

**PLANNING APPLICATIONS COMMITTEE**

Report by Executive Director of Regeneration and the Economy

Contact: Mark Thomson Phone: 0141 287 6031

APPLICATION TYPE Full Planning Permission**RECOMMENDATION** Grant subject to conditions

APPLICATION	19/01220/FUL	DATE VALID	22.05.2019
SITE ADDRESS	Land At Duke Street/ Bellgrove Street Glasgow		
PROPOSAL	Erection of residential development with commercial unit, associated parking and landscaping.		
APPLICANT	Home Group Pavilion 6, Parkway Court 321 Springhill Parkway GLASGOW G69 6GA	AGENT	JTP Per Stuart Carruthers Venue Studios 21 Calton Road EH8 8DL
WARD NO(S)	09, Calton	COMMUNITY COUNCIL LISTED	02_121, Calton (Inactive)
CONSERVATION AREA			
ADVERT TYPE	Bad Neighbour Development	PUBLISHED	7 June 2019
CITY PLAN	Industry And Business (DEV3)		

REPRESENTATIONS/ CONSULTATIONS

6 letters of representation were received within the designated period, the grounds of which are outlined in a later section of this report.

Scottish Water – No objection.

SEPA – No objection.

SITE AND DESCRIPTION

The application site is on an area of brownfield land known as the Meatmarket adjacent to the Dennistoun neighbourhood. The site is bounded to the north by Duke Street and to the east by Bellgrove Street. To the south and west the application site is surrounded by further parts of the former meat market site.

PLANNING HISTORY

The use of the area as a meat market dates back to the 1870s when the New Meat Market was opened in 1878. In 1967 Glasgow Corporation decided that they should build a new abattoir in order to modernise the processes along with best practice of the meat trade worldwide. The New Glasgow Abattoir stayed open until 2001 and was finally demolished in 2007. Since then, with the exception of the residential development in the southern part off of Gallowgate, the site has lain vacant.

The site's contamination and geotechnical issues have discouraged investment due to the large 'up front' costs associated with remediation. The lack of redevelopment on the site has blighted this part of the inner urban area and disconnected the Dennistoun area from the rest of the city centre.

In order to address this fragmentation and to realise its potential City Deal developed an Infrastructure Masterplan for the site.

An application for the partial remediation and infrastructure works associated with development of site (reference 18/01350/FUL) was granted planning permission in August 2019. The remediation and infrastructure works associated with this are currently underway on site. These include the creation of a series of new development plots which would be serviced by the provision of a new network of roads, footpaths, SUDS and a public park.

THE PROPOSAL

Planning permission is sought for the erection of 252 affordable (mid-market) apartments and one commercial unit of approximately 300 square metres with associated landscaping, car parking and public realm works.

The proposal would provide 79 one bedroom apartments and 173 two bedroom apartments. 20 apartments would be wheelchair accessible and located on the ground floor. The scheme would provide 130 car parking spaces and 318 cycle storage spaces located within dedicated internal storage rooms. The ground floor commercial unit would be located on corner of Duke Street and Bellgrove Street.

The layout of the development has been designed to address to the two historic main thoroughfares of Duke Street and Bellgrove Street. Strong street frontages are created by 6 storey buildings on Duke Street and Bellgrove Street. At the junction of Bellgrove and Duke Street the building rises to 7 storeys. Within the site a new road runs north and south from the former Eastern District Hospital to the listed Meatmarket Sheds. This divides the site into western and eastern areas. The route is framed by two 4 storey apartment buildings.

The amenity spaces and parking are located to the rear of the proposed buildings. The eastern courtyard contains a large central amenity space which is also designed as part of the SUDS scheme. Due to the development plot shape and size the western area has smaller landscaped/SUDS area. There will be extensive tree planting along the Duke Street frontage, within the site and along its southern boundary with other future development plots.

The buildings will be finished in brick, with cladding details at the top floor level and grey metal windows. Further interest will be added to the ground and first floor by projecting brickwork detailing. To the rear apartments will have south or west facing metal balconies.

SPECIFIED MATTERS

Planning legislation now requires the planning register to include information on the processing of each planning application (a Report of Handling) and identifies a range of information that must be included. This obligation is aimed at informing interested parties of factors that might have had a bearing on the processing of the application. Some of the required information relates to consultations and representations that have been received and is provided elsewhere in the Committee Report. The remainder of the information and a response to each of the points to be addressed, is detailed below.

A. Summary of the main issues raised where the following were submitted or carried out**i. An Environmental Statement.**

Not applicable to this application.

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

Not applicable to this application.

iii. A Design Statement or a Design and Access Statement.

Issues relating to design and access have been addressed by the applicant in a Design Statement which was submitted as part of the application.

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

A Flood Risk Assessment and a Drainage Impact Assessment – details contained within were acceptable.

Air Quality Assessment – details contained within were acceptable.

A Road Traffic and Train Noise Impact Assessment – concluded that the proposed development complies with local and national guidance and that internal noise levels for apartments would be below the target levels required.

A Pre-Application Consultation Report – details contained within were acceptable.

B. Summary of the terms of any Section 75 Planning Agreement

Not applicable.

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

These Regulations enable Scottish Ministers to give directions:

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

Not applicable to this application.

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

Not applicable to this application.

2. Restricting the grant of planning permission

Not applicable to this application.

iii. 1. Requiring the Council to consider to consider imposing a condition specified by Scottish Ministers.

Not applicable to this application.

2. Requiring the Council not to grant planning permission with satisfying Scottish Ministers that the Council has considered the condition.

Not applicable to this application.

POLICIES

The Development Plan consists of The Glasgow and the Clyde Valley Strategic Development Plan (Approved 2012) and the City Development Plan which was adopted on 29 March 2017.

The City Development Plan consists of high level policies with statutory Supplementary Guidance providing further information or detail in respect of the policies. Some Supplementary Guidance is still under preparation and these items are considered as Interim Policy Guidance.

The following policies are considered particularly relevant to the application assessment:

CDP 1 The Placemaking Principle
CDP 2 Sustainable Spatial Strategy
CDP 5 Resource Management
CDP 8 Water Environment
CDP 10: Meeting Housing Needs and SG 10: Meeting the Housing Needs
CDP 11 Sustainable Transport
CDP 12 Delivering Development

The City Development Plan contains two overarching policies: CDP 1 The Placemaking Principle and CDP 2 Sustainable Spatial Strategy, which must be considered in relation to all development proposals. Other policies and associated supplementary guidance provide more detail on specific land uses or environments which contribute to meeting the requirements of the overarching policies.

ASSESSMENT AND CONCLUSIONS

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997, as amended and updated by The Planning etc. (Scotland) Act 2006, require that when an application is made under the Planning Acts, it shall be determined in accordance with the Development Plan unless material conditions indicate otherwise.

The main issues to consider in the assessment of this application are:-

- (a) Whether the proposal accords with the Development Plan; and
- (b) whether there are any other material considerations to be taken into account, including any matters raised in the consultation responses or any comments and matters arising in letters of objection that would warrant a departure from the development plan.

In respect of (a), the Development Plan consists of The Glasgow and the Clyde Valley Strategic Development Plan (Approved 2012) and the Glasgow City Development Plan (which was adopted on 29 March 2017). It is considered that the proposal has no Structure Plan implications.

Glasgow City Development Plan contains the Policies and supporting Supplementary Guidance used by the Council to consider development applications. The Development Policy Principles and Development Policies considered to be relevant to the current application are listed above.

CDP 1 The Placemaking Principle & IPG 1 Placemaking

This Policy aims to improve the quality of development taking place in Glasgow by promoting a design-led approach. This will contribute towards protecting and improving the quality of the environment, improving health and reducing health inequality, making the planning process as inclusive as possible and ensuring that new development attains the highest sustainability levels.

In order to be successful, new development should aspire to achieve the six qualities of place as defined in Scottish Planning Policy, and reinforced by Creating Places and Designing Streets. These are:

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

These priorities will ensure development does not detract from the quality and character of the existing environment, but instead respects and fully integrates with the existing townscape and helps to reinforce and build on the City's assets.

These priorities will help reconnect existing local communities and reactivate sustainable neighbourhoods throughout the City. Improving the quality of local facilities and amenities will help to reinforce and support the development of high quality places.

Guidance in policy IPG1, Part 1. Character and Identity, states that; 'd) Development proposals should respond to their context and reflect local character, history, the identity of their surroundings and materials.' The former meat market site is located on the edge of the tenemental neighbourhood of Dennistoun within the inner urban area. This area, which rings the City Centre, is often poorly defined, disconnected and lacking in identity.

As per SG 1 Part 1 the site is located within an area defined as a Low Density Housing Character Area, as such the scale and massing has been aligned with these characteristics.

New developments within the Inner Urban Area should address the following points:

- Street Level Vibrancy and Interest;
- Creating New Legible Routes;
- A Bold New Townscape;
- Reanimation;
- Safety;
- Integrating the Green Network;
- Connected Cycle Infrastructure.

Comment: Earlier sections of this report explained that this site forms part of a larger site which has planning permission for the remediation of the land and the creation of a network of roads, footpaths and cycle routes and a new linear park that support a number of development platforms. Work on the remediation and infrastructure is underway and will see the creation of new legible routes, cycle infrastructure and a new SUDS system and park. Temporary uses are proposed for the development platforms which support the act as a catalyst for change, building confidence in the future regeneration of the site.

The proposal under consideration here is the first 'building' phase of the redevelopment of the site. The proposal supports the wider regeneration aspects of the site mentioned above. In developing the northern and eastern edges of the site, it connects the site back into Dennistoun. The scale, design and materials can be conceived as a modern reinterpretation of the traditional tenemental language. The modern 6 storey building is of a similar scale to the traditional 4 storeys found locally. At the corner of Duke Street and Bellgrove Street the building rises in height to create a townscape moment that acknowledges this important meeting of street at the entrance to Dennistoun. The layout of the development helps to reanimate Duke Street and Bellgrove Street, improving the safety for pedestrians using the street. A new commercial spaces at ground floor level at the corner of Duke Street and Bellgrove Street will provide vibrancy.

Residential Layouts

IPG 1 states residential layouts should:

- a) take a design-led approach towards aspect and orientation to maximise daylight and sunlight, reduce energy use, and prevent overlooking and loss of privacy, particularly when providing balcony and/or garden spaces;
- b) make appropriate provision for refuse and recycling storage areas;
- c) wherever possible, retain all significant trees on sites, unless removal is necessary, ;
- d) have roads designed to the standards set out in RDG;
- e) incorporate a SUDS strategy to take account of the space and design requirements of the required SUDS scheme;
- f) ensure that all new homes do not have upper rooms, balconies etc which directly overlook adjacent private gardens/backcourts;
- g) ensure sufficient permeability through the provision of walking/cycling routes and open spaces connected to the wider paths network and other community facilities. Off road paths should be located centrally and be overlooked in order to promote public safety.

With respect to flatted developments the proposal should provide usable communal private garden spaces; ideally all flats should have dual aspect; habitable rooms at all level should be set back from public or common footpaths or areas of open space, parking or waste storage.

Comment: the application complies with all elements of this part of the Policy. The buildings have been orientated such that most of the apartments faces south, east and west to capture the best light and reduce energy use. All the apartments have external balconies and ground floor apartments have small private garden areas. SUDS are included and have been designed as an integral part of the landscaping. Roads have been designed to adoptable standards and new cycle routes running east west along the linear park will be provided.

Residential Density

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

“The appropriate density of residential development will vary according to:

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

Higher densities will generally be appropriate in the city centre, with densities being determined by design, heritage and townscape considerations.

Comment: This application site is located adjacent to the tenemental neighbourhood of Dennistoun. The proposed 6 storey buildings are comparable in height to the traditional 4 storey tenements. This scale and density are considered to be appropriate for this location.

Detailed Design: Building Materials

It is expected that all new development, depending on the nature and scale of the development, will:

- a) employ high quality facing and roofing materials that complement and, where appropriate, enhance the architectural character and townscape quality of the surrounding area;
- b) use robust and durable materials that fit their context and are capable of retaining their appearance over time and in Glasgow's climate; and
- c) acknowledge the local architectural and historic context through the use of appropriate materials.

Comment: the applicant proposed to construct the buildings using a high quality brick with accents of metal panels. These materials represent the quality required for an Inner City Centre development. Brick and metal and robust and durable to deal with the climactic conditions in Glasgow. The use of brick in modern flatted developments has been used widely and successfully across the city.

Daylighting and Privacy

Comment: there are existing residential properties north across Duke Street and east across Bellgrove Street. Given the position and orientation of the buildings and movements of the sun the proposed development would have a minimal impact on the adjacent existing properties. The window positions have been assessed for their potential impact on privacy for existing neighbouring properties. The distance to adjacent housing is sufficient that there would be no negative impact on adjacent properties in terms of overlooking or loss of privacy.

Residential Amenity

New development should ensure that air quality and noise are properly considered in the planning process.

Comment: In support of the application an Air Quality Assessment and a Noise from Road and Rail Assessment were submitted. The Air Quality Assessment concluded that pollutant levels for the end users were below the relevant thresholds and so no mitigation to the building design was required. It noted that there was the potential for dust emissions from the site during construction. A planning condition will ensure that dust control measures are developed for approval.

The Road Traffic and Train Noise Impact Assessment concluded that the proposed development complies with the noise requirements of the relevant guidance and that no specific mitigation measures would be required.

The proposal complies with the Placemaking priorities for a site in an Inner Urban Character Area, and therefore accords with policies CDP 1 & IPG 1.

CDP 2 – Sustainable Spatial Strategy

This policy provides a spatial representation of The Plan's strategy, with a strong emphasis on placemaking, health and wellbeing, and sustainability. To achieve the aim of the policy, it is recognised that intervention is required in some areas of the City. The Policy therefore highlights that Spatial Supplementary Guidance will be prepared for these priority areas in accordance with the Sustainable Spatial Strategy. This includes a Strategic Development Framework (SDF) for the Inner East area.

In the interim, the Council will continue to focus on the regeneration and redevelopment of the existing urban area to create a sustainable City. In doing so, the Council will support new development proposals that utilise brownfield sites in preference to greenfield sites and will support higher residential densities in sustainable locations.

Comment: The proposed site is brownfield, with the former meatmarket buildings having previously been demolished and the site cleared. The proposal is for a residential development, which would contribute to the regeneration of the site and begin the process of connecting the communities of Dennistoun to the City Centre. The proposal is in accordance with CDP 2.

CDP 5 – Resource Management & SG 5 – Resource Management

Policy CDP5 Resource Management requires all new developments to be designed to reduce the need for energy from the outset. This can be done through careful siting, layout and design and should make the best use of energy efficiency techniques and materials.

All new domestic and non-domestic developments are required to make use of low and zero carbon generating technologies in order to contribute to meeting greenhouse emission targets and to meet the appropriate sustainability level. In order to achieve this, a range of low and zero carbon generating technologies may be implemented. A Statement on Energy will be required to support all applications to which this policy applies.

Comment: A Statement on Energy (SoE) has been provided demonstrating that the intention is to meet 'Gold Hybrid' of the three options to meet the requirements of SG 5. This has met the requirements of the first stage of the Statement on Energy process and therefore requires to be conditioned to ensure it is updated as the technical detail of the Building Warrant progresses through to completion. The standard condition requiring this is proposed and subject to this condition the proposal would accord with CDP 5 and SG 5.

CDP 8 – Water Environment & SG 8 – Water Environment

Planning applications of 5 or more dwellings will require to be accompanied by a completed Flood Risk Screening checklist to identify any potential flood risk to the proposal. The Council considers flood risk to be a key consideration which may significantly influence the acceptability, nature, design and capacity of a development. If any flood risks are identified during the screening exercise, there will be a requirement to carry out a Flood Risk Assessment (FRA) in accordance with supplementary guidance. Where an FRA is deemed necessary, the Council will expect both the FRA to be undertaken and its findings to be incorporated into the proposed development. Where this is not the case, planning permission will not be granted.

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

Comment: The applicant has provided a Flood Risk Assessment and a Drainage Impact Assessment, details of the proposed drainage which have been self-certified, independently checked and has met the requirements of DRS Flood Risk Management subject to conditions. These are to ensure the submission of the final construction drawings of the drainage and confirmation of the Technical Approval from Scottish Water. Both conditions are proposed in the list of conditions below.

The proposed strategy catches all surface water within two large below ground cellular storage areas within the backcourt areas, which will in turn discharge into the Molendinar Burn. The SuDS design incorporates the use of porous paving and bio-retention in order to provide sufficient treatment in line with the Simple Index Approach.

The foul network has been designed in accordance with Sewers for Scotland, 4th Edition and is proposed to discharge into the network designed for the wider Meatmarket Site by GCC.

The application therefore has been adequately screened for flood risk and the proposal is in accordance with the surface water drainage strategy of SG 8.

CDP 10: Meeting Housing Needs and SG 10: Meeting the Housing Needs

This policy seeks to maintain a 5 year supply of effective housing land at all times and to deliver sufficient new housing to address housing needs in Glasgow. Such a supply is required by the SDP and by Scottish Planning Policy (SPP). The examination identified a shortfall of over 20,000 houses in the proposed plan's provision for the period 2015-2020, when considered against the housing requirement in the 2012 SDP. The reporters recommended that the council carry out an early review of the plan in order to identify sufficient housing land to meet this shortfall.

Comment: The proposed residential development on a brownfield site in a sustainable location would make a significant contribution to improving the effective housing land supply for 2015-2020.

CDP 11: Sustainable Transport & SG 11: Sustainable Transport

CDP 11 requires new developments to be designed to promote and facilitate walking and cycling, including the provision of cycle parking and direct connections to the walking and cycling network. The Council shall require the provision of cycle parking in new development in line with the minimum cycle parking standards, at 1 space per dwelling and residential visitor parking at a rate of 1 space per four dwellings. Cycle parking should always be safe, secure and sheltered, with visitor parking located at an easily accessible location close to the entrance area of the development.

Comment: Residents' cycle parking provision, in accordance with SG 11, will be provided at a minimum level of one safe, secure and sheltered space per dwelling and one visitor space per four dwellings. Residents' cycle parking is to be located within dedicated internal stores on each floor of the building.

SG11 states that 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 will also be considered for certain development types where off-street parking may be neither practical nor feasible, e.g. tenemental infill, terraced housing or the retention of listed buildings. The availability of on-street parking, however, cannot be guaranteed indefinitely and the Council retains the right to introduce Controlled Parking Zones (CPZs).

Parking restrictions are in place along Duke Street and Bellgrove Street with a bus lane east/west along Duke Street. There are loading and waiting restrictions on Bellgrove Street and some parking bays on the eastern side of Bellgrove Street.

The application site is located on the edge of Dennistoun, a neighbourhood characterised by tenement development. The existing street network around the site does not provide on street parking and Duke Street in particular is a key route into and out of the City Centre. The surrounding area is defined by its tenements and grid layout and was not designed for the levels of modern car ownership. As a result it is considered acceptable in this case to see a reduction in the 125% parking required by the City Development Plan.

The site is highly accessible. It is within walking distance of Dennistoun town centre (2 minutes) and the City Centre (15 minutes). Cycling to the City Centre is convenient along Duke Street. It is well served by buses that connect the site to the City Centre and to the surrounding neighbourhoods further east. Bellgrove Station is located within 2 minutes of the site allowing connections to the City Centre and to Edinburgh in the east and Helensburgh in the west. Therefore alternatives to car use are available.

The applicant has provided 130 off street parking space which amounts to 41% of the provision required by Policy. 20 of these spaces would be dedicated for disabled parking. Various scenarios for a higher percentage of provision were assessed: a loss of all the landscaping would result in some additional but not 125% provision; a reduction in the number of units would allow for a higher percentage of provision, but would lead to four storey buildings along Duke Street, which from a townscape and place making point of view was not dense enough; a car parking deck would again increase the percentage but would not reach 125% provision and would be an expensive undertaking. In conclusion increasing the car parking levels will come at the detriment to the landscaping/amenity or the built form or substantially increase the cost of the development such that its viability is called in to question.

Therefore non-compliance with the policy is considered acceptable in this case, subject to conditions requiring that a management and allocation strategy based on need shall be submitted for approval. In addition residents without an allocated space will be supplied with a residential travel pack containing information on alternatives to car based journeys.

New residential developments with communal off-street parking require to include passive electric vehicle (EV) charging provision for the allocated parking. This requires the infrastructure to assist future installation of charging points, should residents require charging provision. The proposed residential parking will be conditioned to ensure 100% passive EV charging provision.

Due to the location of this proposed residential development the developer shall promote a Traffic Regulation Order (TRO) for a Restricted Parking Zone, allowing parking in designated bays only.

CDP 12: Delivering Development & IPG 12: Delivering Development

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 by the policy.

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. Where a relative shortage (either in quantity or quality) of any of these open space categories has been identified the developer will be expected to meet this IPG'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.

The policy requires a total of 4,250 square metres of open space provision.

On Site Provision

The developer's site layout shows two areas within the back courtyards of the development: an area of 660 square metres in the eastern courtyard and an area of 289 square metres within the western courtyard.

Existing Open Space Facilities

The application site is located directly across Duke Street from Duke Street Playground. In addition, work is underway within the Meatmarket site to provide a new multipurpose linear park of over 10,000 square metres. This is a mixture of hard and soft landscaping which includes seating, biodiversity planting and areas for informal recreation.

Assessment

Amenity

In terms of provision for general amenity the requirement is for 1700 square meters. The applicant is proposing 949 square metres on site, leaving a shortfall of 751 square metres or equivalent financial contribution of £24,482.

Allotments

In terms of provision for allotments/community gardens the requirement is for 170 square meters, however, this may be met by means of an equivalent financial contribution of £5,542.

Children's Play

In terms of provision for children's play the requirement is for 2,380 square meters, however, this may be met by means of an equivalent financial contribution of £77,588.

Due to the constrained nature of the site, it has not been possible to meet all the requirements of IPG12 within the proposal. In lieu of meeting the requirements of the policy an off-site a developer contribution of £107,612 would be required.

In this instance it is not proposed that an offsetting financial contribution will be taken. The Masterplan for the redevelopment of the Meatmarket site (application 18/01350/FUL) mentioned previously has dealt with the issue of landscaping for the entire site strategically by creating a new linear park in the southern part of the site. This park would have an area in excess of 10,000 square metres which is more than twice the whole amenity requirement of the residential development. This approach acknowledges the abnormal costs associated with making development happen on this derelict and contaminated site. Asking the housing association to contribute financial to offsetting provision elsewhere would make the delivery of these residential units unviable, which would in term undermine the ongoing regeneration efforts for this strategically important site.

In respect of (b), with regard to the letters of representation, the grounds may be summarised, with appropriate comment, as follows:

The lack of active frontages along Duke Street is a missed opportunity in terms of creating an attractive people-focussed route between Dennistoun and High Street.

Comment: the proposal would create a strong and attractive 6 storey frontage onto Duke Street and Bellgrove Street, increasing surveillance onto the street, enlivening the street and regenerating this brownfield site.

There is an apparent proposal for tree-pits as additions to the existing footway - these should not be allowed to inhibit the potential for any future avenue or active travel upgrade projects along Duke Street.

Comment: the proposal would not prevent any future avenue or active travel upgrade project on Duke Street.

By not including a single property with more than two bedrooms, this proposal represents a definite, significant and unjustifiable skewing away from the existing mix of property stock and household types.

Comment: the proposed mix of 1 and 2 bedroom apartments will provide a suitable range of accommodation for individuals, couples, small families, older and disabled households.

This application proposes the introduction of over 250 flats, complete with large street level commercial units which will lead to noise associated with the sheer volume of people coming and going from the flats plus others frequenting the commercial units.

Comment: noise conditions will ensure that acceptable noise levels are maintained across the site. The hours of operation for the commercial unit will be controlled via planning condition. The commercial unit is located on the corner of Duke Street and Bellgrove Street next to existing town centre commercial units and therefore it is considered that any noise due to activity will be within these existing levels and not detrimental to residential amenity.

The proposed design would overshadow the existing open south facing view currently enjoyed by residents on the north side of Duke Street.

Comment: The loss of a view is not a material planning consideration.

Traffic and parking: With over 250 flats proposed, each with 2 bedrooms approx, 250 people min' will be living here. There are ONLY 120 parking places currently incorporated into the design (+ 20 disabled spots). This is entirely insufficient and unacceptable. Parking in the immediate area is already at breaking point. I strongly object to further parking pressures being introduced as a result of this proposal.

Comment: The council acknowledge the existing parking problems within Dennistoun. The applicant is proposing 130 parking spaces within the development. Given that the applicant is a social landlord, parking can be controlled. Only a number of units will have a dedicated parking space, the rest will be advertised as car free by the applicant. It is the aim of the Council and the applicant to promote sustainable modes of public transport rather than reliance on the car. This is achievable in this location given the sites location within an inner urban area of high accessibility.

There is no mention of the impact on the Dennistoun Conservation Area, which the proposed site adjoins nor on the listed buildings which meet every other corner of Duke St/Bellgrove St & Westercraigs, namely Kings Cross, nor the former Eastern District Hospital. I posit that the proposed development is out of scale with the historic buildings which surround or meet it.

Comment: The height of the proposed development is comparable to that of the surrounding tenements. A 6 storey modern apartment building is equivalent to the scale of a traditional 4 storey tenement building. The layout of the proposed development has deliberately been designed to respect the former Eastern District Hospital, by creating a vista from that to the listed sheds within the abattoir site. Currently the entrance into Dennistoun Conservation Area at Bellgrove Street and Duke Street is very poor in townscape terms. The buildings on the northwest and southeast corners acknowledge the 'cross' condition where streets meet. The proposed

development has an activate corner condition which acknowledges the importance of this node and provides containment and repair of it.

The proposed roof lines I note take cognisance of the highest points of the B Listed tenements which face the site at the main junction & match this. However the introduction of a six story building, whilst on paper elevation, does not meet the adjacent pitched roofs. This will result in a significant loss of daylight to the street level, ground & lower floors of buildings on the north side of the street between the autumn & spring equinox. The introduction of a stepped back top two floors or of staged dormers would alleviate some of the light loss. Duke Street was laid out with a requirement of one hour of daylight reaching the ground floor on the North side of the street on the Winter Solstice, this dictated the specification of the roof heights & pitch of the buildings in the area. This development seeks to discard this precedent at the cost of light to its facing neighbours & in contrast to the prevalent tenement heights in the wider Dennistoun area.

Comment: the comments relating to the historic development of Dennistoun are noted. The building line of the proposed development is located further south than that of the tenements which were previously located on the south side of Duke Street. In addition the commercial units at Lidl and the residential properties off McIntosh Street are set back from the north side of the footpath. It is only the former hospital building (which is currently unoccupied) and the tenement building on junction of Duke Street and Westercraigs that are on the original building line on north side of the street. Taking the above into account it is considered that the light reaching existing properties on the north side of the building is acceptable.

The proposed building design lacks ambition and coherence and dull and monotonous facades with no attempt at place making, and very little in the way of active frontages. Has nothing been learnt from the failure of the Collegelands scheme to create activity along Duke Street?

Comment: the proposed design and materials comply with the Placemaking policies of the Development Plan.

I am concerned that this block seems to have been designed in isolation from the rest of the site. Given the opportunity that the existing meat market sheds present to become a fantastic public space, there is little thought to how the two sites might interact. A more porous frontage would open up sightlines and pedestrian access for instance.

Comment: the proposal is the first phase in the regeneration of the Meatmarket site. Future phases for the remainder of the site, including proposals for the retained meatmarket sheds will come forward in due course.

The plan appears to show trees being planted on Duke Street. These will restrict the width of the pavement and cause access problems for people with disabilities. The roots will in time will push through making the surface of the pavement uneven. This should be reconsidered and trees should be within the site itself and not narrowing the pavement.

Comment: the proposed tree planting is to be welcomed as it will reduce pollution and enhance biodiversity. Sufficient footpath widths will be retained to allow pedestrian movements and tree species that do not disturb the footpath will be selected.

Will the pavement on Duke Street and Bellgrove Street be improved in terms of the surface and installation of tactile paving at the pedestrian crossing at the junction with Duke Street and Bellgrove Street?

Comment: a Road's Construction Consent will be required for the development. Improvements to the footpaths and roads surrounding the development will be required at that stage.

There don't appear to be any communal charging points for electric cars which is an omission and should be a requirement of planning consent.

Comment: a planning condition will ensure that this is provided.

The original plans illustrated access improvements to Bellgrove Station, yet the plan here doesn't appear to indicate any changes to the train station.

Comment: no works to Bellgrove Station are proposed as part of this application.

CONCLUSION

The above demonstrates that the proposed development complies with the relevant policies of the Development Plan. Other material considerations including the consultation responses and letters of objection have been considered, however these do not outweigh the proposal's accordance with the Development Plan.

Approval of this application will allow the regeneration of this strategically important site to begin. Providing 252 new houses and beginning the process of reconnecting the community of Dennistoun with the City Centre.

On the basis of the foregoing, it is recommended that the application for planning permission be granted subject to the following conditions.

CONDITIONS AND REASONS

01. External materials shall be brick and metal cladding. A sample panel of the typical bay detail shall be erected for the inspection of the planning authority and written approval shall be obtained prior to the commencement of this aspect of the construction works on site. The approved sample panel shall remain in place throughout construction. Samples of the other external materials shall be submitted and approved in writing by the planning authority. Written approval shall be obtained before any materials are used on site.

Reason: In order that the works do not detract from the appearance of the building.

02. Detailed drawing(s) at 1:20 scale of a typical elevation bay shall be submitted to and approved by the Planning Authority in writing before commencement of works, and shall be implemented in the approved manner.

Reason: In order that the works do not detract from the appearance of the building.

03. Full details of the design of the proposed brick detailing at ground floor shall be submitted for the written approval of the Planning Authority prior to the commencement of works on site.

Reason: In order that the works do not detract from the appearance of the building.

04. Further details of a scheme giving the rear entrances more prominence shall be submitted for the written approval of the Planning Authority prior to the commencement of the construction of the buildings.

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

05. For the avoidance of doubt no external fittings including gas and water pipes, gas and water meter boxes, balanced flues, solar panels, wind turbines, burglar alarms, security lights and cameras, air conditioning and ventilation plant, grilles or ducts shall be installed on the elevations of the buildings. Full details of their internal routing through the building shall be submitted for the written approval of the Planning Authority prior to the commencement of construction of the building.

Reason: In order that the works do not detract from the appearance of the building.

06. No lift housing, plant or equipment shall project through the roof profile.

Reason: In order that the works do not detract from the appearance of the building.

07. The ground floor commercial unit shall be restricted to use as a shop (Class 1), office (Class 2) or restaurant (Class 3). Following their first occupation, any further use shall be subject to the provisions of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 and the Town and Country (Use Classes) (Scotland) Order 1997. The applicant shall advise the planning authority in writing of the nature of first use and the date on which it commenced.

Reason: To enable the use to be adequately controlled and to remain compatible with the character of the surrounding area.

08. The use of the premises shall be restricted to the following days and hours of operation: 0800 to 0000 hours, 7 days a week.

Reason: To protect local residents from exposure to noise and disturbance at unsocial hours.

09. Final details of the proposed servicing arrangements for the commercial unit shall be submitted for the written approval of the Planning Authority before the use of the unit commences.

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

10. Any flues associated with the use of the ground floor commercial premises as a food and drink use (Class 3) shall be located internally within the building. Full details shall be submitted for the written approval of the Planning Authority prior to the commencement of the use.

Reason: In order to protect the appearance of both the property itself and the surrounding area

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

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

12. Light from the development shall not give rise to:
- An "Upward Waste Light Ratio" (maximum permitted percentage of luminaire lux that goes directly to the sky) in excess of 15%
 - A "Light Into Windows" measurement in excess of 10Ev (lux). (Ev is the vertical luminance in lux.)
 - "Source Intensity" measurement in excess of 100 Kcd (kilocandela). (Source Intensity applies to each source in the potentially obtrusive direction out of the area being lit.)

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

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

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

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

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

15. Disposal of Cooking Odours/Fumes
- (a) All cooking smells, noxious fumes or vapours from the premises shall be disposed of by means of a duct carried up internally through the building and terminating at a point 1 metre above eaves level. The duct shall be free from any obstruction such as a plate, cowl, cap or any other deflection at its termination point.
- (b) A ventilation and filtration system incorporating at least the following elements shall be installed and operational before the use commences. The elements to be included are:
- (i) Canopies - A canopy (or canopies) shall be located above all cooking appliances.
- (ii) Air Flow - The canopy face velocity shall be not less than 0.5 m/s.
- (iii) Primary Grease Filtration - Labyrinth (baffle) grease filters shall be installed within the canopy or canopies.
- (iv) Air Input - An air input system shall be provided by means of a pleated inlet filter, supplying clean filtered air equivalent to at least 80% 'make-up' of the extracted air.
- (c) A maintenance/management scheme for the ventilation and filtration system, including all aspects referred to in (a) and (b) above shall be submitted to and approved in writing by the planning authority before the use commences and shall be implemented as approved for the duration of the use.
- (d) Mechanical and electrical installations shall be arranged to ensure that the ventilation system is in operation during periods when the premises are open for the preparation and/or cooking of food.

Reason: To protect local residents from nuisance resulting from the disposal of cooking odours.

16. Final details of refuse and recycling storage areas and bins for the residential and commercial uses and operational arrangements for their collection shall be submitted for the written approval of the Planning Authority prior to the occupation of the development.

Reason: To ensure the proper disposal of waste and to safeguard the environment of the development.

17. Detailed drawings should be submitted for the design of the frontages to the ground floor commercial unit shall be submitted for the written approval of the Planning Authority prior to the commencement of this aspect of the works on site.

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

18. For the avoidance of doubt, the windows of the commercial unit shall be constructed in clear untinted glass, be kept free of vinyls and adverts and the internal layout shall avoid partitions or plant that obstruct visibility into the unit. Full details of the internal layout of the unit shall be submitted for the written approval of the Planning Authority prior to the occupation of the unit.

Reason: In order that the works do not detract from the appearance of the building.

19. No solid roller shutters or projecting roller shutter housings shall be included in the development including the commercial unit. Full details of external security features proposed for use on the premises shall be submitted to the Planning Authority for written approval in respect of design, colour and location. Written approval from the Planning Authority shall be obtained prior to any installation work.

Reason: In order that the works do not detract from the appearance of the building.

20. Proposals for contractors' storage and compound areas and construction of vehicle access shall be submitted for the written approval of the Planning Authority prior to the commencement of works on site.

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

21. Details of any temporary barricades proposed during the works involved shall be submitted to the Planning Authority for approval and before commencement of work on the barricades and shall be

implemented in the approved manner. The barricades shall be painted and/or maintained in good condition and kept free of advertisements.

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

22. Prior to commencement of construction works on site, a method statement/site management plan, to include:
- (a) measures for the control of noise dust and vibration;
 - (b) areas for the delivery and storage of equipment and materials;
 - (c) management of site traffic in a manner that minimises disruption to the local community and associated road network and maintains the safe movement of pedestrians and traffic;
- shall be submitted to and approved in writing by the planning authority and thereafter implemented in the approved manner.

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

23. Before development commences on site a Statement on Energy (SoE) shall be submitted to and approved in writing by the planning authority. The SoE shall analyse the energy and CO2 savings that can be achieved in the development by utilising energy efficient design, practice and technologies. It shall demonstrate how the development will incorporate low and zero-carbon generating technologies to achieve at least a 15% cut in CO2 emissions and the 'Gold Active' sustainability label, or better, as per the Building Standards Technical Handbook Section 7: Sustainability Standard. The development shall thereafter be constructed in compliance with the approved SoE. Formal confirmation of the constructed development's compliance with the SoE, carried out by a suitably qualified professional, shall be submitted to and approved in writing by the planning authority before the development/the relevant part of the development is occupied.

Reason: To reduce energy consumption and greenhouse gas emissions by ensuring that the development is designed and constructed to be energy efficient, and utilises cleaner and more renewable sources of energy. To comply with City Development Plan policy CDP 5: Resource Management.

24. A detailed strategy for the management, distribution and allocation of residents and visitor car parking shall be submitted for the written approval of the Planning Authority prior to the occupation of the development. This strategy should confirm: (i) the allocation process, based on need; (ii) the Housing Association will retain control of the spaces. The approved strategy shall thereafter be operational to the development.

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

25. Prior to the occupation of the apartments, a residential travel pack shall be submitted for the written approval of the Planning Authority. The pack shall include maps detailing public transport stops, timetables and estimated journey times, walking and cycle routes to key destinations and health benefits of walking / cycling. The pack shall be made available to all future residents upon occupation of the apartments.

Reason: To ensure that the development is accessible to all in accordance with the principles of inclusive design.

26. Passive electric vehicle charging provision is required for 100% of car parking spaces in new residential developments with communal off-street parking provision in accordance with Glasgow City Council City Development Plan, Supplementary Guidance 11: Sustainable Transport Section 7 Electric Vehicles. Details shall be submitted to and approved in writing by the planning authority prior to the commencement of construction works on site.

Reason: In order to promote Sustainable Transport.

27. Details of the finished floor levels shall be submitted for the written approval of the Planning Authority prior to the commencement of works on site.

Reason: In order to protect the appearance of both the property itself and the surrounding area

28. Final details of the proposed surface water drainage design and SUDS (Sustainable Urban Drainage Systems) features should be submitted to and approved in writing by the planning authority prior to the commencement of construction works on site.

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

29. Further details of additional tree planting along the southern boundary of the western residential area shall be submitted for the written approval of the Planning Authority prior to the commencement of construction works on site.

Reason: To ensure the continued contribution of the landscaping scheme/open space to the landscape quality and biodiversity of the area.

30. Before any work on the site is begun, a maintenance schedule for the landscaping scheme/open space, and details of maintenance arrangements, including the responsibilities of relevant parties, shall be submitted to and approved in writing by the planning authority.

Reason: To ensure the continued contribution of the landscaping scheme/open space to the landscape quality and biodiversity of the area.

31. Any trees or plants which die, are removed or become seriously damaged or diseased within a period of five years from the completion of the development shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure the continued contribution of the landscaping scheme/open space to the landscape quality and biodiversity of the area.

32. Before any work on the site is begun, a scheme of landscaping shall be submitted to and approved in writing by the planning authority. The scheme shall include hard and soft landscaping works, boundary treatment(s), details of trees and other features which are to be retained, and a programme for the implementation/phasing of the landscaping in relation to the construction of the development. All landscaping, including planting, seeding and hard landscaping, shall be completed in accordance with the approved scheme. For the avoidance of doubt a robust, semi-mature species planting scheme shall be required along the sites southern edge.

Reason: To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

33. All vehicle accesses from the proposed adoptable road shall be taken via a vehicular access shall be taken via a dropped kerb footway crossing in accordance with Figure 10 of the SCOTS National Roads Development Guide.

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

34. Full details of methods to prevent the residents' car parking bays being used as commuter overspill parking shall be submitted for the written approval of the Planning Authority prior to the occupation of the flats.

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

35. Further details of the location, design and materials for pedestrian crossing points shall be submitted for the written approval of the Planning Authority prior to the commencement of construction works on site.

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

36. Further details of the location of the proposed street trees on Duke Street and their relationship to the adopted footpath shall be submitted for the written approval of the Planning Authority prior to construction works.

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

37. Full details of the location and design of temporary turning circles within the site shall be submitted for the written approval of the Planning Authority prior to the commencement of construction works on site.

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

REASON(S) FOR GRANTING THIS APPLICATION

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

REASONS FOR CONSENT CONTRARY TO DEVELOPMENT PLAN

Not applicable.

ADVISORY NOTES TO APPLICANT

01. Prior to implementation of this permission, the applicant should contact Development and Regeneration Services (Transport) at an early stage in respect of legislation administered by that Service which is likely to have implications for this development.
02. A stopping up order is required.
03. A Roads Construction Consent is required.
04. A Traffic Regulation Order (TRO) for a Restricted Parking Zone is required.

ADVISORY NOTES TO COUNCIL

None.

REASONS FOR REFUSAL

Not applicable.

for Executive Director of Development and Regeneration Services

DC/ MTH/
02/10/2019

BACKGROUND PAPERS

PLEASE NOTE THE FOLLOWING:

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