



Planning Applications Committee

Report by
Divisional Director of Planning, Housing and Building
Standards

Contact: David Russell Phone: 0141 287 6034

Item 1

22nd March 2022

Application Type Full Planning Permission
Recommendation Grant Subject to Conditions and S69

Application	20/01863/FUL	Date Valid	02.09.2020
Site Address	380 Bearsden Road Glasgow		
Proposal	Demolition of listed building, with erection of residential development of 2no. flatted blocks (46 units), includes access, car parking, landscaping and associated works		
Applicant	Partick Housing Association Mr Brian Lochrie 10 Mansfield Street Glasgow G11 5QP	Agent	Mast Architects Natasha Lucic 51 St Vincent Crescent Glasgow G3 8NQ
Ward No(s)	14, Drumchapel/Anniesland	Community Council	02_008, High Knightswood & Anniesland
Conservation Area		Listed	CS
Advert Type	Bad Neighbour Development Affecting a Conservation Area/Listed Building	Published	21 January 2022
City Plan			

Representations/Consultations

Letters of representation – 42 letters of representation objecting to the proposal were received within the designated period for comments. The letters of representation include objections from the Architectural Heritage Society of Scotland and Bill Kidd MP.

The grounds of objection are summarised as below;

1. The listed building has a special interest and should be retained
2. The proposed demolition does not meet national or local guidance with regards to listed building demolition
3. The listed building is capable of meaningful repair. Demolition and rebuild has a far greater environmental toll than sustainable re-use of the existing structure.

4. The applicant has not sufficiently investigated alternative uses for the building.
5. Retaining the existing building with fewer flats is a viable option
6. The state of dereliction is the fault of the owner and they should have been made to act as the property is on the Buildings At Risk register. They should not stand to make so much money from its resultant dereliction.
7. Demolishing the building and replacing it with flats will not provide economic or community benefits.
8. Height of proposal is out of context with surrounding properties
9. Road pollution will impact upon the proposed dwellings
10. Glasgow City Council has not learnt from the mistakes of the 1960s and 1970s and must retain its built heritage
11. The Developer has failed to engage with Glasgow City Heritage Trust to explore options for grant assistance.
12. The proposal undermines the historic appearance and industrial character of the Forth & Clyde Canal
13. The applicant's condition survey of the building be scrutinised rigorously by the local authority before any of its conclusions are accepted
14. The height and massing of the Bearsden Road block is not appropriate in the context of the surrounding area.

Consultation Responses

NRS also received the following consultation responses to the application;

Historic Environment Scotland – HES did not object to this planning application (20/01863/FUL), however they noted that comments on the merit of the listed building demolition would be dealt with under their response to application 20/01871/LBA. The Historic Environment Scotland response for this application does however specifically note that the proposals do not have a significant impact upon the setting of the Forth & Clyde canal.

The responses to application 18/01871/LBA, where HES specifically considered the proposals to demolish the listed building, were received in November 2020 and October 2021. The November 2020 response objected to the proposal and put forward detailed comments explaining why the submitted information had failed to adequately demonstrate that that the building could not be retained fully or partially. In particular it was commented that they had not been convinced that the building was incapable of repair (in full or as a façade retention), that the applicant had not demonstrated why repair and reuse were not economically viable and that, based on the submission, it was not clear that a full range of options for reusing the building had adequately been explored. At that point consideration of the application was halted at the applicants request.

Following submission of additional information in 2021, HES were re-consulted and their second set of comments on application 18/01871/LBA withdrew the previous objection to the demolition of the building. HES accept that the updated structural information made a strong case that façade retention of the listed building would not be possible. Whilst they expressed concerns with some aspects of the structural information, the response goes on to state that; *“On balance, we accept that repair of the building is not economically viable and that this has been adequately tested through marketing.”*

Scottish Water – No objection. Scottish Water expressed detailed reservations regarding the strategically important water assets that runs under the site and have advised that they place significant restriction on re-development of the site. This restriction restricts scope for both structural works to the existing building and the position of any new building.

Site and Description

The application site is a vacant former restaurant/microbrewery between Bearsden Road to the West and Crow Road to the East in Anniesland that has been vacant since 2005. The restaurant & microbrewery building is formed from a Category C listed 3-storey building (originally built for Robinson Dunn in 1938 as drawing offices for the adjacent sawmill) and a late 1990's brick extension to the north that was constructed to facilitate the change of use to the restaurant/microbrewery (97/01050/DC). The building has not been maintained since becoming vacant in 2004/2005 and the category C listed section was added to the Buildings At Risk register in 2008. On the northern part of the site an existing pedestrian and cycle ramp down from Bearsden Road is within the site boundary, It has been stopped up at the Bearsden Road end for many years however it is still used by pedestrians and cyclists (the ramp appears to have originally formed part of Netherton Road in the 1930s however it no longer appears to have a designated street name). The site lies immediately south of Temple Bridge and the Forth and Clyde Canal and the canal towpath is the northern boundary of the site. As such the landscaped verge along the canal (a protected open space) forms part of the site. To the south is the Jewsons building materials warehouse and storage yard. Similarly, a vacant car park north of the pedestrian route (bounded by a brick wall and planting) is part of the vacant use. Adjacent to the south-east corner of the site on Crow Road is a GCC maintained Crow Road playground with 4 storey residential properties and the Lock 27 bar and restaurant on the eastern side of Crow Road. In addition to the Category C listed building, other constraints on the site are the adjacent Forth & Clyde canal and a large water main that runs underneath the site.

There is a significant level difference between the eastern and western edges of the site with the majority of the ground sitting 3-3.5m below Bearsden Road.

Planning History

The existing building was constructed in 1938 as offices for Robinson Dunn's mill, the Temple Saw Mills (located on the present day Jewsons site). Architects were John Laird and Son, most likely George Laird, and the building is a 2 and 3 storey (lower storey below road) building in the Modern style. Red brick with concrete lintel bands. 60 years after their construction the offices were extended to the north in 1998 and converted into a bar/restaurant. The premises became vacant in 2004/2005 and, with no maintenance taking place, was entered onto the Buildings at Risk Register in 2008. We are not aware of any maintenance taking place since that time.

97/01050/DC - Use of offices, erection of extension and internal alterations to form public house, restaurant and micro brewery, formation of vehicular access and car park. **Granted subject to conditions 01/07/1997**

97/01054/DC - Use of offices, erection of extension and internal alterations to form public house, restaurant and micro brewery, formation of vehicular access and car park. **Granted subject to conditions 01/07/1997**

97/00455/BW - ALTERATIONS, CHANGE OF USE AND EXTENSION TO FORM LICENSED RESTAURANT.

Comment: The above 3 entries relate to the change of the offices in the late 90's into a bar, restaurant and microbrewery.

02/01841/DC - Use as bar, restaurant and function facilities and erection of extensions (Entertainment Licence). **Granted Subject to Conditions 03/10/2002**

02/01842/DC - Internal and external alterations and extension to bar, restaurant and function facilities. **Granted Subject to Conditions 03/10/2002**

Comment: There appears to have been a slight change to the use in the early 2000s as the business tried to add function facilities to the operation at this time. Presumably to strengthen it as an ongoing concern.

18/02386/PRE - Demolition of category C listed building (**pre-application enquiry**)

20/00640/SCR - Redevelopment of vacant site, including demolition of building and erection of residential development and associated works. **##WITHDRAWN##**

20/01871/LBA - Complete demolition of listed building to facilitate a residential development to the site. (**Pending Consideration**)

Comment: 20/01871/LBA is the Companion Listed Building Consent Application to this proposal. The pre-app request and withdrawn screening request all relate to the current application proposals.

Pre-Application Discussions

There was significant pre-application discussion prior to the submission of the application. The principal issues was the proposed demolition of the listed building. The Council declined to discuss any proposals for the design and layout of the site until the applicant presented sufficient information to justify the demolition of the listed building. As this information was not received at the pre-application stage, no discussions on the detail of the proposed residential development took place prior to the submission of the application.

Application Proposal

The proposal is to demolish the existing building on site (both the Category C listed section and the latter extension) and erect two residential blocks (one on each main elevation) separated by car parking and amenity space. The existing car park alongside the canal is to be retained and formalised whilst the pedestrian ramp route through the site is to be landscaped to improve connections to the Forth and Clyde Canal from Bearsden Road. The landscaped verge alongside the canal will remain protected open space and is to be enhanced with bench seating and a piece of public art is proposed at the southern end of Temple Bridge.

The two new residential blocks are 6 storeys on Bearsden Road and 5 storeys on Crow Road. Together they total 46 new residential flats and the blocks will be operated by Partick Housing Association and Hanover Scotland respectively. Block P on Bearsden Road contains 26 x two bedroom flats and Block H on Crow Road contains 20 x two bedroom flats.

The blocks proposed are designed to reflect the historic industrial context of the adjacent canal and the sawtooth gables and different tones of brick help to break up the mass of the blocks by offering variations in elevation and roof planes and by changing the tone and appearance of the brick finish. Although the block on Bearsden is 6 storeys in height, the lowest floor is below the height of the road so from that side the building will still read as a 5 storey structure. The main elevation materials for both blocks are high quality facing bricks with sections of brick detailing across the facades and horizontal pre-cast elements introduced above windows. Spandrel and infill panels will be formed in natural zinc with door and window frames colour matched to the zinc.

The space between the buildings is divided into car parking (19 spaces) bins stores, landscaped amenity areas and allotments. 12 further parking spaces are located in the retained car park on Crow Road.

Pedestrian access to the site is via Bearsden Road and Crow Road with all vehicular access being from Crow Road, via the access ramp.

Policies

City Development Plan

CDP 1: The Placemaking Principle
CDP 5: Resource Management
CDP 6: Green Belt and Green Network
CDP 7: Natural Environment
CDP 8: Water Environment
CDP 9: Historic Environment
CDP 11: Sustainable Transport
CDP 12: Delivering Development

SG 1: The Placemaking Principle
SG 5: Resource Management
IPG 6: Green Belt and the Green Network
SG 7: Natural Environment
SG 8: Water Environment
SG 9: Historic Environment
SG 11: Sustainable transport
IPG 12: Delivering Development

The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 (As amended)

Scottish Planning Policy (Paragraph 141)

Historic Environment Scotland Policy 2016

SPECIFIED MATTERS

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

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

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

- i. **an environmental statement**
Not applicable. Proposal is neither Schedule 1 nor Schedule 2 development.
- ii. **an appropriate assessment under the Conservation (Natural Habitats etc.) Regulations 1994**
Ecological Appraisal and protected species surveys have been carried out and submitted with application. Reports identify the presence of bats on site and indicate that license will likely be required. Discussed in detail under CDP 7: Natural Environment below.
- iii. **a design and access statement.**
Submitted with the application, considered in the below assessment.
- iv. **any other report on the impact or potential impact of the proposed development (for example the retail impact, transport impact, noise impact or risk of flooding)**
Reports submitted include: Flood Risk and Drainage Assessment Report; Heritage Statement; Fabric Condition Report; Feasibility Report; Noise Assessment; Site Investigation Report; and Statement on Energy;

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

A financial contribution of £16,795.00 towards IPG 12 Open Space Provision needs to be secured.

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

These Regulations enable Scottish Ministers to give directions

- i. **with regard to Environmental Impact Assessment Regulations (Regulation 30)**
Not applicable
- ii. **1. requiring the Council to give information as to the manner in which an application has been dealt with (Regulation 31)**
Not applicable
2. restricting the grant of planning permission
Not applicable.
- iii. **1. requiring the Council to consider imposing a condition specified by Scottish Minister**
Not applicable
2. requiring the Council not to grant planning permission without satisfying Scottish Ministers that the Council has considered to the condition and that it will either imposed or need not be imposed.
Not applicable

Assessment and Conclusions

Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997 (As subsequently amended) require that planning applications be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise.

Section 59 of the Planning (Listed Building and Conservation Areas) (Scotland) Act 1997 places a duty of care on the Planning Authority in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to preserving the building or its setting or any features of special architectural or historic interest which it possesses.

In terms of this application therefore, the determining issues are considered to be:

- i) whether the proposals accord with the provisions of the Development Plan, and
- ii) whether the proposals are appropriate having regard to the provisions of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997
- iii) whether material considerations warrant a departure from the development plan.

i) DEVELOPMENT PLAN POLICY CONSIDERATIONS

In respect of i), the Development Plan consists of The Clydeplan Strategic Development Plan 2017 and the adopted Glasgow City Development Plan 2019. The policy impacts are outlined below.

City Development Plan 2017

Policy CDP 1: The Placemaking Principle aims to improve the quality of development taking place in Glasgow by promoting a design-led approach. It advises that in order to be successful, new development should aspire to achieve the six qualities of place as defined in draft Scottish Planning Policy, and reinforced by Creating Places and Designing Streets.

- *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.*

CDP 1 also advises that the associated supplementary guidance SG1 will provide guidance to promote the overarching Placemaking Principle specifically it offers guidance on Cultural Heritage, Community Facilities, Residential Development, Amenity, Energy Efficient Buildings, Waste Storage, recycling and collection and detailed design guidance on building materials.

Supplementary Guidance SG1: The Placemaking Principle offers the following guidance which is applicable to this development proposal;

Cultural Heritage

- 1.8 *Existing traditional buildings are often adaptable and, in many cases, can provide the most sustainable development solutions. Building adaptation can provide many benefits:*
- a) *it is generally much cheaper to adapt an existing building than it is to demolish and rebuild a site (demolition is expensive, can waste materials that could otherwise be reused, can cause pollution and is often disruptive to surrounding communities);*
 - b) *it can often be quicker and less costly to adapt an old building than to build a new one as foundations, basic infrastructure and services (water supply, electricity, sewerage and gas) are already in place, even where these need updating;*
 - c) *when done sensitively, building adaptation can bring significant positive visual impact (older buildings were generally constructed by skilled craftsmen using high quality materials and contribute to the City's visual amenity, local culture and heritage);*
 - d) *the City's traditional buildings can often offer long term, sustainable design solutions, for example they often have a higher thermal capacity due to solid thick walls and small windows;*
 - e) *it can help to promote the City's sustainable development strategy by helping to promote brownfield development and discouraging the use of greenfield land; and*

- f) *it can help to rejuvenate the character of the streetscape and reinforce local social, cultural and heritage ties by bringing back life to run down urban areas.*

1.9 *In order to achieve the aims outlined above, applicants and developers will be encouraged to demonstrate that sufficient research has been undertaken in relation to their site's historic assets, both in terms of the tangible and intangible heritage, where appropriate. In addition, there may be a further requirement to demonstrate that proposals have acknowledged, respected and interpreted the value of a site's historic assets and have meaningfully contributed towards an enhanced understanding of the asset.*

Energy Efficient Buildings

1.63 *All new development in Glasgow will be expected to incorporate a range of resource efficiency measures in order to minimise energy consumption, reduce CO2 emissions and make best use of the City's natural resources, see also SG5 - Resource Management. In order to achieve a resource efficient development, developers should consider the following:*

- a) *Development and Building Layout;*
- b) *Building Design; and*
- c) *Landscaping.*

Residential Layouts

2.39 *In order to meet placemaking principles, the Council seeks to promote the delivery of high quality residential environments that:*

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

2.40 *General Standards - All residential developments must take into account the Placemaking Principles set out in SG1 - Placemaking, Part 1, as well as the guidance and standards set out in the Residential Design Guide (RDG). These criteria should be read in conjunction with the RDG.*

2.41 *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 (see RDG, Page 60 and the BRE 'Site Layout Planning for Daylight and Sunlight');*
- b) *make appropriate provision for refuse and recycling storage areas;*
- c) *wherever possible, retain all significant trees on sites, unless removal is necessary, e.g. for good arboricultural reasons;*
- 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; and*
- 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.*

2.43 *Additional Standards for Flatted Developments - In terms of communal private garden space, flatted developments should:*

- a) *provide usable communal private garden spaces as "backcourts". Design and layouts should ensure privacy, particularly for ground floor residents (see RDG for guidance); and*

- b) *where a site's configuration or particular characteristics limits the ability to provide private garden space, then developers will be expected to:*
 - i. *provide creative alternative solutions (e.g. shared roof garden, usable balconies); and*
 - ii. *bring forward mitigation measures to improve internal amenity (e.g. more generous room sizes).*
 - iii. *make outside provision for clothes drying, in areas screened from public view and not subject to excessive overshadowing.*

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

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

Residential Density

2.46 *General Principles - 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.*

2.47 *Variations in the general density standards may be permitted where a justification is provided based on the factors listed above or for developments of exceptional urban design quality, provided that other CDP and SG standards are met. The guidance should be read in the conjunction with SG1 – Placemaking, Part 1, in particular the Character Environments section and in conjunction with SG11 - Sustainable Transport. In terms of the latter, the Public Transport Accessibility Zones Map identifies different parts of the City; these are explained in the General Standards which provide more detailed guidance below.*

2.48 *General Density Standards – ii) Inner Urban Area - Density may vary between 30 and 100 DPH in base accessibility locations, whilst higher densities will be expected in high accessibility locations and should be justified against the General Principles outlined above. Account will also be taken of the availability and capacity of broader infrastructure and community facilities to accommodate increased use.*

Noise

4.4 *Further guidance on Noise Management will help to ensure that developers:*

- a) *understand the impact not only of noise but also vibration on the community; and*
- b) *realise the role they can play in mitigating the intrusion of such nuisance on a development's surroundings, in order to reduce the loss of any public amenity.*

4.5 *This further guidance will:*

- a) *give developers the relevant information on noise and vibration when dealing with the planning process;*
- b) *takes account of current policy and legislation in relation to planning and noise; and*
- c) *provide information about undertaking a noise assessment, where this is required to determine a planning application.*

Building Materials

- 5.2 *The variety of materials, colours and textures seen throughout the City's built environment contributes to the overall character and attractiveness of Glasgow's commercial and residential districts, as described in SG 1 - Placemaking, Part 1. All new development will be expected to respect and enhance Glasgow's existing identity and character through its overall design, the choice of materials and the way in which these materials are used.*
- 5.3 *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.*

Public Art

- 6.18 *Public art should:*
- a) *respect its context in terms of its scale, form and the use of materials;*
 - b) *use high quality materials which maintain their appearance over time and require minimal maintenance (with the impact of climate and weathering carefully considered);*
 - c) *take account of public safety in the design and choice of materials;*
 - d) *be designed to minimise opportunities for vandalism, fly-posting and graffiti; and*
 - e) *if free standing, not obstruct the footway, cause a hazard to the visually impaired or interfere with vehicle sight lines*

7. Waste Storage, Recycling and Collection

Designing New Development

- 7.1 *All new developments must include appropriate and well-designed provision for waste storage, recycling and collection which meets the City's wider placemaking objectives, see also SG 1 - Placemaking, Part 1. 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 for waste storage, recycling and collection in the initial submission for planning permission.*
- 7.2 *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. Provision should be made such that where bins are to be located temporarily for kerbside collection, there remains adequate space for continued use of the footway/road.*
- 7.4 *Flatted Development - The following guidance applies:*
- a) *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 20 metres from the location of the waste containers. External stores should be constructed in materials to match the flats;*
 - b) *to calculate the area required for recycling, communal recycling bins will usually be allocated by the Council on the basis of 3 x 240 litre bins per traditional close and up to 2 x 1,280 litre communal waste bins per new build flatted stairway. 2x Blue 240lt bins for mixed recycling and 1 x Grey 240lt bin for food waste;*
 - c) *advice should be sought from the Council's Land and Environmental Services, prior to drawing up details of the waste/recycling area;*
 - d) *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. Again,*

advice should be sought from the Council's Land and Environmental Services prior to drawing up details of these systems; and

- e) *privacy is important to the rear of flats, where ambient noise levels are lower. Habitable rooms should not be located immediately above waste/recycling storage areas.*

Comment: With regards to cultural heritage, the application involves the demolition of a category C listed building and the applicant has submitted detailed information to assess the heritage value of the building and to detail the constraints to its retention. The merit of these arguments is discussed in detail below however it should be noted that the Council declined to enter into any discussions regarding the proposed new buildings or site layout until the applicant could convince the local authority and HES that the building could not be put to an alternative use or viably repaired.

In terms of energy efficient buildings the project has been designed to maximise the energy efficiency of the building fabric in order to minimise energy consumption, reduce CO2 emissions and make best use of the City's natural resources. The detail of this is considered under SG 5: Resource Management below.

When considered against the residential layout section of the policy, the first points to consider are the buildings position, plan form and scale. In terms of position the proposed buildings are positioned to face onto Bearsden Road and Crow Road whilst leaving a more private residential space between them. The plan form of the site reinforces the established building lines on Crow Road whilst creating a new building of tenemental scale on the busier Bearsden Road, reinforcing a neighbourhood density and providing a visual marker for a major crossing point over the Forth and Clyde Canal. In terms of scale, the 5 and 6 storey blocks proposed are considered appropriate in terms of a contemporary tenemental scale in an inner urban area. Whilst the juxtaposition against the low-level Jewson warehouse to the south will be clear, a building that replicated the scale of that warehouse would not be considered appropriate given the tenemental context of the wider area. Of the 46 flats proposed, 41 are dual aspect (89%). The 5 single aspect flats all have views to the west on Bearsden Road. In addition to achieving daylight requirements, all of the flats in the development have at least one aspect to the east, south or west so all dwellings will receive natural sunlight. The position and scale of the block on Crow Road will not result in any daylighting failures to existing properties on the other side of the street. There are no properties on Bearsden Road that could be impacted in daylighting terms. Permeability through the site is enhanced by the improvements to the ramp down to canal level and the backcourt has been divided into various areas and functions (allotments, clothes drying, areas for sitting out). Appropriate provision for refuse and recycling storage and servicing has been provided for each block and potential ground floor privacy issues will be mitigated by screening with shrub planting.

With regards to residential density, excluding the adopted road areas on Bearsden Road and Crow Road from the red line boundary, the application site is 0.468Ha in size. This equates to a residential density of 98 DPH. The site is in the Inner Urban Area and is designated as a Base Accessibility Location for public transport. SG1 advises that densities between 30DPH and 100DPH are acceptable in such locations.

In terms of noise, the applicant submitted a noise impact assessment that identifies the southern elevation of Block H, and all habitable rooms within Block P as requiring some form of mitigation (enhanced window glazing and/or alternative ventilation) in order to achieve the required noise levels. Suitable safeguarding conditions to ensure the delivery of this mitigation are recommended.

The proposed building materials are high quality red facing brick (in two separate tones), linear precast detailing, grey natural zinc panels, colour matched framed windows and doors (colour matched to the zinc). The roofing material is a dark grey block tile. A suspensive condition regarding a sample panel to allow approval of the materials and detailing prior to the commencement of any works on site has been recommended.

Policy CDP 5 – Resource Management aims to ensure that Glasgow promotes energy efficient design and use of low and zero carbon generating technologies in new development. It states that;

All buildings must receive an appropriate sustainability label as per the Building Standards Technical Handbook Section 7: Sustainability.

As a minimum, the specified level of sustainability for a dwelling or non-domestic property, at the planning application submission date (2018 onwards) should be Gold – where the building complies with the Gold level in each of the 8 aspects in the handbook and includes a minimum 20% carbon dioxide emissions abatement through the use of LZCGT.

Policy CDP 5 then directs that supplementary guidance will include advice on designing new development to reduce energy use and the use of low carbon generating technologies in new development.

Supplementary Guidance SG 5 – Resource Management offers guidance on low and zero carbon generating technologies (LZCGT) and on the preparation of Energy Statements. SG 5 advises as follows;

- 4.6 *A Statement on Energy will be required to support all applications to which this policy applies (for exceptions see paragraph 4.8). Further information on the requirements of a Statement on Energy can be found in Section 7.*
- 7.2 *A Statement on Energy shall include:*
- *LZCGT feasibility report (including a summary of LZCGTs considered and a justification for the chosen technologies, including a consideration of design and visual impact);*
 - *A SAP/SBEM calculation output showing a compliant DER/BER with LZCGT included;*
 - *A SAP/SBEM calculation output indicating the DER/BER with the renewables removed allowing the percentage reduction due to renewables to be calculated;*
 - *An explanation of key energy efficient design measures implemented, including materials;*
 - *Reductions of CO2 emissions through the use of renewable energy technologies;*
 - *Details of the viability of the installation of new, or connection to existing, District Heating networks as set out in Section 5 of this guidance; and*
 - *Where developments are unable to meet low and zero carbon targets, a clear explanation of the technical and practical constraints of the development. Economic factors alone are unlikely to be accepted as a constraint to the inclusion of low and zero carbon generating technologies in new development. (This would not lessen the applicant's obligation to deliver the LZCGTs needed to meet the requirements of the applicable technical standards).*

Comment: The submitted Statement on Energy checklist indicates that applicant aims to attain the Gold Hybrid: Gold Level Aspect 1 + Silver Aspects 2 to 8 as set out in GCC Policy and Guidance. The statement meets the requirements of SG 5 and details the LZCGT options considered by the applicant and outlines 4 options to achieve the 20% CO₂ abatement through the use of LZCGT's required. The applicant has confirmed that they are currently pursuing Option 1 which is for Gas Combi Boilers, PV panels and Flue Gas Heat Recovery (FGHR). Conditions regarding the energy statement and strategy are recommended.

Policy CDP 7 – Natural Environment aims to ensure that Glasgow's natural environments, including its ecosystems and protected species, are safeguarded and, whenever possible, enhanced through new development. It states that;

New development should not have an unacceptable effect, either directly, indirectly, or cumulatively, on:

1. *the purpose, integrity or character of areas designated for their landscape importance;*
2. *sites, habitats, species or ecosystems protected by law or which are designated as important for their nature conservation value;*
3. *sites designated as important for their geodiversity value; or*
4. *trees, woodlands or hedgerows that are of importance.*

Comment: The existing site is adjacent to the Forth & Clyde Canal, a city-wide SINC.

Supplementary Guidance SG7 – Natural Environment sets out guidance for developers on site appraisals and ecological surveys for development sites, stating;

2.2 *A typical site appraisal should:*

- a) *highlight any designations (including Local Geodiversity Sites) on or near to the site;*
- b) *identify potential important habitats (mature trees, woodland, hedgerows, ponds or watercourses);*
- c) *identify if protected species are likely to be in, or near, the site;*
- d) *give an indication of the ecological data required for progressing a planning application; and*
- e) *recommend if more detailed surveys will be necessary.*

Comment: An initial ecological appraisal was submitted with the application in 2020 however this was updated in late 2021 after the bat surveys on the site were repeated to ensure that the information was up to date. The appraisal considers designations, potential habitats and seeks to identify any protected species likely to be in or near the site. In terms of designations, the Forth and Clyde Canal is identified as a city-wide SINC and green corridor within the Glasgow Development Plan. Of the potential species identified (otter, badger, water vole, bats, nesting birds), following a survey of the site and the canal banks 200m in each direction, the only species with scope in habitat signs was considered to be bats. As such bat surveys were undertaken in 2019 and 2021 to establish if there was any bat activity. The site is considered to be moderately suitable for foraging and commuting bats, particularly the landscaped areas along the canal bank. The daytime survey did not identify any obvious bat roosting taking place however the updated on-site night surveys from May and July 2021 observed pipistrelle bats foraging through the site and inconclusive evidence in terms of bat emergence and re-entry into the building. One soprano pipistrelle was spotted potentially emerging from the building (its origin was obscured by the roof) however it was not observed re-entering any section of the building. The structural condition of the building makes a detailed inspection of the roof for suitable emergence/re-entry openings problematic.

The appraisal then set out an Impact Assessment for Bats which confirms that the demolition of the building will result in the permanent loss of one soprano pipistrelle roost. The main foraging and commuting route along the canal is mostly unaffected by the proposals and the building is not considered suitable for hibernating bats. The appraisal then recommends that a license should be sought from Nature Scot prior to the beginning of the works (specifically highlighting that a Bat Low Impact License as sufficient) and identifies mitigation measures during both demolition and construction and highlights enhancement opportunities for biodiversity/habitats that can be incorporated in the proposals. The submitted ecological appraisal also contains a Species Protection Plan and conditions to ensure the implementation of the methodology and mitigation set out in that plan are recommended.

Policy CDP 8 – Water Environment aims to;

- *aid adaptation to climate change;*
- *protect and improve the water environment;*
- *support the development of integrated green infrastructure throughout the City;*
- *meet the requirements of the Flood Risk Management (Scotland) Act 2009 and Scottish Planning Policy 2014;*
- *help deliver the Metropolitan Glasgow Strategic Drainage Partnership (MGSDP) Scheme, a National Development in NPF3; and*
- *contribute to the reduction of overall flood risk and make satisfactory provision for SUDS.*

It advises that applicants will be required to demonstrate that proposals contribute to;

- *minimising and reducing flood risk;*
- *avoiding any increased risk of flooding from any source either within the development site, or outwith the site as a consequence of the development; and*
- *avoiding any increase in the quantity and rate of surface water run-off from any site.*

Supplementary Guidance SG 8 – Water Environment sets out criteria for developments to meet in order to achieve the aims of Policy CDP 8.

6. Flood Risk Assessments (FRA)

- 6.1 *If any flood risks are identified during the flood risk screening process, there will be a requirement to carry out a detailed flood risk assessment in accordance with the Council's Flood Risk and Drainage Impact Assessment: Planning Guidance for Developers and the requirements of SEPA.*

6.2 *The FRA must clearly identify specific flood risks and quantify issues that need to be addressed. The FRA will also require to demonstrate that the flood mitigation strategy can be delivered, in compliance with all other relevant legislative requirements of Scottish Planning Policy, the Flood Risk Management (Scotland) Act 2009 and SEPA.*

8. Surface Water Drainage Strategy

8.1 *The creation of a surface water drainage strategy is fundamentally important to the design development for any new development of 5 or more dwellings or introducing a new building of more than 250 sq metres ground floor area. This strategy will set out the key principles of the surface water drainage strategy and demonstrate appropriate spatial planning.*

8.2 *The site drainage strategy will require to set out the following:*

- *To which network/waterbody will surface water will be discharged;*
- *Water quality treatment requirements (Sustainable Drainage Systems (SuDS));*
- *Strategy to manage in-curtilage, roads and open space drainage;*
- *Percentage of permeable area within in the development;*
- *Attenuation requirements;*

9. Scottish Water

9.6 Planning Requirements

To demonstrate that the development can be effectively drained the applicant will be required to provide:

- a) Approval in principle*
- b) Drainage Impact Assessment Application (if required)*
- c) Scottish Water Drainage Impact Assessment Output (If required)*

9.7 *Prior to the commencement of development works the applicant will be required to submit to the Council a copy of the appropriate technical approval or consent to discharge to a Scottish Water asset.*

16. Impervious Surfacing

16.1 *To enable the Council to fulfil its statutory obligations under the Flood Risk Management (Scotland) Act 2009 and the Vision of the MGSDP, the use of impermeable ground surfacing will be limited. The aim of this policy is to reduce the peak run-off rates and overall volume of surface water being discharge from hard standing areas.*

16.2 *Permissible percentage or reduction as appropriate of impervious ground level surfacing:*

- a) Within new build residential developments is limited to 10% per curtilage.*

Comment: The applicant has submitted a Flood Risk and Drainage Assessment Report for the proposed development. As a result of its location the site is not considered to be at risk from any pluvial or fluvial flooding and the only flood risk relates to surface water and is considered to be very minimal. Compared to the existing site and surface car park, the proposal has a significant increase in soft landscaping to aid surface water absorption. The proportion of impervious ground level surfacing on site will also decrease significantly as a result of this proposal with new parking areas being formed from permeable paving. These are significant gain in terms of SUDS guidance and can be subject to appropriate permissions within any approval.

Policy CDP 9 – Historic Environment aims to ensure the appropriate protection, enhancement and management of Glasgow’s heritage assets by providing clear guidance to applicants. The Council will protect, conserve and enhance the historic environment in line with Scottish Planning Policy. The Council is unlikely to support development that would have a negative impact upon the historic environment.

Supplementary Guidance SG9 – Historic Environment provides the following guidance on the demolition of buildings within a conservation area and the erection of new development which impacts upon the setting of a listed building or a conservation area;

- 2.103 *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 excellent design, in order to ensure and facilitate their retention, subject to other policies of the Plan. Consent for demolition of a listed building is only granted in exceptional circumstances.*
- 2.104 *Applicants need to show that they have made all reasonable efforts to retain Listed Buildings in accordance with Historic Environment Scotland Policy Statement, 2016. Where the demolition of a Listed Building is proposed, applicants will be expected to provide evidence to show that:*
- a) the building is not of special interest; or*
 - b) the building is incapable of repair; or*
 - c) the demolition of the building is essential to delivering significant benefits to economic growth for the wider community; or*
 - d) the repair of the building is not economically viable and that it has been marketed at a price reflecting its location and condition to potential restoring purchasers for a reasonable period.*

Comment: As stated above the starting position with such proposals is that listed building should be retained. This was the Council’s starting position with this proposal and we contacted the applicant in early 2021 to advise that the demolition of the building could not be justified based on the initial submission. We encouraged further investigation of facade retention options that could see the building retained in some form.

At that time, the applicant asked that the application was held in abeyance whilst they carried out further structural surveys and compiled additional supporting information. The additional information was submitted in July 2021 and following receipt of the information both Glasgow City Council and Historic Environment Scotland considered the submission in relation to the established guidance and tests on listed building demolition.

The applicant has provided evidence in relation to tests b) and d) as set out in paragraph 2.104 of SG9: Historic Environment. In order to demonstrate b) that the building is incapable of repair, the updated structural information details the extent of damage to the brick walls including significant cracking and distortion on the south-west corner. No movement relief joints are present in the brickwork and the long-term lack of maintenance has left numerous cracks and bulges on the external walls, particularly on the southern and western elevations. The updated structural information also seeks to explain why a partial façade retention is inappropriate (the facades are already too far gone and the structure of the foundations prohibits any strengthening of the damaged walls to try and retain them).

Following the receipt of this information in July 2021, GCC Building Standards structural staff considered the submission and carried out a visit to the site. Following this, they advised that they agreed with the conclusions of the Ramage Young report. Given the extent of the structural damage, there is doubt about whether the original option to retain the better elevations (the south and west) could be achieved even if the others were taken down and rebuilt. In addition to structural staff in GCC Building Standards, Historic Environment Scotland and the Council’s heritage staff have also agreed with the conclusions of the Ramage Young report.

In terms of criteria d) the applicant, prior to the second set of information, has submitted various costed options and scenarios for; retention of the listed building, façade retention, partial retention and complete demolition. Whilst these options rely on a significant site value that doesn’t appear to take into account the condition of the listed building, Historic Environment Scotland have advised that they are satisfied with the marketing of the site that has taken place over a considerable period of time. The costed scenarios originally submitted by the applicant pre-dated the latest structural information and, whilst they showed that the retention of the listed building would be more expensive, at that time it was not considered to demonstrate that the proposals were unviable. With the July 2021 structural information however, it is clear that the proposals to partially retain the building, specifically the

western elevation as the one with the highest level of special interest, are unlikely to be achievable and that the demolition and rebuild of these elevations to current building standards whilst retaining the same external appearance and character is, if even achievable in a practical sense, likely to be unviable in economic terms. Given the structural condition of the building, whether the applicant has met this test or not is somewhat moot. The “repair” that would be tested for viability is the demolition and rebuild of the building to current structural standards. Such an approach is less a repair and more a reproduction of the building and as such we do not feel a need to dispute HES’s conclusion that repair is economically unviable.

In summary, the structural condition of the building is such that we consider the applicant to have met the test regarding the building being incapable of repair. Historic Environment Scotland have also reached this conclusion.

Policy CDP 11 – Sustainable Transport aims to ensure that Glasgow is a Connected City, characterised by sustainable and active travel. The policy states that detailed advice and guidance on the following matters will be set out in the associated supplementary guidance;

- The provision and design of parking for vehicles, including the charging of electric vehicles, in new development;
- The provision and design of parking for bicycles in new development;
- Promoting active travel in new development;
- Development and design of new walking and cycling routes, including; network proposals emerging from the refresh of the Council's Strategic Plan for Cycling; The aspirational cycle routes identified in this policy; and linkages to existing and proposed routes;
- Guiding developments to locations which are accessible by public transport and active travel.
- The design of new residential areas, interpreting the guidance set out in Designing Streets for the Glasgow context.

Supplementary Guidance SG 11 – Sustainable Transport sets out criteria in relation to the above as follows;

2. LOCATION OF NEW DEVELOPMENT

2.3 To ensure significant travel generating development is located in the right place to deliver sustainable travel patterns, major development proposals (defined in Table 5 of this SG), and other proposals likely to have a significant cumulative impact, are required to undertake a locational assessment, as part of a Transport Assessment, where appropriate. The applicant should demonstrate that:

- a) high trip generating proposals (Table 1) are located so as to maximise the use of public transport, cycling and walking;*
- b) the location of high footfall uses is informed by a sequential approach to site selection (see paragraph 68 of SPP and SG 4);*
- c) the proposal is linked into the existing or potential public transport, walking and cycling networks (see Section 3 of this SG);*

4. CYCLE PARKING

4.3 The Council shall require the provision of cycle parking in new development and redevelopment proposals in line with the minimum cycle parking standards specified in Tables 2.1 – 2.6.

- a) 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 areas of high activity, such as the main entrance of developments, to ensure cycling is encouraged through enhanced security provided by passive surveillance.*
- b) Cycle parking for residents should, generally, be located within, or to the rear of, the residential building to ensure it is safe and secure.*
- c) Bike storage lockers/cupboards allocated to each unit, or cycle stands in a secure, covered compound, are the preferred solution for flatted developments. These should be easily accessible and usable and normally be on the ground floor or in the basement, providing the basement has ramped access or a suitable lift. This SG may be supplemented by non-statutory guidance on delivering well-designed cycle parking*

arrangements in new residential development – any such guidance should be taken into account in designing new residential development.

- d) *Dedicated provision, in the form of well-designed cycle storage, should be provided either in the rear curtilage of houses that will not have a dedicated garage, or a garage of sufficient size to accommodate both bikes and a car. Cycle storage could be in the form of a storage facility (such as a shed) or in the form of a pulley/hoist system in garages that are not, otherwise, of sufficient size to accommodate both bikes and a car. External storage should be well located and designed so as not to impact adversely on residential amenity.*
- e) *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.*
- f) *Cycle parking should always be safe, sheltered and secure. The form of cycle parking provided should facilitate the securing of the frame of the bike to the “stand”. “Sheffield” racks are a good, and preferred, example of such provision.*
- g) *Employment sites shall provide on-site showers, lockers, changing and drying facilities, as a means of promoting walking and cycling to work. These are important trip-end facilities that can positively affect an individual’s decision to walk, run or cycle regularly.*

Table 2.1: Residential Type of Development

Minimum Standard

Mainstream Residential

1 space per unit unless a dedicated garage, or other storage facility/option (see paragraph 4.3d), of sufficient size is provided.

Visitor parking to be provided at a rate of 0.25 spaces per unit in new residential developments where residents' cycle parking provision is provided communally.

6. VEHICLE PARKING

6.4

- *Parking provision in residential developments should be assessed against the standards set out in Table 3.1. 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 does not apply to non-mainstream residential developments. 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.*

Part A: Mainstream Housing for Sale/Rent (private, social and shared) 1(i)

New Build

The basic minimum standard for parking provision is:

- *1 allocated (unallocated if on-street) space per dwelling unit for residents; and*
- *an additional 0.25 unallocated spaces per dwelling unit for visitors.*

Variation, above or below these basic standards shall be justified against the following:

- *public transport accessibility so provision below the basic standard may be considered in areas of High Accessibility - (see Annex A);*
- *density and open space considerations (see SG 1 and SG6);*
- *placemaking, townscape and design requirements (see policy CDP 1: Placemaking and Design);*
- *house size and house form (i.e. flatted accommodation with the lowest requirement, through terraced and semi-detached, to detached with the highest requirement);*
- *car availability by household in the surrounding area;*
- *existing pressure on on-street parking in the surrounding area;*

- *practical considerations in relation to conversions, redevelopments and subdivisions*

7. ELECTRIC VEHICLES

- 7.2 *Electric vehicles, and associated charging infrastructure, are areas where technology and best practice are evolving rapidly. In addition, there are potential complications for businesses and housing providers (including factors in private residential flatted developments or other residential developments with communal parking arrangements) in managing use of, and access to, electric vehicle charging points. Nevertheless, and reflecting national policy, the Council recognises the potential role which electric vehicles can play in helping meet the Council's ambitions for reducing greenhouse gas emissions, transport noise and, more directly, in addressing air quality concerns. As a result, the Council expects that, in accordance with Table 4, a minimum percentage of the general car parking provided in new development should be in the form of "passive" EV spaces, designed to provide for easy conversion to electric vehicle charging use ("active" spaces), should demand manifest itself.*
- 7.3 *In new flats, the complications involved in managing use of, and access to, EV charging points, as residents move in and out of the development, will be lessened where maximum passive provision can be delivered, facilitating easier conversion to additional active spaces should demand arise. As a result, Table 4 requires passive EV charging provision for 100% of spaces in new residential developments (of over 10 units) with communal off-street parking provision. Should exceptional circumstances mean that this would not be technically feasible, then a lower proportion of passive spaces may be acceptable. In detached, semi-detached or terraced housing developments with dedicated garages or driveway space, it is expected that cabling will be provided to an appropriate point (either in-garage or next to driveway) for all new housing units. The cost and technical implications of providing passive provision are likely to be minimal.*

Comment: In terms of the development, the location the site lies in is defined as Base Accessibility. There is a primary bus corridor on Bearsden Road, with a stop within 25m of the site, however the nearest train station is Anniesland approx. 850m from the site. The towpath along the Forth & Clyde Canal, along the north boundary of the site, is a Core Path. In locational terms, the proposal is suitable for residential development and the works to improve the access down to the Forth & Clyde Canal from Bearsden Road is a positive step in terms of the wider walking/cycling network. The applicant is proposing 31 vehicular parking spaces (67% provision) and 100% cycle parking provision. The vehicular spaces are within the backcourt area and in the existing car park adjacent to the canal. Within Block P the cycle parking is located communally within the lower ground floor of the building and within Block H the cycle parking is installed internally on each floor of the building within an extended internal communal close area. Visitor cycle parking is also provided at the front of each building. Cycle parking provision therefore complies with City Development Plan policy. The justification put forward for the reduced levels of vehicle parking provision relates to the applicant and operators of the properties with both Partick Housing Association and Hanover advising that the resident groups they intend to place within their block are of an elderly amenity tenure and have a reduced level of car ownership. Although it would be subject to a separate TRO process, it is likely that the stopping up of the existing access into the rear car park and reinstatement of the footway will result in additional on-street car parking on Bearsden Road, however its delivery cannot be guaranteed and as such the 4 spaces suggested by the applicant in the submitted plans have not been taken into account in reaching a recommendation.

On balance, given the use of Block P for mid-market rent and the reduced car ownership of the known Elderly Amenity tenure group for Block H (Hanover already have specific tenants on their waiting list identified for the properties) the reduced level of vehicle parking is considered appropriate in this instance. Within the rear car park, 4 of the 31 spaces are designed to an accessible standard and there is provision for both active and passive EV parking as per the required policy standards.

Policy CDP 12 – Delivering Development aims to ensure that development contributes to a sustainable, economically successful City, through the provision of reasonable infrastructure and

facilities that are necessary to mitigate the impact of change on Glasgow's resources, and that are appropriate to both the nature of the development and its location.

Supplementary Guidance IPG 12 – Delivering Development sets out guidance on open space and public realm provision, as referenced in SG 6 – Green Network and the Green Belt above. The minimum open space standards are defined as follows;

Flatted development - 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)

3.2 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 this IPG (having regard to the distance thresholds set out in Section 4) the developer may meet part of the 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 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 these open space categories has been identified through an audit (having regard to the distance thresholds set out in Section 4 of this IPG), or where the proposed development could lead to such a shortage, 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. 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 sector; and/or

iii) addressing strategic deficiencies in the quantity or quality of open space provision, as identified by approved Council strategies.

4.7 Flatted Development

- In flatted development, amenity open space should be provided in addition to usable communal garden areas or backcourts and be capable of being used by all the residents in the development. Spaces that are poorly designed or too small (i.e. less than 100 sqm in area) or inappropriately located, will be treated as landscaped areas, and will not contribute towards meeting requirements.
- The amenity open space requirement for flatted development may be met by means of an amenity deck, a landscaped courtyard or a green roof, provided that it:
 - benefits from natural sunlight and is usable for informal recreation, such as sitting outside;
 - is capable of sustaining planting and trees;
- Where internal courtyards or amenity decks are proposed, a privacy strip of 5 metres from all ground floor windows will be deducted from the space that can contribute towards the open space requirement.

Open Space Deficiency

4.25 Where a relative deficiency (either in quantity or quality) of open space has been identified for any of these categories, or where the proposed development could

lead to such a deficiency, on site provision of the entire requirement will be expected. The only exceptions to this approach would relate to the following circumstances:

- Site characteristics - it is physically impossible or inappropriate to accommodate all open space categories on the development site, e.g. formal play within small flatted development or formal sports provision; or
- Existing or proposed open space facilities - the development site is accessible to a suitable existing open space which either; requires to be enhanced, or provides an opportunity to create a new facility, e.g. a local play area.

Comment: The site lies within an area where there is no deficiency in open space and as such on site provision of the entire requirement is expected. Dawsholm Park is on the north side of the Forth & Clyde canal, around 140m walking distance from the application site and the Crow Road playground lies on the site's southern boundary. Given these circumstances, it is considered that taking a financial contribution towards children's play provision in the surrounding area is appropriate. The calculated requirement for the 46 flats is summarised below;

Open Space Category	Required on site	Proposed on site	Shortfall
Amenity Open Space	368m ²	374m ²	0m ²
Children's Play	258m ²	0m ²	258m ²
Outdoor Sport (Formal and Informal)	258m ²	0m ²	258m ²
Allotments/Community Gardens	37m ²	39m ²	0m ²
Total	920m ²		516m²

The proposals deliver fully in the Amenity Open Space and Allotments/Community Gardens categories and as such the proposal is only liable for contributions towards the Children's Play and Outdoor Sport categories. As the scheme is grant assisted, this equates to a combined financial contribution of £16,795. The applicant has indicated that they would be happy to enter into a s69 agreement with the local authority to secure this sum prior to any permission being issued.

ii) **PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) (SCOTLAND) ACT 1997**

With regards to the above legislation, it is necessary to consider the council's responsibilities under the above Act whilst also considering the proposals suitability against any national guidance predicated upon said legislation. The relevant guidance is considered to be the Historic Environment Scotland Policy Statement 2016 and Historic Environment Scotland's guidance Managing Change: Demolition.

Section 59 of the Planning (Listed Building and Conservation Areas) (Scotland) Act places a duty of care on the Planning Authority in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to preserving the building or its setting or any features of special architectural or historic interest which it possesses.

59 General duty as respects listed buildings in exercise of planning functions.

- (1) *In considering whether to grant planning permission for development which affects a listed building or its setting, a planning authority or the Secretary of State, as the case may be, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.*
- (2) *Without prejudice to section 64, in the exercise of the powers of disposal and development conferred by the provisions of sections 191 and 193 of the principal Act, a planning authority shall have regard to the desirability of preserving features of special architectural or historic interest and, in particular, listed buildings.*
- (3) *In this section, "preserving", in relation to a building, means preserving it either in its existing state or subject only to such alterations or extensions as can be carried out without serious detriment to its character, and "development" includes redevelopment.*

Scottish Planning Policy

Listed Buildings

141. Change to a listed building should be managed to protect its special interest while enabling it to remain in active use. Where planning permission and listed building consent are sought for development to, or affecting, a listed building, special regard must be given to the importance of preserving and enhancing the building, its setting and any features of special architectural or historic interest. The layout, design, materials, scale, siting and use of any development which will affect a listed building or its setting should be appropriate to the character and appearance of the building and setting. Listed buildings should be protected from demolition or other work that would adversely affect it or its setting.

Comment: As the proposal is for the demolition of a listed building, something resisted by SPP, it is necessary to consider the proposal against the national guidance set out for assessing any plans to demolish a listed building.

Historic Environment Scotland Policy Statement 2016

Whilst partially superseded by HEPS 2019), Paragraphs 3.42 and 3.43 of HESPS 2016 set out the current national guidance tests with regards to the demolition of listed buildings. They state;

3.42 *Where the application proposes the demolition of a listed building applicants will be expected to provide evidence to show that:*

- a. the building is not of special interest; or*
- b. the building is incapable of repair; or*
- c. the demolition of the building is essential to delivering significant benefits to economic growth or the wider community; or*
- d. the repair of the building is not economically viable and that it has been marketed at a price reflecting its location and condition to potential restoring purchasers for a reasonable period.*

3.43 *Potential applicants are encouraged to have pre-application discussion with planning authorities. A key aspect of that advice, to avoid delays at a later stage, should be to clarify what supporting information will be required when an application is submitted. Where proposals involve significant intervention to, or the demolition of a listed building the planning authority should involve Historic Environment Scotland in the preapplication discussions.*

Comment: The HESPS guidance more explicit than the statutory legislation and SPP, in that it directly sets out the 4 tests that any proposal to demolish a listed building must address. The detailed guidance on each of these tests is set out in detail in the relevant Historic Environment Scotland Managing Change guidance.

Managing Change in the Historic Environment: Demolition (2016)

The Historic Environment Scotland guidance note Managing Change in the Historic Environment: Demolition (2016) sets out the importance of retaining listed buildings and the issues local authorities should consider when considering proposals for demolition. It states;

- 3.1 *Listed buildings are special. As buildings of architectural or historic interest they are protected and contribute significantly to the quality of our built environment, the economy and cultural heritage. The loss of any listed building leads to the erosion of an area's character, distinctiveness and sense of place. The interest of a group of listed buildings can also be damaged by the demolition of a constituent part. There is therefore a strong presumption against the demolition of any listed building.*

- 3.2 *Positive efforts must always be made to retain listed buildings, using their presence as an opportunity to stimulate regeneration in creative and imaginative ways. Often the retention of key historic buildings within a regeneration area can act as the focus for the highest-quality new designs – anchoring the development and integrating it more effectively in its wider context.*

Managing Change (Demolition) then goes on to set out 4 tests for demolition. Of those 4 tests, this application focusses upon the Condition of the Building and the viability of any repair.

- 5.1 *In line with national policy, applications for demolition will be assessed against the following tests:*
- *importance of the building*
 - *condition of the building*
 - *economic viability of reusing the building*
 - *wider public benefits*
- 5.2 *To obtain consent for demolition, applications will need to meet at least one of the above tests. Applicants must therefore submit detailed information regarding each relevant test in support of their proposals. The approach to this is set out below.*

Condition of the Building

- 5.5 *Consent may be granted where it can be shown that a building's condition is beyond repair. In these cases, a clear understanding of the building's condition will always be required. This should take the form of a structural survey prepared by appropriate professionals, such as engineers, surveyors or architects. Structural problems must be carefully described, explained and illustrated to ensure that they can be readily understood, and repair options discussed.*

Economic Viability

- 5.6 *Consent may also be granted for the demolition of a building that is capable of repair but where the costs of doing so mean that its repair would not be viable. Where this is the principal justification for the demolition of a building, full supporting evidence is required comprising:*
- *a valuation of the existing building and site;*
 - *a full survey identifying the repairs required;*
 - *development costs including a costed schedule of repairs;*
 - *an estimate of the value of the repaired property, including*
 - *potential yields.*
- 5.7 *Where this assessment indicates a deficit, it will normally be a requirement to show that grant aid is not able to meet the shortfall.*
- 5.8 *Where a building is capable of repair it will always be important to show that the property has been marketed for a reasonable period, to a restoring purchaser at a price reflecting its condition.*
- 5.9 *Involving the local authority, the Scottish Civic Trust and Historic Scotland in such an exercise can assist in efforts to secure a purchaser such as a Building Preservation Trust. The Scottish Civic Trust maintains an online register of buildings at risk:*
www.buildingsatrisk.org.uk
- 5.10 *Conventional marketing is difficult when dealing with buildings or structures of cultural value but only limited scope for reuse such as bridges, doocots or fountains. In such cases feasibility studies can be useful in assessing the options for repair and sources of finance: a local Building Preservation Trust, City Heritage Trust or conservation architect may be able to assist in this. It is unlikely that consent for demolition of an uninhabitable*

structure would be granted purely on the basis of a deficit in economic viability – the interest of the structure, its condition, the available funding, and marketing to repairing purchasers are the main factors in these cases.

Comment: As discussed under CDP 9: Historic Environment and SG 9: Historic Environment above, the applicant has sought to justify the proposed residential development using the tests relating to the condition of the building and the economic viability of any programme of repair.

Whilst we, and HES, considered the initial application submission to have failed to meet those tests, the supplemental information they have provided, which was considered by GCC structural staff as well as heritage colleagues, has led us to accept that condition of the building is such that significant parts of it cannot be retained.

Whilst the existing condition of the building is likely impacted by its original structural elements (particularly the design of the foundations and the lack of any movement joints in the brickwork) there is little doubt that 15 years of vacancy with no maintenance has accelerated these issues to a point where even façade retention of the southern and western elevations is unlikely to be achievable. The test on Condition of the building is therefore considered to have been met by the applicant.

In terms of the economic viability of retaining the listed building, the structural issues above would essentially mean that the only scope for retention would be to demolish the entire building and then seek to rebuild the building to a similar design but using current Building Standards. Such an approach would achieve a building that was structurally able to be incorporated into a wider development however the costs would be prohibitive and the result is likely to be an unsatisfactory facsimile of the listed building rather than retaining the special interest for which it was listed in the first place. Prior to the receipt of new structural information, the applicant had submitted detailed costed scenarios for building retention, partial retention and removal which demonstrated that there were viability issues with such an approach. The addition of the new structural information showing that the building would have to be demolished and rebuilt, further exacerbates these viability issues.

Historic Environment Scotland have accepted that the retention/rebuilding of the structure is not economically viable and thus, whilst we would have likely interrogated the issue further had the building condition not been as bad as it is we, on balance, are also of the view that this test has been met.

As such, the applicant has demonstrated that the demolition of the Category C listed building would be in line with national guidance and that the local authority has met their duty with regards to section 59 of the Act.

iii) **MATERIAL CONSIDERATIONS**

With regards to iii), whether any other material considerations have been raised during the application process to outweigh the provisions of the statutory Development Plan, the representations and received for this application are material considerations and have been summarised below;

1. The listed building has a special interest and should be retained

Comment: The listed building does have a special interest and as per legislation the applicant has to justify that any proposed demolition meets one of the specific tests set out in local and national guidance for demolition.

2. The proposed demolition does not meet national or local guidance with regards to listed building demolition

Comment: The proposal has been considered against the national and local guidance and both Glasgow City Council and Historic Environment Scotland have concluded that the existing condition of the listed building meets the test for demolition set out in the guidance.

3. The listed building is capable of meaningful repair. Demolition and rebuild has a far greater environmental toll than sustainable re-use of the existing structure.

Comment: The initial submission regarding the structural condition of the building failed to demonstrate that the building was not capable of meaningful repair however later submissions have demonstrated that this is the case. We would agree that re-use of the existing structure would always be the preferred solution when that is structurally possible.

4. The applicant has not sufficiently investigated alternative uses for the building.

Comment: Historic Environment Scotland have confirmed that they are satisfied with the marketing exercise which took place to find an alternative use for the building.

5. Retaining the existing building with fewer flats is a viable option.

Comment: The first preference of the planning authority was also that the building should be retained. We offered the applicant no comfort on demolition at the pre-application stage and declined to comment on any plans that included the demolition of the listed building. Unfortunately, the structural reports on the building condition made its retention unviable in structural terms.

6. The state of dereliction is the fault of the owner and they should have been made to act as the property is on the Buildings At Risk register. They should not stand to make so much money from its resultant dereliction.
Comment: We would agree that the long-term vacancy of the listed building (since 2005) and the lack of any evident maintenance during that period of vacancy has resulted in the current condition of the building. That maintenance was the responsibility of the owner. The purchase price for the site shown in the financial viability appraisals was significant however we cannot comment on the suitability of that figure in terms of the wider property market nor can we speculate on whether this constitutes a profit for the existing site owners or not.
7. Demolishing the building and replacing it with flats will not provide economic or community benefits.
Comment: The construction period would provide economic benefits in terms of jobs and a potential upturn for local business and upon completion, the 46 flats would introduce a new number of permanent residents into the local community. The current situation is a long-term vacant site with a structurally unsound building upon it.
8. Height of proposal is out of context with surrounding properties
Comment: The proposed Bearsden Road and Crow Road blocks are 6 storeys and 5 storeys respectively. This is not considered overly large for a contemporary tenement development on a busy road however we acknowledge that, in massing terms, the relatively underdeveloped nature of the sites to the south and west will make the development relatively prominent. Given the site is at a prominent crossing point on the Forth and Clyde Canal, this relative prominence is considered appropriate in townscape terms.
9. Road pollution will impact upon the proposed dwellings
Comment: The road pollution levels in this location are not considered to be particularly poor when compared to the rest of the city so its not clear why the objector feels it will be a particular problem on this site rather than others. A condition on window design is recommended.
10. Glasgow City Council has not learnt from the mistakes of the 1960s and 1970s and must retain its built heritage
Comment: Whilst it would not be appropriate to comment on the appellants assertion regarding decisions taken many years ago in this report, there exists a process in national legislation and guidance to ensure that listed buildings cannot be demolished without meeting very specific tests. Both Historic Environment Scotland and our own structural colleagues in Building Standards have advised that they agree with the conclusions of the submitted structural information, namely that the building condition precludes its long-term retention.
11. The Developer has failed to engage with Glasgow City Heritage Trust to explore options for grant assistance.
Comment: We are not aware of any dialogue between the applicant and Glasgow City Heritage Trust however if such discussions had been brought forward it would likely have been by the building owner, rather than the applicant. Again, we are not aware of any such discussions taking place.
12. The proposal undermines the historic appearance and industrial character of the Forth & Clyde Canal.
Comment: The architects have sought to pursue a building form evocative of the canals industrial past. The principal elevation material (red brick) and the varied roof patterns are intended to evoke that industrial past whilst still delivering contemporary residential flatted accommodation. In landscaping terms, the proposals also involve the formation of new seating along the towpath and the installation of public art on the bridge (with the intention that the art relates to the industrial heritage of the site).
13. The applicant's condition survey of the building be scrutinised rigorously by the local authority before any of its conclusions are accepted
Comment: The local authority did not accept the conclusions of the condition survey when first submitted in September 2020. It was not until over a year later when additional information had been scrutinised by both Historic Environment Scotland and the structural professionals in GCC

Building Standards that we accepted their conclusions on the condition of the building in late 2021.

14. The height and massing of the Bearsden Road block is not appropriate in the context of the surrounding area.

Comment: The Bearsden Road block is 6 storeys in height, which is not that unusual in an inner urban location. When you consider that the lower ground floor sits entirely below the level of Bearsden Road, the block only actually presents as 5 stories from the west and this is considered appropriate at this prominent crossing point over the canal. Whilst the building will be slightly larger than the 3 and 4 storey traditional tenements further south on Bearsden Road, the wider context of the hill to the north, the gas towers to the towers at Anniesland Cross have also been taken into account.

Conclusion

Our starting position as a local authority is always that listed buildings should not be demolished if they can be retained in any way. Whilst that was the initial position we took with this proposal, as did Historic Environment Scotland, the updated information received in July 2021 satisfied the City Design's heritage staff, Building Standards structural staff and Historic Environmental Scotland that the structural damage to the building was now so significant that parts of the structure were not salvageable and would have to come down.

We then asked the applicant to investigate partial retention of the listed building and that exercise made it clear that the costs of trying to rebuild the listed building (particularly the western elevation) and integrate it into a new development would not be economically viable. We also considered the issue of what special interest would be retained were the building to be rebuilt and incorporated into a block of flats and whether a facsimile of the original structure subsumed into a contemporary building would be a satisfactory outcome for the extra resources and financing that would necessarily be involved.

Following all that we reluctantly concluded that the demolition of the Category C listed building met the tests in both the Development Plan and within local and national heritage guidance.

The residential proposal to replace that building is appropriate in scale, density and locational terms and meets the aims of Local Development Plan policy and the requirements of supplementary guidance. In addition to delivering new housing stock for two Registered Social Landlords on a site identified in the Council's Housing Strategy, the proposals will also see the improvement of the ramp up to Bearsden Road and provide buildings of a contemporary tenemental scale at a key crossing point over the Forth & Clyde Canal. A section 69 agreement would be required to secure the payment of £16,795.00 towards open space provision within the surrounding area.

Conditions and Reasons

01. Prior to the commencement of any demolition works on site the applicant shall undertake a detailed photographic survey of the listed building cataloguing the external features of special interest. We accept that survey of the interior building is unlikely to be possible given safety concerns. Once the survey is complete a report detailing the process and containing the images of the building shall then be prepared and submitted to the planning authority for inclusion in the public record of the application. The photographic survey report shall be submitted to and approved in writing by the planning authority prior to the commencement of the demolition of the listed building.

Reason: To ensure that, prior to its removal, the special interest and character of the listed building is and catalogued in detail for future reference.

02. When submitting the required Building Warrant application for this development an updated Statement on Energy (SoE) shall be submitted to and approved in writing by the planning authority. The SoE shall demonstrate how the development will incorporate low and zero-carbon generating technologies to achieve at least a 20% cut in CO2 emissions and that the Gold Hybrid Standard are to be met, as per City Development Plan policy CDP 5: Resource Management & accompanying Supplementary Guidance SG5: Resource Management. The development shall thereafter be constructed in compliance with the approved SoE. Formal

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

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

Reason: To ensure that the development is in accordance with the aims of Policy CDP 5 - Resource Management of the Glasgow City Development Plan.

- 03.** Before any work on the site is begun, a comprehensive site investigation for ground contamination shall be submitted to and approved in writing by the planning authority. The investigation shall be completed in accordance with a recognised code of practice such as British Standards Institution "The investigation of potentially contaminated sites - Code of Practice" (BS10175:2001). The investigation report shall include a risk assessment of all relevant pollutant linkages, as required by Planning Advice Note PAN 33 Revised 2000 Development of Contaminated Land. Where a risk assessment identifies any unacceptable risk or risks, it shall include a detailed remediation strategy. The approved remediation works shall be carried out prior to the commencement of development on site other than that required to carry out remediation.

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

- 04.** 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.

- 05.** 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.

- 06.** Light from the development shall not give rise to:

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

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

- 07.** External elevation materials shall be high quality red facing brick (two different tones of brick, colour matched mortar, variation of brick bond and pattern to create textured sections across elevations), precast concrete detail elements, natural zinc panels, colour matched framed windows and doors, charcoal grey tile roofing. Full scale sample panels of the elevation materials (including window frames details, accurate brick reveals and returns) shall be erected for the inspection of the planning authority and written approval shall be obtained prior to the commencement of construction works on site. The approved sample panel(s) 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 to protect the appearance of both the property itself and the surrounding area

Reason: In order to protect the visual amenity of the surrounding area.

- 08.** Before any work on the site is begun, details of refuse and recycling storage areas and bins shall be submitted to and approved in writing by the planning authority. These facilities shall be

completed before the development/the relevant part of the development is occupied.

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

- 09.** Prior to the commencement of works on site, the developer shall confirm that the methodology set out in the Species Protection Plan in Appendix 11 of the Wild Surveys Ltd. Ecological Constraints Report & Bat Activity Survey is being implemented on site.

Reason: To enhance biodiversity and protect the health and function of ecosystems.

- 10.** Details of a location for a communal satellite dish for each building (i.e. one dish for each block) shall be submitted to, and approved in writing by the planning authority and each residential flat will be provided with a connection to the communal dish. Thereafter, no further satellite dishes shall be permitted on the external elevations of these building for the duration of the development hereby approved.

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

Reason: In order to protect the visual amenity of the surrounding area.

- 11.** 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 and soft landscaping, shall be completed in accordance with the approved scheme.

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

- 12.** Before any work on the site is begun, a programme for the implementation/phasing of the landscaping in relation to the construction of the development 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.

- 13.** Before any landscaping works on the site is begun, a maintenance schedule for the landscaping scheme/open space, including a calendar detailing the maintenance of each component of the landscaping scheme and the number of operations within each month, and details of 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.

- 14.** 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.

- 15.** The minimum depth of topsoil shall be 150mm for grass areas, 450mm for shrub areas and 900mm for trees on clean subsoil free from builder's rubble and other deleterious materials. Topsoil shall be free from pernicious weeds and shall have a pH value of approximately 7.0.

Reason: To ensure that favourable conditions are created for survival of the planting.

- 16.** Prior to the commencement of any drainage works on site, the applicant will provide the Planning Authority with written confirmation of Technical Approval (or Permission to Connect if applicable) from Scottish Water, along with a copy of the approved drainage drawings.

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

- Reason: To ensure, in the interests of traffic and pedestrian safety, that mud from the site is not carried onto any road.
- 17.** Details of the final drainage design and SUDS (Sustainable Urban Drainage Systems) features shall be submitted and approved in writing by the planning authority prior to the commencement of works on site.
- Reason: To ensure, in the interests of traffic and pedestrian safety, that mud from the site is not carried onto any road.
- Reason: In order to protect the appearance of both the property itself and the surrounding area
- 18.** Each off-road car parking space shall be allocated to a specific flat and be available and accessible to the owner prior to the occupation of that specific property. This provision will be written into the deeds and be applicable for all future owners. Off-street parking spaces for the flats shall be secured for use of the relevant owner/occupier and information on the allocation of the disabled access parking bays will be provided. Details of all the above shall be submitted to, and approved in writing by, the planning authority prior to the occupation of any of the dwellings hereby consented.
- Reason: To ensure the effective allocation of car parking spaces to residents.
- Reason: To ensure that the development is accessible to all in accordance with the principles of inclusive design.
- 19.** Safe, sheltered and secure cycle parking shall be provided in accordance with Policy CDP 11 - Sustainable Transport and supplementary guidance SG 11: Sustainable Transport of the Glasgow City Development Plan 2017.
- Reason: To ensure that cycle parking is available for the occupiers/users of the development.
- 20.** Prior to the commencement of works on site, details of the provision of facilities for outside clothes drying shall be submitted to, and approved in writing by, the Planning Authority.
- Reason: To ensure that the residential accommodation minimises environmental impacts and corresponds with adopted Local Development Plan policy.
- 21.** Details of public art to be incorporated within the development shall be submitted to, and approved in writing by, the Planning Authority prior to the commencement of works on site. As per supplementary guidance IPG 1 - The Placemaking Principle, the Public Art shall be located in a publicly visible or accessible area. Specific details of the art to be installed shall be agreed with the planning authority, completed and installed prior to the occupation of the development.
- Reason: To enable the Planning Authority to consider this/these aspect(s) in detail.
- 22.** Details of the proposed lighting schemes (architectural and/or pedestrian), including the type, dimensions, locations and colour of fittings, cable routes and associated electrical equipment shall be submitted to and approved in writing by the planning authority before any lighting works begin.
- Reason: To enhance safety and security during hours of darkness.
- Reason: In order to protect the visual amenity of the surrounding area.
- 23.** The applicant shall provide a residential travel pack for each dwelling prior to occupation; a draft pack shall be submitted to the Planning Authority for approval; the pack should include maps detailing the location of public transport stops, timetable and estimated journey times, walking / cycle routes to key destinations and health benefits of walking / cycling.
- Reason: In order to inform new residents of sustainable transport options in the locality.
- 24.** Details of proposals to facilitate access and unloading within the site for small to medium scale delivery and service shall be submitted to, and approved in writing by, the planning authority. Thereafter any proposed changes to the layout to facilitate such access shall be implemented in the approved manner.

Reason: To ensure, in the interests of traffic and pedestrian safety, that mud from the site is not carried onto any road.

25. Detailed proposals of the fencing design and specification, brick boundary walls and other boundary treatments proposed shall be submitted to, and approved in writing by, the Planning Authority prior to the commencement of above-ground construction works.

Reason: In order to protect the visual amenity of the surrounding area.

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

26. Details of the mitigation proposed to ensure residential privacy standards are met for the ground floor flats (including those on Bearsden Road) shall be submitted to, and approved in writing by, the Planning Authority. Where the proposed mitigation relies upon soft landscaping and planting the plants and specimens utilised must, at the time of planting, be of a suitable scale and size to ensure privacy. The ground floor flats shall not be occupied until the required mitigation has been achieved on site.

Reason: To ensure that the development meets residential development privacy standards as set out in the Local Development Plan.

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

27. Samples of the proposed hard landscaping materials and confirmation of the street furniture proposed will be submitted to and approved in writing by 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. Details of the proposals to achieve the required levels of active and passive electric vehicle charging provision is required for all of the off-street parking spaces within the development. The information shall be submitted to, and approved in writing by, the Planning Authority prior to the commencement of this aspect of the works. The provision shall be in line with the requirements of Policy CDP 11 - Sustainable Transport and supplementary guidance SG 11 - Sustainable Transport of the Glasgow City Development Plan (or any subsequent replacement policy or guidance) and installed prior to the occupation of any of the residential properties.

Reason: To ensure compliance with the electric vehicle parking requirements of the local development plan.

29. The car parking area(s) shall be permeable but shall exclude loose material. Car parking spaces (each space measuring 2.5 x 5.0 metres) and aisles (6 metres wide) shall be clearly delineated on the ground. The car parking area(s) shall be available for use before the development/the part of the development served by the car parking in question, is occupied.

Reason: To attenuate drainage from the site in the interest of flood control; to keep the road free of loose material in the interests of pedestrian and vehicular safety; and to ensure that car parking is available for the occupiers/users of the development.

30. Clear delineation between adoptable areas of road/footway and unadoptable/private areas is required. Details of the delineation shall be submitted to, and approved in writing by, the Planning Authority prior to the commencement of this aspect of the works.

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

31. No vents, flues, aerials or other such external fittings are approved on the external elevations facing Bearsden Road or Crow Road. Details of ventilation proposals and a strategy for the positioning of discrete ventilation locations shall be submitted to, and approved in writing by, 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.

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

32. All redundant footway crossings shall be removed and the footway(s) reinstated to match the dimensions of the existing footway(s) as soon as the access(es) serving the development is/are available for use by the occupiers of the development.

Reason: In the interests of pedestrian safety.

33. Detailed design drawings showing the finalised dimensions and materials of the following aspects of the proposal shall be submitted to, and approved in writing by, the Planning Authority prior to the commencement of this aspect of the works;
- Roof parapet and edge details for brickwork to avoid staining and efflorescence within the brickwork;
 - The first floor windows within the double-height entrance openings.
 - Metal balustrades which enclose balconies;
 - Soffit details within entrance recesses;
 - Details of allotment plots and a stemment outlining arrangements for their ongoing allocation and management
 - Brick detailing areas within close entrances and across external elevations;
 - External bin stores and cycle parking structures within the courtyard amenity space of the perimeter blocks.
 - Security barrier and access arrangements for the satellite car park on Crow Road

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

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

Advisory Notes to Applicant

01. The part of this development involving the solum of the ramp between Bearsden Road and Crow Road cannot be carried out before it/they are stopped up under planning legislation. The applicant should, therefore, on receipt of planning permission, request the planning authority in writing to initiate the necessary procedure as the intention is to carry out the development. The applicant will then be advised of the procedure, including payment of an administration fee.
02. Before the lighting system is installed, the applicant should submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the planning authority confirming that the proposed system will satisfy the requirements of the light pollution condition.
03. Before the use commences, the applicant should, following the testing of the installed lighting system, submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the planning authority confirming that the system complies with its design specification.
04. The applicant should arrange for the property street number to be displayed on the premises.
05. The applicant is advised that stonecleaning and/or demolition should be undertaken in accordance with Health and Safety Regulations in order to minimise the spread of dust.
06. In cases where a Listed Building Consent/Conservation Area consent authorises a measure of demolition the applicant(s) must give notice of intention to carry out the works to Threatened Building Survey, Historic Environment Scotland, John Sinclair House, 16 Bernard Terrace, Edinburgh EH8 9NX, and thereafter allow HES a period of up to three months for recording purposes, during which period demolition may not be undertaken unless the HES has indicated in writing that its record has been completed. A copy of the form you are required to send to Threatened Building Survey, Historic Environment Scotland is attached.
07. The applicant should contact Land and Environmental Services (Roads) at an early stage regarding the submission of an application for Road Construction Consent.
08. The applicant is advised that existing external drains within the tenement backcourt must not be altered without the prior consent of Scottish Water.

09. It is recommended that the applicant should consult with Building Services Operations and Safety (Development and Regeneration Services) as a Building Warrant may be required for the development.
10. The applicant is advised that no work shall be commenced to implement this permission until a Decision Notice is issued on the accompanying Listed Building Consent/Conservation Area Consent application.
11. This development may be subject to the Construction (Design and Management) Regulations 2007 (CDM 2007) which govern health and safety through all stages of a construction project. For all construction projects, apart from projects with a domestic client, a client has to appoint designers and contractors who are competent, have sufficient resources and are appointed early enough, so work can be carried out safely. The Regulations apply to projects for a domestic client, but only the domestic client has no duties. For notifiable construction projects, the Regulations require clients to appoint a CDM co-ordinator and a principal contractor, to ensure a health and safety plan is in place, and to keep a health and safety file. Your designer, contractor and, if applicable, your CDM co-ordinator will be able to advise you on your duties. Visit www.hse.gov.uk/construction for more specific information on CDM 2007 and health and safety in the construction industry, including a link to additional guidance for CDM clients developed by the construction industry. For information about health and safety ring HSE's Infoline Tel: 0845 345 0055 Fax: 0845 408 9566 Textphone: 0845 408 9577 e-mail: hse.infoline@natbrit.com or write to HSE Information Services, Caerphilly Business Park, Caerphilly CF83 3GG.
12. The applicant is advised to consider registering the site with the Considerate Constructors Scheme, which aims to improve the image of the construction industry. For further details, please contact the scheme directly. Considerate Constructors Scheme, PO Box 75, Ware, Hertfordshire SG12 0YX. Telephone: 01920 485959 Fax: 01920 485958 Free phone: 0800 7831423 www.ccscheme.org.uk email: enquiries@ccscheme.org.uk
13. Construction and/or demolition work associated with this development should conform to the recommendations/standards laid down in BS5228 Part 1: 1997 "Noise and Vibration Control on Construction and Open Sites". Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 should be employed at all times to ensure noise levels are kept to a minimum.
14. In order to protect local residents' amenity, noise associated with construction and demolition works in residential areas should not occur before 0800 or after 1900 Monday to Friday, and not before 0800 or after 1300 on Saturdays. Noise from construction or demolition works should be inaudible at the site's perimeter on Sundays and public holidays. The planning authority should be notified of necessary works likely to create noise outwith these hours.
15. The developer should contact NatureScot to discuss the potential requirement to obtain a bat licence before implementing this permission.
You can contact them at;
NatureScot Licensing Team
Telephone: 01463 725 364
Email: licensing@nature.scot

Advisory Notes to Council

01. The completion of a satisfactory Agreement in terms of Section 69 of the Local Government (Scotland) Act is a pre-requisite to the issue of planning permission by the planning authority. Please consult the planning authority regarding the detailed terms of the Agreement.

PLEASE NOTE THE FOLLOWING:

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