane or footpath widths;
- improve the provision, layout and comfort of spaces for pedestrian use, taking cognisance of the needs of people with a visual and/or mobility impairment, whilst retaining good accessibility for public transport and other essential vehicles;
- use a selective palette of quality materials to provide a unifying theme and a distinctive sense of identity to the locality (materials should reflect the relative importance of the location and be durable and robust, requiring minimum maintenance and maintaining their appearance over time);
- ensure public artworks and street furniture are installed out of the line of pedestrian flows, and should not obstruct main shopping thoroughfares, or cause a hazard to people with a visual and/or mobility impairment;
- display an integrated approach to the design and siting of street furniture;
- take account of safety and security issues and seek to provide surveillance, visibility and appropriate levels of lighting;
- incorporate tree planting and soft landscaping, wherever possible; and
- take account of future mass transit proposals, where appropriate (including provision for maintenance and electrical hazard zones)(see policy TRANS 1: Transport Route Reservations).

Proposals for street furniture should:

- allow adequate sight lines (i.e. usually, more than 450mm from the toe of the footpath);
- not be located on footpaths less than three metres wide; and
- not result in clutter with existing street furniture.

### LIGHTING

Lighting proposals should:

- comply with the aims of the Lighting Strategy;
- avoid light spillage or glare which would cause a hazard to road traffic or a nuisance to neighbours;
- minimise opportunities for vandalism (any protective measures must not detract from the visual amenity of the building or surrounding area); and
- minimise light pollution and carbon footprint in their design and operation.

Lighting to enhance buildings should also meet the following criteria:

- the lighting design should be sympathetic to its context and surroundings;
- the light source should enhance the appearance of the building and complement the colour of the building materials;
- the use of coloured light should be used with discretion and is unlikely to be acceptable on listed buildings if it dominates the design (on modern buildings there are fewer constraints and the use of colour, fibre optics and neon may be appropriate and in some instances, the lighting scheme may incorporate, or itself constitute, public art);
- light fittings and associated electrical equipment, including cables, should be concealed from view or have minimum visual impact; and
- the design of the lighting scheme should take account of maintenance requirements in terms of access to fittings.

Where fittings require to be mounted on columns, any column must be discreetly located off the public footpath.

For the erection of security lights mounted on property, see policy DES 10: External Fittings to Buildings.

### DEFINITION

PUBLIC REALM - The publicly accessible external space including streets, squares and lanes.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to continue the development of high quality, sustainable public realm and lighting schemes within the City Centre and elsewhere in Glasgow to enhance the City's image (see Part 2, HERITAGE AND THE BUILT ENVIRONMENT, Public Realm and Public Art, Dressing the City and Lighting Strategies, paragraphs 5.25-5.28 and CITY CENTRE, Public Realm Linkages, paragraphs 7.34-7.42).

Whilst promoting high quality architectural illumination of buildings and structures, the Council also has a duty to ensure that the electrical equipment used is as unobtrusive as possible and does not detract from the day-time appearance of buildings, particularly where they are listed or are located in a conservation area. The policy also conforms with the guidance in Planning Advice Note (PAN) 76 – New Residential Streets.

### FURTHER GUIDANCE

See policy DES 3: Protecting and Enhancing the City's Historic Environment and development guides DG/DES 3: Design Guidance for Listed Buildings and Properties in Conservation Areas, DG/DES 7: Public Realm and Public Art and DG/DES 8: Architectural Lighting.



## DES 7 - DEVELOPMENTS AFFECTING CITY CENTRE LANES, WYNDS AND COURTYARDS

### AIM

To restore and enhance the environment of the Central Conservation Area and improve permeability.

### POLICY

The quality of City Centre back lanes and the areas within which they are located should be protected and upgraded. New development proposals affecting lanes, wynds and courtyards should:

- retain the cobbled surface to lanes, wynds, and courtyards and, where appropriate, upgrade and reinstate;
- employ the use of high design standards and good quality materials, commensurate with the standards of other City Centre public realm works, especially in the Central Conservation Area;
- respect traditional building lines and building footprints, especially in the Central Conservation Area (exceptions will require to be justified in urban design terms, and a statement of justification provided as part of any development application) (see Design and Access Statements within policy DES 1: Development Design Principles);
- retain and reinstate the original Merchant City wynds and their routes (where this would not prove practical, an alternative route (wynd) should be provided - such wynds will generally require to incorporate a 3 metre wide pedestrian way which is to be made available for public access during daytime hours)(see also policy TRANS 1: Transport Route Reservations);
- introduce improved lighting and other measures which will benefit public safety/use;
- incorporate a suitable element of open space or pedestrian access, including ponds, if appropriate;
- provide improved permeability for pedestrian movement; and
- protect the integrity of existing rights of way and paths identified in the City's Core Paths Plan.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to improve pedestrian routes through the City Centre (see Part 2, CITY CENTRE, Public Realm Linkages, paragraph 7.34).

Rear Lanes and related features are part of the established City Centre character, notably within the Victorian area. They were constructed and designed to a high standard utilising stone built boundary walls to define curtilage and high quality surfacing materials (e.g. granite setts). The quality and character of the back lanes are being eroded by the demolition of boundary walls, the removal of traditional granite setts and replacement by generally poor quality resurfacing. Unauthorised and poorly positioned parking is also eroding their character and accessibility.

Back lanes provide the opportunity to extend pedestrian routes by upgrading their environment in relation to surfacing and lighting. The Merchants' Wynd Initiative (1991) set the context for encouraging the enhancement and upgrading of back lanes and internal courts to provide well designed pedestrian routes and open spaces.

### FURTHER GUIDANCE

See policy DES 3: Protecting and Enhancing the City's Historic Environment and development guides DG/DES 3: Design Guidance for Listed Buildings and Properties in Conservation Areas and DG/DES 5: Development and Design Guidance for the City Centre.

## **DES 8 - SIGNS AND ADVERTISING**

### **AIM**

To ensure that signs and advertising are displayed without detracting from visual amenity or compromising public safety.

### **POLICY**

In determining the acceptability of an advertisement display, each case will be assessed against its impact on:

- visual amenity (not only of the property itself but also neighbouring properties and the surrounding area); and
- public safety (particularly the safety of pedestrians, drivers and other road users).

To ensure that the visual amenity of an advertising site or the surroundings is not adversely affected:

- all advertising signs should be of high quality materials. The Council will welcome innovative design (the Council will look for the improvement of existing authorised signs where the opportunity arises);
- the Council will resist the accumulation of advertising clutter;
- all advertising on premises should be seen as part of the overall design of the property and should respect its original design (it should not appear as an addition);
- consent will be resisted for directional signs remote from the curtilage of the premises to which they relate;
- on listed buildings, and within conservation areas, a higher quality of design and materials will be expected to reflect the property or area's character and appearance (signage should complement the original architectural style and features of the building); and
- any original or historically significant signage should be retained and incorporated into refurbishment, where possible.

### **POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to seek to ensure that the display of advertisements does not detract from visual amenity or compromise safety (see Part 2, HERITAGE AND THE BUILT ENVIRONMENT, Advertising, paragraph 5.29). The display of advertising is an ever increasing feature of our streets. Clutter, however, can arise when advertisers compete to distinguish their property or promote their products by the use of signs and illumination. The Council will attempt to balance the need for commercial exposure, against the need to protect the City's listed buildings, conservation areas, strongly defined townscape and its high quality of environment. Amenity and safety issues will also be taken into consideration.

### **FURTHER GUIDANCE**

Guidance on signs on commercial premises, pylon signs, high level signs, large outdoor displays, smaller format outdoor displays, flags and banners, poster sites and sponsorship guidelines is contained in development guide DG/DES 1: Signs and Advertising. For guidance on signs on listed buildings or buildings inside conservation areas, refer to development guide DG/DES 3: Design Guidance for Listed Buildings and Properties in Conservation Areas.

## **DES 9 - ALTERATIONS TO SHOPS AND OTHER COMMERCIAL BUILDINGS**

### **AIM**

To ensure that alterations enhance the appearance of buildings and the street scene, generally, and cause no disamenity to neighbours.

### **POLICY**

Proposals for alterations to shops and other commercial buildings should:

- respect the period, style and architectural character of the building;
- not detract from the historic character of a listed building or property within a conservation area; and
- not adversely affect residential amenity as a result of noise, vibration, etc.

### **POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to seek to secure a high quality of environment and protect existing residential amenity (see Part 2, RETAIL AND OTHER TOWN CENTRE USES, Format and Design of Retail and Commercial Leisure Developments, paragraph 6.96).

Small alterations are often made to commercial property, for example, to install a new frontage or canopy, fit a security feature or an air-conditioning system. All of these changes can affect the appearance and visual amenity of both the property and the streetscene. When changes are made to properties within residential buildings, they can also have an adverse effect on residential amenity as a result of noise.

### **FURTHER GUIDANCE**

Guidance on frontage alterations, awnings and canopies, security features, access ramps, chiller/air-conditioning units and rear alterations is contained in development guide DG/DES 2: Alterations to Shops and Other Commercial Buildings. See also policy DES 3: Protecting and Enhancing the City's Historic Environment and development guide DG/DES 3: Design Guidance for Listed Buildings and Properties in Conservation Areas.

## DES 10 - EXTERNAL FITTINGS TO BUILDINGS

## AIM

To ensure that the addition of external fittings does not detract from the appearance of buildings and the general street scene.

## POLICY

External fittings to buildings should:

- not detract from the visual amenity of the property;
- be positioned as unobtrusively as possible, preferably to the rear of the property;
- be coloured to match their background, where located on public elevations and where acceptable to the Council;
- not be located on a public elevation of a listed building; and
- not be detrimental to the character or setting of a listed building or to the visual amenity of a conservation area.

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to secure a high quality of environment (see Part 2, PEOPLE, Existing Residential Areas, paragraph 3.62).

As properties are being updated for modern use, more external fittings are being added to satisfy business and lifestyle requirements. Some of these features (which range from burglar alarms to satellite dishes and solar panels), when fitted on the public elevations of buildings, can detract from the visual amenity of both the property and its surroundings. By ensuring that fittings to properties are carefully located and designed, the Council will seek to ensure that the visual amenity of buildings is not adversely affected. This is particularly important in relation to older Victorian and Georgian property, listed buildings and property within conservation areas (see policy DES 3: Protecting and Enhancing the City's Historic Environment and development guide DG/DES 3: Design Guidance for Listed Buildings and Properties in Conservation Areas).

## FURTHER GUIDANCE

## DEFINING WHAT REQUIRES PLANNING PERMISSION

These tables reflect the Council's view of where planning permission and listed building consent are required and do not emanate from planning legislation.

Gas and Water Downpipes				
Type of property	Listed Buildings		Unlisted buildings in a conservation area	Buildings in the rest of the city
	Listed Building Consent	Planning Permission	Planning Permission	Planning Permission
Houses	Yes	Yes	No	No
Flats/Other Buildings	Yes	Yes	Yes <sup>a</sup>	No

Gas and Electricity Meter Boxes				
Type of property	Listed Buildings		Unlisted buildings in a conservation area	Buildings in the rest of the city
	Listed Building Consent	Planning Permission	Planning Permission	Planning Permission
Houses	Yes	Yes <sup>b</sup>	Yes <sup>b</sup>	No
Flats/Other Buildings	Yes	Yes <sup>b</sup>	Yes <sup>b</sup>	No

Central Heating Flues, Burglar Alarms and Security Lights				
Type of property	Listed Buildings		Unlisted buildings in a conservation area	Buildings in the rest of the city
	Listed Building Consent	Planning Permission	Planning Permission	Planning Permission
Houses	Yes	Yes	Yes <sup>c</sup>	No
Flats/Other Buildings	Yes	Yes	Yes <sup>c</sup>	No

External Grilles fitted into a Wall (e.g. for ventilation of a shower room, etc)				
Type of property	Listed Buildings		Unlisted buildings in a conservation area	Buildings in the rest of the city
	Listed Building Consent	Planning Permission	Planning Permission	Planning Permission
Houses	Yes	No	Yes <sup>c</sup>	No
Flats/Other Buildings	Yes	No	Yes <sup>c</sup>	No

Wind Turbines on a Building				
Type of property	Listed Buildings		Unlisted buildings in a conservation area	Buildings in the rest of the city
	Listed Building Consent	Planning Permission	Planning Permission	Planning Permission
Houses	Yes	Yes <sup>d</sup>	Yes <sup>d</sup>	Yes <sup>d</sup>
Flats/Other Buildings	Yes	Yes <sup>d</sup>	Yes <sup>d</sup>	Yes <sup>d</sup>
Note: A wind turbine erected on a pole, not physically attached to the property, will always require planning permission.				

CCTV Cameras and Satellite Dishes	
Planning legislation regarding the erection of CCTV cameras and satellite dishes is complex and advice should always be sought from the Council as to whether or not planning permission is required.	

- a When the wall is visible from a public area, such as a road or footpath.
- b Unless constructed by a public gas supplier.
- c When the wall, on which the apparatus is fitted, is visible from a public area, such as a road or footpath.
- d In certain circumstances, these will not require planning permission. Telephone 0141 287 8555 to check, with details of the dimensions of the turbine and where on the building it would be located.

For guidance on central heating flues, external grilles, burglar alarms, security lights, CCTV cameras, domestic satellite dishes, downpipes, meter boxes, micro wind turbines and solar panels, see development guide DG/DES 9: External Fittings to Buildings.

For guidance on the potential adverse impact on listed buildings and the character of conservation areas, see policy DES 3: Protecting and Enhancing the City's Historic Environment and development guide DG/DES 3: Design Guidance for Listed Buildings and Properties in Conservation Areas.

**Note** The title deeds of a tenemental property or other building may require that the agreement of other owners be obtained before a new external fitting can be installed. Any grant of planning permission does not remove this obligation, which is a separate legal matter.

## DES 11 - TALL BUILDINGS

### AIM

To identify opportunities for the development of tall buildings and establish the criteria to be observed in promoting their suitability.

### POLICY

Proposals for tall buildings must fulfil the City's aspirations to be of excellent architectural quality in their own right, in order to enhance the City's skyline and international image.

### LOCATION

Tall buildings will usually be acceptable only in areas where topography, existing urban scale, height, transport infrastructure and land values make them sustainable.

Tall buildings should be located:

- within sustainable areas (e.g. the City Centre Western and Northern Fringes, the International Financial Services District, selected parts of the River Frontage from the Clyde Gateway westwards to the Clyde Tunnel and south of the Clydeside Expressway);
- to avoid areas of Sensitive Urban Character (see Definition) unless it is demonstrated, to the satisfaction of the Council, that the particular qualities of the area would be retained; and
- to avoid interruption of strategic views or competition with views of established landmarks and other significant or prominent listed buildings (e.g. the Trinity College building in the Park area).

### ENVIRONMENTAL STATEMENT

Prior to the assessment of a planning application for a tall building, the Council will establish, by means of a screening opinion, whether the application should be accompanied by an Environmental Statement.

### TOWNSCAPE STATEMENT

Regardless of the need for an Environmental Statement, all proposals for tall buildings, whether at the preliminary or planning application stage, shall be accompanied by a Townscape Statement which provides a detailed analysis and appraisal of the site's context, a reasoned expression of the proposal's design aspirations and a quantification of its impact on the City. The scope of the statement shall address the following requirements, constraints and obligations:

- Sustainable Area Appraisal (if the proposal is within a Sustainable Area - see Definition)

A detailed appraisal of the Sustainable Area's defining built form characteristics that separate it from other parts of the city will form the basis for the Townscape Statement. Among other things, appraisals will identify strategic views, identify the key features of its skyline and establish the area's building height datum.

- Strategic Views

For all significant views affected - near, middle and distant - images that show the proposed tall building in context with the surrounding area shall be presented.

- Design Standards

Tall building proposals shall include a design and access statement (see policy DES 1: Development Design Principles) that sets out architectural and townscape ambitions and demonstrates the achievement of excellent design in sufficient detail to allow a suitability assessment to be made. All proposals shall incorporate the highest quality building materials and robust construction technologies.

- Permeability

Pedestrian permeability in large, high density developments is essential to their integration with surrounding areas. Accordingly, prominent access routes should be included along with associated high quality public realm improvements.

- Weather and Micro Climate

The impact of weather, particularly wind flows on any proposed tall building and the impact of the development on micro climate must be fully tested and assessed. Adverse effects shall be identified and be substantially mitigated by design.

- Sustainability and Green Credentials

All proposals for tall buildings shall have regard to the requirements of policies DES 2: Sustainable Design and Construction and ENV 15: Energy and demonstrate the extent to which they incorporate sustainable standards in the use of passive and renewable energies and the extent to which they contribute to the well-being of the natural environment.

- Public Transport Access

Established and emerging public transport infrastructure should provide sustainable access to tall buildings. A Transport Assessment and Travel Plan will form part of any proposal (see development guides DG/TRANS 1: Transport Assessments and DG/TRANS 2: Travel Plans). Where expected trip generation is significant, then public transport accessibility levels set out in policy TRANS 2: Development Locational Requirements should be met.

- Servicing and Access

Tall buildings represent dense developments that rely on frequent and sustained servicing arrangements which must be fully measured, integrated and provided for off-street.

## RANGE OF SUITABLE USES FOR TALL BUILDINGS

- There is a preference for tall buildings to contain a mix of uses rather than rely on a single use alone to achieve a viable development. Proposals will be expected to incorporate mixed uses in a fully integrated manner that encourages public access to the top levels of the building.
- Primary uses likely to sustain tall buildings in the longer term are residential developments, individual hotel uses and commercial office floorspace.
- Complementary uses at both ground and top levels that would be acceptable with any of the primary uses include retail, leisure and cultural uses.



## DEFINITIONS

**TALL BUILDINGS** - those buildings, including their roof top structures and masts, that significantly exceed general building heights in the immediate vicinity and alter the skyline.

**SUSTAINABLE AREAS** - exhibit an existing high density and relatively tall built form, are located within wide visibility corridors and have excellent access to sustainable and emerging transport infrastructure, in accordance with policy TRANS 2: Development Locational Requirements.

**AREAS OF SENSITIVE URBAN CHARACTER** - an area considered by the Council to be particularly sensitive due its local characteristics e.g. due to its topography, location relative to a conservation area and/or listed building(s).

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to promote high quality and sustainable design (see Part 2, ENVIRONMENT, paragraphs 5.4 to 5.8). High rise development and tall buildings in particular, present major economic, design and environmental challenges and opportunities. Tall buildings have strategic economic and environmental impacts on the City's townscape character in particular issues of land use density, micro climate and energy sustainability. Such factors place major demands on design, construction technology, choice of materials and cost considerations. It is an absolute prerequisite that tall buildings are restricted to locations that can sustain their dominant built form, that protect areas of sensitive urban character, achieve excellent design quality and enhance the City's image. An understanding of the varying physical characteristics established in such areas, particularly in the City Centre, will form the basis for any justification for a tall building. This predisposes the positioning of tall buildings into selected locations, rather than a scatter approach, leading to the undesirable effect of undermining urban morphology over a wide area. Accordingly, there are limited Sustainable Areas in the City that are capable of sustaining the economic and environmental impact of a tall building, with the implication that most of the rest of the city is unlikely to provide appropriate locations for such development.

**DES 12 - PROVISION OF WASTE AND RECYCLING SPACE****AIM**

To ensure that appropriate and well designed provision is made within all new developments for waste storage, recycling and collection, all to assist the Scottish Government to meet its waste management targets.

**POLICY**

- All new developments must include appropriate and well designed provision for waste storage, recycling and collection (see detailed guidance for domestic waste/recycling areas in policy RES 2: Residential Layouts and development guide DG/RES 1: Alterations to Dwellings and Gardens).
- All waste/recycling areas must be located discreetly, so as to have no adverse visual impact or cause traffic/noise nuisance to neighbours.
- Applicants must provide full details of the provision in the initial submission for planning permission.

For the commercial treatment of waste/recycling and community waste/recycling, see policy ENV 11: Treatment of Waste and Recycling Materials.

**HOUSING DEVELOPMENT**

Housing developers should provide all refuse bins, of a design acceptable to the Council, prior to the occupation of any dwelling, with recycling bins being provided by the Council.

**Dwellinghouses**

- Hard surfaced bin stances should be built to the rear of all new dwelling-houses, sufficient to accommodate 3 x 240 litre bins, one for general waste and 2 for recyclable waste.
- Access from the rear to the front of houses must be provided to allow movement of the bins to the collection point on the street.
- Bin stances should be no more than 45m from the position on the road where the collection vehicle will park and there should be a hard surfaced path between the rear garden stances and the collection point, the path being generally around 1m wide.
- In terraced or townhouse property, access could be by means of an integral garage on the ground floor or a shared pend.
- Developers are also encouraged to provide home composting bins. These should be located on bare soil and in part of the garden which receives sunshine for part of the day.

**Flatted Developments**

- The bins/recycling stores should be as unobtrusive as possible. Large wheeled containers should be located conveniently in relation to where the collection vehicle will park. This should ideally be no more than 15 metres from the location of the waste containers. External stores should be constructed in materials to match the flats.
- To calculate the area required for recycling, communal recycling bins will usually be allocated by the Council on the basis of one 240 litre bin per traditional flat and one 1,280 litre communal bin per new build flatted stairway, but advice should be sought from the Council's Land and Environmental Services, prior to drawing up details of the waste/recycling area.
- Developers are encouraged to consider one of the underground systems, where the waste/recycling containers are underground beneath waste and recycling bins and the underground containers are elevated to ground level for vehicular collection.

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to promote sustainability by aiding in the collection of recyclable material, helping reduce waste (see Part 2, WASTE MANAGEMENT, Waste Recycling, paragraph 6.110). It also complies with the Environmental Protection Act 1990, National Waste Plan 2003, the Glasgow and Clyde Valley Area Waste Plan, Scottish Planning Policy (SPP) 3: Planning for Housing, SPP 10: Planning for Waste Management and Planning Advice Notes (PAN) 63: Waste Management Planning and PAN 67: Housing Quality.

The Scottish Government has adopted targets for the recycling or composting of municipal waste based on the EU Landfill Directive (see WASTE MANAGEMENT, paragraph 6.103). To achieve these targets, it has to be made easy to segregate waste at source for kerbside collection. With the collection of recyclable, as well as general, waste, there is now a requirement to accommodate several bins in the gardens of houses and large bin compounds in flatted and commercial developments. So that bin storage areas do not detract from residential or visual amenity, and are yet easily accessible by both residents/staff and collection employees/vehicles, it is essential to ensure that these areas and facilities are designed in at the start of the planning design process.

## RES 1 - RESIDENTIAL DENSITY

### AIM

To ensure that all new development provides an appropriate urban scale and townscape form in order to consolidate and/or enhance the traditional urban structure and create high quality, sustainable, new environments.

### POLICY

#### General Principles

The density of development will vary according to location, context and setting, the scale and massing of adjacent buildings, public transport accessibility and other relevant Plan policies (see policies DES 1: Development Design Principles, DES 2: Sustainable Design and Construction and TRANS 2: Development Locational Requirements). Variations in the prescribed density standards may be permitted for developments of exceptional urban design quality, provided that other City Plan standards are met.

#### General Standards

A. Higher densities will, generally, be appropriate, however, in the:

- i). City Centre – where densities will be determined by design, heritage and townscape considerations and other relevant policies in the Plan (see policy RES 3: Residential Development in the City Centre).
- ii). Inner Urban Area – where, depending on the level of accessibility to public transport, density may vary from a minimum of 30 dwellings per hectare (DPH) to a maximum of 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 capacity of the transport systems to accommodate increased use.
- iii). Outer Urban Area - Higher densities (75+) may also be considered in more limited circumstances for specific sites within High Accessibility Outer Urban Areas which form the frontage (including appropriate adjoining blocks) to main public transport routes and/or are located at key gateway or nodal points; and are clearly justifiable in terms of design quality and other relevant policies in the Plan.

B. Lower densities will, generally, be appropriate, however, in the Outer Urban Area, where:

- i). Sites with base accessibility may be developed to a maximum of 50 DPH.
- ii). Sites with high accessibility may be developed within a range of 20-75 DPH (see also A(iii) above).
- iii). Sites with a net developable area greater than 1.5 hectares and less than 5.0 hectares should be developed with a mix of house types. The majority of the site area should be non-flatted and the overall density should not exceed 50 DPH, regardless of accessibility.

#### Large Sites and Areas of Significant Change

On sites of 5+ hectares, and in other areas of significant change (e.g. New Neighbourhoods, Community Growth Areas and Glasgow Housing Association (GHA) Regeneration Areas), the density of development will be detailed in guidance provided in a local development strategy, masterplan, etc., for the area. Account will also require to be taken of measures to provide/enhance public transport provision, where appropriate.

#### Infill Development

Development of infill sites (see definition) will be assessed on merit. Higher densities will generally be permitted in areas of high accessibility to public transport. Particular regard should be given, however, to townscape considerations.

Note 1 The boundaries of the City Centre and Inner/Outer Urban Areas are shown on the Public Transport Accessibility Map in development guide DG/TRANS 3: Public Transport Accessibility Zones.

Note 2 This policy should be read in conjunction with policy TRANS 2: Development Locational Requirements.

## DEFINITIONS

**NET DEVELOPABLE AREA** - Net developable area excludes main roads, buffer zones, structural landscaping, other uses such as local shops, school sites where required, and general open space (including important topographical features to be retained, areas for football, mini parks, etc.) and, wherever possible, features of natural heritage interest.

Net developable area includes local access roads, parking areas, footpaths and local open space such as children's play areas and amenity space.

**INFILL SITE** - A gap in a tenement frontage (whether it is in the middle or at the end) that is equivalent to an area no larger than that occupied by two tenement buildings and backcourts in that frontage.

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to secure appropriate residential development in the right places, having regard to the principles of sustainability, and reflects guidance contained in Scottish Planning Policy (SPP) 3: Planning for Housing (see Part 2, PEOPLE, Residential Environments and Design, paragraph 3.56 and TRANSPORT, Transport Assessments/Travel Plans/Developer Contributions/Locational Policy, paragraph 6.58).

The urban form of the City is complex and contains a variety of house types largely, but not exclusively, divided between high density tenements and flats in the City Centre and Inner Urban Area, and lower density housing in the Outer Urban Area. In parts of the Outer Urban Area, in particular the City's former peripheral estates (Castlemilk, Drumchapel, Easterhouse and Pollok), some areas of high density developments still remain. Housing renewal programmes in these four areas are generally lowering density levels and this will continue to be encouraged.

## RES 2 - RESIDENTIAL LAYOUTS

### AIM

To provide high quality residential environments that minimise environmental impacts and create neighbourhoods and buildings that are attractive to live in.

### POLICY

All new developments should meet the requirements of policies DES 1: Development Design Principles and DES 2: Sustainable Design and Construction.

Proposals to erect dwellings should also take account of the following.

### GENERAL STANDARDS

All residential layouts should:

- take account of the space and design requirements of the required SUDS scheme (see policy ENV 4: Sustainable Drainage Systems (SUDS));
- make provision for refuse and recycling storage areas (see FURTHER GUIDANCE);
- wherever possible, retain all significant trees on sites, unless removal is necessary, e.g. for good arboricultural reasons (see development guide DG/ENV 3 – Trees and Woodlands); and
- have roads designed to the standards of Planning Advice Note (PAN) 76: New Residential Streets.

All homes should:

- have large areas of clear glazing and, wherever possible, orientate with main rooms facing south/west, in order to minimise energy use.
- have no adverse impact on existing or proposed neighbours, in terms of overlooking, loss of privacy, daylight, or sunlight (see Note 1).
- not have upper rooms, balconies etc which directly overlook adjacent private gardens/backcourts.

### ADDITIONAL STANDARDS FOR DWELLING HOUSES

Houses should provide:

- usable private garden space (see Definition) large enough to serve various domestic functions (see Note 2);
- garages and/or driveways sufficient for household needs
  - Garage sizes should allow for storage of garden equipment and bicycles, as well as a car.
  - If no garage is provided, then space should ideally be available on one side of the house for the development of a garage (or modest extension); and
- privacy for their residents
  - The distance between habitable rooms (see Definition and Note 3) and public/common footpaths should be such as to ensure privacy and allow for off-street parking in front of garage.

### ADDITIONAL STANDARDS FOR FLATTED DEVELOPMENTS

#### Communal Private Garden Space

Flatted developments should:

- provide usable communal private garden spaces as “backcourts”. This is in addition to the requirements of policy ENV 2: Open Space and Public Realm Provision. Where a site limits, or makes impractical, the provision of private garden space, then developers will be expected to:
  - provide creative alternative solutions (e.g. shared roof garden, usable balconies); and
  - bring forward mitigation measures to improve internal amenity (e.g. more generous room sizes).
- make outside provision for clothes drying, in areas screened from public view and not subject to excessive overshadowing.

### Privacy and Aspect

- 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).
- Privacy is also important to the rear of flats, where ambient noise levels are lower. Habitable rooms, therefore, should not abut public/common footpaths, parking areas or waste/recycling storage (this could be secured e.g. by the formation of private garden space between habitable rooms and any such use).
- Flatted development, built on existing street frontages, should maintain established building lines and window patterns, with the new development directly abutting the pavement with full depth windows. Where there is no established building line, development should be set back from the pavement.

**Note 1** Policy DES 1: Development Design Principles provides information on how sunlight/daylight issues will be assessed. There is also a need to recognise the potentially increased impact of flatted development on sunlight/daylight issues and to take account of the fact that the area behind flatted blocks will often be required to accommodate off-street parking as well as garden space. To this end, it is expected that the spaces between development (measured from the nearest point of the rear elevation of the development to the nearest boundary) will increase with size/scale e.g. as a general indication this could be from around 9m for a 2-storey development (with development above 5-storeys being judged on their merits but unlikely to be less than 15m).

**Note 2** As a general indication, in relation to usable garden space, mid-terraced housing might be expected to deliver around 50 sqm; end-terraced or semi-detached 80 sqm; and detached 120 sqm or 1.5 times the footprint area (whichever is greater).

**Note 3** As a general indication, windows of habitable rooms, if not suitably screened, should, when directly facing windows in other buildings, be an appropriate distance apart in order to provide an adequate level of privacy (see policies DES 1: Development Design Principles (Layout and Materials) RES 5: Conversion and Subdivision to Residential Use (General Standards) and development guide DG/RES 1: Alterations to Dwellings and Gardens (4. Privacy and Overlooking)).

## DEFINITIONS

**HABITABLE ROOMS** - All rooms other than halls, landings, bathrooms, toilets and small utility rooms.

**SIGNIFICANT TREES** - all trees with a diameter at breast height (dbh) of greater than 75mm.

**USABLE PRIVATE GARDEN SPACE** - Land, under the exclusive control of the applicant, including decking, that has been adequately screened, usually to the rear and side of the property, but excludes the driveway, garage and any parking space.

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to provide attractive environments with a high level of residential amenity and which minimise environmental impact (see Part 2, PEOPLE, Residential Environments and Design, paragraph 3.56). The policy also conforms to 'A Policy Statement for Scotland: Designing Places', Scottish Planning Policy 3: Planning for Housing, National Planning Policy Guideline 14: Natural Heritage, PAN 67: Housing Quality, PAN 76: New Residential Streets and PAN 77: Designing Safer Places. These all emphasise the importance of providing quality environments through the good design of houses, spaces, roads, landscaping and supporting infrastructure.

## FURTHER GUIDANCE

For parking standards, see policies TRANS 4: Vehicle Parking Standards and TRANS 6: Cycle Parking Standards.

## **RES 3 - RESIDENTIAL DEVELOPMENT IN THE CITY CENTRE**

### **AIM**

To ensure that the amenity of new residential development in the City Centre is of good quality in relation to its location and surrounding uses.

### **POLICY**

New housing developments will continue to be encouraged in areas covered by the Development Policy Principle (DPP) designation DEV 2: Residential and Supporting Uses (see City Centre DPP Map), as well as areas that have an increasing residential presence, specifically the Merchant City and St Enoch, subject to meeting the criteria set out below.

In non residential areas in the City Centre, residential development, including the use of vacant upper floor accommodation, may be acceptable, subject to the achievement of an acceptable standard of residential amenity (see also policy RES 7: Car Free Housing).

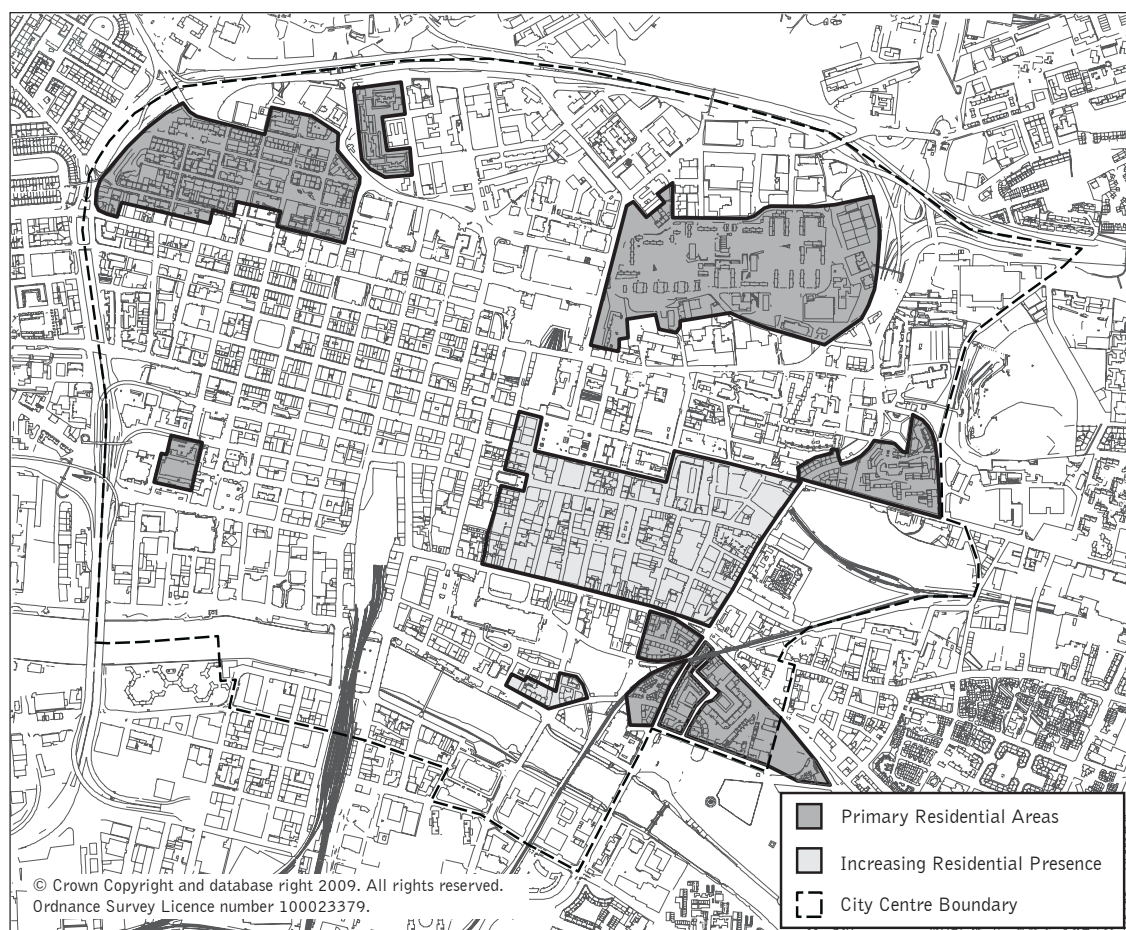
### **GENERAL STANDARDS**

All new residential developments in the City Centre, whether new build or conversions, should meet the requirements of policies DES 1: Development Design Principles, DES 2: Sustainable Design and Construction and RES 1: Residential Density, as well as meeting all of the following criteria:

- Townscape considerations will demand developments of medium to high density which should be reflected in a suitable urban scale. Family accommodation is encouraged in appropriate locations.
- Good outlooks or views should be provided wherever possible from habitable rooms. Design solutions should ideally provide for dual aspect accommodation. Proposals will be assessed in relation to individual circumstances, taking account of the adaptability of the building (if a conversion), the size of the flats and the general amenity.
- Where possible, open space should be incorporated into development (see policy ENV 2: Open Space and Public Realm Provision). Where this is not possible, priority should be given to increasing the internal amenity of flats to compensate for lack of external open space. This should include increased internal space standards and where feasible and appropriate, the provision of balconies or roof gardens.
- The level of parking should not prejudice the design or integrity of housing development in the City Centre. If parking is required, the preferred location is off-street within the curtilage of the development and if possible, within basement parking areas. Alternatively, parking could be provided within a multi storey car park by formal agreement with the operator. Parking should be an integral part of the design (see policy TRANS 4: Vehicle Parking Standards).
- Reduction in noise can be attained by means of locating habitable rooms away from street frontages, although care should be taken to ensure that developments do not present a 'blank' frontage. Developments should be designed to achieve the maximum possible daylight penetration particularly in relation to habitable rooms, taking into account the privacy and prospect of the development. Care should be taken in relation to ground floor accommodation and the avoidance of overlooking of habitable rooms.
- To improve the convenience and attractiveness of the development, the provision of common drying, storage and refuse/recycling facilities will be required (see policy DES 12: Provision of Waste and Recycling Space). Although kitchens are usually fitted with tumble dryers, if the development is large enough consideration should also be given to other facilities such as a communal laundry/drying room. Common storage facilities, at ground floor level, will be required for cycles (see policy TRANS 6: Cycle Parking Standards).
- The City Centre has been designated an Air Quality Management Area in response to high levels of nitrogen dioxide from vehicle emissions. For developments within the declared City Centre Air Quality Management Area, the Council will look for clear evidence that the development has taken account of air quality issues (see policy TRANS 9: Air Quality).

**Note** The Council strongly recommends that a scheme for the management, repair and maintenance of the building by a designated factoring agency should be established as part of the proposals for any residential development (new build or conversion).





City Centre Housing Areas

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to protect amenity and encourage new residential development in the City Centre (see Part 2, CITY CENTRE, Protecting Amenity and Encouraging New Residential Development, paragraphs 7.10 – 7.12) and complies with Planning Advice Note (PAN) 56: Planning and Noise and PAN 67: Housing Quality. All housing developments in the City Centre must achieve high standards of design and use of materials which respect the existing townscape and local identity and provide attractive and innovative accommodation.

Apart from long established residential communities, there is also a continuing and strong desire to live in the City Centre. This aspiration for City Centre living is based on convenient access to strategic business, shopping, and cultural facilities, and a range of development opportunities within the context of a high quality environment. Supporting such a mix of housing developments will add to the life and vitality of the City Centre as a whole.

This has resulted in areas which, over the last twenty years, have established an emerging residential character, particularly in the Merchant City and parts of the St Enoch area. While such areas will be accorded a level of amenity protection which will make residential use acceptable, they include other uses which make it impossible to achieve the same level of amenity as the Primary Residential Areas (Anderston, Garnethill, Glasgow Cross, Ladywell/High Street, St Andrews Square, Townhead and West Cowcaddens).

Other parts of the City Centre may provide individual opportunities either for new housing development or conversion to the upper floors of buildings.

## FURTHER GUIDANCE

See development guide DG/DES 5: Development and Design Guidance for the City Centre.

## RES 4 - BARRIER FREE HOMES

### AIM

To provide a range of housing suitable, or readily adaptable, for mobility impaired residents, within both the private as well as the public new build sector.

### POLICY

The Council already requires a proportion of new social rented homes to meet the full wheelchair standard. This currently equates to around 7% of new social housing construction in the City.

The Council will now expect all housing providers to provide dwellings suitable or readily adaptable for mobility impaired residents, as follows.

All proposals for new build housing should:

- set out in their Design and Access Statement (see policy DES 1: Development Design Principles) how the needs of potential wheelchair users have been addressed; and
- provide homes, both houses and flats, to wheelchair standard, or readily adaptable to meet the standard, to the following level:
  - 19 dwellings and under: no provision required, although the developer is encouraged to make some provision.
  - 20 dwellings and over: 10% (rounding down) e.g. 30-39 dwellings - 3 properties

The adapted homes should:

- be integrated within the development both in locational and design terms; and
- be located as close as possible to routes to local amenities and public transport.

A lower proportion of wheelchair units may be negotiated where they are to be fully fitted out and marketed as such.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to provide for the City's varied housing needs, including housing for the disabled (see Part 2, PEOPLE, Accessibility in Housing, paragraphs 3.59 and 3.60).

Scottish Planning Policy (SPP) 3: Planning for Housing encourages a range of housing types, providing for the needs of all in the community, including homes for people with special housing needs. Also, under the Disability Discrimination Act 2005, the Council has a duty, in carrying out its functions, to have due regard to the need to promote equality of opportunity for disabled persons.

There is evidence, from the Scottish Household Survey (1999-2004) and the Scottish House Condition Survey (SHCS) 2002, of a significant number of wheelchair users, and a far larger number with limited mobility, matched to a shortage of suitable homes. New housing development in all tenures should, therefore, aim both to provide a good level of accessibility across the whole stock, and to provide an appropriate proportion of homes in all new developments which are suitable for wheelchair users. The provision of wheelchair accessible units should provide a substantial margin above actual requirements, to allow for the fact that many of these units will not in fact be occupied by a household with a member who uses a wheelchair. Because the existing housing stock contains very few wheelchair accessible units, and a high proportion is unsuitable for adaptation at reasonable cost, most need must be met from new houses. Over the next decade, new housing supply is likely to amount to around 10%-15% of the existing stock. An appropriate provision in the whole stock, therefore, can only be reached through a higher rate of provision in the new stock.

### FURTHER GUIDANCE

The wheelchair standard is set out in the Housing for Varying Needs Design Guide, Part 1, <http://www.archive2.official-documents.co.uk/document/deps/cs/HousingOutput/start.htm>.

The requirements for readily adaptable to wheelchair standards are set out in development guide DG/RES 2: Barrier Free Homes.

## RES 5 - CONVERSION AND SUBDIVISION TO RESIDENTIAL USE

### AIM

To ensure that conversions and subdivisions result in good quality accommodation with the same facilities and level of residential amenity as new housing.

### POLICY

#### GENERAL STANDARDS

Proposals for conversions and subdivisions should comply with the following general standards.

- All dwellings should, ideally, have dual aspect (proposed flats with their sole aspect into a parking court or shared rear area will generally be unacceptable). An exception may be made, however, within a listed building, where the applicant can clearly demonstrate that the conversion/subdivision costs are so excessive as to necessitate a more intensive subdivision.
- All habitable rooms (see Definition) should receive natural daylight and ventilation in order to minimise energy use. No residential accommodation should be formed solely in basement cellars or under-buildings.
- A minimum of 18 metres should be provided between habitable room windows directly facing windows in buildings on adjacent sites, wherever possible. Where the adjacent site is vacant, no new habitable room windows should be formed on an elevation less than 9 metres from the common boundary.
- Access to upper floors should be provided internally. External stairs should not be visible from any public area, as they detract from the visual amenity of buildings and the surrounding streetscene.
- There should be internal access from each dwelling to both the front and rear of the building, to enable occupants to reach refuse/recycling facilities and private amenity space (an exception may be made in properties where a path is provided around the side of the building)(see policy DES 12: Provision of Waste and Recycling Space).
- Parking provision should accord with policies TRANS 4: Vehicle Parking Standards and TRANS 6: Cycle Parking Standards.

In some situations, grounds attached to the building will be feued separately, to provide a private garden for each flat.

- Where this is not proposed, the developer should provide usable communal private garden space for residents; a shared "backcourt" or "backcourts". These areas should be screened from public view and secured from public access. To minimise energy use, provision in these areas should also be made for clothes poles, to allow outside clothes drying.
- Provision of garden space, refuse/recycling space, etc should not result in the removal of trees, important to the amenity of the area. On sites with mature trees, a tree survey should be submitted with the application to allow assessment of any likely impacts (see policy ENV 8: Trees, Woodlands and Hedgerows and development guide DG/ENV 3: Trees and Woodlands).

Where the building and/or the site makes the provision of private garden space difficult, developers should look at the possibility of creative alternative solutions, such as shared roof gardens or private terraces or balconies for flats. Where little external common garden space is being provided, developers will be expected to bring forward mitigation measures to improve internal amenity, such as larger flats, more generous room sizes and the maximisation of window sizes in all habitable rooms.

#### SUBDIVISION OF FLATS

Maisonettes (see Definition)

The City still has many exceptionally large flats in terraces and tenements, usually in the form of maisonettes. Applications to subdivide a maisonette into 2 self-contained flats should meet the general standards set out above.

## Single Floor Flats

As well as permanently removing larger units from the housing stock, the sub-division of flats within tenements and terraces places increased pressure on parking and communal facilities, such as refuse disposal and private amenity space. This is to the detriment of the residential amenity of neighbours and the surrounding area.

Proposals for the sub-division of single floor flats will only be acceptable where applicants can demonstrate one or more of the following:

- The proposal forms part of a comprehensive refurbishment of the entire building or group of buildings.
- The property has been actively marketed as a single self-contained flat, without successful sale (applicants will be expected to provide evidence that the flat has been marketed in the Glasgow Solicitors' Property Guide, or an estate agent's list, for at least 6 months, and to provide copies to the Council of any offers received in that period).
- The repair/refurbishment costs for the flat are so great as to necessitate the intensification of residential use (applicants will be asked to submit details of the costs of refurbishment).

## LOCAL AREA POLICIES

### CONSERVATION AREAS

*Strathbungo Conservation Area:* With many of the terraced properties converted into flats, problems of parking congestion and pressure on refuse disposal have increased. To prevent a worsening of this situation, the subdivision of terraced houses in Queen Square, Marywood Square and Regent Park Square will be restricted to two self-contained units per original house.

The unique character of the Category 'A' listed 1-10 Moray Place, allied to the modest size of the Moray Place terraces mitigates against any subdivision. As a result:

- the subdivision of 1-10 Moray Place and the Category 'B' listed terrace at 12-16 Moray Place will not be supported;
- no further subdivision of properties, which have already been divided into self contained dwellings, will be supported; and
- no parking space should be formed in the rear garden of properties (unless there are exceptional circumstances – e.g. the need for disabled access), in order to preserve the use for garden purposes and refuse/recycling storage.

*Millbrae Conservation Area:* There is a need to protect the amenity of this popular family housing area. Parking and access problems, for example, have already necessitated the introduction of traffic management measures in this area. The subdivision of terraced properties at 5-25 and 2-16 Ailsa Drive and 1,3,19 and 2-46 Millbrae Crescent, therefore, will not be supported.

In addition, no further subdivision will be supported of properties which have already been divided into self contained dwellings.

*Park Conservation Area:* This former residential area was, until recently, almost totally converted to office use with many of the former rear gardens converted to private car parks, open to the rear lanes. There is now, however, a steady conversion of office premises back to residential use, with conversion into flats. This outstanding conservation area contains terraces which are mainly A or B listed, often with interiors of exceptional quality.

The Council will expect proposals to make minimal disruption to the internal fabric with restoration of the interiors, wherever possible. Applicants will also be required to address the improvement of the townscape of the rear lanes, with solid boundaries reinstated and limited parking in the rear garden areas.

The importance of the conservation aspects, and the physical limitations imposed by the quality of interiors, mitigates against intensive subdivisions of buildings within the Park Conservation Area and the Council will encourage a limitation to the following number of flats:

- a maximum of 2 dwellings in a 4-storey terraced property; and
- a maximum of 3 dwellings in a 5 storey, or more, terraced property.

Where applicants wish to form parking spaces for the flats, this should not cover more than 50% of the former garden area and a boundary and gate to the rear lane should be reinstated.

*Glasgow West Conservation Area:* This area is characterised by Victorian terraces, among other building types, many of which were subdivided over the last thirty years into self contained small flats, one or more on each floor of the property. The area is one of the City's most popular residential areas with both families and other groups, due to its provision of employment, excellent public transport, schools, parks and range of shopping and leisure uses. As car ownership has risen, however, the West End has experienced problems of traffic and parking congestion.

To attempt to address these problems and provide a greater range of dwelling size, the Council will not support proposals which:

- subdivide 3 storey terraced property (or any terraced property in Westbourne Gardens, Kingsborough Gardens and Kirklee Terrace);
- exceed a maximum of 2 dwellings in a 4 storey terraced property;
- exceed a maximum of 3 dwellings in terraced properties of 5, or more, storeys;
- seek to form parking space(s) in the rear of terraced properties (in order to preserve the use for garden purposes and refuse/recycling storage); or
- subdivide, further, properties which have already been divided into self contained dwellings.

It will be the responsibility of the developer to demonstrate where a scheme may not be viable on economic grounds, to the complete satisfaction of the Council.

#### LISTED BUILDINGS AND CONSERVATION AREAS

Proposals to subdivide listed buildings and/or buildings in conservation areas will also have to meet the standards set out in policy DES 3: Protecting and Enhancing the City's Historic Environment (supplemented by development guide DG/DES 3 – Design Guidance for Listed Buildings and Properties in Conservation Areas).

**Note** Residents of all new subdivisions or conversions within Controlled Parking Zones (see Map in policy RES 7: Car Free Housing) will be excluded from obtaining Residents' Parking Permits.

#### DEFINITION

**HABITABLE ROOMS** - All rooms apart from halls, landings, bathrooms and small utility rooms.

**MAISONETTE** - a dwelling on more than one storey, forming part of a building from some other part of which it is divided horizontally (Source: The Building (Scotland) Regulations 2004).

#### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to protect residential amenity and to ensure such development meets high standards of design (see Part 2, PEOPLE, Existing Residential Areas, paragraph 3.62).

As well as subdivision of residential buildings, some of the new housing stock across the City is increasingly provided by the conversion of non-residential properties, such as churches and warehouses.

**RES 6 - RESIDENTIAL DEVELOPMENT IN LANES AND GARDENS****AIM**

To ensure that development in lanes and gardens does not result in overdevelopment and that residential amenity for existing and future residents is of a high quality.

**POLICY**

The Council will not support residential development of any part of a residential backcourt (see Definition) for new housing.

Proposals for both conversion and new build in lanes and gardens will be considered against the following criteria:

**1. RESIDENTIAL DEVELOPMENT IN LANES**

Proposals for residential development will require to meet all of the following criteria:

- the established building lines of the lane (see Definition) should be respected;
- access along the lane for residents, refuse lorries and emergency vehicles should not be adversely affected;
- private garden space for clothes drying and sitting out must be provided;
- existing boundary walls with the adjoining backcourt/garden should be retained and repaired with any gaps rebuilt to match;
- the scale and massing should be in the style of mews housing, up to a maximum height of 2-storeys, or 2-storeys with dormers in lanes with no mews houses;
- high quality design and materials require to be used;
- existing formal parking provision for residents of adjacent buildings, which is removed as a result of the development, must be replaced; and
- potential issues of noise and air pollution that could arise in developments between tall tenement blocks should be avoided.

**2. RESIDENTIAL DEVELOPMENT IN GARDENS**

The City contains many detached and semi-detached houses with generous gardens to the side and/or rear of the properties. Development of part of these gardens for additional dwellings, however, can often result in overdevelopment of the site, to the detriment of the residential amenity of both the existing and the new properties.

Proposals for residential development will require to meet all the following criteria:

- the new plot(s) being created should comply with the average residential plot size of similar dwellings in the surrounding area;
- the development should match the scale and massing of adjacent residential property;
- the development must have a frontage on to a public street; and
- all other relevant standards should be met.

**Conservation Areas**

Many of these areas have a spacious, leafy character with houses sitting in generous plots. The subdivision of a garden will often result in housing plots much smaller than those in the surrounding area. This over-intensive development of plots is likely to detract from the visual appearance of the conservation area.

- Development in side and rear gardens will not be supported unless the proposal complies with the criteria set out in 1. and 2. above.
- All properties, resulting from the splitting of the feu, should have gardens in scale with the established pattern in the area.



### 3. ADDITIONAL LOCAL AREA POLICY

#### Park Conservation Area

The construction of new mews houses in lanes in this area could adversely affect the residential amenity of the flats in the main buildings, e.g., by restricting daylight to the lower floors of the main building, presenting an outlook to the residents of a nearly blank rear wall or, when proposed as part of the subdivision of the main building, restricting their amenity space to a very small rear yard.

New mews houses are only likely to be acceptable if historical O.S. maps show a mews house on the site originally, or if the proposal is for a site between original mews buildings. The conversion of existing mews properties to residential use, however, is encouraged, and any alterations should also comply with the following criteria.

New mews houses should meet all the following criteria:

- the scale and massing should match the original standard for the lane, with ridge and eaves height to match;
- houses should have pitched roofs, clad in slate, with gable ends;
- elevations facing on to the lane, and on to the main property, should both be finished in stone, with all windows having a vertical emphasis and being framed in timber; and
- any windows proposed in the roof to be conservation style rooflights only.

#### LISTED BUILDINGS AND CONSERVATION AREAS

Proposals for residential development in lanes and gardens within conservation areas or affecting listed buildings will also have to meet the standards set out in policy DES 3: Protecting and Enhancing the City's Historic Environment (supplemented by development guide DG/DES 3: Design Guidance for Listed Buildings and Properties in Conservation Areas).

**Note** Residents of all new housing developments will be excluded from obtaining residents' parking permits

### DEFINITIONS

**BACKCOURT** - The communal private garden of flats, typically including bin storage for domestic waste.

**LANE** - A narrow street, usually located at the rear of properties. A lane can adjoin boundary walls, rear gardens, hedges or fences on both or one side, or provide access to backcourts and gardens.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to ensure sites are not overdeveloped and that residential amenity for existing and future residents is of a high quality (see Part 2, PEOPLE, Residential Environments and Design, paragraph 3.56) and reflects guidance contained in Scottish Planning Policy 3: Planning for Housing and Planning Advice Note 71: Conservation Area Management.

### FURTHER GUIDANCE

For parking standards, see policies TRANS 4: Vehicle Parking Standards and TRANS 6: Cycle Parking Standards.

## RES 7 - CAR FREE HOUSING

### AIM

To provide a range of residential accommodation, while minimising traffic generation and enabling space which would otherwise be used to park cars to be used for other purposes.

### POLICY

The Council supports the development of car free housing on suitable sites. Proposals for car free housing will be considered against the following criteria.

### SITE CRITERIA

The Council will only be able to control parking in the surrounding area when developments are located within existing restricted or controlled parking zones (see Controlled Parking Zones Map). In order for the policy to apply, developments that are to be car free must therefore be located within one of these areas.

Sites must also have:

- high frequency public transport within walking distance (300 metres) (see development guide DG/TRANS 3: Public Transport Accessibility Zones and associated Public Transport Accessibility Map);
- convenient and safe access to local shops and facilities (400 metres); and
- capacity for 20 dwellings or more.

### PARKING/SERVICING PROVISION

- No parking should be provided within the site for residents, except for limited parking at the site edge for car sharing scheme use (see policy TRANS 4: Vehicle Parking Standards).
- A servicing bay, large enough for a delivery lorry, should be provided at the site edge.
- Entry into the site, if required for bin lorries, emergency vehicles, etc., should be by means of an access with a control gate.
- Cycle storage should be provided at a rate of at least one space per dwelling.
- Parking on private internal roads and within property curtilages will be prohibited.

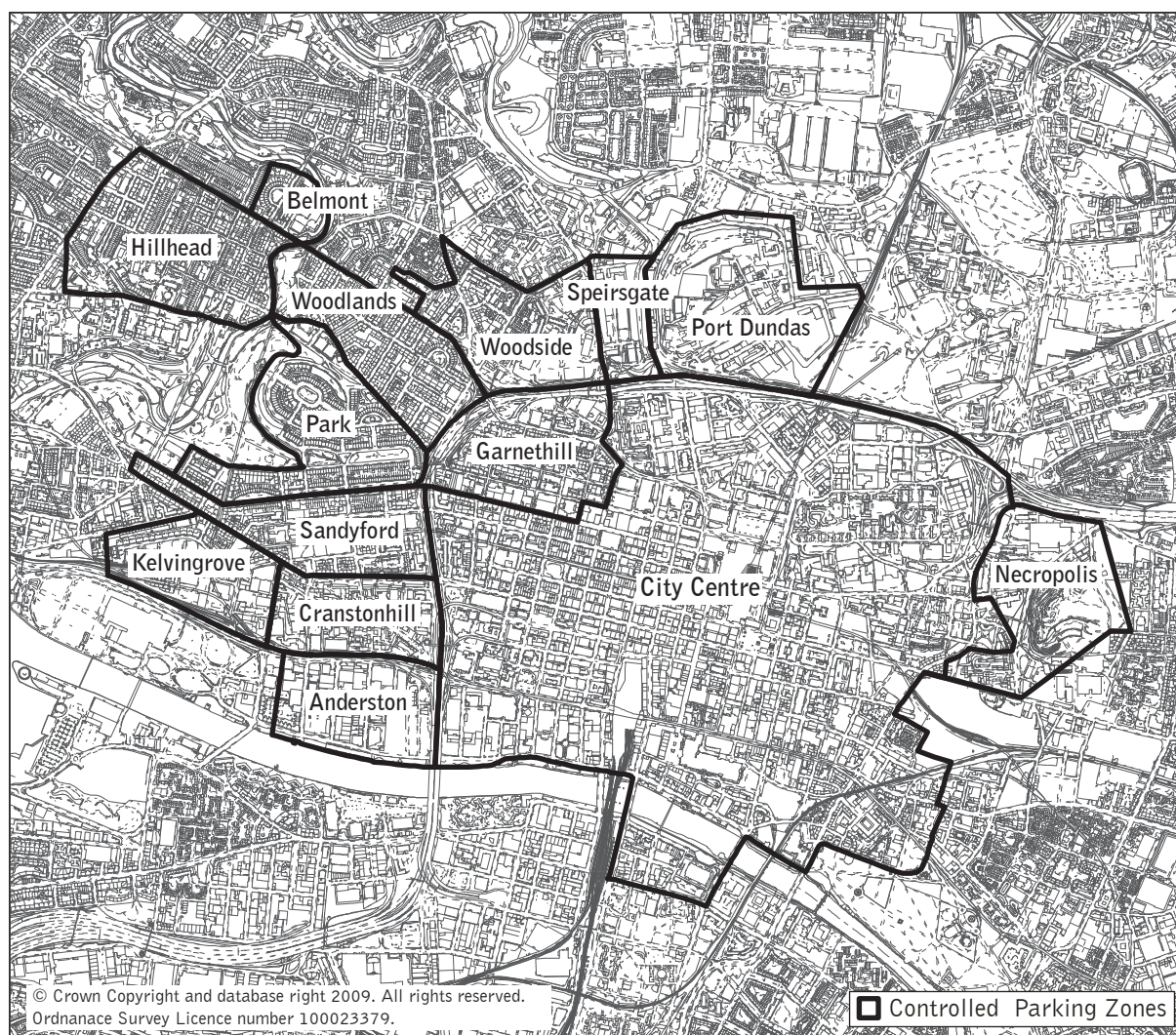
### PARKING CONTROL MANAGEMENT

- Within site - the design of the scheme should positively discourage car entry and provide an entry control system limiting access. The title deeds/tenant's agreement associated with property should restrict car parking within the site, other than for car sharing.
- Surrounding area - this is the responsibility of the Council through Controlled Parking Zone powers. Residents of all new (including car free) housing developments will be excluded from obtaining residents parking permits.
- The developer should establish arrangements for a residents' committee to oversee the running of the development including access control and use of car sharing spaces. Consideration should also be given to arrangements for the occasional use of a car by residents, at short notice, for journeys where walking, cycling and public transport are unsuitable. This might take the form of a car sharing scheme or links to a local car hire company. The site could also be marketed to include the appropriate public transport yearly season ticket for the first year of occupation.



## SITE LAYOUT AND DESIGN

- The site must be designed to be generally traffic free with priority given to pedestrians and cyclists.
- At least 50% of the reduced parking and road requirement needs to be shown to be used to benefit residents through, for example, higher levels of private and communal open space and the provision of higher space standards per dwelling. A high standard of green space provision for residents, including play facilities, where appropriate, must be provided.
- Safe pedestrian and cycle links should be provided to the pedestrian and cycle networks, public transport and to the nearest local shops and facilities.



Controlled Parking Zones

## POLICY JUSTIFICATION

The policy supports the Plan's Development Strategy to encourage the use of non-car transport modes (see Part 2, TRANSPORT, Vehicle Parking, paragraph 6.56). Scottish Planning Policy 17: Planning for Transport supports car free housing in appropriate locations. The reduction in road space and parking infrastructure within the development gives the opportunity for higher space standards and additional landscaping, which will provide a safer and more attractive environment for residents.

**RES 8 - SHORT-STAY SERVICED APARTMENTS****AIM**

To ensure that residential amenity within a block of flats is not adversely affected by the introduction of flats used principally as a form of hotel accommodation.

**POLICY**

- Planning permission will not be granted for a change of use to short-stay serviced apartments, within existing blocks of residential flats, resulting in a mixed use.
- In appropriate locations, planning permission may be granted for the change of use of entire blocks of residential flats to short-stay serviced apartments, or for purpose-built developments for this type of accommodation.

**DEFINITION**

**SHORT-STAY SERVICED APARTMENTS** - Residential flats used as quasi hotel accommodation, where periods of occupation are generally less than 90 days, and services such as cleaning and laundry are provided, either on a daily basis or between periods of occupation.

**POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to maintain and protect residential amenity within existing residential areas (see Part 2, PEOPLE, Existing Residential Areas, paragraph 3.62). Glasgow has experienced a boom in hotel development in recent years, fuelled by its international importance as a business centre and as a growing destination for tourists. This has resulted in the emergence of short-stay serviced apartments (or "Hotel Apartments" as they are often advertised) within blocks of flats in residential use. These apartments have the characteristics of a hotel, in that residents stay for a very short period of time (see Definition). The flats are cleaned either daily or between periods of occupation, and other facilities akin to a hotel use are often provided (some flats are used as overspill accommodation to existing hotels nearby). As fully furnished flats with all mod cons, they provide an authentic "city living" environment for guests. Short-stay serviced apartments are also capable of providing cheaper, hotel-standard accommodation for larger groups where the cost of accommodation can be reduced by sharing with a large group of people.

Whilst the Council encourages the provision of such accommodation as a single use in appropriate locations, it is clear that amenity problems arise where short-stay serviced apartments are intermingled within blocks of residential flats. The resulting "mixed use" conflicts with the amenity enjoyed by permanent residents through the regular influx of temporary residents. Increased strain is placed upon existing infrastructure (such as increased use of lifts) and shared areas. The high turnover of residents also results in an intensification of activity which would not normally be associated with residential occupancy, such as the regular servicing of flats which is essential to their operation (i.e. cleaning of flats and linen collection, either on a daily basis or between periods of occupation by guests). Occupation by guests themselves can be the most significant factor in terms of the negative impact on residential amenity because of the difference in life-styles of the two groups. The attractiveness of short-stay serviced apartments to large groups sharing a single flat in particular may result in acute problems of noise, keeping late hours, overcrowding and a lack of care for the common areas. Given the transient nature of occupation there is often little, if any, concern for how such problems may impact on the amenity of surrounding long-term residents.

## **RES 9 - RETENTION OF TRADITIONAL SANDSTONE BUILDINGS OUTSIDE CONSERVATION AREAS**

### **AIM**

To retain and enhance the City's historic environment, townscape and areas of character.

### **POLICY**

The Council supports the retention and improvement of Glasgow's traditional sandstone buildings, particularly on main road corridors and in areas whose character is formed predominantly by sandstone tenements, terraces and villas, both within and outwith conservation areas.

Development proposals to demolish listed buildings, and properties within conservation areas, are covered by policy DES 3: Protecting and Enhancing the City's Historic Environment. In other areas, the Council will encourage the retention of traditional sandstone buildings. An application to redevelop a site occupied by an existing sandstone building will have to provide a reasoned justification addressing the structural condition and economic viability of the building and the architectural and urban design merits of the proposal.

### **POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to retain and enhance high quality City townscapes, outwith conservation areas (see Part 2, HERITAGE AND THE BUILT ENVIRONMENT, Landscapes and Townscapes, paragraph 5.19). Much of Glasgow's character in the Inner Urban Area, in particular, is owed to the form and quality of the traditional sandstone buildings, regardless of whether or not these are listed or in conservation areas. Such buildings occasionally come under pressure for redevelopment from more intensive forms of housing (such as flats). Their removal has the potential to adversely affect the character of neighbouring buildings and the surrounding area by over-development of the site. The Council's preference is that these buildings should be retained and improved, wherever possible.

**RES 10 - MULTIPLE OCCUPANCY****AIM**

To strike a balance between the demand for multiple occupancy and the need to ensure that the stability of neighbourhoods and the residential amenity of properties and streets is not adversely affected by a concentration of multiple occupancies.

**POLICY**

The legal controls over this type of housing use are complex. Multiple occupancy in a flat, for example, needs 2 legal permissions before it can operate – planning permission, and a licence for a house in multiple occupation (HMO Licence). The two sections below, **DEFINING WHAT REQUIRES PLANNING PERMISSION** and **LICENSING REQUIREMENTS**, set out these requirements. Failure to obtain planning permission lays the owner open to enforcement action under planning legislation, and failure to obtain a Licence can lead to prosecution, under housing legislation.

Planning applications for multiple occupancy will be judged against the following:

- There must be individual access to a lit street. This will include main door flats (see Definition) and undivided terraced houses, but will exclude most properties served by a tenement close (see Definition) and/or communal stairs and properties which have already been subdivided.
- There must be direct access to a refuse store and a drying area to the rear of the building (recycling space should be provided in accordance with policy DES 12: Provision of Waste and Recycling Space).
- The need for car parking will be assessed, in each case, in accordance with policy TRANS 4: Vehicle Parking Standards.
- Within a given street or block (or other readily identifiable unit)<sup>1</sup> the proportion of multiple occupancies should not exceed 5% of the total number of dwellings comprising that unit (exemptions from this rule may include properties that have become completely isolated from family accommodation).

Applications for purpose built student accommodation are encouraged, particularly on appropriate sites, in areas reasonably accessible to the city's colleges and universities, provided other relevant plan policies are met.

**CERTIFICATES OF LAWFULNESS**

When an application is submitted for a Certificate of Existing Lawful Use as a multiple occupancy, the applicant is required to demonstrate that the use has been in operation continuously for 10 years preceding the date of the application.

Examples of evidence which may be submitted are as follows:

- rent books or equivalent relating to the premises for the past 10 years where payments have been acknowledged by tenants;
- copies of letting agreements with tenants for every year for the past 10 years;
- copies of gas/electricity bills indicating that the premises have been let in multiple occupation for the past 10 years;
- extracts from the Council Tax Register;
- evidence of the registration of rents for the premises indicating that they were used as multiple occupancies for the past 10 years;
- copies of returns to, or certificates from, HM Revenue and Customs indicating that the premises had been rated as commercial, as a result of their being used as multiple occupancies for the past 10 years; and
- pre-registration records held by the Council's Land and Environmental Services (Environmental Health).

The list of criteria is not exhaustive and it is possible for satisfactory evidence to come from other sources. The onus to produce such evidence lies with the applicant.

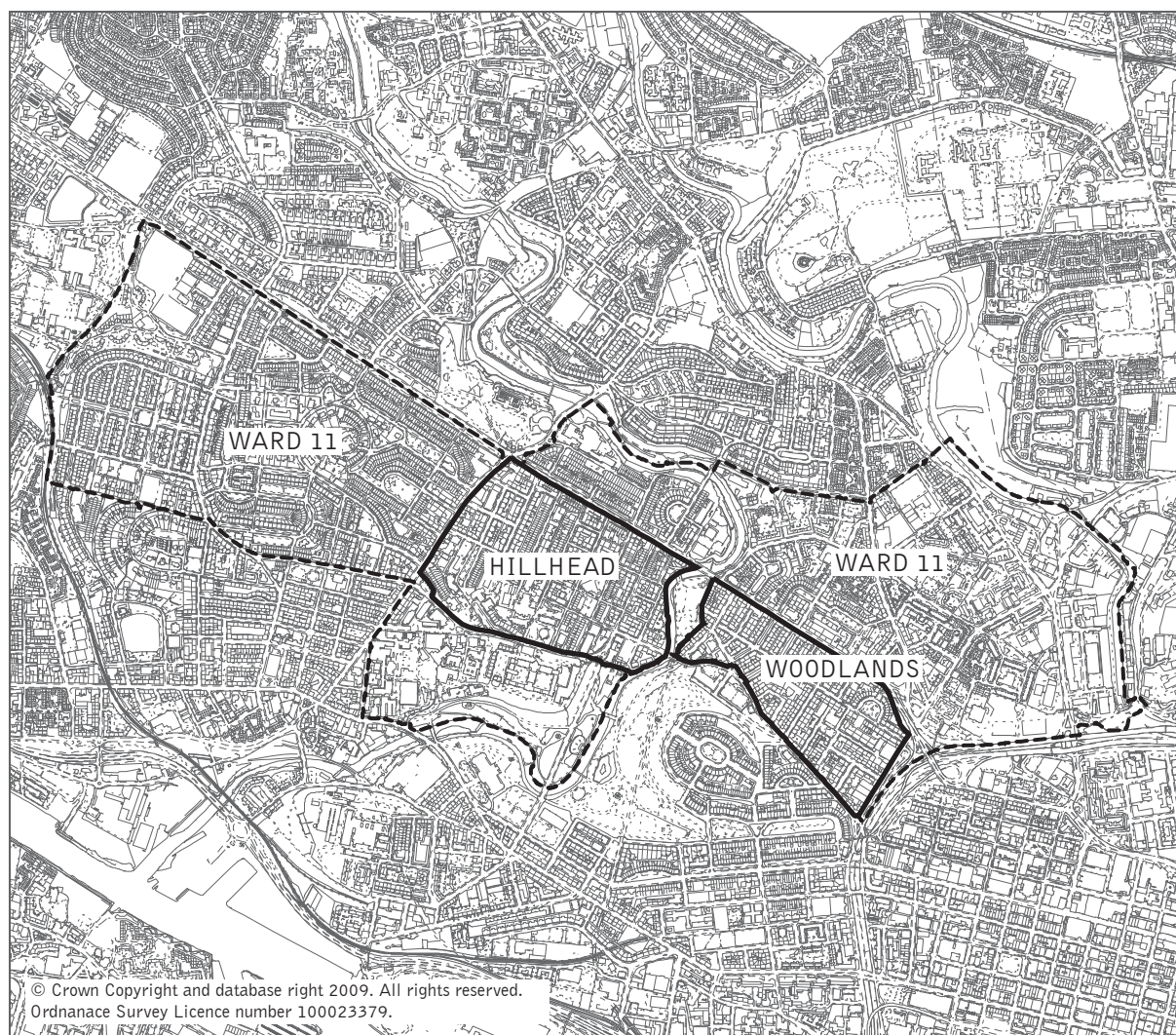
<sup>1</sup> The flexibility provided by the phrase "given street or block (or other readily identifiable unit)" was recognised as "helpful and appropriate" by the Reporter at the Local Plan Inquiry into City Plan 1.



## LOCAL AREA POLICIES

A concentration of flats in multiple occupancy within a particular neighbourhood has the potential to change the dynamics of a community and undermine its stability in regard to schools and shops. High turnover of residents and under-occupied buildings during university/college holidays, along with the potential for lack of routine maintenance of properties in these areas, can discourage owner occupation and detract from residential amenity.

Historically, multiple occupancy has been concentrated within parts of the West End, close to Glasgow University and with easy access to the other universities and colleges in the City. The density of flats with an HMO licence in Hillhead and Woodlands, in the heart of Ward 11, has now reached such a level that no further planning applications for multiple occupancies will be supported in these areas (see Map accompanying this policy).



West End Multiple Occupancy

## **DEFINING WHAT REQUIRES PLANNING PERMISSION**

### **HOUSES, OTHER THAN FLATS**

Permission is required for a house:

- containing more than five unrelated residents living together, including a household where care is provided for the residents; and
- let out in 'bed-sits'.

### **FLATS**

Permission is required for a flat (see Definition) where three or more unrelated persons live.

Planning permission is deemed not to be required where only one lodger is accommodated in addition to one resident family (see Definition).

## **LICENSING REQUIREMENT**

If granted planning permission or a certificate of lawfulness, applicants will also have to obtain a licence for a House in Multiple Occupation (HMO). An application form and guidance notes can be obtained from the Licensing Section, Chief Executive's Department, 235 George Street, Glasgow, G1 1QZ, or downloaded from [glasgow.gov.uk](http://glasgow.gov.uk).

Applicants should note that possession of a planning permission or certificate of lawfulness will not guarantee the grant of an HMO licence, where Licensing addresses different matters, such as fire safety.

## **DEFINITIONS**

**FAMILY** - A person is a member of the same family, if married to each other or living together as a couple, or one of them is the parent, grandparent, child, grandchild, brother, sister, uncle, aunt, nephew or niece of the other (including step and half relations) (Source: Article 2(5) of The Civic Government (Scotland) Act 1982 (Licensing of Houses in Multiple Occupation) Order 2000).

**FLAT** - A separate set of premises whether or not on the same floor and forming part of a building from some other part of which it is divided horizontally (Source: The Town and Country Planning (General Permitted Development)(Scotland) Order 1992).

**MAIN DOOR FLAT** - A ground floor flat within a residential building with a direct access to the street through a private front garden.

**MULTIPLE OCCUPANCY** - The only, or principle, residence of more than 2 persons who are not all members either of the same family or of one or other of 2 families (Source: Guidance to the Civic Government (Scotland) Act 1982 (Licensing of Houses in Multiple Occupancy) Order 2000).

**TENEMENT CLOSE** - The shared entrance and stairway within a traditional flatted residential building, with or without commercial units on the ground floor.

## **POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to maintain and protect residential amenity within existing residential areas (see Part 2, PEOPLE, Existing Residential Areas, paragraph 3.62). Multiple occupancy provides an essential form of accommodation for many people, particularly students. When concentrated in a particular street or building, however, it can give rise to environmental problems due to increased activity, noise, pressure on car parking and refuse disposal.

There is no definition of multiple occupancy in planning legislation, nor any commonly accepted definition for multiple occupancy of a flat. The guidance to the Civic Government (Scotland) Act 1982 (Licensing of Houses in Multiple Occupancy) Order 2000 does, however, define multiple occupancy (see Definition). A planning policy requires such a definition to highlight why multiple occupancy of a flat (see Definitions) is different from family (see Definition) occupancy of a flat to the extent that it constitutes a material change of use requiring planning permission. It must also provide clarity for the purposes of enforcement.

On the basis of the above, and other factors such as upkeep of gardens and property, multiple occupancy is regarded by the Council as being sufficiently different from family occupancy, in fact and degree, to allow a change from the latter to the former to be regarded as a material change of use requiring planning permission.

**Note** Given the historic and continuing concentration of multiple occupancy in the West End, and the need to protect residential amenity/encourage stable communities, the Council has decided to tighten its definition of multiple occupancy to bring the previous policy for multiple occupation in the West End (City Plan 1) into line with that for the rest of the City. This will add clarity to the application of planning policy and discourage concentrations within the West End. This definition would also align with the definition of an HMO under Licensing Legislation.

## RES 11 - COMMERCIAL USES IN RESIDENTIAL PROPERTY

### AIM

To ensure residential amenity is not adversely affected by the introduction of commercial uses or operators.

### POLICY

There is a presumption against granting planning permission for commercial uses of dwelling houses, including flats. In following this policy, particular scrutiny will be given to conservation areas and any residential area where other considerations, including townscape, alterations to property, traffic, access and servicing, parking, noise or other environmental considerations could adversely affect local amenity or safety. The test will be the conservation or enhancement of residential amenity and the environment.

Exceptions against this presumption may be considered where the:

- applicant can demonstrate, to the satisfaction of the Council, that the proposed use will provide a beneficial service to the public;
- quality of the residential character of the area and the amenity of neighbouring properties will not be prejudiced;
- property, where a flat, has a private direct access to the street; and
- use will not give rise to parking/servicing problems in the street/building.

Some businesses can operate within residential property, where the primary use remains residential and the subordinate commercial use has little impact on the residential amenity of the building. In considering whether a part change of use would occur, the Council will have regard to:

- the number of rooms which will be used for commercial use;
- whether any staff will be employed to work in the dwelling;
- the type of equipment which will be used;
- the hours of operation;
- whether the development will attract visitors and the frequency of visits, including deliveries; and
- whether there will be a need for increased parking/servicing.

**Note** This policy deals with all proposals for changes of use of a dwelling (including a flat), with the exception of multiple occupancy which will be assessed against policy RES 10: Multiple Occupancy.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to maintain and protect residential amenity within residential areas (see Part 2, PEOPLE, Existing Residential Areas, paragraph 3.62). It aims to strike a balance between supporting the need to protect residential amenity and provide accessible local amenities, by ensuring that amenity is not prejudiced through increased parking, servicing, noise and activity.



**RES 12 - NON RESIDENTIAL DEVELOPMENT WITHIN RESIDENTIAL AREAS****AIM**

To ensure that any type of development proposed within a residential area is compatible with the area and does not lead to an unacceptable erosion in the area's residential amenity.

**POLICY**

- Permission will not normally be granted for uses that would generate unacceptable levels of traffic, noise, vibration, and emissions (particularly outside normal working hours) or which propose the storage of quantities of hazardous substances in close proximity to housing.
- Uses which prove acceptable to the Council will require to provide adequate screening for any outside storage of materials and introduce traffic mitigation measures, where appropriate, in order to preserve the amenity of the surrounding residential area.

**POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to maintain and protect residential amenity within residential areas (see Part 2, PEOPLE, Existing Residential Areas, paragraph 3.62). While some uses, such as retail and Class 4 business use, can operate in residential areas without detriment to amenity, other uses can generate noise, vibration, dust, and heavy goods traffic movement, often outside normal working hours, which can have an adverse impact on residential areas.

**RES 13 - DAY CARE NURSERIES****AIM**

To ensure that nurseries provide satisfactory accommodation for children, while not detracting from the amenity of neighbours or from pedestrian or traffic safety.

**POLICY**

Proposals, including extensions to nurseries, will be considered against the following:

**LOCATION**

Nurseries should not be located:

- close to industrial or noisy commercial uses;
- on main roads with stopping restrictions, or immediately adjacent to bus stops;
- in flats, semi-detached or terraced properties, in residential use; and
- where the use would result in parking and traffic congestion.

**EXTERNAL PLAYSPACE**

- There should be access to a safe external play space, exclusively for the use of the children, either within the curtilage of the property or within reasonable walking distance for young children. The use of the private communal gardens of flats will not be accepted, as this would introduce a noisy commercial use into private garden spaces.
- In commercial buildings, nurseries will only be accepted on the ground or basement floors to ensure direct access to external play space.
- The play space should have a solid boundary and good levels of natural daylight.

**PARKING**

- If off-street parking is required within the curtilage of the day care nursery, on what was formerly garden space, then not less than 50% of the front garden should be retained after the formation of the parking spaces.
- Provision of off-street parking shall not involve the removal of any trees or shrubs that are considered important to the amenity of the property or street.

**CATERING**

As nurseries can provide extensive catering facilities, applicants will be expected to meet the technical standards for dispersal of cooking fumes set out in policy SC 11: Food, Drink and Entertainment Uses.

**ACCESS AND LAYOUT**

- To prevent disamenity to other uses within multi use buildings, access from the nursery, suitable for pushchairs, etc., should be directly on to the street and not taken through another use in the same building.
- In buildings with other users, a clear physical separation of the day care nursery from these uses will be required.
- Except where it is required to provide access to a basement property, permission will not be granted for the erection of any external staircases.

## LOCAL AREA POLICIES

The conversion of a property in residential use into a nursery can greatly increase traffic movements and parking demand, particularly at peak hours. In several of the City's conservation areas, however, there is already a problem of narrow streets and parking congestion. The change of use of dwellinghouses, therefore, will be strongly resisted in the following Conservation Areas:

- Dennistoun;
- Glasgow West;
- Millbrae; and
- Strathbungo.

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to maintain and protect residential amenity (see Part 2, PEOPLE, Existing Residential Areas, paragraph 3.62) whilst providing accessible local amenities (which, in this case, provide childcare facilities and help to support people in work) in appropriate locations. While nurseries provide a valuable service, they have the potential to be detrimental to the amenity of residential and commercial areas because of problems such as noise, parking and traffic problems. As some nurseries can approach the size of small primary schools, the cooking fumes generated by the catering requirements can also detract from local amenity.

**RES 14 - CARE IN THE COMMUNITY DEVELOPMENTS****AIM**

To ensure that all developments enjoy a high level of residential amenity and do not detract from the amenity of neighbours.

**POLICY**

Proposals, including extensions to care homes (see Definition), will be considered against the following:

- Developments should be sited in areas designated Residential (see policy DEV 2: Residential and Supporting Uses) and should avoid proximity to areas designated Industry and Business (see policy DEV 3: Industry and Business).
- Developments should be located in High Accessibility areas to provide for easy access by visitors and to allow residents access to the wider community (see development guide DG/TRANS 3: Public Transport Accessibility Zones and associated Public Transport Accessibility Map).
- Care homes should not be located in semi-detached, terraced or flatted properties, to preserve the residential amenity of neighbouring residents.
- Small care homes, with 10 bedrooms or less, will be quasi residential in character, with the appearance of a large house and should meet the standards set out in policy RES 2: Residential Layouts. Any extensions to these homes will be assessed against policy RES 16: Alterations to Dwellings and Gardens, as appropriate.
- Homes, above 10 bedrooms in size, will be sited on larger sites and should meet the standards of policy RES 2, as appropriate. Open space provided on the site should include a spacious garden for sitting-out, which should be sheltered from the wind, screened from public view and should receive sunlight for a significant portion of the day. It should comprise a mixture of soft landscaping and seating and be accessible to the disabled. Extensions to these homes should not adversely affect this garden area or the sunlight it receives.
- "Office" flats for supported accommodation will usually require planning permission. When located in a tenement or a multi-storey block, they should be on the ground or lowest floor, ideally with their own entrance, to protect the residential amenity in the building.

**DEFINING WHAT REQUIRES PLANNING PERMISSION**

**SUPPORTED ACCOMMODATION IN A DWELLING HOUSE** - the use will no longer remain within Class 9 (Houses) of the Town and Country Planning (Use Classes) (Scotland) Order 1997 and will require planning permission, if there will be more than 5 unrelated persons, including any resident staff.

**SUPPORTED ACCOMMODATION IN A FLAT** - planning permission will be required for a change of use if there are more than three unrelated persons, including any resident staff (see Definition) in the flat. This reflects the Council's view of where planning permission is required in flats and does not emanate from planning legislation.

**DEFINITIONS**

**CARE HOME** - Any property which falls within Class 8 (Residential Institutions) of the Town and Country Planning (Use Classes) (Scotland) Order 1997.

**RESIDENT STAFF** - Staff who live with the residents as a single household, who have the accommodation as their principal home and are registered at that address in the Voters Roll. Staff working shifts are not considered resident.

**POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to maintain and protect residential amenity (see Part 2, PEOPLE, Existing Residential Areas, paragraph 3.62) whilst providing a choice of residential accommodation for all sectors of the community. Rationalisation of the care of the elderly and other groups (e.g. people with learning disabilities and children in care) has led to an expansion of care homes of various sizes and small group supported accommodation. This usually consists of purpose built accommodation, but also includes conversion of existing property to provide self-contained flats for residents, supported by staff in separate accommodation comprising sleep-over space, offices, laundry, etc.

## RES 15 - GUEST HOUSES

### AIM

To support the promotion of appropriate tourist facilities in the City while ensuring the preservation of residential amenity in housing areas.

### POLICY

Proposals for guest houses will be considered against the following:

- Guest houses and bed and breakfast establishments, where appropriate, should be located in detached, semi-detached or end-terraced properties. Conversions from former dwellinghouses (see Definition) now in non-mainstream residential use, such as offices, may be considered favourably, provided they would not reduce local amenity due to noise, traffic movements or other material considerations.
- Guest houses should be located near to railway stations, Subway stations or main bus routes in order to make it easy for visitors to the City to use public transport.

### LOCAL AREA POLICIES

To protect residential amenity in areas where there are already a significant number of non-residential uses and/or problems of parking and traffic congestion, the change of use of dwellinghouses/flats will be strongly resisted in the following Conservation Areas:

- Crosshill;
- Dennistoun;
- Glasgow West;
- Park;
- St Vincent Crescent; and
- Strathbungo.

### GUIDANCE NOTES

To ensure that the property remains as a facility for visiting tourists and business people only, a Section 75 Agreement (see Definition) must be entered into. The Agreement will require that:

- the applicant becomes and remains a member of the Scottish Tourist Board or successor organisation;
- residents must be charged by invoice;
- meals must be available to residents, if required;
- catering, including the provision of liquor, must be provided to residents only;
- the establishment must have a resident owner/manager;
- rooms and communal areas must be cleaned daily by the management; and
- guest house and bed and breakfast establishments must become and remain a member of the National Quality Assurance Scheme (a condition of membership of Scottish Tourist Board) and satisfy the minimum criteria for their appropriate accommodation classification (as defined by the Scottish Tourist Board or successor organisation).

**DEFINITIONS**

**DWELLINGHOUSE** - Does not include a building containing one or more flats, or a flat contained within such a building (Source: The Town and Country Planning (General Permitted Development) (Scotland) Order 1992).

**NON-MAINSTREAM RESIDENTIAL USE** - Any use, other than a mainstream dwelling, including multiple occupancies, institutions, and offices, that is made of a property whose original purpose was as a dwelling unit for families or individuals.

**SECTION 75 AGREEMENT** - A legal agreement, under Section 75 of the Town and Country Planning (Scotland) Act 1997, which is used to control the use or development of land. Such an agreement is entered in the Land Register of Scotland and can be enforced against the successors in title.

**POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy by seeking to strike a balance between promoting tourism in the City and ensuring that residential amenity is not adversely affected by the intensification of uses within housing areas (see Part 2, PEOPLE, Existing Residential Areas, paragraph 3.62).

## RES 16 - ALTERATIONS TO DWELLINGS AND GARDENS

### AIM

To ensure that the visual amenity of residential buildings and areas is not adversely affected by over-dominant extensions and that residential amenity is maintained both for the property itself and for neighbouring properties.

### POLICY

Proposals for alterations to dwellings, including flats, and their gardens, will be considered against the following (see also development guide DG/RES 1: Alterations to Dwellings and Gardens):

- The siting, form, scale, proportions, detailed design and use of materials should be in keeping with the existing building and wider area.
- There should be no adverse impact on existing or proposed accommodation in terms of overlooking, loss of privacy, daylight, sunlight or residential amenity.
- Adequate car parking, front garden and usable private garden ground must be retained within the site.
- There should be satisfactory access provided from the front to the rear of properties.
- There should be no adverse impact on traffic or public safety.
- Proposed developments within the “medium to high” flood risk area of the City should be designed to mitigate against the effects of flooding (see policy ENV 5: Flood Prevention and Land Drainage, particularly section on Water Resistant Building Materials).
- Parking in front gardens, where acceptable, will be required to meet the standards set out in development guide DG/RES 1, section 18 Front Garden Parking outwith Conservation Areas.

Applications to convert or subdivide a property into self contained flats will be assessed against policy RES 5: Conversion and Subdivision to Residential Use, to build a house in a garden against RES 6: Residential Development in Lanes and Gardens and to form a multiple occupancy against RES 10: Multiple Occupancy.

### POLICY JUSTIFICATION

This policy supports the Plan’s Development Strategy to maintain and protect residential amenity (see Part 2, PEOPLE, Existing Residential Areas, paragraph 3.62).

Many house buyers buy a property with a view to carrying out alterations or extending it in the future to create additional living space. More intensive use is often made of rear gardens with the addition of conservatories, decking and garages. By ensuring that extensions and alterations to houses and flats are carefully designed, the Council aims to ensure that the visual amenity of residential buildings and areas is not adversely affected by over-dominant extensions and that residential amenity is not reduced by e.g. the excessive reduction of usable private garden space or a loss of privacy. To ensure the visual amenity of residential streets, the Council will also, where it is able, seek to limit the areas of front gardens given over to car parking.

### FURTHER GUIDANCE

Further guidance on the following topics is set out in development guide DG/RES 1: Alterations to Dwellings and Gardens:

- design and materials;
- rear access;
- usable private garden space;
- privacy and overlooking; and
- daylighting and sunlight.

DG/RES 1 also sets out more detail on dormers, front extensions, side extensions, rear extensions, conservatories, decking, balconies, roof terraces, extensions to flats, access from flats to communal backcourts/gardens, window replacement in flats, re-roofing, conversion of garages to living accommodation, free-standing garages, front garden parking outwith conservation areas, access ramps, fences, walls and pigeon lofts.

For dwellings which are listed buildings, or are located inside a conservation area, applicants will have to meet additional requirements, set out in policy DES 3: Protecting and Enhancing the City’s Historic Environment and development guide DG/DES 3: Design Guidance for Listed Buildings and Properties in Conservation Areas.

**IB 1 - INDUSTRIAL AND BUSINESS LAND SUPPLY****AIM**

To ensure that the City has an adequate supply and distribution of industrial and business land.

**POLICY**

The Council will maintain a minimum 10 year potentially marketable and serviceable land supply for industrial and business development. This supply will be safeguarded for uses which fall within Use Classes 4 'Business', 5 'General Industrial' and 6 'Storage or Distribution', of the Town and Country Planning (Use Classes) (Scotland) Order 1997. The Marketable Land Supply will take account of past rates of take-up, the potential of the Core Economic Development Areas (see Strategic Industrial and Business Areas Map) and opportunities for local industrial and business development.

**POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to ensure that the City is a competitive location for industrial and business development and that a minimum 10 year supply of serviceable, available and marketable land is available at all times (see Part 2, JOBS, Land for Industrial and Business Development, paragraph 4.20 – 4.21). This reflects strategic guidance contained within Scottish Planning Policy 2: Economic Development and accords with the Glasgow and the Clyde Valley Joint Structure Plan 2006 policies which seek to safeguard land for industrial and business uses.

In order to ensure an adequate distribution of these opportunities throughout the City, the Council will seek to maintain a minimum 10 year supply within each of the Core Economic Development Areas and the area of the City outwith Core Economic Development Areas.

The Plan seeks to maintain and improve on the City's recent positive performance. Accordingly, the assessment of the adequacy of the land supply will not be based solely on past rates of take-up but will reflect the potential of the Core Economic Development Areas and local industrial and business development opportunities.

The Council will undertake an annual review of Industrial and Business land allocations to ensure that industrial and business designations continue to be appropriate. This review will assist in the potential transfer of poorer quality sites to suitable alternative uses and take account of emerging industrial and business opportunities.



## IB 2 - STRATEGIC INDUSTRIAL AND BUSINESS AREAS

### AIM

To safeguard Strategic Industrial and Business Areas for industrial and business development.

### POLICY

Strategic Industrial and Business Areas (see DG/IB 1: Strategic Industrial and Business Areas and STRATEGIC INDUSTRIAL AND BUSINESS AREAS MAP) are safeguarded for industrial and business use. Uses outwith Classes 4 'Business', 5 'General Industrial' and 6 'Storage or Distribution', of the Town and Country Planning (Use Classes)(Scotland) Order 1997, will be resisted. Ancillary facilities that support industrial and business uses may be permitted where they enhance the attraction and sustainability of the area for industrial and business investment. Such facilities should be aimed primarily at meeting the needs of businesses and employees within the industrial and business area.

The policy relates to the following 20 industrial and business areas:

Blochairn Industrial Estate	Kinning Park Industrial Estate
<b>Cambuslang Investment Park</b>	M8 Foodpark
<b>Clyde Gateway</b>	Oakbank Industrial Estate
<b>College Business Park</b>	<b>Pacific Quay</b>
<b>Darnley Mains</b>	Port Dundas
Dixon's Blazes	<b>Queenslie Industrial Estate</b>
Garscube Industrial Estate	<b>Robroyston Business Park</b>
<b>Glasgow Business Park</b>	Thornliebank Industrial Estate
Helen Street/Loanbank Industrial Estate	Vermont Street/McLellan Street/Kinning Park
<b>Hillington Industrial Estate/Cardonald Park</b>	<b>West of Scotland Science Park</b>

These Strategic Industrial and Business Areas will be given priority in respect of:

- (a) improving infrastructure, environment and operating conditions;
- (b) providing suitable sites and premises to attract incoming businesses; and
- (c) providing suitable sites and premises to accommodate relocating businesses, from elsewhere in the City.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to offer competitive industrial and business areas which meet the needs of both existing and incoming companies (see Part 2, JOBS, Industrial/Business Development, paragraph 4.14).

The ten areas, highlighted in bold in the Policy, are identified as Strategic Industrial and Business Locations (SIBLs) in the Glasgow and Clyde Valley Joint Structure Plan 2006. In addition to these SIBLs, the City also contains a number of industrial and business areas of Citywide significance, which are well located relative to the strategic road network, offer a good quality environment and provide the type of accommodation sought by incoming or relocating companies.

The locational and environmental advantages offered in these areas, however, often make them attractive to other users, such as retail, commercial leisure and housing. Encroachment by such uses could undermine the attractiveness and viability of the areas and weaken the City's ability to retain and attract industrial and business investment.

The Council aims to safeguard these areas for industrial and business use and affords them maximum protection from unrelated non-industrial uses. They will be given priority in respect of infrastructure investment, site preparation and environmental improvements.

Ancillary facilities that support industrial and business uses may be permitted where they enhance the attraction and sustainability of the area for industrial and business investment. Examples of such facilities would include children's nurseries, crèches, meeting and conference facilities, small scale hotel, leisure/sports uses, restaurants and local shops.

## IB 3 - SAFEGUARDED HIGH AMENITY LOCATIONS

### AIM

To safeguard the City's high amenity industrial and business locations.

### POLICY

The following locations are safeguarded for single industrial or business users or for a cluster of interdependent industrial or business development within the context of a masterplan covering the entire site.

Robroyston (North) (5 ha)	Nationally Safeguarded Single User Location (proven)
Robroyston (South) (34 ha)	Nationally Safeguarded Single User Location (proven)
Darnley Mains (5 ha)	Regionally Important Location

**Note** Development of all or part of the Nationally Safeguarded sites, or the development of adjacent sites which could prejudice their development potential, requires to be notified to Scottish Ministers.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to safeguard these potential inward investment sites and help ensure that Glasgow remains a competitive industrial and business location (see Part 2, JOBS, Safeguarded High Amenity Locations, paragraph 4.28).

Scottish Planning Policy (SPP) 2: Economic Development sets out the context for safeguarding nationally significant sites for industrial and business investment. It recognises that the type and nature of inward investment has changed since many existing high amenity sites were identified. Accordingly, it indicates that no additional sites are required in the national interest for large scale manufacturing. The existing supply of 'proven' safeguarded sites should be able to meet the requirements of other industrial sectors. It also highlights that a more flexible approach to the use and possible sub-division of some of the existing single user sites will be appropriate.

SPP 2 indicates that 'proven' sites should be safeguarded in development plans and that development of all or part of these sites, or the development of adjacent sites which could prejudice their development potential, requires to be notified to Scottish Ministers.

The Glasgow and Clyde Valley Joint Structure Plan 2006 (JSP), Schedule 5(d), identifies 3 Safeguarded High Amenity Locations within Glasgow, two sites at Robroyston as Nationally Safeguarded Single User locations and one, at Darnley Mains, as a Regionally Important location. These sites form part of the City's portfolio of sites for potential inward investment, required to help ensure that Glasgow remains a competitive industrial and business location.

In accordance with the JSP, the site at Robroyston South remains part of the Green Belt, specifically allocated for industrial and business development. The site also forms part of a wider Community Growth Area (see Part 2, PEOPLE, Greenfield Supply/Community Growth Areas, paragraph 3.29). The final disposition of land uses for this area, therefore, will be considered within the context of the masterplan for Robroyston/Millerston (see Part 2, STRATEGIC GROWTH CORRIDORS: M80, paragraph 7.177).

## IB 4 - OFFICE AND BUSINESS CLASS DEVELOPMENT

### AIM

To maintain and enhance the strategic office function of the City Centre and Principal Office Area (POA) and ensure that office and business developments elsewhere in the City reflect the spatial priorities of the City Plan and are at an appropriate scale and density.

### POLICY

Proposals for office and business class developments will be encouraged to locate in the City Centre, Tier 2 Town Centres (see policy SC 1: The City's Network of Centres) and areas designated DEV 3: Industry and Business. The POA, within the City Centre, is the preferred location for higher density office developments (see policy DEV 6: Principal Office Area (City Centre)).

**A** Proposals, greater than 1,000sq m, outwith these areas, should only be considered where:

- (i) they are associated with the expansion or rationalisation of an existing business;
- (ii) they are associated with the attraction of an incoming business to the City;
- (iii) they form part of a masterplan or local development strategy, approved by the Council; or
- (iv) the applicant has demonstrated that there are no sequentially preferable sites or buildings available, or likely to become available within a reasonable period of time, within or on the edge of the City Centre, Tier 2 Town Centre or site covered by Development Policy Principle designation DEV 3.

**B** All proposals, greater than 1,000sq m, regardless of location, should:

- (i) Be located on sites which are, or are capable of being, easily accessed by pedestrians and cyclists and which benefit from high public transport accessibility (see development guide DG/TRANS 3: Public Transport Accessibility Zones and associated Public Transport Accessibility Map).
- (ii) New build developments, outwith the City Centre, should conform to:
  - a maximum plot ratio of 1.0:1 in the Inner Urban Area; or
  - a maximum plot ratio of 0.6:1 in the Outer Urban Area.

(see Method of Calculating Plot Ratio below).

Higher density developments may be acceptable:

- within Tier 2 Town Centres, (depending on individual site circumstances and the character of the Centre);
- where they form part of a masterplan or local development strategy, approved by the Council;
- where they can be justified for townscape reasons; or
- where they would have a positive impact on sustainable development and travel patterns.

Where new build business class proposals also involve an element of non-business use, such as residential or retail, the non business floorspace will be excluded from the plot ratio calculation.

- (iii) Take account of the need for appropriate landscape treatment and subsequent maintenance. In the Outer Urban Area, a minimum of 30% of the site area of new build development should comprise soft landscape treatment (see also policy ENV 2: Open Space and Public Realm Provision).

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to locate significant travel-generating uses in locations well served by public transport (see Part 2, JOBS, Office and Business Development - Maintaining the City Centre as Glasgow's Main Office Location, paragraphs 4.37-4.42, and Office and Business Development - Other Locations, paragraphs 4.43-4.46).

The Business Use Class (Class 4 as defined by the Town and Country Planning (Use Classes)(Scotland) Order 1997) includes Office, Industrial and Research and Development uses capable of being carried out without detriment to the amenity of any residential area. The range of uses within the Business Class raises concern about the potential it affords for the decentralisation of office activity.

The majority of the City's office floorspace is concentrated in the POA, which lies within the City Centre (see policy DEV 6: Principal Office Area (City Centre) and Development Policy Principles Map (Centre)). The POA has, historically, been the focus for higher density office development. It benefits from maximum public transport accessibility and its office function supports the City Centre's role as a major retail, leisure, tourism and education centre. Office development is also a major component supporting the regeneration of significant areas of the City Centre.

Focussing major office developments within the POA will capitalise on the area's accessibility, support the physical infrastructure investment which already exists and help to retain and enhance the City Centre's architectural heritage.

Scottish Planning Policies (SPP) 8: Town Centres and Retailing and SPP 17: Planning for Transport, advise that Planning Authorities should locate significant travel-generating uses in places well served by public transport. They also indicate that the most central and accessible locations should be developed at higher densities on the basis of opportunities for public transport, walking and cycling access and car restraint. SPP 8 highlights that Town Centres are easily accessible by public transport and, therefore, are not only the best location for new shopping, but also for related uses which attract many people, such as offices.

### Method of Calculating Plot Ratio

Plot ratio is the ratio of gross floorspace to site area, i.e. a plot ratio of 1.5 to 1 is equivalent to 1.5 floors of accommodation over the whole site area or 3 floors over half the site.

#### (A) Gross Floor Area Includes:

- (a) Stairs and lift shafts.
- (b) Corridors and halls.
- (c) Covered passages by which there is no public right of way.
- (d) Conference rooms, board rooms, directors' rooms, assembly rooms and libraries.
- (e) Computer rooms.
- (f) Cloakrooms and lavatories.
- (g) Canteens, restaurants, cafeterias, kitchens, restrooms, recreation rooms, etc.
- (h) Basements.

#### (B) Gross Floor Area Excludes:

- (a) Car and cycle parking accommodation provided in accordance with the appropriate car and cycle parking standards.
- (b) Space for commercial vehicles awaiting loading or unloading.

#### (C) Gross Floor Area May Also Include:

- (a) Commercial car parking available to the public.
- (b) Bank vaults, strong rooms, or safe deposits.
- (c) Electricity sub-stations, switch rooms, boiler houses and fuel stores.
- (d) Other exceptional uses on their merits.

In making decisions under part (C) above the Council will decide whether a deduction should be made on the basis of the type of accommodation being proposed.

Where new build business class proposals also involve an element of non-business use, such as residential or retail, the non-business floorpace will be excluded from the plot ratio calculation.

## **DEFINITIONS**

**GROSS FLOOR AREA** - This is measured on the overall dimensions of the building, or part of the building, on each floor below and above ground and includes internal and external walls.

**SITE AREA** - For the purposes of calculating plot ratio, this is the net area excluding any parts of the adjoining streets.

**IB 5 - NON-INDUSTRIAL OR NON-BUSINESS USES IN INDUSTRIAL AND BUSINESS AREAS****AIM**

To provide the context for assessing non-industrial or non-business uses within areas designated DEV 3: Industry and Business.

**POLICY**

Proposals for uses outwith Use Classes 4 'Business', 5 'General Industrial' or 6 'Storage or Distribution', of the Town and Country Planning (Use Classes)(Scotland) Order 1997, in areas designated DEV 3: Industry and Business, will be considered in relation to the following:

- (i) The impact of the proposal on the character of the industrial and business area and its continuation as an industrial and business location.
- (ii) The impact of the proposal on existing businesses.
- (iii) The proposal would provide facilities aimed primarily at meeting the needs of businesses and employees within the industrial and business area.
- (iv) The proposal will not prejudice the operation of adjoining businesses.
- (v) Where the site or property is vacant, the period of vacancy will be a material consideration.
- (vi) The proposal forms part of an agreed masterplan for the regeneration of the wider policy DEV 3 area.
- (vii) Where the proposal is within a Strategic Industrial and Business Area, the proposal is also acceptable when assessed against policy IB 2: Strategic Industrial and Business Areas.
- (viii) The proposal is the only practical means of retaining a listed building of architectural or historic significance.
- (ix) The proposal will not have an adverse impact on the quantity, quality or distribution of the industrial and business land supply.

**POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to retain the attractiveness of policy DEV 3 areas for industrial and business use (see Part 2, JOBS, Industrial/Business Development, paragraph 4.14).

Areas covered by a policy DEV 3 designation will be retained primarily for uses that fall within Use Classes 4 'Business', 5 'General Industrial' and 6 'Storage or Distribution' of the Town and Country Planning (Use Classes)(Scotland) Order 1997. This seeks to ensure that the City's industrial and business areas continue to offer opportunities for both relocation and incoming businesses.

Many policy DEV 3 areas are subject to development pressure for non-industrial or business uses. Some of these uses may be acceptable, depending on the impact on the industrial and business area and accordance with the other policies in the Plan, principally DES 1: Development Design Principles and DES 2: Sustainable Design and Construction. This policy identifies the criteria against which proposals for non-industrial or business uses will be considered.

## IB 6 - LOCAL INDUSTRIAL AND BUSINESS USES

### AIM

To provide the context for assessing non-industrial or business proposals for land and premises currently or last in industrial or business use.

### POLICY

The change of use or development of land and premises currently, or last, in industrial or business, outwith the areas designated DEV 3: Industry and Business, to uses other than those in Use Classes 4 'Business', 5 'General Industrial' or 6 'Storage or Distribution', will be considered in relation to the following:

- (i) The impact of the proposal on existing businesses.
- (ii) The proposal will not prejudice the operation of adjoining businesses.
- (iii) Where the site or property is vacant, the period of vacancy will be a material consideration.
- (iv) The proposal will remove or ameliorate an environmental problem.
- (v) The proposal forms part of an agreed masterplan for the regeneration of the wider area.
- (vi) The proposal is the only practical means of retaining a building of architectural or historic significance.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to retain, or ensure relocation to appropriate alternative premises within the City, existing businesses which are currently located outwith areas designated DEV 3: Industry and Business (see Part 2, JOBS, Industrial/Business Development, paragraph 4.17).

There are a number of sites and premises currently or last in industrial or business use (Use Classes 4, 5 or 6) that are not within areas designated DEV 3: Industry and Business. These are generally located on smaller sites dispersed throughout the City and contain groups of units or single businesses. They are an important source of local employment, can often provide the types of premises suitable for small firms and new enterprises and offer the opportunity to minimise travel to work. Due to their scale, these sites and premises are not covered by DEV 3, but by various other Development Policy Principles, including DEV 2: Residential and Supporting Uses and DEV 4: Town Centre. As with some policy DEV 3 areas, these sites and premises often come under pressure for alternative forms of development. In some cases, these alternative proposals have been promoted while employment uses remain in occupation, causing considerable uncertainty and disruption to the businesses and workforce involved.

In view of the importance of local businesses and jobs to the local economy, the Plan seeks to ensure that, wherever appropriate, these businesses and premises remain in industrial and business use.

**IB 7 - LIVE-WORK UNITS****AIM**

To identify the factors to be considered when assessing proposals for Live - Work units.

**POLICY**

Proposals for live-work units, comprising an integrated Class 4 Business and residential use will, generally, only be supported where environmental and amenity impacts are acceptable. The work areas should be of a design and scale capable of accommodating the full range of Class 4 uses.

Where the proposal is within an area designated DEV 3: Industry and Business, the residential element should be subsidiary to the business element.

Conditions will be applied removing residential permitted development rights to ensure that work areas are maintained as such and to ensure that those living there also work there.

In respect of the commercial operation of home working from residential properties, see policy RES 11: Commercial Uses in Residential Property.

**POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to promote work and job opportunities by providing for the development of flexible types of work accommodation, in appropriate circumstances (see Part 2, JOBS, Industrial/Business Development, paragraph 4.16).

Live - Work units are integrated Class 4 Business use together with residential accommodation, within a single self-contained unit. They offer the opportunity to provide innovative, low cost accommodation for start-up businesses. They also have the potential to contribute to regeneration by bringing derelict sites and buildings into use and to reduce the need to travel.



## IB 8 - TELECOMMUNICATIONS

### AIM

To ensure that new telecommunications apparatus is located, and designed, to minimise adverse effects on visual amenity.

### POLICY

While this policy relates primarily to telephone network operators, it will also apply to all other applications for telecommunications apparatus, apart from domestic satellite dishes (see policy DES 10: External Fittings to Buildings).

#### GROUND-BASED MASTS

Applications for ground-based masts should be accompanied by:

- details of the site search for an alternative site and the reasons why each location was unacceptable; and
- a coverage plot indicating the extent of the coverage gap.

The application may be refused if no such details are received, or if there is no satisfactory reason for not using an existing building or mast.

Masts should preferably be located within the following Development Policy Principle (DPP) land designations (see DPP Maps), where any adverse effect on visual amenity is less likely to be problematic:

- DEV 1: Transport Infrastructure;
- DEV 3: Industry and Business;
- DEV 7: Other Retail and Commercial; and
- DEV 8: Mixed Development.

Operators are encouraged to use innovative designs within woodland, apparatus incorporated within lighting columns and other street furniture and custom designed monopoles for historic areas.

In general, proposals should not result in a situation where:

- the erection of a mast and cabins would be detrimental to pedestrian or traffic safety;
- a pavement monopole would be close to another monopole, lighting column or traffic light column, resulting in clutter and visual disamenity; or
- a monopole with an overly large head casing, or attached dish/drum, would be located in an area of high visibility, or overlooked by housing.

Within residential areas masts should:

- be monopoles;
- be located to blend in with existing street furniture by matching the alignment, height, colour and width of nearby lighting columns;
- be located midway between lighting columns, or other tall items of street furniture, to preserve visual amenity;
- not be located beneath the crown of trees, where construction of the masts and cabins will result in root and branch damage; and
- have equipment cabins finished in colours to match their background.

## APPARATUS ON EXISTING BUILDINGS OR STRUCTURES

Operators are encouraged to locate apparatus on existing buildings or structures, rather than erecting free-standing masts.

- Apparatus should ideally be located within fake features such as a tank house or flagpole. If the equipment is too bulky or numerous, then apparatus should be located back from the edge of the roof to minimise its visual impact.
- If a rooftop cannot take the loading of telecommunications equipment, permission may be granted for apparatus attached to, and viewed against, the top of the walls, on condition that the apparatus is coloured to match its background colour.

Permission is unlikely to be granted where a badly designed proliferation of apparatus on a rooftop detracts from the visual amenity of the building or surrounding area.

## SITE SHARING

Wherever possible, operators are encouraged to share masts, or sites such as rooftops. Mast sharing, however, can often lead to an increase in height and bulk of the mast, making it much more visibly intrusive. Mast sharing is unlikely to be acceptable within residential areas or adjacent to residential properties.

## SMALL SCALE EQUIPMENT

The following criteria require to be met in relation to commercial satellite dishes and microcell antennas, erected to provide increased capacity in areas of high demand.

- Satellite dishes for commercial properties, on the ground floor of residential tenements, should be located on the rear roof slope or rear wall of the unit, rather than in the backcourt area, where they would be visually intrusive and impact on residential amenity.
- On wholly commercial properties, such as supermarket roofs, satellite dishes should be located where they are not visible from the main street frontage, wherever this is practicable.
- Microcell antennas should be incorporated into street furniture, shop signs and other features of the streetscene. Only in exceptional circumstances will equipment be acceptable on the front elevations of buildings. In such cases, both the antenna, and cable connections should be coloured to match their background colours.

**LISTED BUILDINGS AND CONSERVATION AREAS** (see policy DES 3: Protecting and Enhancing the City's Historic Environment).

Telecommunications apparatus on a listed building or in a conservation area will only be considered acceptable where it would not prove detrimental to the character or setting of a listed building or the visual amenity of a conservation area.

- On listed buildings, apparatus should be located in a manner which fully respects the architectural detailing of the properties and should preferably be disguised or concealed from public view.
- When antennas are proposed for a rooftop, where there is no possibility of their being concealed from view, they should be disguised within fake flagpoles or other building features.
- Rooftop apparatus should not be seen against, and detract from, historic and architecturally renowned skylines.
- Pavement monopoles should not be introduced in streets with decorative, and/or custom designed, lighting columns.

## GREEN ENVIRONMENT

If the principle of development within an area of greenspace (including the Green Belt) is accepted, all apparatus should be sited and designed to minimise its impact on biodiversity and the landscape setting and character of the area (see policies DEV 11: Green Space and DEV 12: Green Belt).

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to locate, and design, telecommunications apparatus to minimise visual impact (see Part 2, INFORMATION AND COMMUNICATION TECHNOLOGIES, Design and Siting of ICT Apparatus, paragraphs 6.167-6.170).

The policy conforms to National Planning Policy Guideline 19: Radio Telecommunications and Planning Advice Note 62: Radio Telecommunications. Additional detailed guidance on the installation of telecommunications apparatus in historic areas is provided on the Historic Scotland's website at [www.historic-scotland.gov.uk](http://www.historic-scotland.gov.uk).

Telecommunications apparatus is erected for many different purposes by many different concerns. The continued need for ever more apparatus is being driven primarily by the increased integration of telephone, text, internet, TV and music capability within mobile handsets. Within the City, the planned demolition of a large number of multi-storey flatted blocks within the next 10 years will require the relocation of much of the rooftop apparatus currently located on their roofs.

The Council will determine all planning applications on the basis of their impact on the visual amenity, not only of the building or structure on which the apparatus is located, but also on the amenity of the surrounding streetscene or green network.

## **IB 9 - LOW AMENITY INDUSTRIAL OPERATIONS**

### **AIM**

To minimise the environmental impact of low amenity industrial operations.

### **POLICY**

Proposals for low amenity industrial operations (see Definition) will, generally, only be supported on relatively isolated and well screened sites, within areas designated DEV 3: Industry and Business. The potential environmental, amenity and transport impact on surrounding uses will be considered when assessing such proposals.

Where appropriate, existing low amenity industrial operations will be encouraged to relocate to such sites.

Additionally, proposals for waste recycling will also be assessed against policy ENV 11: Treatment of Waste and Recycling Materials.

### **DEFINITION**

LOW AMENITY INDUSTRIAL OPERATIONS - include:

- scrapyards or yards for breaking of motor vehicles;
- waste transfer stations;
- waste recycling centres;
- incinerators;
- concrete batching plants;
- storage or distribution of minerals; and
- works required to register with the Scottish Environment Protection Agency (SEPA) (see <http://www.sepa.org.uk/regulation/rocas/who.htm>).

### **POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to accommodate a wide range of business types without adversely affecting amenity (see Part 2, JOBS, Industrial/Business Development, paragraph 4.16).

The City currently accommodates a wide range of low amenity industrial operations, such as scrapyards, waste recycling centres and concrete batching plants. The environmental impacts of these uses can often adversely affect nearby land uses, especially residential areas.

Such uses will continue to be accommodated, however, in order to minimise their environmental impact, they will generally only be permitted on relatively isolated and well screened sites, within areas designated DEV 3: Industry and Business.

## **IB 10 - MINERALS, LAND FILL AND LAND RAISE**

### **AIM**

To ensure that proposals for mineral extraction, land fill or land raise, do not result in unacceptable environmental impacts.

### **POLICY**

Proposals for mineral working, extensions to existing workings and renewal of operations at former sites (including land fill and land raise) should not impact on areas which have been identified as important for nature conservation, landscape conservation or built heritage (see Environmental Policy Designations Maps).

In other areas, proposals for mineral workings, land fill and land raise will be considered against the following:

- justification of the need for the extracted material;
- justification for the land fill or land raise at the proposed location;
- the impact on the environment, including on watercourses;
- the impact on the amenity of local properties;
- the impact on landscape character and visual amenity;
- the effect on 'quality of life' of cumulative environmental and other impacts;
- traffic generation; and
- whether the site is capable of restoration and beneficial after use.

Proposals for land fill or land raise should demonstrate that no suitable alternative solutions for the delivery of the National Waste Strategy, National Waste Plan and Area Waste Plan are achievable.

If consent is granted for new mineral workings, extensions or renewals, land fill or land raise, conditions will be imposed to secure reinstatement of the land. A bond will also be required to ensure such reinstatement is completed to the satisfaction of the Council. Reinstatement proposals should give consideration to the after use, landscape setting and ecological interest/biodiversity of the area in question.

### **POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to safeguard the quality of the natural and built environment (see Part 2, BIODIVERSITY AND GREENSPACE, Developing the Green Network, paragraph 5.38). It conforms to Scottish Planning Policy (SPP) 4: Planning for Minerals and Planning Advice Note (PAN) 50: Controlling the Environmental Effects of Surface Mineral Workings. Development will also require to take account of SPP 7: Planning and Flooding.

SPP 4 aims to safeguard the quality of the natural and built environment, whilst guiding operators to locations where mineral extraction is likely to be permitted, subject to environmental and amenity standards being met.

Mineral extraction can result in significant visual intrusion, particularly if it is prominent in relation to a major communication route, and can cause noise, dust and water pollution. It can also have major traffic implications, and adversely affect the amenity of nearby communities. Reinstatement proposals should give consideration to the enhancement of the area in terms of the after use, landscape setting and ecological interest/biodiversity of the location in question.

## SC 1 - THE CITY'S NETWORK OF CENTRES

### AIM

To categorise the Centres within Glasgow in relation to their role and range of functions.

### POLICY

The Council will seek to maximise opportunities for the regeneration of all Tier 1-3 Town Centres identified at Schedule SC(i), for retail and commercial leisure development, in preference to other locations. This will be achieved, for example, by seeking to maintain and enhance their vitality and viability, for a range of uses, including shopping, community, entertainment, employment and residential. The Council will adopt a policy approach to maximise investor confidence in Town Centres, particularly the City Centre (Tier 1), in order to facilitate and promote the delivery of Town Centre development and regeneration.

Investment will also be supported where it can be demonstrated to maintain and improve other retail and commercial/leisure centres within the wider network, especially where it can meet the relevant requirements of the Plan including high accessibility by public transport.

The Council will take a planned approach to major changes in the pattern of retail provision in order to safeguard the role of all scales of centre within the wider Network of Centres, in line with the Glasgow and the Clyde Valley Joint Structure Plan (JSP).

### SCHEDULE SC (i): THE CITY'S NETWORK OF CENTRES (see Centres Map)

NETWORK		CENTRES/LOCATIONS
<b>A. Town Centres</b>		
Tier 1	Metropolitan Centre	The City Centre
Tier 2	Major Town Centres	Easterhouse, Parkhead* Partick/Byres Road*, Pollok*, Shawlands*
Tier 3	Local Town Centres	Albert Drive, Alexandra Parade, Anniesland, Baillieston*, Barrachnie, the Barras, Battlefield, Bridgeton, Cardonald/Halfway*, Castlemilk, Cathcart/Muirend, Cessnock, Cranstonhill/Yorkhill, Croftfoot, Drumchapel, Duke Street*, Gorbals, Govan, Govanhill, Hyndland, Kelvinbridge, Knightswood, Maryhill, Mount Florida, Possilpark*, Scotstoun/Whiteinch, Shettleston, Springburn, St George's Cross/Great Western Road, Strathbungo, Tollcross, Victoria Road*, Woodlands, Yoker
<b>B. Other Retail and Commercial/Leisure Centres</b>		
Other Retail Centres		Darnley, Glasgow Gait/Mount Vernon, Great Western RP (Drumchapel), Mount Vernon West, Nether Auldhouse RP (Pollokshaws), Parkhead RP, Robroyston, St Rollox (Springburn), Summerston
Commercial/Leisure Centres		Pacific Quay, Springfield Quay
<b>C. Local Shopping Centres</b>		Various locations (see policy SC7: Schedule SC (iii))

**Note** Centres marked \* are adjoined by existing or proposed edge-of-centre retail developments (see Centre Maps in development guide DG/SC 1: The City's Network of Centres (Tiers 1-3)). Schedule SC(i) includes Other Retail and Commercial/Leisure Centres which focus on retailing and commercial leisure uses. These locations complement the other Centres in the City's Network of Centres, due to their focus on retail/commercial leisure uses, the provision of a range of retail/commercial leisure units, and the scale of the retail/commercial leisure units. Out-of-centre (see Definition) stand alone food stores are excluded from this category in conformity with paragraph 20 of SPP8: Town Centres and Retailing.

Part A of this Schedule lists the Town Centres within the City which form a hierarchy of Town Centres serving the shopping and other service needs of a wider community (see policies DEV 4: Town Centre and DEV 5: Principal Retail Area (City Centre)). These centres, together with the Other Retail and Commercial/Leisure Centres at Part B, and local shopping centres at Part C, form a wider network of centres within the urban area.

The role and range of functions within each of the Town Centres is reflected in its position in the hierarchy. Although primarily retailing centres, these centres also contain a range of commercial, service and community uses and housing (see policy SC 2: Policy Objectives for Tier 1 and 2 Town Centres). Tier 1 and Tier 2 centres also have a significant office and non-retail employment role within the urban area, in locations well served by public transport, for a wide range of uses. Policy SC 3: The Sequential Approach for Retail and Commercial Leisure Developments details the application of the sequential approach to site selection for commercial developments, in respect of Town Centres in Tiers 1 - 3 and the wider network of centres.

Other major retailing and commercial locations, including retail parks, and commercial leisure developments, are listed separately under Part B, Other Retail and Commercial/Leisure Centres. Those established retail locations, many of which are generally well served by public transport, perform an important role in providing a complementary network of retail locations for particular goods types or trading formats which, historically, have been considered as difficult to accommodate within Town Centres.

## DEFINITION

**OUT-OF-CENTRE** - A site outwith and not adjoining a Town Centre, but within the urban area (Source: The Glasgow and the Clyde Valley Joint Structure Plan).

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to promote modern forms of commercial development in accessible locations, particularly by sustaining and improving the City Centre as a metropolitan and national retail/commercial attraction and also by protecting the City's other centres (see Part 2, RETAIL AND OTHER TOWN CENTRE USES, Context, paragraph 6.68 and 6.69).

The City's pattern of retail and commercial activity is based on a network of centres which comprises Town Centres, Other Retail and Commercial/Leisure Centres and Local Shopping Centres. These centres vary widely in size and function reflecting the scale, location and mix of uses within each centre. The promotion of Town Centres as the preferred location for a range of development types, including specifically retail and commercial leisure uses such as cinemas, is now generally accepted as one of the main policy objectives of the planning system as stated in Scottish Planning Policy (SPP) 8: Town Centres and Retailing. The objective of this proactive support for Town Centre locations is to retain accessible and sustainable locations for a wide range of services and goods required by the public. The definition of "Town Centres" includes City Centres.

The concept of a hierarchy of Town Centres is supported by SPP 8. In Glasgow's context, with its mature and complex network of centres (unlike other parts of the conurbation), it is considered that defining Town Centres according to their different roles, functions and catchment characteristics, provides a clearer basis for their promotion as the favoured locations for retail and commercial leisure development. It also reflects the need to protect the Town Centres from unacceptable trade diversion and impact which could undermine their vitality and viability, particularly from out-of-centre proposals.

Larger scale proposals will generally locate in the higher order Town Centres. The identification of "commercial centres" also provides preferred locations for development, of an appropriate type, which cannot locate within a Town Centre, or on a suitable site at the edge of an identified Town Centre. Locations identified as DEV 7: Other Retail and Commercial which have active retail/commercial operations are included within Schedule SC(i), B Other Retail and Commercial/Leisure Centres.

Investment to safeguard and improve Other Retail and Commercial/Leisure Centres in the City's Network of Centres (in line with policy SC 3: The Sequential Approach for Retail and Commercial Leisure Developments), will be encouraged where such investment will not undermine the vitality and viability of town centres.

## FURTHER GUIDANCE

See development guide DG/SC 1 for maps showing the boundaries of Tiers 1 to 3 Town Centres.

## **SC 2 - POLICY OBJECTIVES FOR TIER 1 AND 2 TOWN CENTRES**

### **AIM**

To encourage and maintain a network of adequate local shopping and related facilities to meet the needs of the whole population of Glasgow.

### **POLICY**

There is a need to enhance the vitality and viability of the City Centre, given its key role in respect of the wider conurbation. To this end, the Plan prioritises the City Centre as the favoured location for significant new comparison floorspace (see also paragraph 6.73 with regard to the opportunities identified in Schedule SC(ii) of policy SC 4: Large Scale Retail or Commercial Leisure Development).

Proposals for further floorspace which correspond to development opportunities set out at Schedule SC(ii) Part 1, or brought forward through other Council approved plans or strategies (see policy SC 5: Town Centre Action Plans, Local Development Strategies and Masterplans), will be considered to accord with the main retail policy objective of focussing investment and development into the City Centre (see Part 2, RETAIL AND OTHER TOWN CENTRE USES, Developing the City Centre, paragraph 6.74).

Proposals which would significantly change the role and function of a specific centre should be addressed as part of the development plan review process.

The overall policy objectives and aspirations for the larger Town Centres (as defined by Tiers 1 and 2 of policy SC 1: The City's Network of Town Centres) are set out below. Where new retail or commercial leisure development proposals are being considered, this policy should be read alongside policy SC 3: The Sequential Approach for Retail and Commercial Leisure Developments.

### **Tier 1 Town Centre - Policy Objectives**

#### **1. CITY CENTRE**

The maintenance and improvement of the range and quality of the City Centre's retail, leisure and employment functions is paramount to the Council's overall strategic policy approach. It is essential that investment confidence in the City Centre is not undermined, for example, through inappropriate retail and other developments which would impact directly on the City Centre offer and its ability to attract appropriate and sufficient numbers of tenants to new development proposals. The Plan's priority in this respect, therefore, is to maximise floorspace delivery in the City Centre.

The need to provide confidence for further investment to maintain the City Centre's high public transport accessibility, is also an important policy objective in prioritising the flow of expenditure into the City Centre. Focussing development opportunities within the City Centre will maximise public transport use, and also accessibility to new shopping and leisure facilities for the whole community. Additionally, the job opportunities created within the City Centre associated with new development will have the widest possible accessibility for residents without access to a car.

### **Tier 2 Town Centres - Policy Objectives**

Although the City Centre is, and will remain, the dominant retail and commercial location within the City, the next level of Town Centres (Tier 2) also perform a wider range of functions than the smaller Tier 3 centres.

#### **2. EASTERHOUSE TOWN CENTRE**

The development of Glasgow Fort for high quality comparison floorspace within the extended Town Centre has transformed perceptions of Easterhouse. It, and the nearby Morrison's store, has also played an important part in the wider regeneration objectives of the Council to address long term social and economic challenges in the Greater Easterhouse area (e.g. through the provision of significant employment opportunities for local residents). To this end, the Council wishes to ensure the continued provision of a wide range of community and business facilities in line with the emerging role of Easterhouse as a major Town Centre in the north east sector of the City. The longer term development options for the town centre have been set out in the recently approved town centre action plan (see Part 2, KEY REGENERATION AREAS, M8 EAST, Retailing, paragraph 7.169).



### 3. PARKHEAD TOWN CENTRE

The future development of the retail and leisure offer at Parkhead and the Forge will primarily be linked to the delivery of the Clyde Gateway, and other regeneration initiatives. This is the natural major Town Centre to serve this south east sector of the City. As the delivery of significant additional housing is likely to be post 2011, however, and given the scale of recent development of Glasgow Fort (which shares the same Glasgow and the Clyde Valley Joint Structure Plan (JSP) comparison catchment), no substantial additional retail floorspace is likely to be required at this time.

The Town Centre boundary has also been altered to reflect the status of the health centre site. It is considered that this large, single land ownership, which will soon be vacated, should have a single development plan status. Given the proximity, and potentially excellent linkage to the Town Centre, it is considered appropriate to designate this entire site as a Town Centre development opportunity for a mix of uses.

### 4. PARTICK/BYRES ROAD TOWN CENTRE

The Partick/Byres Road centre is unique within the hierarchy of Town Centres. This is due to the proximity of Glasgow University and the concentration of students and younger professionals living in the area. Byres Road and its surrounding streets have, for many years, been seen as a destination for leisure trips due to the quality and range of its restaurant, café and public house offer. As a result, the area has a strong night time economy, in addition to a range of independent and multiple retailers. Future proposals should seek to complement these unique qualities and clearly integrate with the existing centre. Proposals which enhance or improve the offer in the western part of the Centre (along Dumbarton Road) will be strongly supported. Consideration will also be given, however, to the need to mitigate traffic congestion and parking issues related to the Centre. Retail and leisure development at the edge-of-centre Glasgow Harbour site will provide an opportunity to bring forward a range of modern floorplates/comparison goods offer, comparable to those developed or encouraged in the other Tier 2 town centres (this is not possible within the Partick/Byres Road Town Centre, given its unique character/traditional tenemental layout).

### 5. POLLOK TOWN CENTRE

The Silverburn Shopping Centre, within Pollok Town Centre, offers a considerable uplift in the quantity and quality of the comparison offer within the south western sector of Glasgow. This development has a significant influence on trading patterns and expenditure flows over a wide area.

The predominantly retail-led regeneration of the Pollok Centre seeks to provide a catalyst for local employment and encourage investment. The Centre should not seek to develop only its retail offer, however, as this could undermine its wider role as a Town Centre in the longer term. The Council, therefore, will look to promote a wider range of services and job opportunities related to the Centre.

### 6. SHAWLANDS TOWN CENTRE

While Shawlands Town Centre has developed a strong night time economy, in addition to offering a range of independent and multiple retailers, it is considered that it would benefit from a qualitative uplift in comparison retail provision. Proposals seeking the redevelopment and renewal of the town centre, and those which contribute to the enhancement of the vitality and viability and range of town centre uses within the town centre, will therefore be supported, particularly where they strengthen the Principal Retail Area and complement the mix of town centre uses, subject to other relevant policies of this Plan.

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to promote modern forms of commercial development in accessible locations, particularly by sustaining and improving the City Centre as a metropolitan and national retail/commercial attraction and by protecting the City's other Town Centres (see Part 2, RETAIL AND OTHER TOWN CENTRE USES, Context, paragraph 6.68 to 6.69). In line with SPP 8, there is also a need to afford a degree of protection to the other Centres in the Network, particularly where these are accessible by public transport.

Where the strategic retail requirement for the City Centre (as identified in the JSP) is not met, or is extensively delayed (and need remains), the Council will look to accommodate this requirement within other parts of the Network (see policy SC 3: The Sequential Approach for Retail and Commercial Leisure Developments).

## SC 3 - THE SEQUENTIAL APPROACH FOR RETAIL AND COMMERCIAL LEISURE DEVELOPMENTS

### AIM

To set out the City's sequential approach to selecting appropriate sites for new retail, commercial leisure and other key town and City Centre uses.

### POLICY

#### PART A

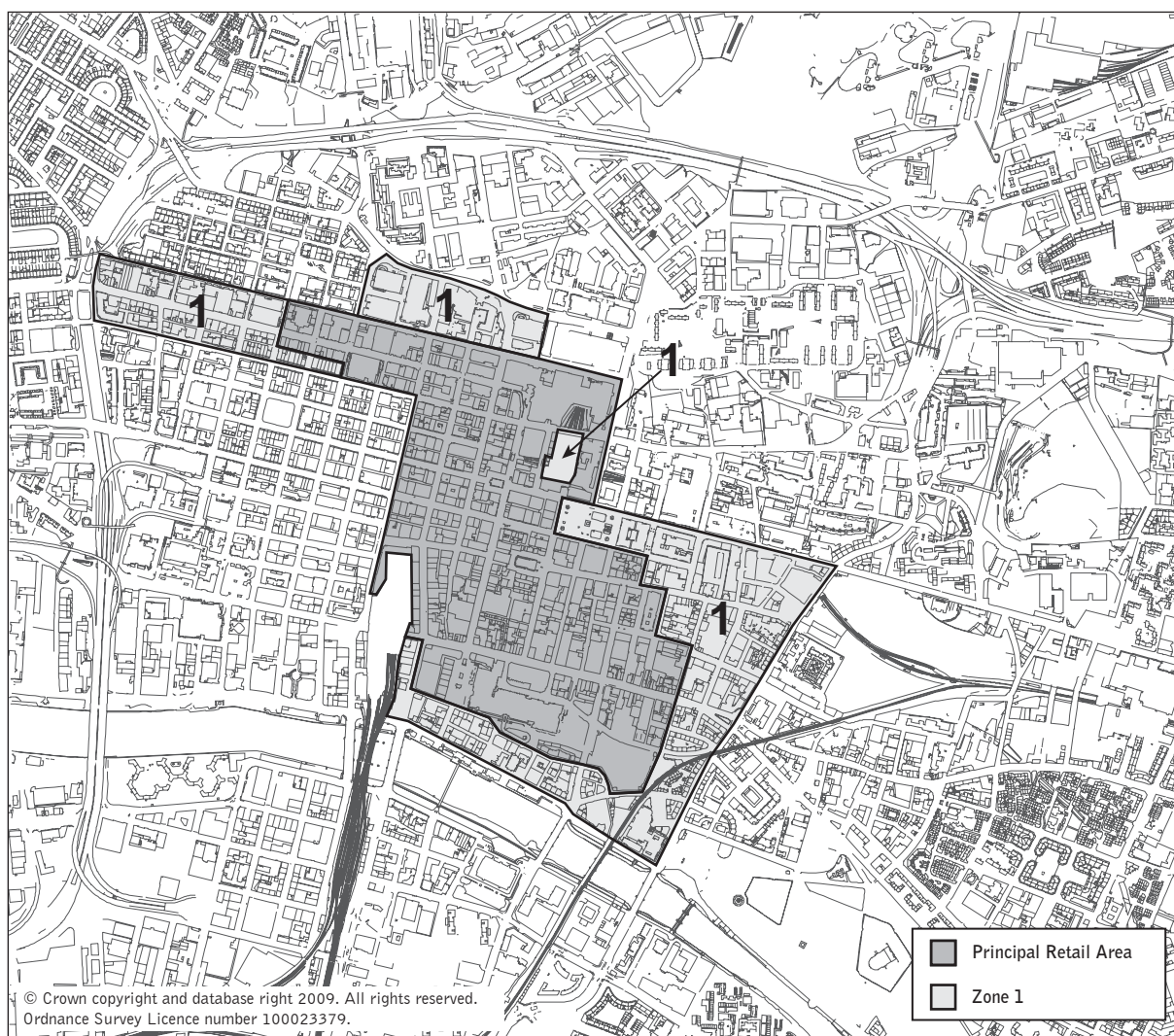
All proposals for retail, commercial leisure and other Town Centre uses over 1,000 sqm (gross) convenience retail floorspace and over 2,000 sqm (gross) comparison retail floor space should comply with a sequential approach to development location, as set out below (for Local Shopping Centres refer to policy SC 7: Protection and Promotion of Local Shopping Centres and Local Shops, for Class 4 uses refer to policy IB 4: Office and Business Class Developments).

1. Retail, commercial leisure and other types of development normally associated with a Town Centre should, in the first instance, seek to locate within an appropriate Tier 1-3 centre (i.e. a centre within the defined primary catchment of the proposal) as identified in policy SC 1: The City's Network of Centres, Schedule SC (i). The Council will expect matters such as format flexibility and disaggregation to be fully addressed in evaluating the suitability of Town Centre locations (for City Centre proposals, also refer to part B of this policy).
2. Only where it has been clearly demonstrated by the applicant that there is no suitable, available and viable site within an appropriate Tier 1-3 Centre, will consideration be given to an edge-of-centre location. The Council will expect matters such as the function and character of the site in relation to the Town Centre, the ease of movement between the two and public transport accessibility to be fully addressed in evaluating the suitability of an edge-of-centre location. In addition, it should be demonstrated that alternatives to surface car parking provision have been considered in order to minimise land requirements.
3. Only where it has been clearly demonstrated by the applicant, following a full and robust evaluation of criteria (1) and (2), that there is no suitable Town Centre or edge-of-centre site, will the Other Retail and Commercial/Leisure Centres listed in Schedule SC(i) Part B be considered. Factors to be considered will include accessibility to public transport (see policy TRANS 2: Development Locational Requirements), compatibility with other relevant Plan policies and any conditions restricting the range of goods to be sold.
4. Only where it has been clearly demonstrated by the applicant, following a full and robust evaluation of criteria (1), (2) and (3), that there is no suitable Town Centre, edge-of-centre or Other Retail and Commercial/Leisure Centre site, will out-of-centre (see Definition) locations be considered. Factors to be considered will include accessibility to public transport (see policy TRANS 2: Development Locational Requirements), compatibility with other relevant Plan policies and any conditions restricting the range of goods to be sold. Isolated or sporadic out-of-centre locations which have poor public transport access and/or are unable to promote shared trips with, for example, an established centre, will be resisted.
5. Where a sequentially preferable site is argued to be unviable (either for the application proposal in its entirety or for a disaggregated element of it), the developer will be required to provide written confirmation to this effect, to the satisfaction of the Council. For example, such submissions could follow the standardised viability appraisal format contained in the Royal Institute of Chartered Surveyors 'Red Book'.
6. Where sufficient expenditure is contended to be available to support major retail development (over 10,000 sqm gross) in both a Town Centre and a less sequentially preferable location within the primary catchment of the Centre, the Council will only consider the latter once the Town Centre proposals have been committed.

## PART B - CITY CENTRE PROPOSALS

The preferred sequential location for major retail and commercial leisure proposals is within the Principal Retail Area (PRA) (see policy DEV 5: Principal Retail Area (City Centre)). If no suitable site is available within the PRA, the next sequentially preferable location is within Zone 1 (see City Centre Shopping Map). Thereafter, proposals outwith the PRA should:

1. demonstrate that no more suitable and available site exists within a sequentially preferable location;
2. provide reassurance that they will not undermine the delivery of development proposals within a sequentially preferable location; and
3. accord with other policies of this Plan relating to the City Centre (e.g. DEV 6: Principal Office Area (City Centre)).



City Centre Shopping

## PART C – ADDITIONAL CRITERIA

In addition, all development proposals which comply with the sequential approach (either Part A or Part B) should:

1. Have regard to the impact on the scale and function of the hierarchy of Town Centres identified in policy SC 1, Schedule SC(i). Development which would significantly alter the established catchment profile, or expenditure flow patterns, of a centre, its role in the network relative to other similar centres, or its mode split characteristics (through substantially increased car usage) will require to be promoted through a plan-led process (see also policy SC 5: Town Centre Action Plans, Local Development Strategies and Masterplans).
2. Address the requirements of other Plan policies, including:
  - STRAT 1: Design and Sustainable Development;
  - DES 1: Development Design Principles;
  - DES 2: Sustainable Design and Construction;
  - TRANS 4: Vehicle Parking Standards; and
  - TRANS 5: Providing for Pedestrians and Cycling in New Development

and the provisions of SPP 8: Town Centres and Retailing (specifically paragraph 27 relating to the provision of a safe and attractive environment).

**Note** Refer to policy SC 7: Protection and Promotion of Local Shopping Centres and Local Shops for proposals to develop a new Local Shopping Centre of up to 1,500 sqm (gross).

## DEFINITION

**OUT-OF-CENTRE** - A site outwith and not adjoining a Town Centre, but within the urban area (Source: The Glasgow and the Clyde Valley Joint Structure Plan).

## POLICY JUSTIFICATION

This policy supports the Plan's development strategy to protect and enhance the vitality and viability of Town Centres as a contribution to sustainable development (see Part 2, INFRASTRUCTURE, RETAIL AND OTHER TOWN CENTRE USES, the Sequential Approach, paragraphs 6.70 and 6.71).

Scottish Planning Policy (SPP) 8: Town Centres and Retailing, requires the adoption of a sequential approach to selecting appropriate sites for new retail, commercial leisure and other key town and City Centre uses. First preference should be for Town Centre sites, where sites or buildings for conversion are available and suitable, followed by edge-of-centre sites, and then by other Retail and Commercial/Leisure Centres. Out-of-centre locations will only be considered when it is demonstrated by the developer that town centre, edge-of-centre and Other Retail and Commercial/Leisure Centres have been thoroughly assessed and discounted as unsuitable or unavailable.

Sites adjoining, or adjacent to, a Town Centre's boundary will be considered 'edge-of-centre', where it is demonstrated that joint trips to the site and existing centre will be facilitated by easy pedestrian movement and shared transport facilities (see Town Centre Maps in development guide DG/SC 1: The City's Hierarchy of Centres (Tiers 1 to 3)). Development will also have to demonstrate by means of appropriate high quality design and use of materials, that the proposed development integrates well with the Town Centre and provides a safe and attractive environment for pedestrian movement both during the day and in the evening during hours, where the development is open.

Within the City Centre, the area defined as the PRA is the main focus of retail, cultural, leisure and entertainment uses. Consequently, it is the part of the City Centre most accessible by public and private transport. It also has a concentration of public parking geared to short-stay use which is of benefit to the shopper. The PRA contains the Primary Retail Streets (see map in policy SC 10: Non-Retail Uses in Tier 1, 2 and 3 Town Centres). These have been the focus of recent public realm investment. This has created a high quality environment that favours access for the shopper. These factors, assist in maintaining and enhancing the vitality and viability of the City Centre. Developments within the City Centre but outwith the PRA will be considered in relation to Part (B) of this policy, criteria 1-3.

Proposals that are not consistent with the Development Plan will require to be justified by the developer as exceptions to policy, and will be assessed against the considerations contained in paragraphs 38-40 of SPP 8 and the appropriate policies of this Plan (see also policy SC 4: Large Scale Retail or Commercial Leisure Development, and the Joint Structure Plan Strategic Policy 10: Departures from the Structure Plan).

## SC 4 - LARGE SCALE RETAIL OR COMMERCIAL LEISURE DEVELOPMENT

### AIM

To promote suitable opportunities for development, to address shortfall in provision, and set out the criteria for the assessment of large scale retail and commercial leisure developments.

### POLICY

The recognised opportunities for retail development, contained in part 1 of Schedule SC(ii), accord with the retail and leisure policies of this Plan. Proposals with a current planning permission, identified at part 2 of Schedule SC(ii), also accord with the Plan (subject to an extant planning permission being maintained for the proposal).

Any application for a retail or commercial leisure development of over 1,000 sqm (gross) convenience retail floorspace and over 2,000 sqm (gross) comparison retail floor space, not included in part 1 of Schedule SC(ii), or on a site with a current planning permission at part 2 of Schedule SC(ii), should be accompanied by supporting information to allow the Council to determine whether the proposal is acceptable with respect to the criteria set out below:

- Accordance with Scottish Planning Policy (SPP) 8: Town Centres and Retailing and SPP 17 – Planning for Transport, policies SC 1: The City's Network of Centres, SC 2: Policy Objectives for Tier 1 and 2 Town Centres, SC 3: The Sequential Approach for Retail and Commercial Leisure Developments, TRANS 2: Development Locational Requirements and any relevant supplementary development guidance under policy SC 5: Town Centre Action Plans, Local Development Strategies and Masterplans.
- Where the proposed development is not located within a town centre and is not consistent with the development plan, that there would be no unacceptable individual or cumulative impact on the vitality and viability of the network of centres (see policy SC 1).
- Where large scale retail or commercial leisure proposals do not accord with the Identified Development Opportunities in Schedule SC(ii), they will be assessed against other relevant plan policies and in terms of the criteria within paragraphs 38 and 39 of SPP8.
- Good existing or potential access by the appropriate catchment population (including disabled persons). This should be by a variety of means of transport (including public transport, cycle and foot), in accordance with the principles set out in SPP 17 and the relevant transport policies of the Plan, including TRANS 5: Providing for Pedestrians and Cycling in New Developments. (When improvements require to be the subject of developer contributions they shall be governed by appropriate conditions and/or binding agreements, and should be put in place prior to the development becoming operational).
- Existing physical infrastructure should be capable of supporting the development or, failing this, capable of being improved to the necessary standards. (When improvements require to be the subject of developer contributions they shall be governed by appropriate conditions and/or binding agreements, and be put in place prior to the development becoming operational – see policy TRANS 8: Developer Contributions – Transport Infrastructure).
- No loss of amenity to nearby residents and no adverse environmental impacts (unless mitigated to the satisfaction of the Council).
- The proposal does not conflict with other significant objectives of the development plan or community planning strategy.

Failure to provide adequate supporting information will be considered contrary to this policy.

For proposals to form a new local shopping parade of up to 1,500 sqm gross, refer to policy SC 7: Protection and Promotion of Local Shopping Centres and Local Shops.



**SCHEDULE SC(ii) Part 1 – IDENTIFIED DEVELOPMENT OPPORTUNITIES**

LOCATION	DEVELOPMENT	SEQUENTIAL STATUS	COMMENTS
City Centre	Buchanan Galleries Extension (comparison floorspace)	In centre (Tier 1)	Corresponds to requirement stated in Glasgow and the Clyde Valley Joint Structure Plan.
City Centre	St Enoch's East (comparison floorspace)	In centre (Tier 1)	Corresponds to requirement stated in Glasgow and the Clyde Valley Joint Structure Plan.
City Centre	Candleriggs/ Hutchinson Street/ Trongate/Wilson Street (retail/mixed use)	In centre (Tier 1)	Continued support for retail led regeneration.
City Centre	Athenaeum Buchanan Street (comparison floorspace)	In centre( Tier 1)	Continued support for retail floorspace within listed theatre.
Shawlands	Potential for Shawlands Arcade redevelopment (comparison floorspace)	In centre (Tier 2)	Qualitative requirement to improve range, quality and scale of comparison offer to safeguard the role in Town Centre hierarchy.
Partick	Food superstore	Edge-of-centre (tier 2)	Continued Council support for supermarket at edge of centre location.
Glasgow South	Goods restricted comparison floorspace in retail park format		Potential qualitative uplift should Gushetfaulds & Cathcart Road (see SC(ii) Part 2) not be delivered for goods restricted comparison floorspace.

**SCHEDULE SC(ii) Part 2 – DEVELOPMENT OPPORTUNITIES WITH PLANNING PERMISSION**

LOCATION	DEVELOPMENT	SEQUENTIAL STATUS	COMMENTS
City Centre	Odeon Cinema (Class 1 Shops/ leisure)	In centre (Tier 1)	Full Permission
City Centre	College Street/ George Street (Class 1 Shops)	In centre (Tier 1)	Outline Permission
City Centre	St Enoch's Centre (retail/ leisure uses)	In centre (Tier 1)	Full Permission
City Centre	185 Buchanan Street	In centre (Tier 1)	Full Permission
City Centre	3-7 Bath Street/221 Buchanan Street	In centre (Tier 1)	Full Permission
Pollok Silverburn	Comparison and convenience floorspace	In centre (Tier 2)	Full Permission – under construction
Glasgow Harbour	Mixed development including retail	Edge-of-centre	Outline Permission
Glasgow Gait	Comparison floorspace (range restricted)	Commercial Centre	Full Permission
Clyde Place	Mixed use including comparison/ convenience floorspace	Out-of-centre (see Definition)	Full Permission
Gushetfaulds and Cathcart Road	Retail park (restricted)	Out-of-centre	Two outline permissions granted. Reserved matters applications undetermined. Refer also to Glasgow South in SC(ii) Part 1.
2275 London Road	Retail warehouse units	Out-of-centre	Full permissions

2239 London Road	Retail Warehouse unit	Out-of-centre	Outline permission
Pollokshaws (adjoining Nether Auldhouse Retail Park)	Retail warehousing (restricted)	Commercial centre	Full permission
Pollokshaws (adjoining Nether Auldhouse Retail Park)	Extension to retail Park	Commercial centre	Full permission

**Note** The terms 'restricted' and 'unrestricted' in relation to retail warehousing proposals refer to whether such developments are, or are not, restricted to the sale of what are commonly referred to as bulky household goods.

## DEFINITION

**OUT-OF-CENTRE** - A site outwith and not adjoining a Town Centre, but within the urban area (Source: The Glasgow and the Clyde Valley Joint Structure Plan).

## POLICY JUSTIFICATION

This policy supports the Plan's development strategy to protect and enhance the vitality and viability of Town Centres by setting out the criteria for the assessment of large scale retail and commercial leisure developments and identifying suitable opportunities for development which address shortfalls in provision (see Part 2, RETAIL AND OTHER TOWN CENTRE USES, Retail and Commercial Leisure Developments, paragraphs 6.79 -6.86).

SPP 8 – Town Centres and Retailing requires local planning authorities to promote suitable opportunities for retail development to address any additional expenditure created within a defined catchment. It also requires authorities to consider whether a qualitative shortfall in provision requires to be addressed. Structure Plan Technical Note TR7/06: Retail Capacity has identified no specific requirement for significant additional convenience or comparison floorspace within Glasgow to meet a quantitative shortfall, except within the City Centre. This reflects the considerable comparison floorspace that has come forward in recent years or is in the pipeline to be developed.

Future significant proposals over 1,000 sqm (gross) convenience retail floorspace and over 2,000 sqm (gross) comparison retail floor space, therefore, beyond those identified in Schedule SC(ii), should be assessed:

1. against the other retail policies of the Plan; and
2. where appropriate, within the context of the Strategic Development Plan Review process.

Where a qualitative/quantitative uplift is promoted as part of a Local Development Strategy, Town Centre Action Plan or Masterplan approved by the Council in accordance with policy SC 5, this will be supported as being in accordance with the retail policy objectives of the Plan to facilitate improvements on a planned basis in response to community needs and having regard to the wider regeneration objectives for an area. This approach will also provide an opportunity to respond to local regeneration and community aspirations.

Where any planning permission listed in Part 2 of Schedule SC(ii) falls due for renewal, the application will be considered on the basis of relevant Plan policies, in particular, policies SC 1, SC 2, SC 3 and SC 4: Large Scale Retail and Commercial Leisure Development.

**SC 5 - TOWN CENTRE ACTION PLANS, LOCAL DEVELOPMENT STRATEGIES AND MASTERPLANS****AIM**

To promote the development and enhancement of Town Centres.

**POLICY**

Retail or commercial leisure development proposals promoted through Council approved Local Development Strategies (LDSs), Town Centre Action Plans (TCAPs) or Masterplans which identify a need to address either quantitative or qualitative shortfall in retail or commercial leisure provision, will be regarded as being in accordance with the retail and commercial leisure policies in this Plan.

Proposals brought forward in this way, however, still require to be set within the context of, and take full account of, National and Development Plan (Joint Structure Plan/City Plan) policy guidance.

Proposals which are considered to potentially undermine or conflict with an emerging or approved LDS, TCAP, etc., will be resisted.

**POLICY JUSTIFICATION**

This policy supports the Plan's development strategy to protect and enhance the vitality and viability of Town Centres (see Part 2, RETAIL AND OTHER TOWN CENTRE USES, Improving Town Centres, paragraph 6.91).

Scottish Planning Policy (SPP) 8: Town Centres and Retailing (paragraphs 24-26), and Planning Advice Note (PAN) 59: Improving Town Centres, promotes a proactive approach towards Town Centre change and improvement. Working in partnership with retailers, other development interests, private investors, public agencies, infrastructure providers and the community, local planning authorities are encouraged to agree an overall strategy for Town Centres, indicating their scope for change, renewal and diversification. Local authorities are also advised to undertake systematic health checks (i.e. the collection and analysis of indicators that measure the health of a centre, to monitor changes to its vitality and viability).

To fulfil these requirements, the Council aspires to support the production of a series of Town Centre Action Plans. The need for a TCAP will be identified through monitoring and/or in response to recognised emerging issues which have the potential to have a significant impact on centres. The TCAPs would form supplementary development guidance to the Plan.

TCAPs, outlining strategies for the development of centres, can complement the sequential approach to development promoted through policy SC 3: The Sequential Approach for Retail and Commercial Leisure Developments. They can also help facilitate community input into the planning process by taking fuller account of local circumstances. Proposals not being promoted as part of a TCAP etc will be treated on their merits in respect of relevant Plan policies. Such proposals, however, should not undermine community or private investor confidence in either an emerging or existing TCAP which has received Council endorsement and community support.

TCAPs, Local Development Strategies, Masterplans, etc. will be developed within the wider development plan context (the Glasgow and the Clyde Valley Joint Structure Plan/City Plan 2).



## SC 6 - RETENTION OF RETAIL AND COMMERCIAL LEISURE FLOORSPACE WITHIN TIER 1-3 TOWN CENTRES

### AIM

To protect the significant retail or leisure components of Town Centres.

### POLICY

Proposals for the redevelopment of existing retail or commercial leisure floorspace within a Town Centre, or relocation of a major retail or leisure operator to an edge-of, or out-of-centre (see Definition) site (within the catchment of the Town Centre) will be considered against the following:

- (i) Class 1 Shops and Class 11 Assembly and Leisure floorspace within Town Centres should be retained when considering redevelopment proposals, unless the proposal accords with the objectives of a Council approved Town Centre Action Plan, Local Development Strategy or Masterplan (see policy SC 5: Town Centre Action Plans, Local Development Strategies and Masterplans).
- (ii) Replacement Class 1 Shops and Class 11 Assembly and Leisure floorspace within a Town Centre should, normally, be of a similar scale and format to that displaced (an exception may be considered where there is satisfactory alternative provision). It should also not impact on the vitality or viability of the Town Centre, either in whole or part.
- (iii) Where an important anchor retailer or leisure operator seeks to move out of a Town Centre (through the submission of a planning application), the Council will require any capacity analysis (required under policy SC 4: Large Scale Retail or Commercial Leisure Development) to allow for the retention of sufficient expenditure levels to support both the new proposal and the existing Town Centre unit.

**Note** See policy SC 10: Non Retail Uses in Tier 1, 2 and 3 Town Centres for change of use from retail to non-retail use.

### DEFINITION

**OUT-OF-CENTRE** - A site outwith and not adjoining a Town Centre, but within the urban area (Source: The Glasgow and the Clyde Valley Joint Structure Plan).

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to protect the City's Town Centres and maintain and enhance their vitality and viability (see Part 2, RETAIL AND OTHER TOWN CENTRE USES, Context, paragraph 6.68 and 6.71).

There is a need to enhance the vitality and viability of Town Centres in accordance with policy SC 1: The City's Network of Centres, the policy objectives set out for each centre at policy SC 2: Policy Objectives for Tier 1 and 2 Town Centres, and the objectives of Scottish Planning Policy (SPP) 8: Town Centres and Retailing. It is also important that existing retail and commercial leisure floorspace is not displaced by other uses within Town Centres, unless there are sound planning reasons for doing so (e.g. in response to proposals brought forward through an approved Town Centre Action Plan as part of a wider rationalisation of retail provision for the centre and surrounding catchment). To this end, there is a need to ensure that proposals do not undermine the Council's objectives of maintaining and improving retail provision within Town Centres, by downgrading, or altering significantly the retail or leisure offer in quantitative or qualitative terms.

Proposals to close existing Town Centre facilities, particularly retail units, and/or relocate developments of over 1,000 sqm (gross) convenience retail floorspace and over 2,000 sqm (gross) comparison retail floor space to less sequentially preferable locations, will be examined against policy SC 3: The Sequential Approach for Retail and Commercial Leisure Developments in order to ensure that the function and role of the Town Centre will not be undermined.

**SC 7 - PROTECTION AND PROMOTION OF LOCAL SHOPPING CENTRES AND LOCAL SHOPS****AIM**

To support and protect the retail function of existing local shopping centres and important local shops.

**POLICY****PART A – Protection of Important Local Shops**

Proposals involving the loss of Class 1 shop units within Local Shopping Centres (see policy SC 1: The City's Network of Centres, Schedule SC(i), Part C and also Schedule SC(iii) of this policy) and other locations require to be considered in terms of their impact on the local shopping opportunities for residents. As applicable, proposals should:

- (i) not result in the loss of an important local retail facility, particularly where the unit(s) provides a convenience offer to local residents and no alternative provision is available within 300m;
- (ii) demonstrate that the site has been marketed for Class 1 shop use, at a realistic commercial rental level, for a period of 12 months (the applicant will be expected to submit documentation to include details of floorspace, costs and length of lease offered to interested parties to ensure these factors are not unnecessarily acting as a deterrent to Class 1 use);
- (iii) consider, where the unit is vacant, whether there is a historic pattern of Class 1 shop vacancies in the local shopping centre/area which would support the case for an appropriate alternative use; and
- (iv) not potentially undermine emerging or approved Local Development Strategy or Community Planning objectives.

**PART B – Provision of New Local Shopping**

The provision of new local shopping centres, new local shops forming part of local shopping centres and new local shops not related to a local shopping centre, which aim to meet the needs of local residents for daily shopping needs, will be supported, particularly in areas where the local community, through development of community based strategies, have identified inadequate local provision as an important issue. The policy should be read in conjunction with policy SC 9: Retail Development - Related Matters.

(a) Proposals for new local shopping centres should:

- (i) normally, not include units exceeding 400 sqm gross, where related to local shopping centres of up to 1,000 sqm gross. Stores in excess of 400 sqm gross floorspace may be considered where shown to be important in safeguarding the centres' local shopping function;
- (ii) normally have a minimum of 4 individual units, with a minimum of 50% of the units in Class 1 shop use, where related to local centres of up to 1,000 sqm gross;
- (iii) normally provide a minimum of 6 units, with a minimum of 50% of the units in Class 1 shop use, where related to local centres of 1,000-1,500 sqm gross;
- (iv) in the case of new local shopping centres, not exceed 1,500 sqm gross (proposals above this threshold will not be considered as local centres serving local residents only and will not accord with the objectives of this policy unless it can be demonstrated that the scale of the development is justified in respect of local circumstances); and
- (v) in the case of new shopping centres in excess of 1,000 sqm gross and up to 1,500 sqm gross, not be required to fulfil the sequential approach (SC 3: The Sequential Approach for Retail and Commercial Leisure Developments).

(b) Proposals for new local shops relating to an existing local shopping centre, and extensions to local shops within existing local shopping centres, should normally not include units exceeding 400 sqm gross floorspace.

(c) Proposals for new local shops not related to Local Shopping Centres should:

- (i) normally not include units exceeding 400 sqm gross
- (ii) serve the small scale day-to-day needs of the immediately surrounding residential area.

## SCHEDULE SC(iii) – LOCAL SHOPPING CENTRES AND LOCAL SHOPS

Local Shopping Centres	
A	Alderman Road, Anderston, Angus Street (Springburn), Anniesland North, Arden East, Arden West, Ashfield, Auchinairn.
B	Balgrayhill, Ballater Street, Balornock North, Balornock South, Barlanark, Barmulloch East, Barmulloch West, Battlefield South, Bellahouston, Bellgrove, Beltrees Road (Pollok), Belvidere, Bridge Street, Broomhill Cross, Broomhill North, Broomhill South, Budhill North, Budhill South, Butterbiggin Road.
C	Calder Street, Calton, Carmyle, Carmyle Central, Carntyne North, Carntynehall, Carnwadric, Castlemilk South, Cessnock East-North, Cessnock East-South, Charing Cross, Copland Road, Craigend, Craigpark, Craigton East, Craigton West, Cranhill, Croftfoot East, Croftfoot West, Crookston, Crosshill Central-East, Crosshill Central-West, Crosshill East, Crosshill West.
D	Dalmarnock, Deanston Drive, Dorchester Avenue, Drumoyne, Drumoyne West, Drumry, Dyke Road.
E	Eglington.
F	Fulton Street
G	Garngad North, Garngad South, Garrowhill, Garscadden, Garscube, Garthamlock, Gibson Street North, Gibson Street South, Glenkirk Drive (Drumchapel), Govan East, Greenfield.
H	Hamiltonhill, Helenvale, High Knightswood, Hillington, Hillington Road South, Holmlea, Hyndland North.
J	Jordanhill Central, Jordanhill North, Jordanhill South.
K	Kelvindale, Kelvinside, Kings Park East, Kings Park North, Kings Park South, Kinning Park North, Kinning Park South, Kinning Park West, Knightswood Cross, Knightswood North, Knightswood Park.
L	Ladymuir Crescent (Pollok), Lambhill, Langside North, Langside South, Leithland (Pollok), Levernside (Pollok), Lightburn, Linthouse East, Linthouse West, Lochend, Lyoncross (Pollok).
M	Maryhill Park North West, Maryhill Park South East, Maryhill Park South West, Maxwell Road East, Maxwell Road North, Maxwell Road West, McArthur Street (Pollokshaws), Millerston, Milton North, Milton South, Milton West, Mossbank, Mount Vernon North.
N	Newlands Road, Nitshill North, Nitshill South, Norby Road (Broomhill), Norfolk Street.
O	Old Castle Road, Old Drumchapel.
P	Paisley Road Toll, Parkhouse, Partickhill, Penilee, Pollokshaws, Pollokshields South, Possil North, Priesthill North, Priesthill South, Prospecthill, Provanmill.
Q	Queens Cross North East, Queens Cross North West, Queens Cross South Central, Queens Cross South East, Queens Cross South West, Queens Park West.
R	Red Road Court, Riddrie, Rogerfield, Round Toll, Royston, Rozelle Avenue (Drumchapel), Ruchazie, Ruchill.
S	Scotstounhill North, Scotstounhill South, Shawbridge Arcade, Shields Road North, Shields Road South, Sighthill, Sinclair Drive, Smithycroft North, Smithycroft South, Springfield Road (Parkhead), St Andrews Cross, Summerhill (Drumchapel), Summerston, Swinton.
T	Thornwood North, Tollcross Road Central-East, Tollcross Road Central-West, Tollcross Road East, Tollcross Road West, Tormusk, Toryglen.
W	Wardie (Easterhouse), Wellhouse, Woodside North, Woodside South.
Y	Yoker East, Yoker West.

**POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to encourage and maintain a network of adequate local shopping and related facilities (see Part 2, RETAIL AND OTHER TOWN CENTRES, Local Shopping, paragraph 6.99).

The retention of adequate local retail facilities to serve all sections of the community, particularly persons of limited mobility, remains an important element in the Council's overall objectives for retailing and social inclusion. Support will be given to proposals that augment, improve, or support the continuation of local shopping facilities.

None of the City's local centres contain large main operator supermarkets, or indeed individual retail units above 400 sqm, with many of the shop units being run by independent traders. Proposals for new local shopping centres which demonstrate a mix of small shop units, in line with the requirements of the Policy, will not require to be sequentially tested under policy SC 3: The Sequential Approach for Retail and Commercial Leisure Developments.

Conversely, proposals that reduce local shopping facilities (for example, conversions of shop premises to other uses) will be carefully considered with regard to their overall effects on local shopping provision. Proposals will be resisted if there is good reason to believe that the objective of retaining adequate local shopping provision is likely to be put at risk (see also policy SC 11: Food, Drink and Entertainment Uses).

## SC 8 - SALES OF GOODS IN LARGE RETAIL STORES OUTWITH TOWN CENTRES

### AIM

To ensure that goods sold in large edge-of/out-of-centre retail stores do not impact on the vitality and viability of existing retailing within Town Centres.

### POLICY

All proposals for the sale of goods in large retail stores (see Definition), outwith Town Centres, should be considered against policies SC 1: The City's Network of Centres and SC 3: The Sequential Approach for Retail and Commercial Leisure Developments. For larger proposals, over 1,000 sqm (gross) convenience retail floorspace and over 2,000 sqm (gross) comparison retail floor space, policy SC 4: Large Scale Retail or Commercial Leisure Development should also be addressed (to show no unacceptable impact on a Town Centre or identified commercial centre will take place).

In locations outwith existing Town Centres (i.e. those Centres listed in policy SC 1, Schedule SC (i) Part A), new retail developments of over 1,000 sqm (gross) convenience retail floorspace and over 2,000 sqm (gross) comparison retail floor space, or extensions to existing large retail units over 1,000 sqm (gross) convenience retail floorspace and over 2,000 sqm (gross) comparison retail floor space, may be subject to conditions limiting the use of the floorspace for the sale of convenience and/or comparison goods. Limitations may also be placed on the range of comparison goods acceptable, depending on the characteristics of the nearest Town Centre. This is to ensure that floorspace use, and impact assumptions inherent in evaluating the proposal against policies SC 2: Policy Objectives for Tier 1 and 2 Town Centres, SC 3 and SC 4 and/or previous floorspace limitations, cannot be altered without Council approval.

Retail warehouse units and retail warehouse parks in out-of-centre (see Definition) locations, where appropriate in locational terms, will generally be restricted to the sale of DIY, furniture, carpets and floor coverings, household textiles, electrical goods including computers and related products, office equipment, motor vehicle accessories, pet goods and gardening goods.

The use of a retail warehouse unit for the sale of food and convenience goods, or general comparison retailing will not, normally, be considered favourably.

Individual retail warehouse units should have a retail floorspace of not less than 900 sqm gross floorspace/720 sqm net floorspace, and be for the sale of bulky goods only, in order to be considered as a retail warehouse and not a shop unit more suited to a Town Centre location.

Where provision of in-store services (such as pharmacies) is proposed as part of an edge-of or out-of centre development, supporting information will be required in respect of:

- existing levels of provision within the core catchment of the proposal; and
- any impacts (including cumulative) on an existing Town Centre (either adjacent to or within the core catchment of the proposal).

Edge-of-centre and out-of-centre proposals will not be supported where they would jeopardise the operation of similar town centre facilities. In adopting this approach, the Council is seeking to maintain the vitality and viability of Town Centres and ensure that such services are in the most accessible and socially inclusive locations.

**DEFINITION**

**LARGE RETAIL STORES** - A Large Retail Store is a store over 1,000 sqm (gross) convenience retail floorspace or over 2,000 sqm (gross) comparison retail floor space.

**OUT-OF-CENTRE** - A site outwith and not adjoining a Town Centre, but within the urban area (Source: The Glasgow and the Clyde Valley Joint Structure Plan).

**POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to protect the City's Town Centres and maintain and enhance their vitality and viability (see Part 2, RETAIL AND OTHER TOWN CENTRE USES, Context, paragraphs 6.68 and 6.69).

Retail floorspace is commonly divided into 'convenience' (i.e. food and day-to-day purchases) and 'comparison' (i.e. clothing, personal goods, household goods, electrical goods, etc.). These types of retailing have quite distinct characteristics and impacts due to frequency of visits and actual annual spending levels. In large new retail developments located on the edge-of Town Centres, or at out-of centre locations, it is necessary to ensure, through the use of conditions, that the type of retailing applied for is not subsequently altered without full consideration of any potential effects on the pattern of retailing in the area and the vitality and viability of other Tier 1-3 centres.

The sale of goods in out-of-centre retail parks and warehouses has usually been restricted to what is commonly referred to as "bulky household goods". This has been considered essential to safeguard the trade of the larger Town Centres, much of which is based on clothing, fashion and personal goods.

In the convenience sector, one offshoot of superstore development and trading patterns is the increasing proportion of floorspace devoted to non-food sales. This has hitherto been regarded as a lesser issue, and attention focused principally on the food sales component. It has now emerged, however, as an issue in its own right. Policies SC 1, SC 3, SC 4 and SC 5 look to address such issues.

## SC 9 - RETAIL DEVELOPMENT – RELATED MATTERS

### AIM

To protect Town Centres from retail proposals which could, individually or cumulatively, impact upon their vitality and viability.

### POLICY

Proposals for retail developments with characteristics not specifically covered by policies SC 3: The Sequential Approach for Retail and Commercial Leisure Developments and SC 4: Large Scale Retail or Commercial Leisure Development should take account of the following:

- The change of use of a property to retail will be considered in relation to the relevant policies of the Plan.
- Garage forecourt shops which sell a range of groceries and non-car related products will require to comply with the relevant policies of this Plan, in the same way as other retail developments. They should not exceed a gross retail floorspace of 400 sqm (unless specifically justified under policy SC 3) or undermine an established local shopping centre, as identified in policy SC 7: Protection and Promotion of Local Shopping Centres and Local Shops, Schedule SC(iii)).
- Retail warehouse clubs, which also offer goods for sale to members of the public, are considered to be Class 1 shop outlets for the purposes of this Plan.
- Wholesale cash and carry stores will be deemed to be uses under Class 6 of the Town and Country Planning (Use Classes) (Scotland) Order 1997, and should not involve retail sales.
- Retail sales will be permitted in non-retail premises, subject to that use being clearly ancillary to the primary use of those premises, and subject to a maximum gross retail floorspace of 500 sqm or 25% of the total floorspace, whichever is the lesser. This provision is limited to the sale of non-food products. Particular regard will be had to the effects of any loss of industrial space.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to protect the City's Town Centres and maintain and enhance their vitality and viability (see Part 2, RETAIL AND OTHER TOWN CENTRE USES, Context, paragraphs 6.68 and 6.69).

This policy also provides clarification on the Council's policy approach to a range of retail uses and development scenarios not specifically addressed in other policies of the Plan.

**SC 10 - NON-RETAIL USES IN TIER 1, 2 AND 3 TOWN CENTRES****AIM**

To support the maintenance and enhancement of the vitality and viability of all Town Centres through encouraging an appropriate balance and diversity of uses within each Centre, including the retention of a suitable level of retail activity.

**POLICY**

Proposals for change of use of Class 1 shop units to non-Class 1 will be evaluated according to location, as follows:

**1. TIER 1 - CITY CENTRE****Primary Retail Streets (within the Principal Retail Area) - LEVEL 1 (see Definition)**

Continuous retail frontages should be maintained and, where practical, reintroduced in the Level 1 Primary Retail Streets (see City Centre Primary Retail Street Map). Proposals for the change of use of shop units from Class 1 Shops to non-Class 1 uses will not be supported.

The Primary Retail Streets are defined as the street blocks contained within the following street addresses:

**SAUCHIEHALL STREET**

South Side Nos. 1 - 267 (Douglas Street to Buchanan Street)

North Side Nos. 2 - 290 (Dalhousie Street to Buchanan Street)

**BUCHANAN STREET**

East Side Nos. 1 - 249 (all addresses)

West Side Nos. 2 - 302 (all addresses)

**GORDON STREET**

South side Nos. 1 - 55 (Union Street to Buchanan Street)

North Side Nos. 2 - 58 (Renfield Street to Buchanan Street)

**ARGYLE STREET**

South Side Nos. 1 - 205 (Jamaica Street to Stockwell Street)

North Side Nos. 2 - 176 (Union Street to Glassford Street)

Alternative uses may be permitted on upper floors and basements on these frontages. The entrances to these floors, however, should remain on the street frontage. Proposals for buildings of an architectural style difficult to convert to retail shops will be considered on their merits.

**Primary Retail Streets (within the Principal Retail Area) - LEVEL 2 (See Definition)**

Outwith the Level 1 Primary Retail Streets, two streets retain a substantial proportion of ground floor retail uses: Queen Street and Union Street, as defined below:

**QUEEN STREET**

West Side Nos. 1 – 161

East Side Nos. 2 - 148

**UNION STREET**

East Side - All Addresses

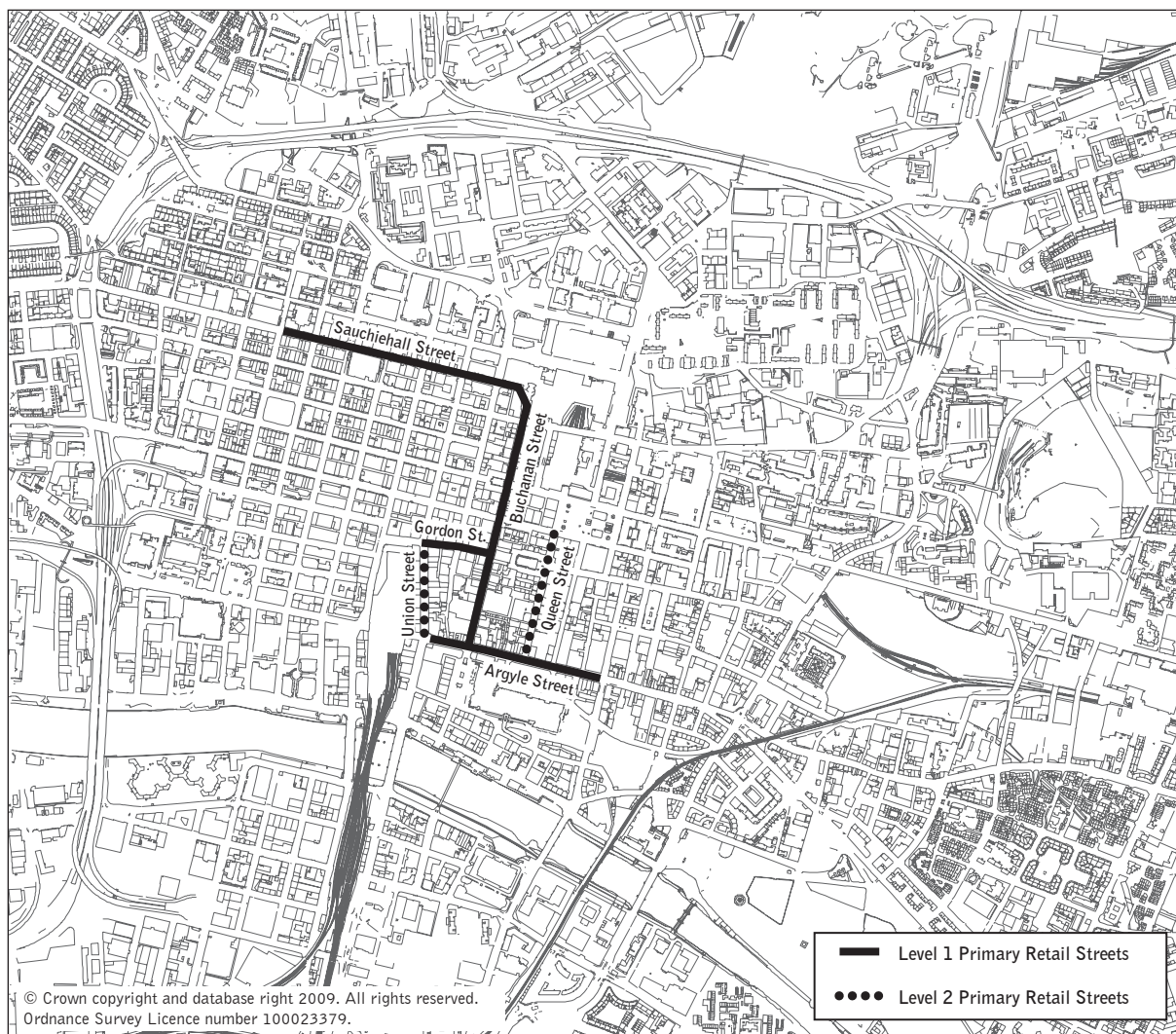
West Side - All Addresses

70% of ground floor units on these streets should be retained in Class 1 shop use (the threshold to be calculated inclusive of vacant units, in accordance with their last known authorised use (i.e., with Planning Permission or Certificate of Lawful Use)).



## Elsewhere within the Principal Retail Area and the City Centre

Elsewhere in the City Centre (outwith the Primary Retail Streets within the Principal Retail Area), proposals will be assessed having regard to the maintenance of a range of shopping and retail facilities within any given area, particularly where residential uses predominate.



### Primary Retail Streets

## 2. TIER 2 AND 3 TOWN CENTRES INCORPORATING PRINCIPAL RETAIL AREAS

The following Town Centres also contain a designated Principal Retail Area.

Group A - Tier 2 Centres - Partick/Byres Road (2 Principal Retail Areas), Shawlands

Group B - Tier 3 Centres - Anniesland, Victoria Road

When considering applications for the change of use of any ground floor premises within these Principal Retail Areas from Class 1 Shops to any other use, the Council will have regard to criteria (a)-(c). These may be subject to modification for individual Centres if justified in a Town Centre Action Plan (TCAP) under policy SC 5: Town Centre Action Plans, Local Development Strategies and Masterplans.

- (a) If, in a Principal Retail Area, the proportion of ground floor units operating within a use class other than Class 1 Shops exceeds 20% of the total for a Group A (Tier 2) Centre, or 30% for a Group B (Tier 3) Centre, further changes of use from Class 1 will not be considered favourably.
- (b) In the case of the combined Partick/Byres Road centre, two Principal Retail Areas are defined (see schedule SC (iv)), and criterion (a) will operate separately within each.
- (c) Exceptions to criterion (a) may be considered in the following circumstances:
  - (i) The extension of an existing bank or building society office (Class 2 uses) into adjacent shop premises, subject to a binding agreement that no other form of Class 2 use will be permitted; and
  - (ii) The occupation of Class 1 shop premises by a non-Class 1 use relocating from other premises within that Principal Retail Area, subject to a binding agreement that the future use of the vacated premises will be restricted to Class 1.

The remaining, or secondary, Retail Area of each Centre is subject to consideration against the criteria set out in Part 3 (Tier 2 and Tier 3 Town Centres - Outwith the Principal Retail Area, and Where No Principal Retail Area). The areas covered by each designation (Principal/Secondary) are shown on the Centres Map and the addresses are listed in Schedule SC (iv) (see development guide DG/SC 1: The City's Network of Centres (Tiers 1 to 3)).

#### SCHEDULE SC(iv) - PRINCIPAL RETAIL AREAS IN TIER 2 AND TIER 3 TOWN CENTRES

This schedule lists the Tier 2 and 3 Town Centres which contain Principal Retail Areas and are, thereby, subject to the provisions of this policy.

TIER	TOWN CENTRE	ADDRESSES
2	Partick/Byres Road (see Note)	Partick: 2-4 Anderson Street; 347-429 and 312-418 Dumbarton Road; 1-9 and 2-10 Fortrose Street; 1-3 Gardner Street; 1-11 and 2-38 Merkland Street; 1-9 and 2-8 Peel Street; 2-10 Vine Street
		Byres Road: 191-373 and 174-326 Byres Road; 171-175 and 170-176 Great George Street; 2 Highburgh Road; 1-3 and 2-6 Ruthven Street; 1-3 and 2-4 Roxburgh Street
2	Shawlands	14-128 Kilmarnock Road; Shawlands Arcade (all)
3	Anniesland	828-836 Crow Road; 1558-1670 Great Western Road; 1-11 Herschell Street
3	Victoria Road	353-461 and 352-462 Victoria Road

Note: Contains separate Principal Retail Areas for Partick and Byres Road.

### 3. TIER 2 AND TIER 3 TOWN CENTRES - OUTWITH THE PRINCIPAL RETAIL AREA, AND WHERE NO PRINCIPAL RETAIL AREA

Proposals for the change of use from Class 1 Shops to non-class 1 use within the:

- Secondary Retail Areas of Tier 2 and 3 Town Centres listed under Part 2 of the policy; and
- Other Tier 2 and 3 Town Centres with no Principal Retail Area

will be considered against Parts A and B of this section of the policy (for redevelopment proposals refer to policy SC 6: Retention of Retail and Commercial Leisure Floorspace within Tier 1-3 Town Centres.)

## PART A – Number of non retail units within the Town Centre

- (a) The Council will seek to maintain the proportion of Class 1 shop units in the Town Centres at 70% or more, subject to the consideration of the criteria at Part B.
- (b) Where the number of Class 1 shop units within a Town Centre is below 70%, but above 50%, proposals will be considered in terms of the following:
  - (i) In considering smaller retail units, whether the unit has been appropriately marketed for a minimum of 12 months prior to the submission of non Class 1 proposals and the exercise has been unsuccessful in attracting Class 1 operators.
  - (ii) In Town Centres where there is a long-term pattern of vacant Class 1 premises, the marketing of a vacant Class 1 unit for Class 1 use for 12 months will not be necessary in considering a change of use proposal, unless this would conflict with the objectives of a Town centre Action Plan or similar strategy for the Centre.
  - (iii) The loss of an operating retail unit where there are vacant units within the Centre, will normally be resisted unless material circumstances indicate a more flexible approach is appropriate. In considering such matters, the Council will have regard to local circumstances and its retail survey data for the relevant Town Centre.
- (c) Notwithstanding (a) and (b) above, in considering the potential loss of a significant Class 1 unit within a centre, (e.g. a large supermarket), the Council will consider its importance to the overall vitality and viability of the Centre. Where such a loss is proposed, it will be necessary to demonstrate that an appropriate marketing exercise for Class 1 shop use has been carried out over a minimum 18 month period. Documentation related to this marketing exercise will require to be submitted in support of any application for non-Class 1 use.
- (d) Where the proportion of Class 1 units within a Town Centre is already below 50%, a more comprehensive consideration of its role within the Network of Centres will be necessary. Where there is an emerging or existing Town Centre Action Plan, Local Development Strategy, Community Plan or other Council approved strategy to promote a positive and comprehensive intervention framework for the Centre, historic deterioration will not justify continued loss of Class 1 shop units, particularly operational units.

## PART B – Maintenance of the retail character of street blocks within all Town Centres.

- (a) It is important to the effective functioning of a Town Centre overall, that the retail character of individual street blocks, which form important component parts of the Centre, are not lost. Where this happens it can create “dead frontage” and adversely impact on the overall vitality and viability of the Centre. Proposals for non-retail uses, therefore, should not result in more than:
  - (i) two adjacent non Class 1 units within a street block; or
  - (ii) 30% of the Class 1 shop frontage of a street block being in non-retail use.
- (b) Where the existing non-Class 1 shop frontage of a street block has more than two consecutive non retail uses and/or more than 30% of the retail frontage is in non retail use, proposals should not reduce the retail character of the street block further. Where there is a historic pattern of long term Class 1 vacancies within an individual street block, however, it may be appropriate to allow more than two consecutive units and/or 30% of the frontage to be in non-retail use, particularly where continued long term vacancy is the likely alternative and there is no conflict with the objectives of a Council approved Town Centre Action Plan or similar strategy in the Centre.

- Note 1 This policy should be read in conjunction with policy SC11: Food, Drink and Entertainment Uses.
- Note 2 All calculations of the proportion of the frontage of street blocks in Class 1 and non-class 1 uses will take into account unimplemented planning permissions for changes of use.
- Note 3 For the purposes of this policy, “non-retail uses” covers all uses other than Class 1, including Classes 2, 3, residential and ‘sui generis’ uses. Hybrid or composite uses incorporating significant elements of Class 1 and another use, or uses, will be regarded as ‘sui generis’ and therefore as ‘non-retail uses’ under this policy (see policy SC 11).
- Note 4 For information on the hierarchy of Town Centres, see policy SC 1: The City’s Network of Centres.

## DEFINITIONS

**PRIMARY RETAIL AREA (LEVEL 1)** - where Class 1 shop units are clustered together and include the main department and multiple stores. These areas also have an extensive window frontage display space and the highest pedestrian flows.

**PRIMARY RETAIL AREA (LEVEL 2)** - where Class 1 shop units continue to dominate alongside other services.

## POLICY JUSTIFICATION

This policy supports the Plan’s Development Strategy to protect the City’s Town Centres from changes of use which could, individually or cumulatively, impact upon their vitality and viability (see Part 2, RETAIL AND OTHER TOWN CENTRE USES, Context, paragraphs 6.68 and 6.69).

In order to protect the important retail function and character of Town Centres, whilst still maintaining a range of appropriate other uses, there is a need to limit the unacceptable loss of Class 1 shop units to non-retail uses. This will be primarily achieved through the restriction of non-retail uses within retail frontages and Centres to an appropriate level.

The level of intervention deemed appropriate, and consequently the allowance of non-retail uses have been determined according to the status and importance of the frontages concerned. In the City Centre’s Level 1 Primary Retail Streets, therefore, a more restrictive policy has been determined to be appropriate than in Level 2, or in Tier 2 and 3 Town Centres. In general, however, it is desirable to maintain at least a 70:30 retail to non-retail balance for Town Centres and those areas outside important Primary Retail Areas.

It is also important to ensure that concentrations of non-retail uses do not occur in individual retail frontage blocks in order to maintain vitality and interest through attractive and lively fascia displays of goods for sale.

Intervention is only appropriate, however, where the Centre concerned does not have longstanding problems of vacancy or environmental deterioration. The revitalisation of centres that exhibit such symptoms can only be tackled through a comprehensive range of measures, including the encouragement of alternative uses for disused or unviable shop units. It will be one of the purposes of Town Centre Action Plans (TCAPs) to determine what the measures should be in each case. It is intended that as TCAPs are prepared, each Centre’s detailed requirements will be reviewed and, if appropriate, incorporated into the TCAP as supplementary development guidance (see policy SC 5: Town Centre Action Plans, Local Development Strategies and Masterplans).

## SC 11 - FOOD, DRINK AND ENTERTAINMENT USES

### AIM

To guide the location of food and drink and entertainment uses, taking into account the local problems which can arise from a concentration of such uses.

### POLICY

Applicants should address both the Locational and Technical Policies.

#### Locational Policies

Proposals for public houses, hot food shops, and Class 3 and 11 uses (see Definition), should not result in a significant adverse effect on the amenity of adjacent residents through the effects of noise and/or cooking fumes.

#### PUBLIC HOUSES AND CLASS 11 USES (Outwith the City Centre)

The following factors will be taken into consideration in any proposed public house development:

- These uses should not be located within, or immediately adjacent to, existing residential property.
- Extensions to existing premises should not increase the floorspace for public use under residential flats, or extend into backcourt areas (see Definition).
- These uses should not be located under new build residential development.

#### HOT FOOD SHOPS AND PUBLIC HOUSES

When these uses are concentrated together, problems of cooking fumes, litter, noise and parking can be exacerbated.

- In order to protect residential amenity, no more than 20% of the number of units in a street frontage (see Definition), containing or adjacent to residential uses, should be in use as a hot food shop or public house.

In all calculations of the proportion, the Council will include any use which incorporates a hot food take-away service and any unimplemented planning permissions for changes of use to hot food shop, public house, or Class 3 use, likely to include a hot food take-away service.

An exception may be made to this policy, where there is evidence that, despite active professional marketing, the unit has been persistently vacant for at least 18 months. The applicant will be expected to submit documentation to include details of floorspace, costs and length of lease offered to interested parties to ensure these factors are not unnecessarily acting as a deterrent to Class 1 shop or other uses.

Where applications propose to convert buildings, not currently in residential use, to mixed uses including a public house, the onus will be on the applicant to demonstrate to the Council's complete satisfaction that there will be no detrimental effect on the amenity of any residential units from noise emanating from the interior of a public house.

#### REAR LANES

In some older parts of the City, many lanes which run along the back of residential tenement backcourts are occupied by former garages and coach houses, a number of which converted to other uses. These buildings are traditionally on the quiet side of tenements. In order to protect residential amenity, the Council will not support:

- hot food shops, public houses and Class 3 uses in lanes that are immediately adjacent to residential properties; and
- hot food shops, public houses and Class 3 uses (including extensions to existing uses or extensions of opening hours) in lanes off Byres Road, i.e. Cresswell Lane, Ruthven Lane, Dowanside Lane and Great George Lane, other than a single additional restaurant use in Dowanside and Ruthven Lanes together (additional to the 3 restaurants in operation at May 2009).

## OUTDOOR FOOD AND DRINK AREAS

Outdoor provision for customers is now being proposed by many food and drink businesses. These can range from awnings over pavements to permanent areas of outdoor seating, such as terraces and beer gardens. Such extensions will be supported where:

- they do not give rise to noise levels, likely to impact on residential amenity;
- in the case of public houses, they are not directly overlooked by residential property; and
- outdoor seating does not narrow a public footpath, to the detriment of pedestrian or traffic safety.

Awnings should meet the standards set out in policy DES 9: Alterations to Shops and Other Commercial Buildings.

## OTHER LEGAL REQUIREMENTS

If planning permission is granted for outdoor seating, applicants will also require:

- Section 59 consent, if they occupy part of a public road/footpath (Roads legislation); and/or
- a licence, if alcohol is to be consumed outside (Licensing legislation).

## Local Area Policy for the City Centre

### PUBLIC HOUSES AND CLASS 11 USES

- The Council will resist developments that would give rise to the introduction of noise generating activity in close proximity to existing housing, unless satisfactory mitigating measures enable the retention of the current levels of residential amenity and provided the proposal is acceptable in other respects.
- Planning permission will not be granted for these uses within existing residential buildings.
- Applications for extensions to premises, that increase the floorspace for public use under residential flats, that extend into existing residential backcourt areas, or extend under saloon backcourts, will be treated on their individual merits.

## OUTDOOR FOOD AND DRINK AREAS

The Council will generally encourage the creation of outdoor eating areas, attached to existing premises, where they will not interfere with pedestrian or vehicular traffic or create visual clutter to the detriment of the character of the Central Conservation Area or adjacent listed buildings.

To help preserve the high quality urban environment of the Central Conservation Area, the outdoor food and drink areas should be managed in association with existing premises.

## RESTAURANTS AND CAFES

In Buchanan Street and Royal Exchange Square, the following types of catering uses will be encouraged.

Within the address ranges 130-150 and 127-159 Buchanan Street, 1-29 and 2-32 Royal Exchange Square, Exchange Place (all addresses), and Royal Bank Place (all addresses):

- the Council will support Class 3 uses, particularly where they will occupy the solum of the pedestrianised streets for seating purposes.
- proposals for hot food shops, licensed clubs and public houses will not be supported, as these could detract from the character of these streets, as a result of noise, disturbance and litter.



## CENTRAL STATION BRIDGE

Due to the confined space under the Central Station Bridge ('Hielanman's Umbrella'), which is part of the Argyle Street shopping precinct, air quality has the potential to exceed recommended guidelines, as a result of food odours and traffic emissions. The Council wishes to control the type of shop uses in the area to ensure they do not create any future environmental problems.

The Council will not support applications for any further Class 3 uses, hot food shops and public houses, which require to disperse cooking odours in the confines of the Bridge area. This incorporates the stretch of Argyle Street between Hope Street/Oswald Street and Union Street/Jamaica Street, including the Central Station Bridge (see also policy TRANS 9: Air Quality).

### Technical Policies

#### TREATMENT AND DISPOSAL OF COOKING/HEATING FUMES

Proposals for a food and drink use will only be considered favourably if suitable arrangements for the dispersal of fumes can be provided, to the complete satisfaction of the Council.

- Plans accompanying planning applications for all food and drink uses should show all cooking/heating equipment proposed, with full details of the fume dispersal method. This information should be shown on both the Plan and the Elevation drawings.
- Prior to the installation of any system for the dispersal of cooking fumes or odours, a certificate from a member of the Heating and Ventilation Contractors Association shall be submitted confirming that the proposed fume/ odour treatment method will operate to its full specification, when fitted at the application site. This requirement will be secured by a suspensive condition imposed on any relevant planning permission granted.

The Council's preferred method of dispersal of fumes is by an externally mounted rear flue, erected to a height sufficient to disperse fumes above any nearby property. Such flues are easy to erect, maintain and replace, if necessary. (Note: The title deeds of a tenemental property, or other building, may require that the agreement of other owners be obtained before a new internal or external flue can be installed. Any grant of planning permission does not remove this obligation, which is a separate legal matter.)

The acceptability of alternative proposals, such as microwave ovens without a flue, internal flues or low level treatment and dispersal of fumes by carbon filtration or other systems should be discussed with the Council's Land and Environmental Services (Environmental Health), prior to submission of a planning application.

#### PARKING AND SERVICING REQUIREMENTS

Parking of customers' cars or servicing vehicles should not result in serious parking and/or traffic congestion.

#### HOURS OF OPERATION

Normal closing time will be in the following range, depending on local circumstances:

- Sunday to Thursday - between 20.00 hours and 24.00 hours
- Friday and Saturday - between 20.00 hours and 01.00 hours
- Permission will not normally be granted for opening hours beyond 01.00 hours

It should be noted that a Late Hours Catering Licence, obtained through the Licensing Section, Chief Executive's Department, 235 George Street, Glasgow, G1 1QZ will also be required for any premises serving food, on or off the premises, after 23.00 hours. This Licence will not generally be granted beyond 24.00 hours, if the premises are in a building with residents living above.

**DEFINITIONS**

**BACKCOURT** - The communal private garden of flats, typically including bin storage for domestic waste.

**CLASS 3 USE** - Food and drink uses (Source: The Town and Country Planning (Use Classes)(Scotland) Order 1997).

**CLASS 11 USE** - Assembly and leisure uses (Source: The Town and Country Planning (Use Classes)(Scotland) Order 1997).

**STREET FRONTAGE** - Any frontage of a street block, shopping parade or other readily identifiable unit.

**POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to strike a balance between providing food, drink and entertainment uses and the protection of the environment and amenity of adjacent areas and residential neighbours (see Part 2, PEOPLE, Existing Residential Areas, paragraph 3.62, Part 2, RETAIL AND OTHER TOWN CENTRE USES, Commercial Leisure and Tourism, paragraph 6.87 and Part 2, CITY CENTRE, City Centre Retailing, paragraphs 7.50 to 7.55).

The policy also complies with Scottish Planning Policy (SPP) 8: Town Centres and Retailing. Public houses and hot food shops are established throughout the City, often with opening hours extending into the evening, if not the early hours of the morning. These uses are often located beneath or adjacent to residential property, where amenity can be affected by cooking fumes, litter, noise and parking. The policy should be read in conjunction with policies SC 7: Protection and Promotion of Local Shopping Centres and Local Shops and SC 10: Non-Retail Uses in Tier 1, 2 and 3 Town Centres.

**FURTHER GUIDANCE**

For guidance on the potential adverse impact on listed buildings and the character of conservation areas, see policy DES 3: Protecting and Enhancing the City's Historic Environment and development guide DG/DES 3: Design Guidance for Listed Buildings and Properties in Conservation Areas.



## TRANS 1 - TRANSPORT ROUTE RESERVATIONS

### AIM

To ensure proposed transport routes are safeguarded from development that would prejudice their implementation and ensure former rail formations, with the potential for transport use, are protected.

### POLICY

The transport schemes listed below reflect proposals which, subject to the necessary agreement with other agencies (such as Strathclyde Partnership for Transport (SPT), Network Rail, Transport Scotland), may come forward within the Plan period or at some future date and, therefore, require to be safeguarded. Transport route reservations will be a significant consideration when the Council determines development applications.

Development applications that would impinge on the ability to facilitate the development and construction of the following transport infrastructure schemes will be refused planning permission (see the Proposals Map and the map accompanying this policy):

#### 1. RAIL ROUTES

- Crossrail (incorporating Strathbungo Link and Kelvinhaugh Turnback) and associated stations at Glasgow Cross (high and low level), Gorbals, High Street (relocated) and West Street
- Carmyle to Newton Chord
- Garngad Chord
- Glasgow Airport Rail Link

#### 2. BUS RAPID TRANSIT AND TOURIST TRANSPORT ROUTES

- Clyde Fastlink (North Bank) and extension west to Clydebank
- Clyde Fastlink (South Bank) to Renfrew
- Kelvingrove Art Gallery and Museum to new Riverside Museum of Transport Tourist Transport Route

#### 3. RAIL STATIONS

- Blochairn/Garngad
- Bogleshole (Cambuslang Investment Park)
- Drumchapel (West)
- Germiston
- Ibrox
- Jordanhill (West)
- Millerston
- Parkhead Forge
- Robroyston

#### 4. ROADS

- M74 Completion
- M8 Baillieston to Newhouse - associated works
- East End Regeneration Route (including Oatlands Bypass)
- North Clydeside Development Route
- Bishopbriggs Relief Road (dualling)
- Blackhill Road Upgrade (Summerston)
- Crookston Spine/Bus Link Road
- Duke Street Realignment (Parkhead)
- Easterhouse Regeneration Route
- Gartloch Road Upgrade
- Robroyston/Millerston Spine/Bus Link Road

## 5. PEDESTRIAN/CYCLE LINKS

- Anderston M8 Overbridge Completion
- Anderston/Springfield Bridge
- Baillieston Station South Route
- Cardonald Park Industrial Site to Hillington East Station
- Clyde Walkway/Cycleway
- Glasgow Harbour Northern Routes
- Jordanhill Station to Gartnavel West Link
- Kelvindale/Dalsholm Rail Overbridges
- Merchant City and Broomielaw Wynds
- Pacific Quay (Bells Bridge) to Cessnock Subway Station Route

## 6. FORMER RAILWAY FORMATIONS

Disused rail formations are a valuable resource and have the potential for transport use, either for future extensions to the rail and road networks or for the pedestrian and/or cycle networks.

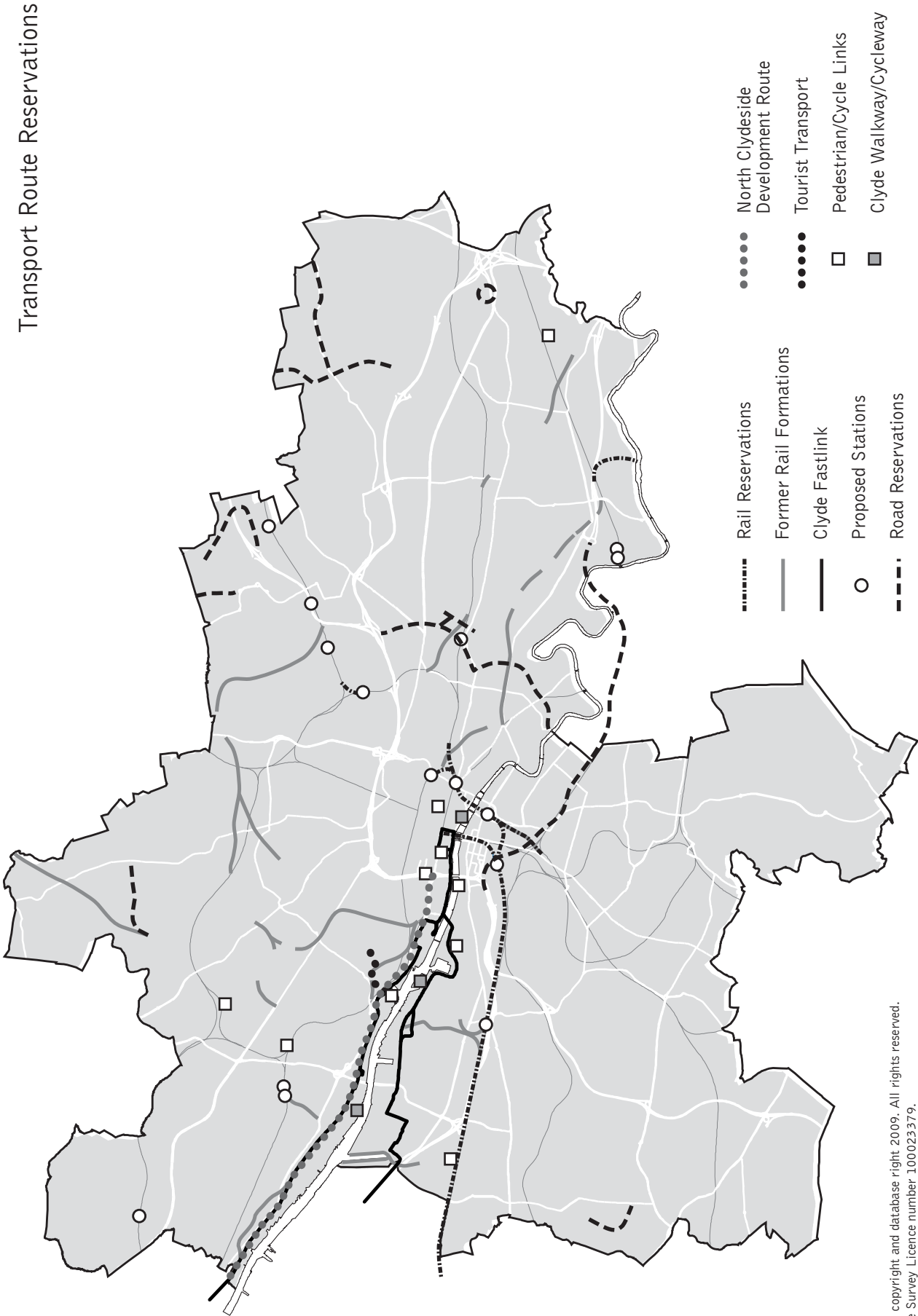
- There will be a presumption in favour of the retention of former railway formations with the potential for transport use, including former track bed, embankments, retaining walls, tunnels and bridges (see also policy TRANS 7: International Freight Transport Facilities).
- The status of parts of former rail formations, which do not appear on the accompanying map because they have been subject to development (including infill), will be reviewed when the site through which they pass is being considered for redevelopment. When this occurs on a former route with the potential for future transport use, the prospect of restoring the missing link, either on the original or on an alternative alignment, will be considered with a view to safeguarding any required reservation.
- Where a former railway formation passes through a development site and forms part of the City's proposed pedestrian and cycle network, developers will be required to incorporate and implement the route as part of their application, or provide an acceptable alternative (see policy ENV 10: Access Routes and Core Path Network).
- Any road or rail scheme that affects a former railway formation, which is part of an existing walking and/or cycle network, must ensure that the integrity of these networks is retained and, where appropriate, make provision for an alternative route for such facilities.

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to improve the City's transport infrastructure network (see Part 2, INFRASTRUCTURE, TRANSPORT, various paragraphs, including 6.9-6.16, 6.19-6.23 and 6.26). It facilitates the delivery of transport infrastructure to support proposed and existing land use patterns in a sustainable manner and conforms to the Glasgow and the Clyde Valley Joint Structure Plan (Strategic Policy 4: Strategic Transport Network), the Council's Local Transport Strategy and the SPT Regional Transport Strategy.

Scottish Planning Policy (SPP) 17: Planning for Transport states that maintaining and improving transport infrastructure has an important role to play in growing Scotland's economy. Development plans should ensure that disused transport routes with a reasonable prospect of re-use are not severed by development and that former and potential sites for stations are protected, where future rail use is possible. Planning Advice Note (PAN) 75: Planning for Transport indicates that schemes in committed programmes, and/or those in an advanced state of preparation where work is expected to begin in the Plan period, should be included in the local development plan proposals map. Other schemes merit a description in the text, the level of detail being dependent on the degree of commitment.

Transport Route Reservations



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## TRANS 2 - DEVELOPMENT LOCATIONAL REQUIREMENTS

### AIM

To ensure significant travel generating development is located in the right places, and at a suitable density, to secure sustainable travel patterns.

### POLICY

Major development applications (as defined by development guide DG/TRANS 1: Transport Assessments), and other proposals likely to have a significant cumulative impact, are required to undertake a locational assessment, to ensure sustainable travel outcomes. The applicant will need to demonstrate that:

- high trip generating proposals (e.g. retail and commercial leisure (see policy SC 4: Large Scale Retail or Commercial Leisure Development), office/business (see policies DEV 3: Industry and Business, DEV 6: Principal Office Area (City Centre) and IB 4: Office and Business Class Developments), hospitals and tertiary education (see policy DEV 9: Civic, Hospital and Tertiary Education) and stadia (see policy DEV 10: Stadium)) are located so as to maximise the use of public transport, cycling and walking, and should follow a sequential approach to site selection (see policies SC 3: The Sequential Approach for Retail and Commercial Leisure Developments and IB 4);
- the proposal is linked into the existing or potential public transport, pedestrian and cycle networks;
- industrial, warehousing and distribution proposals are readily accessible to the strategic road network and, where relevant, to rail and wharf facilities (see policies IB 1: Industrial and Business Land Supply and TRANS 7: International Freight Transport Facilities);
- housing proposals are well integrated into effective networks for public transport, cycling and walking, particularly with regard to access to employment and facilities;
- secondary school proposals are sited so as to maximise accessibility by public transport, cycling and walking from their catchments; and
- pre-12 school proposals are sited so as to maximise accessibility by cycling and walking from their catchments and provide for safe routes to school by foot and bicycle.

Travel generating proposals should normally meet the following public transport accessibility levels as defined in development guide DG/TRANS 3: Public Transport Accessibility Zones (see associated Accessibility Zones Map) for all parts of a site (not just the site edge). Where travel generation is significant, and the required accessibility is not available, then public transport enhancement is likely to be necessary in order for the proposal to progress.

Base Accessibility:	Residential, General Industry, Storage and Distribution, Hotels/Public Houses/ Restaurants, Leisure, Schools, Community Facilities
High Accessibility:	Offices and Business, Retail (Food and Non-Food), Commercial, Commercial Leisure, Stadia, Universities and Colleges, Hospitals

Other developments as determined by the Council.

Nodes and corridors on the public transport network achieving high accessibility (including subway and rail stations) and proposed Clyde Fastlink route corridors, should be developed at higher densities, including mixed uses where appropriate where there is deemed to be no adverse impact on townscape or other material consideration (see policies DES 1: Development Design Principles, DES 3: Protecting the City's Historic Environment and RES 1: Residential Density).

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to ensure that development is located in the right places (see Part 2, INFRASTRUCTURE, TRANSPORT, paragraph 6.31). It promotes the development of sustainable land use patterns and conforms to the Glasgow and the Clyde Valley Joint Structure Plan, which sets out locational preferences under Strategic Policy 3: Strategic Management of Travel Demands with a view to delivering sustainable development in the metropolitan area.

Scottish Planning Policy (SPP) 17: Planning for Transport outlines a framework for delivering the better integration of transport and land use planning and states that significant travel generating uses should be located to support more sustainable travel patterns, with specified non-car mode shares. A key element of this framework is location policy: ensuring development has regard to national, strategic and local development plan requirements, and controlling the location of significant travel generating uses. Sites with significant public transport accessibility, either at nodes in the network or along high frequency corridors, should be developed at higher densities and with restrictive maximum parking standards. Planning Advice Note (PAN) 75: Planning for Transport indicates that location policy can assist in selecting transport sustainable locations. Key nodes on the public transport network are promoted as having the potential for higher density development of significant travel generating proposals and the potential for mixed use development with an emphasis on high quality design and innovation.

## TRANS 3 - TRAFFIC MANAGEMENT AND TRAFFIC CALMING

### AIM

To ensure major development proposals include appropriate traffic management/calming in their layouts.

### POLICY

Major development proposals require to consider the need for the formation, adaptation or improvement of traffic management and/or traffic calming measures. Submissions should take account of the following:

#### GENERAL CRITERIA

- layouts should consider the needs of bus users and operators to enable the required level of public transport accessibility to be delivered (see development guide DG/TRANS 3: Public Transport Accessibility Zones and policy TRANS 2: Development Locational Requirements);
- allocation of road space should accord with the hierarchy of road users set out in the Local Transport Strategy (e.g. City Centre/Town Centre: 1 - pedestrians, 2 - public transport, 3 - cyclists/freight and 4 - car/motorcycle);
- good streetscape design;
- high standard of surface treatment/landscaping;
- provision of access for the mobility impaired;
- provision of suitable pedestrian and cycle infrastructure on desire lines (with links to public transport and to local facilities), including pedestrian/cycle crossing facilities; and
- consideration of maintenance implications and the provision of maintenance agreements.

#### ADDITIONAL CRITERIA FOR:

##### 1. RESIDENTIAL DEVELOPMENTS

- Within residential developments, wherever possible, minor roads should be designed to achieve vehicle speeds of no more than 10 mph through self enforcement (see Note). All other roads within residential schemes should enable the future introduction of a 20mph speed limit unless the location or the function of the road makes this impractical (e.g. required for a bus route or local distributor/main access road).
- Residential areas should be designed to allow easy movement into and within the site by walking, cycling and the car (using connected grid type networks to achieve permeability), while minimising the dominance of the car (moving or parked) (see policy DES 1: Development Design Principles).
- The potential for the creation of a formal Home Zone should be considered.
- Roundabouts within and as an access point into new housing developments are not generally supported (due to safety, diversion off the desire line for pedestrians and cyclists and townscape considerations).

##### 2. NON-RESIDENTIAL DEVELOPMENTS

- Non-residential developments, that are predominantly people based (e.g. business parks, leisure complexes, hospital and education campuses, shopping centres) should be designed to give pedestrians and cyclists priority over vehicular traffic.

Note Self enforcement of 10mph standards can be realised through the overall design of the street including shared use surfaces, small corner radii, omission of road markings, variations in width, reduced sightlines, alignment changes and use of built form, in accordance with Planning Advice Note (PAN) 76: New Residential Streets and the proposed update of the Council's Roads Development Guide.

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy by ensuring that appropriate traffic management and traffic calming measures are designed into development schemes (see Part 2, INFRASTRUCTURE, TRANSPORT, Traffic Management, paragraph 6.48). It should ensure that the requirements of pedestrians, cyclists and public transport in major developments take cognisance over a vehicle dominated environment.

Planning Advice Note (PAN) 75: Planning for Transport indicates the importance of design in all development proposals with particular attention given to non-car modes. Home Zones are highlighted as an example of design measures to integrate transport and land use. PAN 76: New Residential Streets provides advice on the design of high quality residential streets, and creation of safe, attractive and accessible places.

## TRANS 4 - VEHICLE PARKING STANDARDS

### AIM

To ensure vehicle parking provision supports sustainable transport objectives.

### POLICY

Car parking provision will be considered against this policy for the following types of development:

- Residential (mainstream and other);
- Office, Industry and Business;
- Shopping and Commercial;
- Recreational; and
- Civic, Health and Education.

#### 1. Residential Developments - Provision assessed against Table 1.

In locations where space is restricted, (e.g. tenemental areas), the availability/provision of on-street parking can be taken into account in supply calculations for residential development, particularly for visitor parking. This will not apply to non-mainstream residential developments, however, (as listed in Table 1B). All such provision should be in marked bays and this may require the Council to promote a Traffic Regulation Order, at the developer's expense.

Wherever possible, every effort should be made to minimise the impact of on-street parking for safety reasons and to reduce visual impact in residential areas. On-street parking, however, will be considered where integral to the design of a development (e.g. to achieve traffic calming) as outlined in Planning Advice Note (PAN) 76: New Residential Streets. It will also be considered for certain development types where off-street parking may be neither practical nor feasible, e.g. tenemental infill, terraced housing and the retention of a listed building. The availability of on-street parking, however, cannot be guaranteed indefinitely and the Council retains the right to introduce controlled parking zones.

#### 2. Minor Non-residential Developments - Provision assessed against the maximum parking standards in Tables 2 to 5.

#### 3. Major Non-residential Developments - The Transport Assessment (see development guide DG/TRANS 1: Transport Assessments for thresholds defining major development) will be the determining factor in assessing parking provision within the maximum standards set by Tables 2 to 5. Parking provision for these types of development should be derived from the agreed mode share (as measured by car drivers), be consistent with the projected traffic generation and take account of overlapping demand in mixed development (see Note 9 of Tables 2 to 5). In addition, and depending on the location and type of development, developers may be required to prepare a Travel Plan as part of their submission to ensure that the anticipated mode share is realised in practice (see development guide DG/TRANS 2: Travel Plans).

#### 4. Public Transport Accessibility Zones - Identified in development guide DG/TRANS 3 and utilised in the Tables. The use of these zones relates to policy TRANS 2: Development Locational Requirements.



5. **Overspill Parking** - In determining development applications, the Council will consider whether restrained parking provision is likely to lead to problems of overspill parking. Where this is projected, the Council will seek to introduce a controlled parking zone around the development site. The developer will be expected to contribute towards the costs of the promotion of the associated Traffic Regulation Order.
6. **Car Park Design** - The following design considerations apply (see policy DES 1: Development Design Principles):
  - proposals should accord with the Council's Roads Development Guide requirements;
  - in order to encourage an active frontage to the street, surface car parks should not be located in front of buildings;
  - in order to achieve an active frontage to the street, car parking should not be provided at ground or street level within a building;
  - to minimise visual impact, surface level car parks should include high quality surfacing, boundary treatment and landscaping within the parking area (see development guide DG/DES 4: Landscape in New Development);
  - covered car parks should utilise a high standard of design with maximum safety and security provision for vehicles and users;
  - surface level car parks and entrances to covered car parks should provide for safe movement to and from parked cars and not compromise pedestrian safety;
  - preferred operator format will not be considered a justification for poor layout design; and
  - sustainable drainage systems should be provided (see policy ENV 4: Sustainable Drainage Systems (SUDS)).
7. **Powered Two Wheelers** - Assessments should include the likely demand for parking of powered two wheelers and, where provision is justified, car park design should make specific provision for the parking of these vehicles, taking account of security considerations.

**Note** Developers will have regard to the Plan's other appropriate development and design policies when preparing development schemes and are advised to seek the advice of the Council on parking provision prior to the submission of a development application.

**Table 1: Residential Parking**

**Section A: Mainstream Housing for Sale/Rent (private, social and shared)**

<p><b>1(i) New Build</b></p> <p>The basic minimum standard for parking provision is:</p> <ul style="list-style-type: none"> <li>• 1 allocated (unallocated if on-street) space per dwelling unit for residents; and</li> <li>• an additional 0.25 unallocated spaces per dwelling unit for visitors.</li> </ul>
<p><b>1(ii) Conversions / Redevelopment / Subdivision</b></p> <p>The basic minimum standard for parking provision is:</p> <ul style="list-style-type: none"> <li>• 1 allocated (unallocated if on-street) space per dwelling unit for residents; and</li> <li>• no minimum standard for the City Centre.</li> </ul>
<p>Variation, above or below these basic standards shall be justified against the following;</p> <ul style="list-style-type: none"> <li>• public transport accessibility so provision below the basic standard may be considered in areas of High Accessibility – (see development guide DG/TRANS 3);</li> <li>• density and greenspace considerations (see policy RES 1: Residential Density and ENV 2: Open Space and Public Realm Provision);</li> <li>• townscape and design requirements (see policy DES 1: Development Design Principles);</li> <li>• house size and house form (i.e. flatted accommodation with the lowest requirement, through terraced and semi-detached, to detached with the highest requirement);</li> <li>• car availability by household in the surrounding area;</li> <li>• existing pressure on on-street parking in the surrounding area;</li> <li>• practical considerations in relation to conversions, redevelopments and subdivisions (e.g. in respect of listed buildings and conservation areas see policy DES 3 – Protecting and Enhancing the City’s Historic Environment); and</li> <li>• residential moorings will be assessed on their own merits, taking into account the general policy requirements for residential developments.</li> </ul> <p>Parking provision will be off-street unless on-street parking is considered integral to the design of the development or off-street parking is neither practical nor feasible (e.g. as may be the case with tenemental conversions/subdivisions).</p> <p>An advisory note will be attached to all decision notices stating that residents will be ineligible for residents’ parking permits for developments constructed after 1 January 2000 in existing and future controlled parking zones.</p> <p>Provision above the basic standard will be more appropriate within lower density, suburban areas, where higher levels of provision will be expected, and will be guided by public transport accessibility and the other site specific conditions as listed above.</p>

Table 1 continued

Section B: Other Housing (includes Car Free, Sheltered Housing, Residential/Care/Children's Homes, Student Flats and Halls of Residence)

Public Transport Accessibility Zone (see DG/TRANS 3)	Standard (spaces per dwelling unit unless otherwise indicated)	Allocated or Unallocated
<b>2. Car Free</b>		
Existing Restricted or Controlled Parking Zone	Maximum - 0.1	all unallocated - for car sharing
<b>3. Local Authority Sheltered Housing for Rent</b>		
High Accessibility	Basic - 0.25	all unallocated
Base Accessibility	Basic - 0.25	all unallocated
<b>4. Private Sheltered Housing for Rent or for Sale</b>		
High Accessibility	Basic - 0.25	all unallocated
Base Accessibility	Basic - 0.75	at least 0.25 to be unallocated
<b>5. Residential/Care/Children's Homes</b>		
High Accessibility	Basic - 1 space per 16 residents	all unallocated
Base Accessibility	Basic - 1 space per 8 residents	all unallocated
<b>6. Student Flats</b>		
City Centre	Basic - 0 Maximum - 1 space per 20 students and staff	all unallocated
High Accessibility	Basic - 1 space per 20 students and staff (in controlled parking zones, this standard may be reduced) Maximum - 1 space per 15 students and staff	all unallocated
Base Accessibility	Basic - 1 space per 15 students and staff Maximum - 1 space per 10 students and staff	all unallocated
<b>7. Halls of Residence</b>		
City Centre	Basic - 0 Maximum - 1 space per 30 students and staff	all unallocated
High Accessibility	Basic - 1 space per 30 students and staff Maximum - 1 space per 20 students and staff	all unallocated
Base Accessibility	Basic - 1 space per 20 students and staff Maximum - 1 space per 15 students and staff	all unallocated

## NOTES RELATING TO STANDARDS IN TABLE 1 (SECTIONS A AND B).

1. **Rounding** - Provision should be rounded to the nearest whole number after calculation.
2. **Allocated Spaces** - These are for the exclusive use of the residents of a dwelling and their visitors and take the form of garages, driveways, lockups or spaces with lockable bollards. They should be located either within the curtilage of the dwelling or adjacent to it.
3. **Unallocated Spaces** - These are for general use, should be in marked bays and be located within 30metres of the front door. Any unallocated spaces that are on-street will be incorporated into controlled parking zones should these exist or be introduced.
4. **Phasing** - The provision of car parking spaces should be synchronised with the completion of each phase of a development.
5. **Operational Parking** - Residential development that requires operational parking, such as residential or care homes, should, as far as possible, make provision within the site. This encompasses servicing, business visitors and employees who require daily access to their vehicles for their jobs. It does not include commuter parking.
6. **Adoption** - Allocated spaces will not be adopted and must be within private property. Unallocated spaces, which are on-street, will generally be adopted by the Council. Unallocated spaces provided off-street will remain as private property. Within existing or future restricted controlled parking zones, unallocated on-street spaces will form part of the public supply available to resident permit holders, if such a scheme is in operation.
7. **Management Plan** - Where off-road parking provision is wholly unallocated or is less than 1 space per dwelling, a management plan should be submitted by the developer and agreed by the Council.
8. **Disabled Parking** - Disabled parking bays should be provided for dwellings specifically constructed for wheelchair access. Sheltered housing and residential/care/children's homes should provide 20% of spaces for disabled use.
9. **Staff** - Provision for staff is included within the allocation for sheltered housing and for residential/care/children's homes.
10. **Student Flats** - The developer is required to enter into a binding legal agreement that the flats will not be sold or rented as mainstream housing. A management agreement is required for the control/rotation of spaces.
11. **Halls of Residence** - A management agreement is required for the control/rotation of spaces.
12. **Tourist Use** - Tourist use of student flats and halls of residence will be a factor in determining parking provision. Additional parking provided for tourist use would require to be controlled to ensure it does not expand the supply for students and staff.
13. **City Centre** - Parking provision provided in any given residential development will be allocated to a specific named flat address within the development and the space will continue to be specifically linked to that flat address over time. This must be reflected in the title deeds of the property in question and in any management agreement assigned to a factor.
14. **Car Free** - See policy RES 7: Car Free Housing. Off-road provision on the site edge is required for car sharing.
15. **Sheltered Housing** – This is defined as having a communal meeting room or lounge area and a 24 hour warden service, otherwise it will be considered to be mainstream housing.

Table 2: Office, Industry and Business Parking

Type of Development	Public Transport Accessibility Zone (see DG/TRANS 3)	Maximum Standard (spaces per 100 sqm gross floor area)
Office and Business (including Science Park and ancillary office use) (Class 4)	City Centre	0.4
	High Accessibility, Inner Urban Area	1.5
	High Accessibility, Outer Urban Area	3.0
General Industry (Class 5)	High Accessibility	1.0
	Base Accessibility	1.5
Storage and Distribution (Class 6)	City Centre	0.1
	High Accessibility	0.25
	Base Accessibility	0.5

APPLICATION: Parking provision for major developments is determined through the Transport Assessment (see development guide DG/TRANS 1) where the agreed mode share target (as measured by car drivers) is used to modify the parking provision (within the limits provided by the maximum standards).

See notes after Table 5.

**Table 3: Shopping and Commercial Parking**

Type of Development	Public Transport Accessibility Zone (see DG/TRANS 3)	Maximum Standard (spaces per 100 sqm gross floor area unless otherwise indicated)
Retail - City Centre	City Centre	Considered in the context of public supply - see policy TRANS 11: Permanent and Temporary Public Car Parks
Retail – Elsewhere (includes food / non-food stores and retail parks)	High Accessibility	6.0 spaces for Food 4.5 spaces for Non-Food
Markets and Car Boot Sales	High Accessibility	1 space per stall holder/pitch + 2 spaces per 100 sqm sale area
Banks/Building Societies/Financial and Professional Services (Class 2)	High Accessibility	5 spaces per 100 sqm of public floorspace
Motor Trade - Vehicle Display Area	High Accessibility	1 space
	Base and Below Base Accessibility	2 spaces
Motor Trade - Spares	High Accessibility	2 spaces
	Base and Below Base Accessibility	4 spaces
Motor Trade - Servicing/ Bodywork		4 spaces per service bay
Motor Trade - Tyre and Exhaust Centre		2 spaces per service bay
Motor Trade - Car Wash		5 queuing spaces
Motor Trade - Scrapyards	High Accessibility	1 space
	Base and Below Base Accessibility	2 spaces
Motor Trade - Staff	High Accessibility	1 space per 4 staff
	Base and Below Base Accessibility	1 space per 2 staff
Petrol Stations	High Accessibility	1 space per 4 staff with additional spaces where shop is provided
	Base and Below Base Accessibility	1 space per 2 staff with additional spaces where shop is provided
Car Auctions	High and Base Accessibility	5 spaces per 100 sqm of display
Hotels, Guest Houses and Bed and Breakfasts	City Centre	1 space per 5 bedrooms
	High Accessibility	1 space per 2 bedrooms
	Base Accessibility	1 space per bedroom

APPLICATION: Parking provision for major developments is determined through the Transport Assessment (see development guide DG/TRANS 1) where the agreed mode share target (as measured by car drivers) is used to modify the parking provision (within the limits provided by the maximum standards).

See notes after Table 5.

Table 4: Recreational Parking

Type of Development	Public Transport Accessibility Zone (see DG/TRANS 3)	Maximum Standard (PFA - Public Floor Area)
Commercial Leisure (includes cinemas, multiplexes, theatres, concert halls, bingo halls) and Conference Facilities	City Centre	Considered in the context of the public supply - see policy TRANS 11: Permanent and Temporary Public Car Parks 1 space per 20 seats (40 sqm PFA)
	High Accessibility	1 space per 10 seats (20 sqm PFA)
Bowling Alleys	High Accessibility	2 spaces per lane
Dance Halls and Discotheques	High Accessibility	4 spaces per 100 sqm PFA
Snooker Halls	High Accessibility	1 space per table
Ice Rinks	High Accessibility	4 spaces per 100 sqm PFA
Public Houses	City Centre	Considered in the context of the public supply - see policy TRANS 11
	High Accessibility	3 spaces per 100 sqm PFA
	Base Accessibility	6 spaces per 100 sqm PFA
Restaurants, Cafes, Social Clubs, Licensed Clubs and Function Rooms	City Centre	Considered in the context of the public supply - see policy TRANS 11
	High Accessibility	2 spaces per 100 sqm PFA
	Base Accessibility	4 spaces per 100 sqm PFA
Drive Through Restaurants	High Accessibility	5 spaces per 100 sqm PFA
	Base Accessibility	10 spaces per 100 sqm PFA
Swimming Pools	High Accessibility	4 spaces per 100 sqm pool area
Marina		1 space per berth with additional parking for bar (see public house standard)
Museums and Public Art Galleries	High Accessibility	2 spaces per 100 sqm public display space
Sports/Leisure Centres - Public and Private	High Accessibility	2 spaces per 100 sqm PFA
	Base Accessibility	4 spaces per 100 sqm PFA
Football Pitches	High Accessibility	12 spaces per full size pitch 6 spaces per 5-a-side pitch
Stadia	City Centre	Considered in the context of the public supply - see policy TRANS 11
	High Accessibility	1 space per 20 seats
Other Leisure Facilities	High Accessibility	1 space per 10 players, staff and spectators
	Base Accessibility	1 space per 5 players, staff and spectators

APPLICATION: Parking provision for major developments is determined through the Transport Assessment (see development guide DG/TRANS 1) where the agreed mode share target (as measured by car drivers) is used to modify the parking provision (within the limits provided by the maximum standards).

See notes after Table 5.

**Table 5: Civic, Health and Education Parking**

Type of Development	Public Transport Accessibility Zone (see DG/TRANS 3)	Maximum Standard (PFA - Public Floor Area)
Hospitals	Parking provision to be determined by the outcome of the Transport Assessment, where the agreed mode share target, having regard to the particular type of hospital, its operational requirements, and the accessibility of the site by other modes for patients, staff and visitors, is used to modify the parking provision. See development guide DG/TRANS 1: Transport Assessments.	
Health/Medical Centres/Clinics, Veterinary and Dental Surgeries	High Accessibility	2 spaces per consulting room and 1 per 4 staff
	Base Accessibility	3 spaces per consulting room and 1 per 2 staff
Schools - Nursery, Daycare Nursery, Primary and Secondary	High Accessibility	1 space per 2 staff
	Base Accessibility	1 space per 1 staff
Universities and Colleges	City Centre	1 space per 30 staff (considered in the context of the public supply - see policy TRANS 11), 0 space for students
	High Accessibility	1 space per 4 staff
	Base Accessibility	1 space per 2 staff
Libraries	City Centre	1 space per 30 staff (considered in the context of the public supply - see policy TRANS 11), 0 space for customers
	High Accessibility	1 space per 5 staff plus customer parking at 1 per 100 sqm PFA
	Base Accessibility	1 space per 3 staff plus customer parking at 2 per 100 sqm PFA
Church Halls and Community Centres	High Accessibility	3 spaces per 100 sqm PFA
	Base Accessibility	6 spaces per 100 sqm PFA
Places of Worship		1 space per 10 seats
Crematoria/Funeral Parlours		1 space per 2 seats

APPLICATION: Parking provision for major developments is determined through the Transport Assessment (see development guide DG/TRANS 1) where the agreed mode share target (as measured by car drivers) is used to modify the parking provision (within the limits provided by the maximum standards).

## NOTES RELATING TO STANDARDS IN TABLES 2 TO 5

- 1. Rounding** - Provision should be rounded to the nearest whole number after calculation.
- 2. Operational Parking** - Parking provided for development in the City Centre should be primarily for operational purposes, i.e. restricted to vehicles required for the operation of a business. Outwith the City Centre, operational parking is additional to general parking. Operational parking encompasses servicing, business visitors and employees who require daily access to their vehicles for their job (e.g. maintenance engineers operating on several sites). It does not include commuter parking. In all developments, provision should be made for all works vehicles to be parked on site.
- 3. Staff Parking** - The standards provide for staff parking unless specified otherwise.



4. **Disabled Parking** - Disabled parking should be provided in accordance with SPP 17: Planning for Transport in addition to the general parking as follows:

**Minimum Disabled Car Parking Standards**

	Car park up to 200 general spaces	Car park over 200 general spaces
Employment Uses	1 space per disabled employee plus 2 spaces or 5% of general provision, whichever is greater	6 spaces plus 2% of general provision
Retail, Leisure and Recreational Uses	3 spaces or 6% of general provision, whichever is greater	4 spaces plus 4% of general provision

5. **Extensions** - Extensions to existing developments are assessed on the basis of aggregate parking requirements (i.e. for the existing and proposed development) rather than for the extension in isolation. This is compared to the existing parking provision to determine what, if any, additional parking is required.
6. **Motor Trade** - Gross floor area includes showrooms and external display areas. Spaces for customers should be clearly indicated and distinguished from spaces set aside for staff and operational purposes. Sufficient area should be provided for the storage of new/used cars and other operational requirements, such that there is no requirement for on-street parking.
7. **Hotels, Guest Houses and Bed and Breakfasts** - For bars open to non-residents, some additional parking may be required. See Table 4, 'public houses' for appropriate standard.
8. **Schools** - Playgrounds should be available to accommodate visitor parking on open days and for evening activities.
9. **Associated Developments** - Where a development contains a mix of facilities, then the potential for the associated parking serving more than one use requires to be considered. This is particularly the case where the facilities proposed have different and complementary patterns of demand such that an overlap in the use of parking spaces will occur. Full cumulative addition of parking for each element on an independent basis is unlikely to be acceptable. Actual provision should be determined in the Transport Assessment through a parking accumulation.
10. **Coach Parking** - Special provision for coaches may be required for factories, hotels, swimming pools, museums, art galleries, stadia, schools and crematoria.
11. **Management Plan** - Any car park of 50 or more spaces should be the subject of a management plan, to control use, agreed with the Council. Parking provision should not provide for journeys to work by staff above a maximum agreed level.
12. **Shift Working** – When an application is for an employment proposal with shift working, where changeover occurs at unsocial hours, then special consideration will be given to its particular requirements. This should be undertaken through the development of a Travel Plan (see development guide DG/TRANS 2). Should additional parking still be required to deal with the changeover period, a planning agreement will be required to help avoid abuse of the resultant spaces.
13. **Town Centre** – Where a retail development car park is designed to provide general town centre parking (rather than just serving the development itself), and it is agreed by the Council that it could function as such, then limited additional parking would be permitted above that calculated as necessary by the policy TRANS 4 methodology for the development.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy by ensuring that an appropriate standard of vehicle parking is supplied for different forms of development (see Part 2, INFRASTRUCTURE, TRANSPORT, Vehicle Parking, paragraph 6.52). The policy sets restraint based car parking standards for non-residential development, related to public transport accessibility (see development guide DG/TRANS 3: Public Transport Accessibility Zones). This will encourage the greater use of sustainable transport modes. In devising the standards, the Council's intention is not to restrain car ownership but rather to influence the use of cars. It is particularly concerned about increases in car commuting and consequent congestion. This has the potential to adversely affect commerce and industry and drive away business from the City.

The policy conforms to the Glasgow and the Clyde Valley Joint Structure Plan (Strategic Policy 3: Strategic Management of Travel Demands), which requires development plans to set appropriate maximum parking standards. Parking policy is under review at the city region level as part of the development of the Strathclyde Partnership for Transport Joint Transport Strategy.

The policy also conforms to Scottish Planning Policy (SPP) 17: Planning for Transport which requires local authorities to set maximum parking standards related to accessibility by sustainable modes. National standards are specified for a small number of significant travel generating land uses, which local authority standards are required to work within. Maximum parking standards are proposed as one of the tools of demand management to achieve specified non-car mode shares. Residential development is normally to be excluded from maximum standards. Minimum standards for disabled car parking are specified for retail, recreational and leisure uses to be provided in addition to general parking. Planning Advice Note (PAN) 75: Planning for Transport indicates that car parking policies should support the overall locational policies of the development plan and recommends a zonal approach.

## TRANS 5 - PROVIDING FOR PEDESTRIANS AND CYCLING IN NEW DEVELOPMENT

### AIM

To ensure new developments are designed to facilitate and promote walking and cycling.

### POLICY

- The design of new developments should be permeable for pedestrians and cyclists.
- Developments should provide direct access to public transport facilities, the existing footpath network and the wider network of cycle routes. This may require the provision of links beyond the development site, which will necessitate the negotiation of a planning agreement.
- In residential developments in particular, a key consideration should be to maximise the opportunities for safe access to nearby green space, shopping, schools, health facilities and other amenities for all pedestrians and cyclists, particularly children, the aged and people with disabilities.
- Major destinations/entrances within new developments should be located where they would help minimise journey lengths for pedestrians and cyclists.
- Pedestrian and cycle routes within new developments should be on the desire line (avoiding unnecessary diversions) and be well lit so as to create a safe and attractive environment.
- Development proposals located on, or beside, a proposed network of cycle routes should incorporate the appropriate section of route, and/or links to it. Similarly, where a new development affects the line of an existing route, the route will require to be re-instated, or an acceptable alternative provided. The continuing integrity of the route should be maintained through the construction process. Routes, both interim and replacement, should be constructed to a standard and design acceptable to the Council.
- Generally, pedestrian and cycle routes should be provided for public use on an unrestricted 24 hour basis, except where solely for internal access within a site.
- Major developments are required to include a cycle audit as part of the Transport Assessment (see development guide DG/TRANS 1: Transport Assessments).
- The Council will look favourably upon requests to adopt footpaths and cycle routes that conform to the standards outlined in the Council's 'Roads Development Guide'.

See also policies DES 1: Development Design Principles, TRANS 3: Traffic Management and Traffic Calming and ENV 10: Access Routes and Core Path Network.

**Note** Developers requiring help or advice with regard to the design and construction standards of footpaths and cycle routes should contact the Council's Land and Environmental Services.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy by supporting the development of an accessible walking and cycle network (see Part 2, INFRASTRUCTURE, TRANSPORT, Walking and Cycling, paragraph 6.34). It requires that walking and cycling be given a high priority in the design of new development. The policy conforms to the Glasgow and the Clyde Valley Joint Structure Plan (Strategic Policy 3: Strategic Management of Travel Demands), which requires new development to be linked to the existing, or potential, walking and cycling networks.

Scottish Planning Policy (SPP) 17: Planning for Transport requires that development layouts should provide for pedestrian movement and contribute to the creation of a comprehensive cycle network, concentrating in particular on providing convenient routes to employment centres, schools and other local facilities. Planning Advice Note (PAN) 75: Planning for Transport stresses the need to form walking and cycling networks to destination land uses with routes being of a high quality, including directness, surfacing and lighting. Entrances to development should be as close as possible to pedestrian routes and bus stops.

## TRANS 6 - CYCLE PARKING STANDARDS

## AIM

To ensure minimum levels of cycle parking are provided in new development in order to support sustainable transport objectives.

## POLICY

The Council will require the provision of cycle parking in new development and redevelopment proposals in line with the minimum cycle parking standards specified in Tables 1 - 6.

- Wherever possible, employee cycle parking should be located within buildings or a secure compound. Where such a location is not feasible, provision should be close to the main entrance of developments, to ensure cycling to work is encouraged through enhanced security provided by cycle parking surveillance.
- Visitor parking should be located at an easily accessible location close to, or within, the entrance area of the development in order to enhance security through surveillance.
- Cycle parking should always be safe, sheltered and secure. Unless exceptional circumstances dictate otherwise, 'sheffield' type cycle racks (each comprising 2 spaces) are to be used (the Council's 'Roads Development Guide' provides a design specification).
- The Council requires developers of employment sites to provide showers, lockers and changing facilities, unless exceptional circumstances prevent this, as a means of promoting walking and cycling to work.

The standards set out below are intended to deliver a minimum level of cycle parking in new development and redevelopment. In some instances, additional cycle parking may be appropriate, particularly at destinations expected to attract relatively high numbers of cyclists (e.g. adjacent to National Cycle Network routes or where mode share targets, developed through Transport Assessments (see development guide DG/TRANS 1), indicate this would be necessary).

Table 1: Residential

Type of Development	Appropriate Provision
Mainstream Residential	1 space per unit unless garage provided
Student Flats/Halls of Residence	1 space for 2 staff and residents

Provision should be in the form of 'sheffield' racks or storage lockers/cupboards allocated to each unit, with communal facilities possible for flatted developments. These should be easily accessible and normally be on the ground floor or basement.

Table 2: Office, Industry and Business

Type of Development	Appropriate Provision Staff	Appropriate Provision Visitor
Offices and Business (including Science Parks and ancillary office use (Class 4))	1 space per 400 sqm gross floor area	1 + 1 space per 1,000 sqm gross floor area
General Industry (Class 5)	1 space per 700 sqm gross floor area	1 + 1 space per 2,000 sqm gross floor area
Storage and Distribution (Class 6)	1 space per 1,600 sqm gross floor area	1 + 1 space per 6,000 sqm gross floor area

Table 3: Shopping and Commercial

Type of Development	Appropriate Provision Customer	Appropriate Provision Staff
Retail	2 spaces plus 1 space per 350 sqm gross floor area	1 + 1 space per 20 staff
- Food	2 spaces plus 1 space per 500 sqm gross	1 + 1 space per 20 staff
- Non-Food		
Banks/Building Societies/Financial and Professional Services (Class 2)	1 space plus 1 space per 400 sqm gross floor area	1 + 1 space per 20 staff
Motor-trade	1 space plus 1 space per 1,000 sqm gross floor area	1 + 1 space per 20 staff
Hotels, Guest Houses and Bed and Breakfasts	1 space per 20 bed spaces	1 + 1 space per 20 staff

Table 4: Recreational

Type of Development	Appropriate Provision Customer	Appropriate Provision Staff
Commercial Leisure (includes cinemas, multiplexes, theatres, concert halls, bingo halls) and Conference Facilities	1 per 50 seats (100 sqm public floor area)	1 + 1 space per 20 staff
Bowling Alleys	1 space per 4 bowling lanes	1 + 1 space per 20 staff
Snooker Halls	1 + 1 space per 8 tables	1 + 1 space per 20 staff
Ice Rinks	1 space per 80 sqm rink area	1 + 1 space per 20 staff
Public Houses, Restaurants, Cafes, Social Clubs, Licensed Clubs and Function Rooms	1 + 1 space per 100 sqm public floor area	1 + 1 space per 20 staff
Swimming Pools	1 space per 80 sqm pool area	1 + 1 space per 20 staff
Museums and Public Art Galleries	1 space per 200 sqm of public display space	1 + 1 space per 20 staff
Sports/Leisure Centres	1 space per 10 players at peak time/100 sqm public floor area	1 + 1 space per 20 staff
Football Pitches	1 + 1 space per pitch	1 + 1 space per 20 staff
Stadia	1 space per 20 seats	1 + 1 space per 20 staff

Table 5: Civic, Health and Education

Type of Development	Appropriate Provision Customer	Appropriate Provision Staff
Hospitals	1 space per 20 beds	1 + 1 space per 20 staff
Health/Medical Centres, Clinics, Veterinary and Dental Surgeries	1 space per 2 consulting rooms	1 + 1 space per 20 staff
Schools - Nursery		1 + 1 space per 20 staff
Schools - Primary and Secondary	1 + 1 space per 10 pupils	1 + 1 space per 20 staff
Universities and Colleges	1 + 1 space per 5 students	1 + 1 space per 20 staff
Libraries	1 + 1 space per 400 sqm public floor area	1 + 1 space per 20 staff
Community Centres	1 space per 100 sqm public floor area	1 + 1 space per 20 staff
Places of Worship	1 + 1 space per 80 seats	
Crematoria		1 + 1 space per 20 staff

Table 6: Transportation

Type of Development	Appropriate Provision
Railway Stations	5 spaces per peak hour train*
Bus Stations	2 spaces per hundred peak hour passengers

\* This is a minimum standard and at stations with comparatively few peak hour trains it may be that provision based on such a standard will be insufficient. In these circumstances, the Council may require additional provision.

Note 1 In certain instances parking levels have been set at a level roughly commensurate with a 5% modal share for cycling (e.g. 1 + 1 space per 20 staff at leisure/health developments).

Note 2 After calculating the cycle parking requirements for any development, the number of cycle parking spaces should be rounded up to the nearest even number on the basis that each 'sheffield' stand can accommodate two cycles.

Note 3 Wherever possible, cycle parking should be provided within the curtilage of the development site. In certain locations, e.g. the City Centre and other centres in the City's network, it is recognised that this may not always be possible, particularly with regard to customer/visitor parking for shops. In these instances, the Council will often consider it more appropriate to provide cycle parking for general public use. Where this is the case, the developer will be asked to contribute to the cost of providing parking for general public use in the vicinity of the development.

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy by ensuring that an appropriate standard of cycle parking is supplied for different forms of development (see Part 2, INFRASTRUCTURE, TRANSPORT, Walking and Cycling, paragraph 6.34) and requires minimum levels of cycle parking in new development. The lack of secure cycle parking at a journey's end can be a disincentive to cycling for many people who may otherwise consider using a cycle for everyday travel requirements. The standards set out in this policy are intended to ensure safe and secure parking at the destination for those wishing to commute, or undertake other journeys, by cycle.

The standards differentiate between parking for employees and parking for visitors. Visitor parking is generally short-term and should be easily accessible to visitors arriving by cycle. Staff parking, on the other hand, will have to cater for longer stay parking so needs to be secure enough to encourage employees to cycle to work. In these circumstances, visitor and staff parking will generally have different locational requirements, with visitor parking at or near the main entrance to a building, and staff parking within the building or a secure compound.

Scottish Planning Policy (SPP) 17: Planning for Transport requires local authorities to set cycle standards taking account of local circumstances along with the indicative standards in 'Cycling by Design', Planning Advice Note (PAN) 75: Planning for Transport indicates that secure cycle parking should be located near the main entrance and encouragement given to the provision of changing facilities.

## TRANS 7 - INTERNATIONAL FREIGHT TRANSPORT FACILITIES

### AIM

To ensure Glasgow's international freight transport facilities are safeguarded in the interests of economic competitiveness and sustainable transport objectives.

### POLICY

The Council will safeguard the sites of the international transport facilities at Deanside Freight Terminal (Cardonald) and King George V Dock (west of Shieldhall) from development that would impair their effective operation as freight facilities (including the former rail formation providing a connection to King George V Dock - see policy TRANS 1: Transport Route Reservations), or that would undermine future prospects for developing this role.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy by ensuring that the City's international freight transport infrastructure facilities are safeguarded against developments that may adversely affect them (see Part 2, INFRASTRUCTURE, TRANSPORT, Freight Facilities, paragraphs 6.37-6.38). The policy conforms to the Glasgow and the Clyde Valley Joint Structure Plan (Strategic Policy 5: Competitive Economic Framework), which safeguards a number of international freight transport facilities because of their importance to the economic competitiveness of the Glasgow and Clyde Valley Metropolitan Area.

Scottish Planning Policy (SPP) 17: Planning for Transport requires development plans to allocate sites for manufacturing, processing, distribution or warehouses, which are readily accessible not only to the strategic road network, but also to suitable facilities, wharves and harbours.

## TRANS 8 - DEVELOPER CONTRIBUTIONS - TRANSPORT INFRASTRUCTURE

### AIM

To ensure new development provides sustainable transport solutions to benefit the City's transport infrastructure.

### POLICY

The Council will:

- Specify the improvements required to the transport infrastructure and services as a consequence of new development (e.g. through the masterplan for a development site), including the delivery of the level of public transport accessibility required by policy TRANS 2: Development Locational Requirements and installing pedestrian/cycle routes and links required by policy TRANS 5: Providing for Pedestrians and Cycling in New Development. The need for the early involvement of key stakeholders involved in the provision of transport infrastructure and services is recognised.
- The Council will seek developer contributions (which can include direct investment by the developer in sustainable transport infrastructure and services) for transport infrastructure (capital and revenue) for major development areas/projects where required to overcome deficiencies, including:
  - Community Growth Areas/Greenfield Housing Release Sites;
  - Strategic Industrial and Business Sites;
  - New Neighbourhoods; and
  - Other Major Regeneration Projects, as appropriate.

In terms of the improvements required to achieve sustainable transport solutions, contributions will be determined:

- as part of a Local Development Strategy, Masterplan, Campus Plan, etc; and
  - taking account of the requirement of policy TRANS 5.
- More specifically, the Council will seek, through Section 75 Agreements in accordance with Circular 12/1996, developer contributions, where appropriate from applications that would benefit from the Clyde Fastlink proposals (for which Strathclyde Partnership for Transport is the promoter) listed in TRANS 1: Transport Route Reservations (defined as being within 400m of route centre line using actual walking distance) and future routes resulting from the proposed Conurbation Public Transport Study (see development guide DG/TRANS 4: Clyde Fastlink - Developer Contributions).

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy by seeking to ensure that, where appropriate, developers contribute towards the provision of transport infrastructure for major development schemes (see Part 2, INFRASTRUCTURE, TRANSPORT, Transport Assessments/Travel Plans/Developer Contributions/Locational Policy, paragraph 6.56-6.57). Developer contributions for larger scale infrastructure projects will generally form part of a wider funding package involving public/private finance.

Scottish Planning Policy (SPP) 17: Planning for Transport requires local development plans to set out the principles to be applied in respect of developer contributions for transport infrastructure. In complex developments it proposes a masterplanning approach, which identifies a contribution strategy for different developers and different phases of development. As part of a framework for delivering better integration of transport and land use planning, the use of planning agreements to promote sustainable transport solutions to development end users is recommended. Planning Advice Note (PAN) 75: Planning for Transport suggests that by securing developer contributions, proposals can be made acceptable in land use and transport terms, for example, through the provision of public transport infrastructure.



## **TRANS 9 - AIR QUALITY**

### **AIM**

To ensure account is taken of air quality in new development.

### **POLICY**

Major development proposals (as defined by development guide DG/TRANS 1: Transport Assessments) within or adjacent to the City Centre, Byres Road/Dumbarton Road and Parkhead Cross Air Quality Management Areas (AQMAs), and any subsequent extensions to them or new AQMAs, should consider the likely air quality impacts, in relation to, e.g. the level of projected traffic generation. Where air quality is likely to be an issue, there will be a need to identify suitable mitigation measures, e.g. in relation to the use of new technology/energy efficiency at both the construction and occupation stages (see policy DES 2: Sustainable Design and Construction).

Conditions may be attached to a planning permission for a development if it is likely to affect local air quality. This includes the construction phase.

Full consideration will require to be taken of Planning Advice Note (PAN) 51: Planning, Environmental Protection and Regulation.

### **POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy by requiring development in designated air quality management areas to consider the impact of development on air quality (see Part 2, INFRASTRUCTURE, TRANSPORT, Air Quality, paragraphs 6.62 and 6.63). It also conforms to PAN 51. The Council has adopted an Air Quality Action Plan for the City's Air Quality Management Areas. This proposes a series of actions to reduce the levels of nitrogen dioxide emissions affecting the Air Quality Management Areas.

### **FURTHER GUIDANCE**

See Scottish Government guide 'Air Quality and Land Use Planning', available at <http://www.scotland.gov.uk/publications/2004/03/19036/34118>

### TRANS 10 - PROVISION OF TAXI/PRIVATE HIRE VEHICLE STANCES IN RETAIL AND COMMERCIAL LEISURE DEVELOPMENTS

#### AIM

To ensure retail and commercial leisure developments incorporate adequate provision for taxis/private hire vehicles.

#### POLICY

Food store developments over 2,500 sqm, major new retail centres and major commercial leisure complexes should include a licensed taxi stance and/or an appropriate facility for the pick up of passengers by licensed private hire vehicles. In either case, the facility should be located as close as possible to the building's main entrance/exit and include a shelter.

#### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy by providing for taxi/private hire vehicle use at large shopping and commercial leisure developments, in support of sustainable transport objectives and social inclusion (see Part 2, INFRASTRUCTURE, TRANSPORT, Taxis/Private Hire Vehicles, paragraph 6.41). Taxi/private hire car use, particularly for shopping and leisure trips in Glasgow is high and complements other forms of public transport use.

Scottish Planning Policy (SPP) 8: Town Centres and Retailing requires all retail and related developments to provide a high degree of accessibility, by a range of modes including public transport.

## TRANS 11 - PERMANENT AND TEMPORARY PUBLIC CAR PARKS

### AIM

To ensure public car parking supports the shopping and business needs of the City Centre while restraining private car commuting.

### POLICY

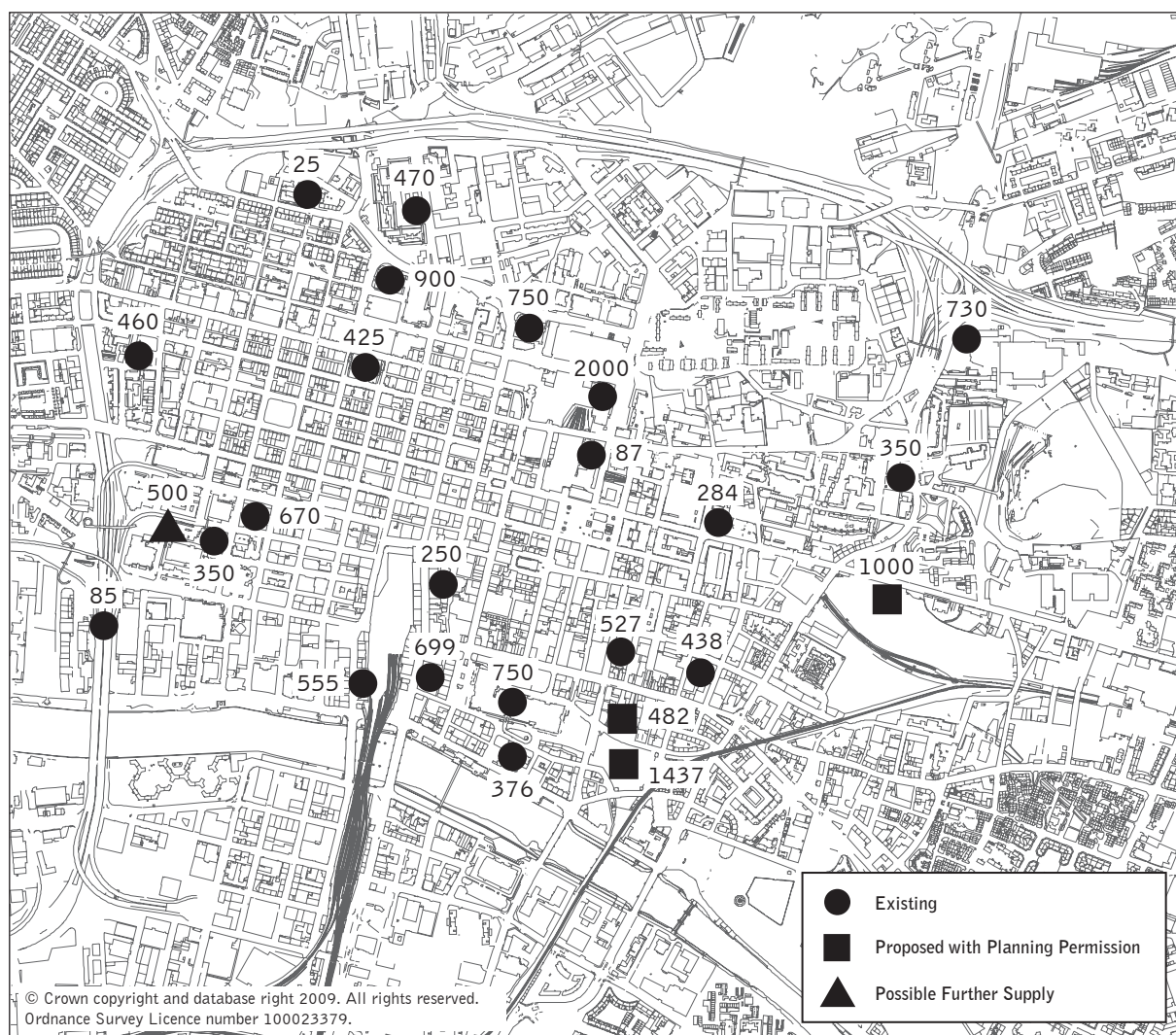
#### PERMANENT PUBLIC CAR PARKS

Additional permanent public parking will be limited to those proposals identified on the accompanying Permanent Public Parking Supply Map.

Exceptions may only be acceptable as a replacement for an:

- existing planning permission that has lapsed;
- identified proposal that has been dropped; or
- existing permanent public car park that is removed from the supply.

Proposals should be conveniently located for shoppers and business visitors and no more than five minutes walk from the City Centre Principal Retail (PRA) and Office (POA) Areas (see City Centre Development Policy Principles Map).



Public Parking Supply at 2007

## TEMPORARY PUBLIC CAR PARKS

Temporary off-street parking requires to comply with the following criteria:

- Spaces should be provided on a short-term basis, only, for shoppers and business visitors.
- A valid planning permission should exist for the permanent redevelopment of the site, with the temporary car park use being time-limited.
- Proposals should be in excess of 50 spaces and will require environmental benefits to be obtained from the site, e.g. border treatment, site levelling, acceptable surfacing and marked-out parking spaces (the extent of the required treatment will depend on the prominence and size of the site in question).

## OFF-STREET PERMANENT AND TEMPORARY PUBLIC PARKING

All proposals will require to meet the following traffic criteria:

- safe access and egress;
- no queuing on road; and
- no disruption to public transport.

Proposals beyond the boundary of the City Centre, intended to serve commuting demand, will not be supported, except where part of an approved park and ride facility.

Applicants for all sites will require to submit a parking tariff structure (fully price differentiated), favouring short-stay use and discouraging long-stay use, for the approval of the Council.

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy by seeking to ensure that adequate public parking is provided within the City (see Part 2, INFRASTRUCTURE, TRANSPORT, Vehicle Parking, paragraph 6.55) by managing the supply of public off-street parking facilities in the City Centre to ensure it is provided on a short-stay basis to meet the objectives of:

- restraining private car commuting;
- encouraging the use of public transport (especially at peak times); and
- meeting the needs of the shopper and business visitor.

The Council has undertaken a technical study to establish the level and location of car parking facilities required to meet the City's needs and, in particular, support development and regeneration initiatives. This indicates that supply is broadly in balance with demand, but with little 'float' in the system. For this reason, Anderston in the City Centre has been identified where some additional provision may be justified.

As the existing and projected provision of permanent public parking for the City Centre is considered broadly adequate, the Council will resist the development of temporary public parking proposals. Permissions, however, may be granted subject to strict criteria (and depending on location) for temporary car parks that provide the means of environmentally improving derelict sites prior to their redevelopment. Only temporary car parks with more than 50 spaces will be acceptable, to ensure they are large enough to support adequate surfacing, such as lined-off tarmac, and boundary landscaping.

The coverage of this policy has been extended beyond the City Centre to ensure that the aim of restraining private car commuting is not undermined by public car parking provision outwith its boundary.

Since City Plan 1, new permanent car parks have been constructed at the Royal Infirmary, Howard Street and Jamaica Street.

Scottish Planning Policy (SPP) 17: Planning for Transport stresses both the importance of short term parking, preferably off-street, to support accessibility and vitality, and reducing and restricting opportunities for long stay parking to discourage car commuting.

## ENV 1 - OPEN SPACE PROTECTION

### AIM

To ensure that areas of formal and informal open space are protected from inappropriate development, in order to maintain or enhance the quality of life, health, well being and amenity of the communities they serve and also promote sustainability and biodiversity.

### POLICY

In accordance with policy DEV 11: Green Space, there is a strong presumption in favour of the retention of all public and private green/open space.

Protection is accorded to the following categories of open space as identified on the Council's Glasgow Open Space Map (see Definition).

1. Public parks and gardens
2. Communal private gardens (see Definition)
3. Amenity space
4. Playspace for children and teenagers
5. Sports areas
6. Allotments
7. Green corridors
8. Natural/Semi-natural greenspace
9. Other functional greenspaces
10. Civic space

Where exception is made for development on open space within categories 1 to 6, the development should:

- either be directly related to the current use(s) of the open space or better serve local community needs by the provision, in the local area, of an area of equivalent, or higher quality open space, to directly replace the type of open space that would be lost (this will require the developer to consult with the local community using consultation methods agreed with the Council);
- comply with the requirements of policy ENV 2: Open Space and Public Realm Provision;
- provide for appropriate habitat creation, landscape treatment and subsequent maintenance of the retained or newly created open space; and
- not have a negative impact on the connectivity of the green network and/or distribution of open space within the surrounding area or prejudice any site covered by an Environmental Designation (see policy ENV 7: National, Regional and Local Environmental Designations).

Exceptions may be made for development on open space within category 5 (sports pitches/areas) so long as the development complies with the requirements of both paragraphs 46 and 47 of Scottish Planning Policy (SPP) 11 - Open Space and Physical Activity and the recommendations contained within Glasgow's adopted Sports Pitch Strategy Policy and Implementation Plan.

Categories 7 to 10 (above) generally relate to open spaces that are covered by an Environmental Designation (see Environmental Policy Designations Maps and policy ENV 7).

### AREAS OF CHANGE

In areas of the City which are, or could be, subject to change, for example, redevelopment in the Key Regeneration Areas, New Neighbourhoods, GHA priority redevelopment areas, etc., some flexibility may be required to permit the re-arrangement of land uses in the interests of designing sustainable neighbourhoods and places. Local development strategies, masterplans, etc. for such areas, prepared in consultation with the local community and approved by the Council, will ensure that appropriate open space provision, including sports areas in accordance with SPP 11, paragraphs 46 and 47, is provided within the redeveloped areas. Any changes to open space provision will be recorded on the Council's Glasgow Open Space Map and the new spaces will be accorded the protection set out in this policy.

## DEVELOPMENT IN PARKS

The potential for the development of commercial facilities (e.g. cafes and restaurants) in parks may be considered where such uses will contribute to improved customer services and increased park usage. This will require developers to consult with local communities. Such proposals, where appropriate in terms of the nature of the park and their impact upon it, should be set within the context of a Park Management Plan.

## DEFINITIONS

**GLASGOW OPEN SPACE MAP** - Under the provisions of Planning Advice Note (PAN) 65: Planning and Open Space, local authorities are obliged to prepare an audit and map of all the areas and categories of open space within their areas. Together with other policies of the Plan, the Glasgow Open Space Map will form part of the policy protection for the City's open spaces and will be used to assess whether there would be scope to develop on any such space.

**COMMUNAL PRIVATE GARDENS** - Gardens in multiple private ownership, such as are found in the West End of the City.

## POLICY JUSTIFICATION

The policy supports the Plan's Development Strategy to protect open spaces from inappropriate development pressure, and contains mechanisms for identifying and protecting public and private open space (see Part 2, BIODIVERSITY AND GREENSPACE, Developing the Green Network, paragraph 5.41) and conforms with Planning Advice Note (PAN) 65: Planning and Open Space.

Public and private open space provides the City with a green infrastructure that is important to the health, welfare, quality of life experience and enjoyment of residents, businesses and visitors. Under the provisions of SPP 11, the Council is required to produce an open space strategy, based on an audit of open spaces, and associated policies and standards aimed at meeting the City's open space needs.

The Glasgow Open Space Map identifies all categories of green/open space in Glasgow. The Map will be regularly updated to record any amendments arising from the development and regeneration process.

## ENV 2 - OPEN SPACE AND PUBLIC REALM PROVISION

### AIM

To ensure that new development contributes to improving the City's environment through the provision and maintenance of high quality open spaces and areas of public realm that are well designed, accessible, safe and available for community use.

### POLICY

#### OPEN SPACE PROVISION

New residential development (including conversions) is required to provide access to good quality recreational open space. This includes provision for children's play areas, amenity open space/parkland, outdoor sport facilities, allotments and community gardens, in accordance with the standards set out in Table 1 below. These are interim requirements, subject to review through the Council's Open Space Strategy which is being prepared in accordance with SPP 11 – Open Space and Physical Activity. Once complete, the Strategy will be a material consideration and will inform any future review of the City Plan.

An appropriate proportion of the open space requirement must be located within the boundary of the site, as an integral element of the development scheme.

- a) Where an audit identifies a relative surplus in the quantity of any of the open space categories set out in the policy (having regard to the distance thresholds set out in DG/ENV 2: Open Space and Public Realm Provision) the developer may meet part of the policy's requirement through an equivalent financial contribution. This will be directed towards:
  - (i) improving the quality, accessibility or management of open spaces in the local area; and/or
  - (ii) enhancing open space provision and management in the same City Plan sector; and/or
  - (iii) approved Council strategies to which the development's open space requirements could contribute.
- b) Where a relative shortage (either in quantity or quality) of any of the open space categories set out in the policy has been identified through an audit (having regard to the distance thresholds set out in DG/ENV 2), or where the proposed development could lead to such a shortage, the developer will be expected to meet the policy's entire requirement for those categories within the development site. If it is demonstrated (to the satisfaction of the Council) that this is not feasible, then part (or in exceptional circumstances all) of the requirement may be met by an equivalent financial contribution. This will be directed towards:
  - (i) addressing the quantitative or qualitative deficiencies in open space provision in the local area; and/or
  - (ii) addressing City-wide deficiencies in the quantity or quality of open space provision in the same City Plan sector; and/or
  - (iii) addressing strategic deficiencies in the quantity or quality of open space provision, as identified by approved Council strategies.

#### CITY CENTRE PUBLIC REALM PROVISION

In the designated area of the City Centre (see Definition), new development within the following categories (including extensions, conversions, changes of use and refurbishments), that results in the creation of new or replacement floorspace in excess of the specified thresholds, is required to contribute to the extension, enhancement and maintenance of public realm areas within the City Centre, in accordance with the standards set out in Table 1 below (see Note 1).

Developments on major sites, such as those covering entire street blocks and the main shopping centres, have the opportunity to create their own outdoor public space, and will be expected to include proposals for new or enhanced public realm. These proposals should be consistent with the approach adopted in neighbouring streets and public realm areas, in terms of materials, planting, street furniture and lighting. The Council will determine whether such proposals are satisfactory (when considered against the requirements of the policy) and will also assess whether there is a requirement for an additional contribution towards provision and maintenance to be made on a pro rata basis.

In locations where new or enhanced public realm has been completed, proposals for new development will be required to contribute towards the agreed public realm programme, which will be kept under review. Where possible, these improvements will be undertaken in the same part of the designated area as the proposed development.



**Table 1 - Minimum Open Space and Public Realm Standards**

Location	Use Class	Thresholds	Quantity*
City Centre	Class 1 Retail	Developments greater than 2,000 sqm gross floor area	12sqm of public realm per 100sqm gross floor area
	Class 4 Business	Developments greater than 2,000 sqm gross floor area	9sqm of public realm per 100sqm gross floor area
	Class 10: Non Residential Institutions	Developments greater than 2,000 sqm gross floor area	6sqm of public realm per 100sqm gross floor area
	Class 11 Assembly and Leisure	Developments greater than 2,000 sqm gross floor area	6sqm of public realm per 100sqm gross floor area
City-wide	Class 9 Residential	All developments comprising 10 dwellings or more (including flatted developments)	<p><b>Non flatted development</b> - 3 hectares of recreational open space per 1,000 people, comprising: 0.7 hectares for children's play, 1.7 hectares for outdoor sport, 0.5 hectares for amenity open space/parkland and 0.1 hectares for allotments or community gardens</p> <p><b>Flatted development</b> - 1.25 hectares of recreational open space per 1,000 population, comprising 0.35 hectares for children's play, 0.35 hectares for outdoor sport and 0.55 hectares for amenity open space/parkland (including 0.05 hectares for allotments or community gardens)</p>

\* subject to review through the Council's Open Space Strategy, in accordance with SPP 11 and PAN 65: Planning and Open Space.

## OFF SITE OPEN SPACE AND PUBLIC REALM PROVISION

Where developers are unable to make full provision for the open space/public realm requirements for the development on land within their control, in accordance with the open space standards, they will be required to enter into a legal agreement (usually under Section 69 of the Local Government (Scotland) Act 1973) with the Council to:

- make a financial contribution towards the enhancement and maintenance of existing Council open spaces or public realm areas, or towards the provision and maintenance of such facilities on Council land; or
- transfer land to the Council, to enable it to provide a new open space or area of public realm, or to manage and maintain such a facility or space provided by the developer.

The financial contribution represents the cost of providing and maintaining open space outwith the development site, and will be calculated on a pro-rata basis using the following formula:

**Table 2 - Financial Contribution Rates**

Location	Use Class	Contribution Rate*
City Centre	Class 1: Retail, Class 4: Business, Class 10: Non Residential Institutions, Class 11: Assembly and Leisure	£450 per sqm of public realm provision recommended, plus £40 per sqm for 10 years maintenance (see DG/ENV 2)
City-wide	Class 9: Residential	£1,000 per bedroom (unsubsidised development) £326 per bedroom (grant assisted schemes)

\* subject to review through the Council's Open Space Strategy, in accordance with SPP 11 and PAN 65.



## VIABILITY

Provision of public realm/open space is considered to be an integral part of creating a good quality development environment, and the consequent land requirements or financial implications that this implies should be fully taken into account by developers when carrying out site appraisals. Meeting the terms of this policy is, therefore, considered to be a development cost that the industry is now aware of, and should be reflected in the price paid for the land. In the current market, the Council's view is that most developments are capable of providing good quality public realm/open space solutions while remaining profitable.

In exceptional cases, however, where additional abnormal costs that could not have been determined at the time of the site purchase affect the viability of a development proposal, the developer should re-examine all aspects of the proposal on an equal basis with a view to improving the viability whilst retaining public realm/open space provision.

Where it is agreed that no other solution is appropriate, the Council will consider a reduction in the financial contribution relating to the civic/open space obligation, subject to the provision of satisfactory evidence relating to the financial viability of the proposal (see development guide DG/ENV 2). The developer will, in these circumstances, be required to enter into a legal agreement that allows the Council to recover any reduction, should the development prove to be more profitable than originally anticipated.

- Note 1 This policy does not apply to extensions to existing development where the additional floorspace is less than the specified thresholds.
- Note 2 Any proposed off site solution must not conflict with other City Plan policies and will be subject to agreement with the Council.
- Note 3 New or enhanced open space and public realm created in association with new development will be incorporated into the Glasgow Open Space Map (see Definition) and will be protected by policy ENV 1: Open Space Protection.
- Note 4 For the purposes of this policy, landscaped decks, roof gardens or courtyards may contribute towards meeting an amenity open space requirement, provided that they are designed to be communally used for passive recreation or informal children's play. Private gardens, or areas of landscape whose primary function is to separate buildings for privacy or townscape reasons, will not contribute towards this requirement.
- Note 5 Leisure developments within Class 11 that encourage sport or physical activity (as described in SPP 11) will not be required to meet the terms of this policy.

## DEFINITIONS

**OPEN SPACE** - This policy uses the typology of open space set out in PAN 65: Planning and Open Space, but emphasises the recreational use of open space by the community.

**PUBLIC REALM** - Corresponds with the civic space definition contained within the PAN 65 typology of open space.

**GLASGOW OPEN SPACE MAP** - Under the provisions of PAN 65, local authorities are obliged to prepare an audit and map of all the areas and categories of open space within their areas. Together with other policies of the Plan, the Glasgow Open Space Map will form part of the policy protection for the City's open spaces and will be used to assess whether there would be scope to develop on any such space.

**OPEN SPACE STRATEGY** - a strategy to be prepared by the Council using the information from the audit. In accordance with SPP 11 this should set out a vision for new and improved open space appropriate to local circumstances, safeguard valued open space and guide the allocation of resources for investment.

**DESIGNATED AREA** - This area comprises the Principal Office Area, the Principal Retail Area, the Merchant City, St Enoch, Strathclyde University Campus and the International Financial Services District (see Map accompanying DG/DES 5: Development and Design Guidance for the City Centre).

## **POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to ensure that new development contributes to the network of accessible high quality spaces within Glasgow (see Part 2, BIODIVERSITY AND GREENSPACE, Developing the Green Network, paragraph 5.42). The Council's Open Space Strategy will be a material consideration which will inform implementation of this policy and future review of the City Plan.

Access to open space is a key component of a healthy lifestyle and personal well-being, whether it is through providing opportunities for walking, cycling, participating in formal sport, or by creating areas that allow people to relax and children to play.

The importance attached to creating and preserving high quality open spaces is demonstrated in SPP 11 and PAN 65. Local authorities are advised to prepare and implement policies, in accordance with an open space strategy, designed to ensure that communities have good access to public open space, and that new development contributes to the provision and long term maintenance of these spaces.

## **FURTHER GUIDANCE**

Developers should refer to development guide DG/ENV 2: Open Space and Public Realm Provision - Developer Contributions for further information relating to:

- requirement for on-site and off-site open space provision;
- calculation of financial contribution and annual inflation;
- developer contributions; and
- related matters (legal agreements, maintenance of open space areas, financial contributions - worked examples).

Further guidance on incorporating landscape into developments can be found in development guide DG/DES 4: Landscape in New Development.

## ENV 3 - DEVELOPMENT IN THE GREEN BELT

### AIM

To protect and enhance the character and landscape setting of the City and provide access to open spaces around Glasgow, as part of the wider Glasgow and Clyde Valley Green Network, and to help support regeneration and planned growth to the most appropriate locations in the City.

### POLICY

In accordance with policy DEV 12: Green Belt, there is a presumption against development that would adversely affect the function and integrity of the City's Green Belt.

Development within the Green Belt, which complies with one or more of the following criteria, will be considered where the proposal:

- supports the Plan's Development Strategy and is promoted through the Glasgow and the Clyde Valley Joint Structure Plan (JSP);
- is directly associated with, and required for, agriculture, horticulture or forestry;
- is for leisure or recreational developments, of a scale and form appropriate to a countryside location, or other development previously accepted as consistent with a green belt location, such as dog or cat kennels;
- is for a dwelling house to replace an occupied or recently vacated building;
- is directly associated with telecommunications and/or required for existing approved uses (see policy IB 8: Telecommunications); and
- is related to the modest generation of renewable energy in compliance with SPP 6: Renewable Energy (see Part 2, ENVIRONMENT, paragraph 5.81).

Development, acceptable in principle, will also require to meet all of the following criteria:

- The development should not adversely affect any area covered by an Environmental Designation and must demonstrate that it will not have adverse impacts on wider biodiversity (see Environmental Policy Designations Maps and policy ENV 7: National, Regional and Local Environmental Designations);
- The development should address the criteria set out in SPP 6, paragraphs 22 to 30;
- The development should integrate with the landscape and be finished in materials appropriate to the location, without detriment to the visual amenity of the area;
- The completed conversion or redevelopment should be contained substantially within the shell of original structure(s), not exceed its existing footprint, employ a high standard of design, and not compromise the character or appearance of the green belt;
- It should have no adverse impact on the residential amenity of neighbours, landscape character, local distinctiveness, visual amenity or the enjoyment and recreational use of the countryside; and
- It should not have a negative impact on water courses, water supply, traffic and access requirements nor increase the risk of pollution.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to ensure that all development proposals have due regard to the protection of landscape features and habitats (see Part 2, BIODIVERSITY AND GREENSPACE, Developing the Green Network, paragraph 5.38). The policy conforms to the requirements of Scottish Planning Policy (SPP) 21: Green Belts. The policy seeks to implement the JSP Strategic Policy 1: Strategic Development Locations to secure preservation of the landscape, development of accessible outdoor recreation, promotion of biodiversity within the context of the City's wider green network.

## **ENV 4 - SUSTAINABLE DRAINAGE SYSTEMS (SUDS)**

### **AIM**

To ensure satisfactory sustainable measures are provided for the management and safe disposal of surface water run-off.

### **POLICY**

All development proposals are required to make satisfactory provision for Sustainable Drainage Systems (SUDS - see Definition). The only exception to this requirement is a proposal for a single dwelling.

SUDS will be required in association with any open space requirements for a development (see policy ENV 2: Open Space and Public Realm Provision). The Council expects that the SUDS infrastructure will most likely be integrated into a development's open space requirement.

SUDS proposals should:

- incorporate, or connect to, an acceptable overland flood-routing or design exceedance solution (see Definition) agreed by the Council;
- be designed to accommodate a 1 in 30 year rainstorm event with the ability to deal with a 1 in 200 year event by safe flood routing;
- use agreed methods of surface water run-off collection, treatment, decontamination and disposal;
- not be detrimental to the effectiveness of existing SUDS schemes;
- incorporate a design appropriate to the site, particularly where contamination is present (expert advice should be sought at an early stage); and
- incorporate natural and semi-natural elements to enhance environmental amenity and biodiversity.

### **SURFACE WATER MANAGEMENT PLANS**

The Council will require development proposals to comply with the SUDS requirements set out in any surface water management plans prepared for parts of the City (e.g. Clyde Gateway and Toryglen).

Surface water management plans may require to be prepared for larger developments where development is divided into multiple ownership (e.g. a large housing development) where no management plan has been prepared. The developer would be responsible for its preparation, in liaison with the Council and Scottish Water.

**Note** In order to achieve adoption by Scottish Water, SUDS proposals should be designed in accordance with Scottish Water's 'Sewers for Scotland Working Document' (available at [www.scottishwater.co.uk](http://www.scottishwater.co.uk)). If it is intended not to design SUDS proposals to these standards, the maintenance arrangements of the proposed SUDS scheme will require approval as part of the planning consent.

### **DEFINITIONS**

**DESIGN EXCEEDANCE** - Management of the excess water, which will overload the SUDS when the volume of rainfall exceeds the design specification. Flow should be routed to avoid causing flooding of property or access routes.

**SUSTAINABLE DRAINAGE SYSTEMS (SUDS)** - A range of techniques for managing the flow of water run-off from a site by treating it on site, and so reducing the loading on conventional piped drainage systems (Source: Scottish Planning Policy (SPP) 7: Planning and Flooding).

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to integrate sustainable surface water drainage infrastructure into new development throughout the City (see Part 2, DRAINAGE AND SEWERAGE, Glasgow Strategic Drainage Plan, paragraph 6.148). SPP 7: Planning and Flooding promotes the use of SUDS as a solution for drainage of surface water run-off and decreasing the probability of flooding. Planning Advice Note (PAN) 61: Planning and Sustainable Urban Drainage Systems, PAN 69: Planning and Building Standards Service Advice on Flooding and PAN 79: Water and Drainage give good practice advice on the integration of SUDS, water and drainage issues into the planning system.

The Water Environment (Controlled Activities) (Scotland) Regulations 2005 require surface water run-off from areas constructed, or construction sites operated, to be drained by SUDS or equivalent. SUDS surface water drainage techniques are more sustainable than some conventional approaches to drainage because they mitigate flood risk, act as a means of protecting water quality and actively enhance the local environment. SUDS development needs to be incorporated into the development design phase of a project (see policies DES 1: Development Design Principles and DES 2: Sustainable Design and Construction). The implementation of SUDS is a key component of achieving sustainable development in Glasgow.

## ENV 5 - FLOOD PREVENTION AND LAND DRAINAGE

### AIM

To safeguard development from the risk of flooding and to ensure new development does not have an adverse impact on the water environment, does not materially increase the probability of flooding elsewhere and does not interfere detrimentally with the storage capacity of any functional flood plain (see Definition) or associated water flows.

### POLICY

#### 1. FLOOD MANAGEMENT

Proposals should demonstrate that they:

- contribute to minimising flood risk;
- avoid any increased risk of flooding which would affect people and properties from any source (e.g. sewer, watercourse (see Definition) or surface water) either within the development site, or outwith the site as a consequence of the development giving due attention to access and egress routes; and
- address the cumulative impact on infrastructure capacity of incremental growth of impermeable surfaces by not increasing the quantity and rate of surface water run-off from any site.

#### 2. THE FLOOD RISK FRAMEWORK

Notwithstanding the flood risk areas identified on the Scottish Environment Protection Agency's (SEPA) Indicative River and Coastal Flood Map (Scotland) (see Note), the Council expects developers to consider the:

- flood risk to their proposed development from any source, including watercourses, through a Flood Risk Assessment (FRA); and
- impact of discharging surface water from the proposed development to any watercourse, through a Drainage Impact Assessment (DIA).

DG/ENV 6: River Clyde Flood Management Strategy Development Guide will be used when assessing development proposals/applications.

#### Flood Risk and Drainage Impact Assessments

These must conform to the requirements set out in guidance at [www.sepa.org.uk](http://www.sepa.org.uk). The FRA and/or DIA must clearly assess the nature of the particular flood risk and drainage issues that the proposal needs to address, the likely effects of the proposal on flood risk and drainage impact and whether mitigation would be likely to be acceptable and effective. They should also clarify the separation between planning considerations and requirements and those of other Environmental Regulatory Regimes with regard to the water environment.

The Council, in applying the Scottish Government's flood risk framework, considers that:

- (a) **Areas of little or no flood risk** (annual probability of flooding of less than 0.1% or 1:1000) present no flood related constraints on development.
- (b) **Areas of low to medium flood risk** (annual probability 0.1% – 0.5% or 1:1000 – 1:200) are suitable for most forms of development. They are not appropriate locations, however, for essential civil infrastructure (see Definition). If the Council is satisfied that there is no viable alternative location, or that such facilities already exist and are proposed to be extended, the facilities (including access roads/paths, parking and waste storage areas) must be capable of remaining operational and accessible during extreme flooding events.

(c) **Areas of medium to high flood risk** (annual probability greater than 0.5% or >1:200) are not suitable for essential civil infrastructure, however:

(i) development within Glasgow's built-up area for residential, institutional, commercial and industrial development (including access roads/paths, parking and waste storage areas) may be acceptable provided:

- an FRA is undertaken (supplemented, where necessary, by a DIA) to address overland flow or other drainage considerations, and flood prevention measures for an event with a 0.5% annual probability already exist, are under construction or committed;
- development along the length of the River Clyde takes cognisance of any additional supplementary development guidance produced for the River Corridor; and
- proposals within the River Clyde corridor, which include land being permanently raised above the surrounding ground level, comply with the guidance on Landraising in SPP 7: Planning and Flooding; and the requirements of the Water Environment and Water Services (Scotland) Act 2003.

(ii) development within Glasgow's Green Belt should be located outwith the 0.5% (200 year) annual probability flood plain contour, (see Section 3 below).

All development within areas of medium to high flood risk must incorporate a 'freeboard allowance' height margin (see Definition) and/or the use of water resistant materials (see Definition) and forms of construction appropriate to its function, location, and planned lifetime relative to the anticipated changes in risk arising from climate change.

### 3. FUNCTIONAL FLOOD PLAINS

To comply with SPP 7 and to implement the emerging principles of sustainable flood management, development in a functional floodplain will be considered to be contrary to the objectives of the Plan. In exceptional circumstances, where land is required to facilitate key development strategies which come forward through the development plan process, land raising may be acceptable provided compensatory flood storage is provided and the objectives of the EU Water Framework Directive are not compromised (see policy IB 10: Minerals, Land Fill and Land Raise).

Remaining undeveloped areas of flood plain within Glasgow are covered by the development policy principle designation DEV 11: Green Space or DEV 12: Green Belt. Development on, or affecting, the functional flood plains within the City boundary should not:

- contribute to the piecemeal reduction of flood plain storage capacity; or
- interfere, detrimentally, with the flow of water in the flood plain.

Exceptionally, where a case for infrastructure, such as a bridge, etc., has been justified, it should be designed in accordance with this policy, remain operational in times of flooding and minimise its effect on flood water storage capacity.

### 4. CONNECTION TO THE PUBLIC SEWERAGE SYSTEM

All development proposals requiring foul drainage must be connected to the public sewerage system. The only exception to this requirement applies in areas where connection to the collection system is not permitted due to a lack of capacity and Scottish Water have agreed to address this in its SR 06 (2006/2010) and SR 10 (2010/2014) investment programmes. In such cases, the use of temporary private treatment systems will be permitted until connection to a sewer is possible. The following requirements, however, will apply:

- The sewerage network must be designed and built to a standard which will allow adoption by Scottish Water.
- The sewerage network must be designed such that they can be easily connected to a public sewer in the future.

Typically, this will mean providing a drainage line up to a likely point of connection. The developer must provide Scottish Water with the funds to allow it to complete the connection once the sewerage system has been upgraded.

However, such temporary arrangements will not be permitted on flood plains or in areas liable to flood (i.e. at an annual risk of not less than 0.5%).

## 5. CULVERTED WATERCOURSES

Development over an existing culvert, which includes removal of the culvert, or its diversion into parts of the site not covered by structures, should:

- benefit wildlife and improve amenity, wherever possible (see policy ENV 6: Biodiversity); and
- provide adequate access for maintenance.

Proposals for the formation of new culverts will normally not be supported.

## 6. FLOOD DEFENCES AND PREVENTION SCHEMES

In order to reduce the risk of flooding, there is a need to ensure that the long term maintenance of all flood defences and flood prevention schemes is addressed. To this end:

- new flood prevention schemes or measures should be compatible, on the grounds of design and safety, with those being implemented on the River Clyde and the White Cart Water;
- new schemes should be designed to allow access for management, monitoring and maintenance;
- proposals should not prejudice other existing or proposed flood prevention schemes/works; and
- proposals, involving multiple riparian ownerships (see Definition), should include a Section 75 Agreement, which:
  - alters the title to the land to give the Council rights of access for maintenance and flood risk reduction purposes; and
  - meets the Council's requirement for a legally and financially sound maintenance regime to be in place (including a detailed scheme, based on 'Whole Life Costs' to enable an appropriate bond to be calculated to cover scheme maintenance).

## 7. WATER RESISTANT BUILDING MATERIALS

Where approval in principle, in relation to flood risk, is acceptable, all new build developments, including extensions to buildings, should use water resistant materials and forms of construction where:

- proposals are in 'medium to high' flood risk areas;
- flooding from any source is an issue; and
- development is located in proximity to a Sustainable Drainage System (SUDS) (see Definition).

Developers should consult the detailed guidance in Planning Advice Note (PAN) 69: Planning and Building Standards Advice on Flooding.

**Note 1** The Flood Risk Framework contained in SPP 7 sets out the Scottish Government's guidance on the levels of flood risk which different categories of new development must be protected against. To assist with the use of the framework, SEPA have published the Indicative River and Coastal Flood Map (Scotland). The Flood Map can be accessed at [www.sepa.org.uk](http://www.sepa.org.uk). The Council also has information on historical flood events and data relating to the Rivers Clyde, Cart and Kelvin and the Strategic Drainage Plans which have been prepared, that it will use to inform its implementation of the Flood Risk Framework.

**Note 2** Application of this policy will be informed by the Council's most up to date mapping information and DG/ENV 6 and any subsequent updates of the development guide. This should ensure that decisions take account of any revision to climate change or other relevant assumptions.



## DEFINITIONS

**ESSENTIAL CIVIL INFRASTRUCTURE** - Buildings, structures and facilities supporting key public services such as hospitals, fire stations, schools, telecommunications equipment, etc. which need to be available to deal with civil emergencies.

**FREEBOARD ALLOWANCE** - A height added to the predicted level of a flood to take account of the height of any waves or turbulence and the uncertainty in estimating the probability of flooding (Source: Scottish Planning Policy (SPP) 7: Planning and Flooding).

**FUNCTIONAL FLOOD PLAIN** - Areas of land where water flows in times of flood, which should be safeguarded from further development because of their function as flood storage areas (Source: SPP 7).

**RIPARIAN OWNERSHIP** - Ownership of the land forming the side of a river channel or watercourse, to which are attached legal and other responsibilities relating to flood prevention and land drainage.

**SUSTAINABLE DRAINAGE SYSTEMS (SUDS)** - A range of techniques for managing the flow of water run-off from a site by treating it on site, and so reducing the loading on conventional piped drainage systems (Source: SPP 7).

**WATERCOURSE** - All means of conveying water except a water main or sewer (Source: SPP 7).

**WATER RESISTANT MATERIALS** - Materials which are either unaffected by flood water or recover relatively undamaged after flooding.

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to ensure that appropriate measures are taken to safeguard the City from flooding (see Part 2, DRAINAGE AND SEWERAGE, Glasgow Strategic Drainage Plan, paragraph 6.148). The policy takes account of the requirements of the Flood Prevention Scotland (Act) 1961, Flood Prevention and Land Drainage Scotland (Act) 1997 and the Water Environment and Water Services (Scotland) Act 2003. It also conforms to the guidance contained in SPP 7 and the associated advice on flood prevention, sustainable land drainage and other water infrastructure and environment considerations contained in PAN 51: Planning, Environmental Protection and Regulation, PAN 60: Planning for Natural Heritage, PAN 61: Planning and Sustainable Urban Drainage Systems, PAN 67: Housing Quality, PAN 69 and PAN 79: Water and Drainage.

**ENV 6 – BIODIVERSITY****AIM**

To protect and enhance Glasgow's habitats and species.

**POLICY**

All development within the City shall take cognisance of, and be compatible with, the Glasgow Local Biodiversity Action Plan (LBAP) (available at [www.glasgow.gov.uk/biodiversity](http://www.glasgow.gov.uk/biodiversity)), which sets out a number of species and habitat action plans. Many of the sites identified as important for habitats and species are also covered by Environmental Designations (see Environmental Policy Designations Maps and policy ENV 7: National, Regional and Local Environmental Designations).

Development should not have any adverse effect on existing habitats or species protected in law, international conventions or agreements or which are identified as a priority in government objectives, the Glasgow LBAP or are important because of their conservation status. Proposals will require to demonstrate, to the satisfaction of the Council, that:

- there will be no fragmentation or isolation of habitats or species as a result of the development;
- the development will be sited and designed to minimise adverse impacts on the biodiversity of the site (including its environmental quality, ecological status and viability); and
- public benefits at a national, or city region wide level, will clearly outweigh the value of the habitat for biodiversity conservation.

The Council may require the developer to undertake surveys prior to planning permission being determined and site clearance/development preparation works beginning. This will be at the developers own expense and to the satisfaction of the Council. The surveys may relate to the site's environment and ecology or its wider ecological functions and should include recommendations for mitigation, restoration or enhancing the biodiversity as well as other information that the Council might require. Surveys may be required where there are grounds for believing, or there is the possibility, that:

- a protected or important natural heritage interest relating to the site (or an ecological network it is part of) could be adversely affected or suffer damage/disturbance as a result of the proposed development. Such natural heritage interests would include those habitats, species or landscape features which are of concern by virtue of their conservation status, ecological function, national and international significance/protection by legislation and agreements or which relate to the UK Biodiversity Action Plan or Glasgow LBAP; or
- the site supports, or has suitable habitats/features present which could support, a European Protected Species (e.g. it has water courses suitable for use by otters and mature trees or old buildings suitable for bats). In this case surveys will be required.

Where planning permission is granted, planning conditions will be imposed, or agreements negotiated, to minimise disturbance, protect, enhance and promote existing habitats and/or species and/or create new habitats and put in place measures to provide for their effective future management.

**POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to promote sustainability by protecting and enhancing biodiversity and greenspace (see Part 2, BIODIVERSITY AND GREENSPACE, The Glasgow Local Biodiversity Action Plan, paragraph 5.51). It conforms with EC Birds and Habitats Directives, the Nature Conservation (Scotland) Act 2004, Scottish Planning Policy (SPP) 11: Open Space and Physical Activity, SPP 14: Natural Heritage, Planning Advice Note (PAN) 60: Planning for Natural Heritage and the Glasgow Local Biodiversity Action Plan.

Biodiversity provides a valuable indicator of sustainable development. Sustainable environments with a wide variety of species and habitats contribute to the health and well-being of citizens. They also provide benefits for businesses and visitors to the City, are an integral part of sustainable drainage schemes and provide a valuable education resource.

The Nature Conservation (Scotland) Act places a duty on the Council to further the conservation of biodiversity in all areas of the City, whether or not they are covered by a formal planning designation in the City Plan. The Glasgow LBAP, and updates, recognise that Glasgow has a rich variety of both land and water based species. A Biological Audit of all species occurring in the City has been prepared, as have a number of individual species and habitat action plans. Developers require to consider the impact of their development proposals on species and habitats included in the Audit and action plans.

## ENV 7 - NATIONAL, REGIONAL AND LOCAL ENVIRONMENTAL DESIGNATIONS

### AIM

To maintain, protect and enhance national, regional and local sites of landscape, cultural or nature conservation importance.

### POLICY

Proposals should not have an adverse effect, either directly or indirectly, on the integrity or character of one or more of the natural, or special, features covered by an Environmental Designation (see Definition) listed below, or those sites which receive such a designation during the lifetime of City Plan 2:

- Sites of Special Scientific Interest (SSSI)
- Local Nature Reserves (LNR)
- Sites of City-wide Importance for Nature Conservation (C-SINC)
- Local Sites of Importance for Nature Conservation (L-SINC)
- Green Corridors (formerly Corridors of Wildlife and/or Landscape Importance)
- Sites of Special Landscape Importance (SSLI)
- Tree Preservation Orders (TPO)
- Ancient, Long Established and Semi-natural Woodlands
- Gardens and Designed Landscapes
- Water courses, lochs, ponds and wetlands

Any development proposal likely to affect an Environmental Designation should also demonstrate how it will comply with the relevant guidance provided in development guide DG/ENV 4: Development Affecting Environmental Designations (see Environmental Policy Designation Maps).

### DEFINITIONS

**ENVIRONMENTAL DESIGNATION** - Areas important because of their environmental quality, geology, biodiversity and/or their historic, architectural or archaeological significance and which contribute positively to the quality of the City's environment and image.

**GLASGOW OPEN SPACE MAP** - Under the provisions of Planning Advice Note (PAN) 65: Planning and Open Space, local authorities are obliged to prepare an audit and map of all the areas and categories of open space within their areas. Together with other policies of the Plan, the Glasgow Open Space Map will form part of the policy protection for the City's open spaces and used to inform development proposals.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to protect key sites that are important for their flora and/or fauna (see Part 2, BIODIVERSITY AND GREENSPACE, Developing the Green Network, paragraph 5.37) and conforms with Scottish Planning Policy (SPP) 11: Physical Activity and Open Space and SPP 14: Natural Heritage. The City contains a wide range of sites containing natural elements considered worthy of protection in their own right and/or because they contribute significantly to the quality of Glasgow's external environment. A range of Environmental Designations were identified in City Plan 1 to reflect the functions these sites fulfil, or the significant natural features they contain. Their varied qualities and distribution provide the nodes and links in Glasgow's evolving green infrastructure network. The Council values the many important natural features they contain, the wildlife they support and the benefits they offer to the health, wellbeing and enjoyment of its citizens, businesses and visitors to the City. All these designations are covered by this policy.

The boundaries of the areas protected by the designations are shown on the Environmental Policy Designation Maps. They are also shown on the Glasgow Open Space Map (see Definition) which identifies their open space land use classifications (see policy ENV 1: Open Space Protection). Together with other policies of the Plan, the Glasgow Open Space Map will be used to help inform development proposals and assess whether there would be scope to develop on any such space.

## **FURTHER GUIDANCE**

See development guide DG/ENV 4 for further guidance and a list of affected sites, which includes:

- Appendix A: Sites of Special Scientific Interest (SSSIs)
- Appendix B: Local Nature Reserves (LNRs)
- Appendix C: City-wide Sites of Importance for Nature Conservation (SINCs)
- Appendix D: Local Sites of Importance for Nature Conservation (SINCs)
- Appendix E: Green Corridors
- Appendix F: Sites of Special Landscape Importance (SSLIs)
- Appendix G: Tree Preservation Orders (TPOs)
- Appendix H: Ancient, Long-Established and Semi-natural Woodlands
- Appendix I: Gardens and Designed Landscapes
- Appendix J: Scheduled Ancient Monuments

## ENV 8 - TREES, WOODLANDS AND HEDGEROWS

### AIM

To protect trees, woodlands and hedgerows from inappropriate development.

### POLICY

Development should not cause the loss of, or serious damage to, trees, woodlands or hedgerows, which are covered by an existing tree preservation order (TPO) (see Environmental Policy Designation Maps), are on Council owned land, are of significant ecological, recreational, historical, shelter or landscape value or are in a conservation area. In these situations, trees, woodland or hedgerows protected by a TPO, or as if covered by a TPO, must not be removed without the explicit written consent of the Council.

Proposals should demonstrate, to the satisfaction of the Council, that:

- where they are in, or near, an ancient, long established or semi-natural woodland, there has been consultation with, and approval from, the Central Scotland Conservator, Forestry Commission Scotland;
- the public benefits at the local level clearly outweigh the value of the habitat;
- the development will be sited and designed to minimise adverse impacts on the biodiversity of the site, including its environmental quality, ecological status and viability;
- there will be no further fragmentation or isolation of habitats as a result of the development;
- all mature trees affected by a development proposal have been, or will be, surveyed for bats prior to the granting of planning permission (see policy ENV 6: Biodiversity)
- where any individual trees, groups of trees, woodlands or hedgerows would be lost, the applicant will provide compensatory planting (where appropriate, native species will be preferred) either as part of the overall scheme or elsewhere in the vicinity (this may require a Section 69 or 75 legal agreement); and
- appropriate legal agreements to guarantee future maintenance arrangements are in place and the details of methods to be adopted agreed.

In addition, the Council will:

- encourage new planting, particularly of native species, especially if it relates to areas of ancient, long established or semi-natural woodland that are small, isolated or in close proximity;
- encourage developers to consult the Forestry Commission Scotland on woodland establishment plans; and
- support grant applications to Forestry Commission Scotland for the management and establishment of woodland.

Trees within Conservation Areas and trees on Council owned land are protected as if covered by a TPO.

**Note** The felling of trees which are not protected by a Tree Preservation Order, are not within a Conservation Area or are not on Council owned land, may, in the absence of a planning permission providing for their removal, require a felling licence. Developers should consult Forestry Commission Scotland.

## **POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to protect existing trees, woodlands and hedgerows and encourage new planting and good maintenance of all trees (see Part 2, BIODIVERSITY AND GREENSPACE, Trees, Gardens and Woodlands, paragraph 5.52) and supports the delivery of the Glasgow and the Clyde Valley Woodland and Forestry Framework. The policy reflects the duty placed on the Council and all public bodies by the Nature Conservation (Scotland) Act to further the conservation of biodiversity while exercising their functions as they impinge on the environment. It also conforms to Planning Advice Note (PAN) 60: Planning for Natural Heritage. Trees, woodlands and hedgerows are of great importance, both as wildlife habitats and in terms of their contribution to the visual amenity and environmental quality. The Plan aims to protect existing trees, woodlands and hedgerows and encourage new planting and good maintenance of all trees. This is particularly important in new residential areas.

In 1996, the Trees on Council Land Policy was approved by the Council. This noted that there was no legislative provision for the Council to serve TPO's on land in its ownership. The Council recognised the need to control activities affecting trees in its ownership and delegated the maintenance responsibility to Land Services.

## **FURTHER GUIDANCE**

For further guidance on protection of existing trees, development of sites with retained trees and new tree planting see development guide DG/ENV 3: Trees and Woodlands.

## ENV 9 - ALLOTMENTS

### AIM

To protect and enhance allotment provision and promote its active use within the City.

### POLICY

Proposals affecting existing or proposed allotment sites will require to meet the following criteria (see also policy ENV 1: Open Space Protection):

- The developer will be required to make provision for an equivalent (or better) replacement in the vicinity of the existing allotments. The Council will have to be satisfied, on behalf of the users, that all relevant matters including location, access, aspect, soil quality, services and fencing are appropriately addressed.
- In assessing any changes or improvements to allotment provision, the Council will seek to ensure that residents have reasonable, safe and easy access to the site, particularly through walking, cycling and public transport.

Policy ENV 2: Open Space and Public Realm Provision requires developments, of more than 10 dwellings, to contribute to allotment/community garden provision.

### DEFINITION

GLASGOW OPEN SPACE MAP - Under the provisions of Planning Advice Note (PAN) 65: Planning and Open Space, local authorities are obliged to prepare an audit and map of all the areas and categories of open space within their areas. Together with other policies of the Plan, the Glasgow Open Space Map will form part of the policy protection for the City's open spaces and will be used to inform development proposals.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to protect areas used as allotment gardens and promote their active use (see Part 2, BIODIVERSITY AND GREENSPACE, Allotments, paragraph 5.57) and conforms to Scottish Planning Policy (SPP) 11: Open Space and Physical Activity. The Scottish Government supports the protection and provision of allotment gardens recognising that these facilities support national and local initiatives relating to social inclusion, physical and mental health, diet and biodiversity. Local authorities have certain statutory powers with regards to allotments.

## **ENV 10 - ACCESS ROUTES AND CORE PATH NETWORK**

### **AIM**

To develop a network of accessible paths for the benefit of the City's residents and visitors.

### **POLICY**

Developers should take account of access rights when planning and undertaking new development and should design new footpaths and cycleways in line with the requirements of the Land Reform (Scotland) Act 2003, (see policies DES 1: Development Design Principles, DES 5: Development and Design Guidance for the River Clyde and Forth and Clyde Canal Corridors and TRANS 5: Providing for Pedestrians and Cycling in New Development).

Development should not:

- prejudice the continuity of Core Paths, as defined by the Glasgow Core Paths Plan (see Definition), or the existing walking/cycling network; or
- obstruct or adversely affect a public right of way (unless satisfactory provision is made for its replacement).

Development proposals should not impact adversely on public rights of way, core paths and important public access routes. Where such infrastructure is affected by a development during construction and upon completion, the developer should incorporate appropriate alternative or modified public access provision, approved by the Council. Development proposals on land where the Core Paths Plan has identified an aspirational core path will be expected to incorporate it into the overall design layout of the site and build the path to a standard agreed with the Council.

Core Paths Plans and access rights will be material considerations in considering planning applications. The Council will seek reasonable opportunities from developers to create, manage, maintain and improve access through planning conditions or legal agreements.

Where practicable, proposals for the establishment of new, or alteration of existing, pathways and access routes, should incorporate suitable measures for the collection and treatment of surface water.

### **DEFINITION**

**CORE PATHS PLAN** - a plan for a system of paths sufficient for the purpose of giving the public reasonable access throughout their area. Each path within such a system is to be known as a core path (Source: Land Reform (Scotland) Act 2003, section 17).

### **POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to develop the City's Core Paths network (see Part 2, BIODIVERSITY AND GREENSPACE, Glasgow Core Paths Plan, paragraphs 5.54-5.56) and conforms to the Land Reform (Scotland) Act 2003, Scottish Planning Policy (SPP) 11: Open Space and Physical Activity, Planning Advice Note (PAN) 65: Planning and Open Space and the Glasgow Outdoor Access Strategy (2005).

In order to help meet the Plan's development strategy to improve the health and well being of the City's residents, there needs to be good access to the outdoors, whether this is for recreational use or as a sustainable mode of transport. The Land Reform (Scotland) Act places a duty on the Council, in consultation with the public, to prepare a Core Paths Plan which identifies an access route network and which gives the public increased access rights over land.

The existing and proposed path networks, together with rights of way, provide public access between places of residence, shopping, employment, leisure and social facilities. They form part of the City's wider green infrastructure network linking open space and water space.



## ENV 11 - TREATMENT OF WASTE AND RECYCLING MATERIALS

### AIM

To ensure that the City can accommodate an appropriate range of facilities and sites to treat and recycle domestic and commercial/industrial waste, without detriment to the environment.

### POLICY

#### PROPOSED WASTE MANAGEMENT/RECYCLING FACILITIES

Waste management/recycling operations require to be accompanied by a Design and Access Statement (see policy DES 1: Development Design Principles) and may also need an Environmental Impact Assessment, where appropriate, in accordance with the Environmental Impact Assessment (Scotland) Regulations 1999 (see development guide DG/ENV 1: Environmental Impact Assessment).

They should, wherever possible, be located:

- within areas designated for Industry and Business use;
- preferably on derelict and degraded sites or existing waste management sites, where these have not been converted or are planned to be converted to other uses; and
- to accord with sustainable transport principles.

The operations should also:

- accord with the objectives of the Glasgow and Clyde Valley Area Waste Plan;
- demonstrate that the proposals represent the Best Practicable Environmental Option (BPEO) for the waste stream in question (see Note);
- be carried out from within an enclosed building to minimise visual and environmental impact, wherever possible;
- not detract from the amenity of any neighbouring occupiers as a result of noise, traffic movements and dust, particularly when outside normal business hours;
- not adversely affect the amenity of the surrounding area, including views from nearby road frontages; and
- when they are thermal treatment plants handling municipal waste, have energy recovery systems so that the embedded energy in any waste being burned is not lost.

Community waste/recycling sites should be sited where:

- they will not detract from the residential amenity of neighbours; and
- they will not result in parking or traffic congestion.

Applicants/operators are encouraged to source their waste/recycling materials locally.

The site at Kenmuir Road (Baillieston) will be safeguarded for the development of a waste management/recycling centre (see PROPOSALS MAP).

#### EXISTING WASTE MANAGEMENT/RECYCLING SITES

Development, such as housing, should not be located in close proximity to Polmadie, Shieldhall, Easter Queenslie and Dawsholm waste management centres as this could prejudice their continued operation as the city's principal waste treatment/recycling sites.

**Note** Proposals dealing with non-municipal waste will follow the Best Practicable Environmental Option (BPEO) in accordance with the type(s) of waste streams that would be handled on site. Applicants can contact SEPA for further guidance.

**POLICY JUSTIFICATION**

This policy supports the Plan's development strategy to promote sustainability, by reducing waste (see Part 2, WASTE MANAGEMENT, Waste Recycling, paragraph 6.103). It also conforms to Scottish Planning Policy (SPP) 10: Planning for Waste Management and Planning Advice Note (PAN) 63: Waste Management Planning.

The City is moving from the landfilling of most of its municipal waste towards a more sustainable management and recycling of domestic waste. The four main waste management sites are already bulk treatment and recycling sites and will be the focus of any future large scale treatment facilities. It is essential that these sites are safeguarded against any development on adjacent land which could prejudice their continued operation. The majority of waste will, however, continue to be processed by the private sector, which treats and recycles a wide range of commercial waste at treatment sites across the City.

**FURTHER GUIDANCE**

See policy DES 12: Provision of Waste and Recycling Space for guidance on the provision and design of waste and recycling facilities for new developments.

## ENV 12 - DEVELOPMENT OF BROWNFIELD LAND AND CONTAMINATED SITES

### AIM

To encourage the reuse of brownfield land and ensure that redevelopment of former industrial and other potentially contaminated sites addresses any on-site contamination.

### POLICY

Development on brownfield land in general, and sites formerly occupied by factories, workshops, and other industrial and associated activities, etc, will be encouraged, having regard to the development policy principles and other policy considerations.

Where the previous history of a site suggests that contamination may have occurred, developers should:

- undertake a detailed site investigation and analysis to establish whether contamination has occurred and the degree and location of the problem (in accordance with BS 10175 and associated guidance). The investigation should establish whether the presence of contamination results in significant pollution linkages and whether there is any significant pollution to the water environment;
- provide a detailed written report of survey and assessment following the advice of Planning Advice Note (PAN) 33: Development of Contaminated Land (including recommendations for treating affected ground) to the Council (the survey should assess the risks of pollution of the water environment arising from land contamination and specialists should be employed to produce the report and undertake any treatment that is required);
- remediate sites, by agreement with the Council, prior to new development works taking place (no development should take place until the Council is completely satisfied that the affected ground has been satisfactorily treated); and
- remediate sites (where possible) using technologies to minimise generation of 'wastes' requiring off-site disposal and the need for importation of replacement materials (i.e. neutral mass-balance).

Site investigation is a learning process and additional investigation may be appropriate prior to agreeing remediation strategies.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to reduce the amount of vacant and derelict land in the City (see Part 2, VACANT AND DERELICT LAND, Unlocking Development Potential, paragraphs 5.62 - 5.65), and conforms to PAN 33: Development of Contaminated Land, and is in line with the Council's Strategy for Inspection of Contaminated Land in Glasgow. The development of the City's brownfield sites is a priority for the Council. They have the potential to create new areas for residential, industrial and business and other uses. Many of the sites, however, were formerly used for heavy industry and may be contaminated. The redevelopment of brownfield land may require remediation works to be carried out. In seeking to safeguard against any harmful effects from contamination, the Council will have to satisfy itself that ground conditions are made safe prior to new development (in particular, housing) being implemented.

## **ENV 13 - ANCIENT MONUMENTS AND SCHEDULED ANCIENT MONUMENTS**

### **AIM**

To protect and enhance the City's Ancient Monuments and Scheduled Ancient Monuments and their settings.

### **POLICY**

The Council seeks to retain, protect, preserve and enhance ancient monuments (including scheduled ancient monuments) and their settings. As a result:

- developments that have an adverse impact on scheduled ancient monuments and their settings will be strongly resisted;
- there will be a presumption in favour of retaining, protecting and enhancing any ancient monument and its setting, in particular those of international, national or local importance; and
- there will be a presumption in favour of retaining ancient monuments (including scheduled ancient monuments), and their components, in-situ.

Proposals which may impact on an ancient monument/scheduled ancient monument will:

- require to be accompanied by sufficiently detailed information to enable a full evaluation of the proposals in relation to their impact, the importance of the monument, its cultural significance and its setting. Any investigations will require a project brief to be prepared, through prior consultation, and approved by the Council and Historic Scotland;
- require to set out how any potential damaging actions will be mitigated or minimised to the satisfaction of the Council, Historic Scotland, the West of Scotland Archaeology Service (WoSAS) or the Royal Commission on the Ancient and Historic Monuments of Scotland (RCAHMS), as appropriate;
- require to be sympathetic, in design and construction, to the scheduled ancient monument and its setting and conform to any brief or design guide for the monument. Where appropriate, schemes should seek opportunities to enhance the monument for the public, such as access and interpretation; and
- be assessed against the other policies of the Plan.

**Note** For any works affecting nationally important scheduled ancient monuments, there is a need to obtain scheduled monument consent in addition to planning permission. Permitted development rights do not over-ride this requirement. Developers must formally notify the RCAHMS of any proposals that involve the demolition or significant alterations to listed buildings that are monuments.

### **POLICY JUSTIFICATION**

This policy supports the Plan's Development Strategy to protect and enhance the City's Scheduled Ancient Monuments (see Part 2, ENVIRONMENT, HERITAGE AND THE BUILT ENVIRONMENT Archaeology and World Heritage Sites, paragraphs 5.20 - 5.24) and conforms with National Planning Policy Guideline (NPPG) 5: Archaeology and Planning, and the Scottish Historic Environment Policy (SHEP) : Scotland's Historic Environment. Ancient monuments are protected under the Ancient Monuments and Archaeological Areas Act 1979 and are scheduled by the Scottish Ministers. The preservation of ancient monuments and their setting is a significant consideration in determining planning applications, whether a monument is scheduled or not.

### **FURTHER GUIDANCE**

A list of all the scheduled ancient monuments in the city is included in Appendix J to development guide DG/ENV 4: Development Affecting Environmental Designations in Part 4 of the Plan.

Some ancient monuments (including scheduled ancient monuments) and their settings are the subject of other Plan policies, including ENV 16: The Antonine Wall and DES 5: Development and Design Guidance for the River Clyde and Forth and Clyde Canal Corridors.

## **ENV 14 - SITES OF ARCHAEOLOGICAL IMPORTANCE**

### **AIM**

To protect the City's historic environment and archaeology.

### **POLICY**

The Council will seek to retain, protect, preserve and enhance the City's existing historic environment and archaeological heritage, including any future discoveries.

When development is proposed that would affect a site of archaeological significance:

- The developer should notify the West of Scotland Archaeology Service (WoSAS) and the Council at the earliest possible stage in the conception of the proposal.
- An assessment of the importance of the site should be provided by the developer as part of the application for planning permission, or (preferably) as part of the pre-application discussions and confirmed by WoSAS.

When development that will affect a site of archaeological significance is to be carried out:

- Developers should make provision for the protection and preservation of archaeological deposits in situ within their developments, including by designing foundations that minimise the impact of the development on the remains.
- The Council will require the developer to make appropriate and satisfactory provision for the excavation, recording, analysis and publication of the remains where it is satisfied that the protection and preservation, in-situ, is not warranted, for whatever reason.

Where archaeological remains are discovered after a development has commenced:

- The developer should notify WoSAS and the Council immediately, to enable an assessment of the importance of the remains to be made.
- Developers should make appropriate and satisfactory provision for the excavation, recording, analysis and publication of the remains (developers may see fit to insure against the unexpected discovery of archaeological remains during work).

WoSAS should be consulted for all sites in each category ([www.wosas.net](http://www.wosas.net)).

### **POLICY JUSTIFICATION**

The policy supports the Plan's Development Strategy to protect archaeological resources, (see Part 2, HERITAGE AND THE BUILT ENVIRONMENT, Archaeology, paragraphs 5.20 – 5.22) and conforms with National Planning Policy Guideline (NPPG) 5: Archaeology and Planning, Planning Advice Note (PAN) 42: Archaeology - the Planning Process and Scheduled Monument Procedures and the Glasgow and the Clyde Valley Joint Structure Plan.

The preservation of sites of archaeological significance and their setting is a significant consideration in determining planning applications. There are a large number of sites of archaeological importance and/or where artefacts have been discovered within the City. The PASTMAP website ([www.pastmap.org.uk](http://www.pastmap.org.uk)) contains details and locations on the City's archaeological sites.

**ENV 15 - ENERGY****AIM**

To reduce the carbon footprint of the City's buildings through energy efficient design, increased renewable energy generation and use of low and/or zero carbon technologies.

**POLICY**

- All new buildings are required to be designed to maximise their use of passive solar energy from the outset (see policies DES 1: Development Design Principles, DES 2: Sustainable Design and Construction and RES 2: Residential Layouts) and, thereafter, to consider the installation options available for a low and/or zero carbon decentralised energy source, including consideration of a shared resource with a neighbouring development.
- All new developments should consider the installation of micro-generating equipment (see Definition) for the small scale production of heat (less than 45 kilowatt thermal capacity) and/or electricity (less than 50 kilowatt electrical capacity) from zero or low carbon source technologies, particularly at a domestic level.
- New developments with a total cumulative floorspace of 500sqm or more are required to conform to Scottish Planning Policy (SPP) 6: Renewable Energy (supplemented by guidance contained in Planning Advice Note (PAN) 84: Reducing Carbon Emissions in New Developments). This will require the installation and use of on-site zero and low carbon equipment contributing at least an extra 15% reduction in CO<sub>2</sub> emissions beyond the 2007 Building Regulations carbon dioxide emissions standard.

To meet this requirement, the microgeneration technologies, outlined below, could be utilised as part of the energy solution. Developers, however, are particularly encouraged to consider the options for shared, and/or combined heat and power, or energy from waste installations, subject to the appropriate discussions with the regulators. The set up of Energy Services Companies (ESCOs) as a means of delivering stable, more localised energy production close to the area of need is also encouraged.

Applications will only be exempt from the SPP 6 target where developers are able to demonstrate that technical constraints exist. The applicant, however, will then be required to agree equivalent carbon savings elsewhere within the City boundary.

The suite of technologies included within the definition of microgeneration includes solar photovoltaics (PV) to provide electricity, solar thermal to provide hot water, micro-wind (including rooftop mounted turbines), micro-hydro, heat pumps, biomass and micro-combined heat and power (micro-CHP), including small scale fuel cells. The appropriateness of each technology will be dependent on the different local circumstances, conditions and purposes.

The Council is also keen to encourage the development of innovative buildings which are energy self sufficient/zero carbon by design as a means of tackling climate change and addressing fuel poverty.

- All micro-renewable (see Definition) proposals should not impact adversely on the local environment or the amenity of neighbouring occupiers

**DEFINITIONS**

**MICRO-GENERATION** - small scale production of heat (less than 45 kilowatt thermal capacity) and/or electricity (less than 50 kilowatt electrical capacity) from zero or low carbon source technologies. The suite of technologies covered by this definition includes solar photovoltaics (PV) to provide electricity and thermal to provide hot water, micro-wind (including rooftop mounted turbines), micro-hydro, heat pumps, biomass, micro-combined heat and power (micro-CHP) including small scale fuel cells.

**MICRO-RENEWABLES** - the same as micro-generation, excluding, however, those technologies which are not purely from renewable sources (e.g. small scale fuel cells, heat pumps and micro-CHP).

## POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to promote renewable energy (see Part 2, ENERGY, Renewable Energy Sources, paragraph 5.81) and sustainable construction (see Part 2, Sustainable Design and Construction, paragraph 5.7) and also conforms to Scottish Planning Policy (SPP) 6: Renewable Energy. In addressing climate change, the UK Government is committed to reducing CO<sub>2</sub> emissions by 20% over 1990 levels by 2010, and by 60% by 2050. To assist in meeting these obligations, the Scottish Government has stated an aim of generating 50% of Scotland's electricity from renewable sources by 2020. The Council signed the Climate Change Declaration in January 2007 and participates in the Carbon Trust's Local Authority Carbon Management Programme.

To attain these targets, the Scottish Government has issued SPP 6, PAN 45: Renewable Energy (2006 Annex - Planning for Micro-Renewables), PAN 84 and an Energy Efficiency and Micro-generation Strategy for Scotland. The Government has set a clear requirement for planning authorities to take account of climate change impacts in the preparation of development plans and in the determination of planning applications.

The Council's decision to require the consideration of micro-generation on a small scale for all development is on the basis that this could make a significant contribution to tackling climate change by ensuring a reliable low and/or zero carbon energy supply which not only helps to reduce CO<sub>2</sub> emissions, but will also act to increase awareness and engage the public into also taking action.

## FURTHER GUIDANCE

Further guidance on the fitting of solar panels and micro turbines to buildings is contained in development guide DG/DES 9: External Fittings to Buildings.

**ENV 16 - THE ANTONINE WALL****AIM**

To protect the archaeological remains, the line and the setting of Antonine Wall, including those sections which are not scheduled. The Antonine Wall now has World Heritage Site (WHS) status as part of the Frontiers of the Roman Empire WHS.

**POLICY**

The Council will seek to retain, protect, preserve and enhance the Antonine Wall, its associated archaeology, character and setting. Accordingly:

1. There will be a presumption against development which would have an adverse impact on the Frontiers of the Roman Empire (Antonine Wall) World Heritage Site (see ENVIRONMENTAL POLICY DESIGNATIONS MAPS North and West).
2. There will be a presumption against development within the Frontiers of the Roman Empire (Antonine Wall) World Heritage Site buffer zones (see ENVIRONMENTAL POLICY DESIGNATIONS MAPS North and West) which would have an adverse impact on the site and its setting, unless:
  - mitigating action, to the satisfaction of the Council in consultation with Historic Scotland, can be taken to redress the adverse impact; and
  - there is no conflict with other City Plan policies.

**POLICY JUSTIFICATION**

This policy reflects the agreed uniform planning policy approach for the Antonine Wall and supports the Plan's Development Strategy to protect and enhance the City's scheduled ancient monuments (see Part 2, ENVIRONMENT, HERITAGE AND THE BUILT ENVIRONMENT Archaeology and World Heritage Sites, paragraph 5.23) and conforms with NPPG 5: Archaeology and Planning, and the Scottish Historic Environment Policy (SHEP): Scotland's Historic Environment.

The Council will seek to retain, protect, preserve and enhance the Antonine Wall, an internationally important ancient monument and World Heritage Site under the UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage (1972).

The Council is committed to working with the other four local authorities along the line of the Antonine Wall and with the Scottish Government (in particular, Historic Scotland) in order to achieve the appropriate level of protection for the Antonine Wall. Supplementary development guidance on the criteria which will be applied in determining planning applications for development along the line, or within the setting, of the Antonine Wall as defined on the ENVIRONMENTAL POLICY DESIGNATIONS MAPS, will be prepared in liaison with the partner authorities and Historic Scotland.



## ENV 17 - PROTECTING THE WATER ENVIRONMENT

### AIM

To ensure new development does not have an adverse impact on the water environment by preventing the deterioration of aquatic ecosystems and enhancing their quality, including groundwater, promoting sustainable water use, reducing pollution, and mitigating against the impact of extreme weather events.

### POLICY

#### 1. PROTECTING THE WATER ENVIRONMENT

There is a strong presumption against development likely to have an adverse effect on the water environment. Developers are required to ensure that the physical characteristics of watercourses, water bodies and groundwater, as well as water quality are protected and, where possible, enhanced to achieve at least the classification of 'Good' status. Proposed measures to mitigate development impacts upon the water environment must be approved by the Council as advised by the Scottish Environment Protection Agency (SEPA) and Scottish Natural Heritage (SNH), where appropriate (see policies ENV 1: Open Space Protection, ENV 7: National, Regional and Local Environmental Designations and development guide DG/ENV 4: Development Affecting Environmental Designations).

#### 2. RIVER ENGINEERING WORKS

There is a strong presumption against river engineering works that would have a persistent adverse, up or downstream, effect upon water quality, quantity or flow rate, ecological status, riparian habitat, protected species or floodplains, apart from those works related to:

- bridges;
- flood prevention/mitigation works;
- land drainage outfalls; and
- watercourse training works (i.e. managing a watercourse by hard or soft means, such as containment of flow).

Soft engineering solutions to the provision of these structures, or works associated with them, will be encouraged. The Council will take advice from SEPA and others, as appropriate.

### POLICY JUSTIFICATION

This policy supports the Plan's Development Strategy to safeguard and manage the existing network of rivers and wetlands in the City (see Part 2, STRATEGIC DRAINAGE AND FLOOD RISK, paragraphs 5.46 – 5.49) and conforms to the Water Framework Directive and the Water Environment and Water Services (Scotland) Act 2003 (WEWS), which requires statutory authorities, including Councils, SEPA and Scottish Water, to ensure water bodies are not permitted to decline in status. Under the WEWS Act, River Basin Management Plans must be prepared by 2009. Once prepared, these will be a material consideration in relation to development planning.

The Council has a duty to ensure that development which would result in a deterioration of the status of surface and groundwater is not permitted. A key aspect of this requires that water bodies have adequate protection against insensitive river engineering works. The Council, therefore, requires developers to provide an environmental impact assessment and flood risk assessment, as necessary, and it will consult Scottish Water, SEPA and SNH concerning the relevant aspects of impacts and mitigation.

