

**REPORT OF HANDLING FOR APPLICATION 18/00483/PPP**

**Item 4**

**4th February 2020**

<b>ADDRESS:</b>	Daldowie Dovecot Hamilton Road Uddingston Glasgow
<b>PROPOSAL:</b>	Erection of residential development, associated access, landscaping, SUDS and ancillary works.

<b>DATE OF ADVERT:</b>	9 March 2018
<b>NO OF REPRESENTATIONS AND SUMMARY OF ISSUES RAISED</b>	<p>5 letters of objection were received.</p> <p>The points raised are summarised below and addressed where relevant in the report below:</p> <ul style="list-style-type: none"> <li>• The proposal will result in increased road traffic on Hamilton Road.</li> <li>• The proposal will negatively impact the natural habitat of the surrounding wildlife.</li> <li>• The proposed works will see a negative impact on the natural environment of the site.</li> <li>• The proposal will see the loss of protected open space.</li> <li>• The proposal will negatively impact on the setting of an A Listed Building.</li> </ul>
<b>PARTIES CONSULTED AND RESPONSES</b>	<p>The Coal Authority (Planning &amp; Local Authority Liaison Dept) – No objection.                  Transport Planning – Interim comment provided                  Flood Risk Management – No comment.                  ENV2 – No comment.                  DRS - HERITAGE AND WEST - LANDSCAPE/TREES – Interim comment provided.                  DRS - CITY DESIGN TEAM – DESIGN –Interim comment provided.</p>
<b>PRE-APPLICATION COMMENTS</b>	

<b>EIA - MAIN ISSUES</b>	NONE
<b>CONSERVATION (NATURAL HABITATS ETC) REGS 1994 – MAIN ISSUES</b>	NOT APPLICABLE
<b>DESIGN OR DESIGN/ACCESS STATEMENT – MAIN ISSUES</b>	NOT APPLICABLE
<b>IMPACT/POTENTIAL IMPACT STATEMENTS – MAIN ISSUES</b>	NOT APPLICABLE
<b>S75 AGREEMENT SUMMARY</b>	NOT APPLICABLE
<b>DETAILS OF DIRECTION UNDER REGS 30/31/32</b>	NOT APPLICABLE
<b>STRUCTURE PLAN POLICIES</b>	NOT APPLICABLE
<b>CITY DEVELOPMENT</b>	CDP 1 & IPG 1 – Placemaking CDP 2 – Sustainable Spatial Strategy

<b>PLAN POLICIES</b>	CDP 5 & SG 5 – Resource Management CDP 6 & IPG 6 – Green Belt and Green Network CDP 11 & SG 11 – Sustainable Transport
<b>OTHER MATERIAL CONSIDERATIONS</b>	<ul style="list-style-type: none"> <li>• Flood Risk Assessment and Drainage Impact Assessment: Planning Guidance for Developers (2011)</li> <li>• Design Guide for New Residential Areas</li> <li>• Scottish Planning Policy (2014)</li> </ul> Clydeplan – Glasgow & the Clyde Valley Strategic Development Planning Authority
<b>REASON FOR DECISION</b>	V02

	COMMENTS
PLANNING HISTORY	No relevant planning history to this application
SITE VISITS (DATES)	
SITING	<p>The site, being approximately .4812 hectares, sits to the north and west of the A Listed Daldowie Dovecot north of Hamilton Road. The site is presently undeveloped and designated as a Green Corrdior within Policy IPG 6 - Green Belt and Green Network of the City Development Plan. It is proposed to use an existing access to the site and form an internal road to service the units.</p> <p>The application seeks to establish the principle of residential development within the site, comprising around 13 dwellings. As the application seeks Planning Permission in Principle, detailed design details have not been submitted however a number of supporting documents, including Indicative Development Framework, have been submitted with the application. The submitted Indicative Development Framework shows that of the 9.6 hectares, approximately 3.3 hectares to the south-east of the site shall be developed to provide housing and associated infrastructure.</p>
DESIGN AND MATERIALS	The application seeks to establish the principle of residential development within the site, comprising around 13 dwellings. As the application seeks Planning Permission in Principle, detailed design details have not been submitted however a number of supporting documents, including a tree survey and details of proposed drainage.
DAYLIGHT	This would be assessed through a Matters Specified in Condition (MSC) application.
ASPECT	This would be assessed through a Matters Specified in Condition (MSC) application.
PRIVACY	This would be assessed through a Matters Specified in Condition (MSC) application.
ADJACENT LEVELS	This would be assessed through a Matters Specified in Condition (MSC) application.
LANDSCAPING (INCLUDING GARDEN GROUND)	This would be assessed through a Matters Specified in Condition (MSC) application.
ACCESS AND PARKING	This would be assessed through a Matters Specified in Condition (MSC) application.
SITE CONSTRAINTS	
OTHER COMMENTS	
RECOMMENDATION	<p>An application for Planning Permission in Principle seeks to establish whether a proposal is generally acceptable. As the application seeks to establish the principle of residential development on the site, it is advised that were the application to be granted, a number of conditions would require to be attached and would require further applications known as applications for 'Approval of Matters Specified in Conditions'.</p> <p>The development proposal has been assessed against City Development Plan policies CDP 1 &amp; IPG 1 – Placemaking, CDP 2 – Sustainable Spatial Strategy, CDP 5 &amp; SG 5 – Resource Management, CDP 6 &amp; IPG 6 – Green Belt and Green Network and CDP 11 &amp; SG 11 – Sustainable Transport. The proposal also requires to be assessed against Scottish Planning Policy and the relevant Clydeplan Policy.</p> <p><b>Scottish Planning Policy</b></p> <p>Planning should protect, enhance and promote green infrastructure, including open space, green networks, as an integral component of successful placemaking through local development plans identifying and protecting open space identified in the open space audit and strategy as valued and functional. Part 230 further states development of land allocated as green infrastructure for an unrelated purpose should have a strong justification. This should be based on evidence from relevant audits and strategies that the proposal will not result in a deficit of that type of provision within the local area and that alternative sites have been considered. Poor maintenance and neglect should not be used as a justification for development for other purposes. Planning permission should be</p>

refused where the nature or scale of proposed development would have an unacceptable impact on the natural environment.

Despite the applicants assertion that the proposed residential development of residential dwellings on protected amenity site would act in favour of the sustainability of the Mount Vernon and Baillieston communities, there is no evidence to suggest a deficit in the sustainability of these settlements or as to how the development of dwellings on protected amenity serving these communities would be a betterment. The applicant has not sufficiently demonstrated specific demand/need for residential development within this site, there has been no substantive justification to demonstrate why this form of development cannot be provided on another appropriately zoned site. The applicants planning statement does not provide a strong enough justification for the change in use of the site.

The proposal would therefore result in an insupportable loss of protected green amenity and would have a significant adverse visual impact on the special character and qualities of a local landscape site. The applicant has failed to demonstrate that the proposed development will enhance the character or qualities of the site.

***The proposal is contrary to Scottish Planning Policy***

**Clydeplan – Glasgow & the Clyde Valley Strategic Development Planning Authority**

The Glasgow and the Clyde Valley Strategic Development Plan (SDP) sets out a long term spatial vision and development strategy to determine the geography of development in the Glasgow and the Clyde Valley region to 2035. In this case, the proposed development lies within the Green Belt as set out in the Local Plan.

Clydeplan Policy 8 - Housing Land Requirement

The policy notes in order to provide a generous supply of land for housing and assists in the delivery of the Housing Supply targets in support of the Vision and Spatial Development Strategy that local authorities should continue to audit their housing land supplies to provide a range of sites which are effective or expected to become effective in the plans periods to meet Housing Land Requirement for each Housing Sub Market Area particularly where a private sector developer can address housing needs in the affordable sector. Local Authorities should also provide for a minimum of 5 years effective land supply at all times and undertake annual monitoring of completions and land supply through Housing Land Audits.

The City Development Plan has identified allocation of sites through due process and that any remaining shortfall is addressed through subsequent reviews of the Development Plan and the site is question was not considered acceptable for primary Green Belt and Green Network reasons. Furthermore following the Councils most recent annual count (March 2018) of all houses completed and occupied figures confirm there is a surplus of houses. The City Development Plan therefore remains up-to-date and Policy 8 of the Strategic Development Plan does not apply and there is no requirement in terms of housing land supply to support the development of this site. Furthermore any potential shortage of housing land supply should not be addressed incrementally through planning applications that are considered contrary to the development plan. The nearby Broomhouse/Baillieston/Carmyle Community Growth Area has been identified to address and identify any shortfalls in housing land supply. As such, this is not a material consideration to justify this additional housing land within the Green Network at this location, The proposed development of the site conflicts with the element of the SDP spatial strategy.

Clydeplan Policy 12 – Green Network and Green Infrastructure

"In support of the Vision and Spatial Development Strategy and the delivery of the Glasgow and the Clyde Valley Green Network, Local Authorities should:

- identify, protect, promote and enhance the Green Network, including cross-boundary links with adjoining Local Authorities;
- ensure that development proposals, including the Community Growth Areas, integrate the Green Network and prioritise green infrastructure from the outset, based upon an analysis of the context within which the development will be located; and,

- prioritise the delivery of the Green Network within the Strategic Delivery Areas (Diagram 7, Schedule 11)."

The Council has identified the Green Network as set out in Table 1 of IPG6 which includes open spaces. IPG6 aims to protect the green network in line with bullet point 1 of Clydeplan Policy 12 therefore this development would be contrary to that requirement, and would result in the fragmentation of the Green Network and does not accord with Policy 12.

As identified above, the proposal is contrary to Policies 8 and 12 of Clydeplan. The development proposal is an unacceptable departure from the Strategic Development Plan and is therefore deemed contrary to the Strategic Development Plan.

### **CDP 1 & IPG 1 – Placemaking**

New development should contribute towards the creation of successful places, based upon balancing the relationship between the physical, social and economic characteristics of the area. CDP 1 aims to improve the quality of development taking place in Glasgow by promoting a design-led approach. This will contribute towards protecting and improving the quality of the environment, improving health inequality, and ensuring that new development attains the highest sustainability levels.

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

- 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.

The Council expects new development to contribute towards making the City a better and healthier environment to live in and aspire towards the highest standards of design while protecting the City's heritage. Development should make the City an appealing place to live, work and visit; create healthy and more equitable environments and promote healthy lifestyle opportunities; deliver sustainable buildings, areas and spaces that are attractive and enhance the quality of life for everyone; respect the historic and natural environment by responding to its qualities and character and encouraging their appropriate use; provide high quality amenity to existing and new residents of the City; and promote connectivity and active travel/public transport use rather than private car use.

IPG 1: Placemaking supports CDP1 to promote the application of the Placemaking Principle to all development in the City. It provides guidance on a number of specific topics including residential development; amenity; sustainable development; and detailed design guidance. Much of the detailed design information has not been submitted with the application as Planning Permission in Principle is sought rather than Full Planning Permission.

In terms of amenity, new development should not result in the deterioration of air quality, or an unacceptable increase in noise levels. Developers should also consider how existing public use of the site will be accommodated within the new layout (through retention of existing routes and/or provision of new paths, roads, footways and open spaces).

The applicant has indicated that approximately 13 dwellings would be erected. The site is in the outer urban area and is of base accessibility. As such, lower densities are appropriate. Development proposals should be informed by the prevailing plot size in the vicinity where a clear pattern exists. Where there is no clear pattern of development to provide a context, sites with base accessibility may be developed to a maximum of 50 dwellings per hectare. The proposal, for approximately 13 units on .481 hectares of the site which would equate to 27dph and therefore meet policy requirements, were the principle of

development acceptable.

Whilst an Indicative layout drawing has been submitted, detailed design has not - therefore the layout, design, scale, massing and density would require to be specified as conditions for further applications were the principle considered to be acceptable.

Notwithstanding the above comments on density, the principle of a residential development on designated open space would be at odds with the City Development Plans placemaking goals for the site. The site as it stands is already distinctive in that it has the A Listed Dovecot located within an area of natural greenspace. The site provides a number of paths for members of the public to pass through and use the space as well as a riparian route for any species using the wider green network. On this basis it is considered that the proposal fails to meet the placemaking requirements of the openspace designation for the site.

***The proposal is contrary to CDP 1 & IPG 1.***

### **CDP 2 Sustainable Spatial Strategy**

The Council will continue to focus on the regeneration and redevelopment of the existing urban area to create a sustainable city. In doing so, it will support new development proposals that contribute to the development of vibrant and accessible residential neighbourhoods. CDP 2 aims to ensure that the city is well positioned to meet the challenges of a changing climate and economy, and build resilient physical and social environments which help to attract and retain investment and promote an improved quality of life.

In doing so, it promotes and prioritises brownfield sites and encourages the remediation and reuse of vacant and derelict land. The policy seeks to protect and enhance the function and integrity of the Green Belt and contribute towards the development of an integrated green infrastructure. Proposals should protect open space and provide for the development and expansion of the multi-functional green/blue network.

The proposal is to develop designated protected open space with a Green Corridor designation and therefore it does not accord with the adopted sustainable spatial strategy which directs development to appropriate locations, being brownfield sites, and away from inappropriate protected open space sites.

**The proposal is therefore contrary to CDP 2.**

### **CDP 5 Resource Management & SG 5 Resource Management**

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

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

All new domestic developments are required to make use of low and zero carbon generating technologies in order to contribute to meeting greenhouse emission targets and to meet the appropriate sustainability level. A Statement on Energy is required for all new build properties, demonstrating how the development meets the energy reduction and renewables requirements of the policy. The information has not been provided and therefore had the principle of the development been acceptable, would have been required through an MSC application.

### **CDP 6 Green Belt and Green Network & IPG 6 Green Belt and Green Network**

Good quality, well-linked open spaces can help provide a range of benefits, including:

amenity; a setting for the urban area; biodiversity; growing spaces; active travel; recreation; and flood management (including SUDS), all of which can improve health and are essential to a sustainable and economically competitive city.

The Green Network consists of a variety of elements - many of these elements are protected as sites designated for their nature conservation or landscape importance. All help to deliver benefits for the City but, when they function together, this potential is greatly enhanced. Policy places increased importance on the health and environmental benefits of the contribution the Green Network makes to people's lives. Therefore it is critical that new development should enhance the functionality, quality, connectivity and accessibility of the Green Network, and its role as green infrastructure.

CDP 6 aims to ensure the development and enhancement of Glasgow's Green Network by:

- Protecting and extending the Green Network and linking habitat networks;
- Providing for the delivery of multi-functional open space to support new development;
- Protecting the Green Belt; and
- Supporting development proposals that safeguard and enhance the Green Network and Green Belt.

The site is identified as "6.61 Green Corridor - Green Access Route" on the Open Space Map and is protected as Open Space under policy CDP6/IPG6.

IPG6: Green Belt & Green Network has been approved by Committee as non-statutory Interim Planning Guidance to support policy CDP6 of the plan until such times as SG6 has been approved. Part 4 of IPG6 deals with the protection of open space and sets out how any application on open space should be assessed.

Para 4.2 of IPG6 reiterates the strong presumption in favour of the retention of amenity space, but para 4.3 states that there may be some circumstances in which the Council will permit development on this type of open space, including where:

- a) the open space has little open space value when considered against the relevant criteria of BOX 1/Figure 1. In such circumstances, the Council will expect a contribution towards mitigating the loss of this open space); or

BOX 1 of IPG 6 sets out the open space values that should be considered. We would expect a full justification against these criteria before the open space could be considered for development. In this instance, I consider that this proposal will require to be justified against the following criteria in particular:

- criterion b) the contribution of the open space to the setting, character and appearance of the area. Landscaping officers within the council noted that the plans take little cognizance of the tree survey with many of the Category A and B trees being removed, especially from the rear of the site. The design also fails to take account of the smaller vegetation which gives much of the protection to the site from the busy Hamilton Road (A74) to the south. The wholesale removal of the trees from the site as shown would not be accepted. This development will result in a loss of open space;
- criterion c) the value of the open space for nature conservation/biodiversity – LES Biodiversity were consulted to determine their views on this proposal in relation to this criterion (see also comments on SG7 above). They noted that "The woodland habitat is important at this point as it provides good cover connecting across to Greenoakhill and then on to Daldowie and North Calder Woodlands beyond to the south and east and through Burnetbroom SINC and on towards North Mount Vernon woodland (SINC again) to the north. Many of these wider woodlands have already been hugely impacted by the vast CGA (Baillieston-Shettleston) to the east, which has fragmented the habitat network and severely compromised the ability for larger species like badger (and smaller ones such as birds and small mammals ) to disperse and colonise other habitat in the area. So in summary from a biodiversity perspective we don't want any more fragmentation of the woodland/tree/hedgerow habitat

in this area.”;

- criterion d) the value of the open space terms of the connectivity and/or functionality of the Green Network – this space is part of a wider green corridor between Paterson’s tip in the south and through Burntbroom SINC (immediately to the north) and then north again through the open spaces along Mount Vernon Avenue . As noted above in criterion (c) “The woodland habitat is important at this point as it provides good cover connecting across to Greenoakhill and then on to Daldowie and North Calder Woodlands beyond to the south and east and through Burnetbroom SINC and on towards North Mount Vernon woodland (SINC again) to the north. Many of these wider woodlands have already been hugely impacted by the vast CGA (Baillieston-Shettleston) to the east, which has fragmented the habitat network and severely compromised the ability for larger species like badger (and smaller ones such as birds and small mammals ) to disperse and colonise other habitat in the area. So in summary from a biodiversity perspective we don’t want any more fragmentation of the woodland/tree/hedgerow habitat in this area.”
- criterion f) the role of the space in providing a means of accessing other open spaces - in this instance, it appears that the development designs provide for ongoing access to the listed doocot; and
- criterion i) as an important open space to the local community – some of the objections to the proposal would appear to suggest that the local community make use of this site, or would like to make more use of it.

Evidence that the proposal can be justified against these criteria (and the others of IPG6) is required before an exception to the principle of open space protection, as set out in CDP6, can be made.

b) the proposal would be directly related to the current use(s) of the open space and would not adversely impact on its functions; or

the proposal is for housing and is not directly related to the open space

c) the proposal would be brought forward in conjunction with a proposal for an equivalent, or higher quality, new open space to replace that being lost. The replacement space should be in an acceptable location which would better serve local needs; or

Whilst this is a PPP application there is no evidence of the lost green space being replaced.

d) it is to be developed in accordance with an approved masterplan that provides for a redistribution of open space to be delivered in line with this IPG and that provides equivalent or enhanced functionality (BOX 1, 2a);

the wider CGA masterplan does not include this site and I’m not aware of any other masterplan for the redevelopment of this area that provides for a redistribution of open space of equivalent or enhanced functionality

It can therefore be seen that no justification has been made for development on it when considered against IPG6/CDP6. The loss of open space and quality habitat value of the site has been considered in isolation, and not as a connection in part of a wider green network.

Part 2 of IPG6 deals with the Green Network. Para 2.10 states that “the Council expects that: • development proposals will not have an adverse effect on the Green Network, including by fragmentation”. This proposal would adversely affect the connectivity of the green network through fragmentation and cannot, therefore, be justified against this aspect of IPG6.

Reference to the Local Context Analysis of the area, and the fact that there is more publicly usable open space than required by the Quantity Standard, is of little relevance.

Application of the Quantity Standard is intended to ensure there is enough open space in an area, not where there's too much.

The draft Open Space Strategy highlights that many areas of the city have quantities of publicly usable open space that exceed the quantity standard but that "this does not necessarily mean that there is too much open space in these areas – each may play a valuable role in meeting current or future need".

In the next 2-3 years the Green Network Masterplanning proposed by the draft OSS will provide greater clarity on the roles of individual open spaces in meeting various aspects of open space need. Until this is completed, criterion a) of para 4.3 is intended to help understand the potential of an individual space to play a role in meeting current or future open space need. As outlined above, this space is a green connection which, if lost to development, would fragment the connectivity of the green.

Given the analysis of the proposal against the City Development Plan, the proposal, if approved would have a significant detrimental impact on the function of open space and could lead to further development of protected open space within the locale such as the material weight of a planning approval contrary to City Development Plan policy.

#### **CDP 11 & SG 11 – Sustainable Transport**

City Development Plan policy CDP 11 is intended to help deliver the following outcomes:

- a) an increase in the levels of active travel;
- b) the level and quality of public transport provision, increasing patronage and integration; and
- c) the scale of shift from private to public modes.

This Supplementary Guidance is intended to provide further detailed guidance on CDP 11.

As the application is for Planning Permission in Principle, limited details of car parking within the development have been provided. This would be one of the matters which would be required to be addressed through a subsequent Matters Specified in Condition (MSC) application.

Given the above it is considered that the principal of the proposed works is not accepted and it is therefore recommended that the works are refused.

Date:

DM Officer

**Gerry Mimmagh**

Date 4/6/2019

DM Manager

LKP

## **ADVISORY NOTES**





# PLANNING DECISION NOTICE

## Planning Permission in Principle REFUSAL

IN RESPECT OF APPLICATION 18/00483/PPP

**Erection of residential development, associated access, landscaping, SUDS and ancillary works.**

AT

**Daldowie Dovecot Hamilton Road Uddingston Glasgow**

AS SHOWN ON THE FOLLOWING SUBMITTED PLAN(S)

### Reason(s) for decision

01. The proposal was not considered to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's variance with the Development Plan.
02. The proposal is contrary to CDP 2: Sustainable Spatial Strategy of the City Development Plan (adopted 2017) in that the proposal does not accord with the Sustainable Spatial Strategy. The proposal to develop designated protected open space with a Green Corridor designation and therefore it does not accord with the adopted sustainable spatial strategy and would not contribute towards the creation of a sustainable City.
03. The proposal is contrary to CDP 6 & IPG 6: Green Belt and Green Network of the City Development Plan (adopted 2017) in that the development would be in an area designated as a Green Corridor - Green Access Route and fails to meet the exemptions to the Council's presumption against development in these areas. The proposal therefore would adversely affect the function and integrity of the Green Corridor.

### Drawings

The development has been refused in relation to the following drawing(s)

1. PROPOSED HOUSING LAOYUT-3065/F/200 Received 20 February 2019

2. PROPOSED HOUSING LAYOUT- 3065/F/200-A Received 20 February 2019
3. PROPOSED SITE PLAN - TREE SURVEY - 3065/F/201-A Received 20 February 2019
4. A LOCATION PLAN-3065/F/210-A Received 20 February 2019

As qualified by the above reason(s), or as otherwise agreed in writing with the Planning Authority

Dated: 22 May 2019

*For Executive Director*  
**Development and Regeneration Services**  
**Glasgow City Council**

THIS DECISION NOTICE SHOULD BE READ WITH THE ATTACHED ADVICE NOTES



PATERSONS OF GREENOAKHILL

Item 6 (a)

4th February 2020

4<sup>th</sup> April, 2018

Glasgow City Council  
Development & Regeneration Services  
229 George Street  
Glasgow  
G1 1QU

For the attention of G Mimmagh Esq.

Dear Sir,

**Planning Application Ref: 18/00483/PPP  
Hamilton Road, Mount Vernon**

I write on behalf of Patersons of Greenoakhill Ltd to object to the above planning application.

In 2000 Patersons funded, through the Landfill Tax Credit Scheme, the relocation of the Daldowie Doocot from its previous site within the Daldowie sewage works to its current location. The project involved the dismantling and rebuilding of this 18<sup>th</sup> Century Grade A listed building and the creation of landscaped grounds aimed at enhancing the setting of this unique listed structure.

Having gone to such lengths, and cost, to preserve the Daldowie Doocot, the loss of the landscaped grounds around the doocot to residential development would, in our opinion, be contrary to Policy CDP9 of the Glasgow City Development Plan as this type of development would have a negative impact on this historic structure and its setting.

Yours faithfully,



**Kemp Lindsey  
Estates Director**



4th February 2020

1 Carrick Drive  
North Mount Vernon  
Glasgow  
G32 0RW

Development and Regeneration Services  
Development Management  
231 George Street  
Glasgow G1 1RX

28 March 2018  
(5 pages)  
Fao: Mr Gerry Mimmagh

RECEIVED 04 APR 2018

Dear Mr Mimmagh,

**Planning Reference: 18/00483/PPP**  
**Daldowie Dovecot, Hamilton Road, Uddingston, Glasgow**  
**Erection of residential development, associated access, landscaping,**  
**SUDS and ancillary works**

I write in regard to the above application which was raised by chance during a meeting of a local community council. As I am very concerned with the loss of any open space within the local area and involved in raising awareness of other local current proposals, I felt duty bound to comment on this application.

I have lived in Mount Vernon for most of my life and have seen a lot of changes to the character of the area in relation to many of the newer building developments which have taken place.

Mount Vernon is seen as a desirable area to live and this is largely due to its original character with its mature properties and large gardens. However, I feel that over time many of the new developments have eroded this character and the appearance of the area

Any comments I make here in relation to this development are not intended to be taken personally by the applicant. As you may have gathered from the above, I am not, in general, a fan of new development and am keen to retain any remaining open space

I can see from the documents provided online that it is a robust application with studies prepared in support of the residential scheme. My comments, although that of a relative lay-person, have taken into consideration statements made within these reports and are made not only in relation to the scheme but with the surrounding area in mind.

## The Dovecot site

The Dovecot was moved from its original position at Daldowie Sewage works to the current site in 2000 at a cost of £500,000 so it could be preserved as an attraction. The site was set up as a small formal park which provided an ideal setting for the grade 'A' listed building. A You Tube video posted online shows the park circa 2012 and the link to it is provided here:

<https://www.youtube.com/watch?v=vvOQXL96oHQ&sns=em>

Although there is some graffiti shown on a signboard in the video, the park itself looks to be in good condition and relatively well maintained.

The site was auctioned in 2013 and thereafter seems to have fallen into disrepair.

A site in disrepair is not a reason for development.

The access to the site by vehicle is currently blocked off and the only access is by foot.

The design statement says that the proposed residential development at the site will allow visitor access to the Dovecot and this will be maintained and actively encouraged but in practice this could be unlikely given the isolated position of the development and the proximity of the proposed houses to the Dovecot.

I see that a pre-application meeting has taken place and it was confirmed that less than the required 125% parking was acceptable in order to accommodate more open space for the Dovecot. There are 8 designated spaces for visitor parking which may not be sufficient to accommodate any additional visitors plus, (if only occasional) visitors to the Dovecot. The layout shows some open space around the Dovecot but green space surrounding the whole perimeter of the building would have provided a more sympathetic setting.

As I am only able to view the proposed plan on-screen and not to scale, I would like to query if there is adequate distance to turn a vehicle in the new road within the site, as I can see no turning circle facility within the layout. This could prove a potential issue if visitors or delivery drivers have to use resident driveways as a turning point.

## Site location

I note that that a noise impact assessment has been carried out in relation to the site's proximity to the railway above it, Hamilton Road and the landfill site opposite, but am bound to comment on the desirability of the location:

- 32 trains either direction every day and 3 either direction during the night;

- Hamilton Road can be very busy with traffic and associated heavy vehicles from the landfill site across the road from the Dovecot. The landfill site itself has heavy vehicles also running up and down the road within their site, parallel to Hamilton Road. There will also be dust and pollution associated with these activities. (I note here that the noise impact assessment suggests that the boundary wall could be increased in height to assist in dampening noise from the road but I do not think this would be suitable or practical given that the existing height of the wall is prevalent elsewhere along this stretch of Hamilton Road).
- The vehicular access to the site from Hamilton Road is situated on a bend Hamilton Road was recently restricted to two lanes (one either direction) from four (two either direction) and there is now a cycle lane running the length of both sides of the road and the lane crosses the entrance to the site. These factors alongside heavy traffic and lorries from the landfill site could cause issues as vehicles enter and exit the site. Visibility may also be an issue here.

### Visual impact along Hamilton road to Dovecot

I can see that indicative perspective views along Hamilton Road have been supplied in the design statement but there are no elevations to view of the site so it is difficult to determine how the Dovecot will look alongside any new housing. I presume that this may be addressed at the next planning stage along with proposed materials? There will be however, a significant visual impact from the road to the site with the addition of housing and how road users and pedestrians will perceive the Dovecot in relation to it.

Proposed properties 1, 12 and 13 are positioned very close to the boundary wall along Hamilton Road which may create significantly more visual impact than the other properties which are set further back from the road and more integrated into the site.

### Loss of open space

In the latest Glasgow City Development Plan – this site appears to have been removed from the greenbelt but remain within the corridor of open green space which travels down to Hamilton Road from Mount Vernon Avenue. The removal from the greenbelt is another potential loss of open space for the area and removes protection against development. However, as the design statement points out, the site has not definitely been allocated for residential development within the GCC plan but the possibility of development may be investigated.

The site is directly linked to the Burntbroom Site of Importance for Nature Conservation by means of a footpath which runs under the railway line. Development at the Dovecot site could mean less protection against development in the future for the SINC with all of its related wildlife importance.

and protected species. I note that a Phase 1 habitat survey has been carried out and trust that the recommendations therein will be followed.

### Removal of woodland

I can see from the proposed site plan - tree survey that the majority of original woodland will be removed and some new planting will be made. This will inevitably have impact on any wildlife species in and around the site. I see that there are recommendations made within the habitat survey to accommodate breeding birds and trust that these will be followed during any site work undertaken.



There is one particular tree of real note on the site to the immediate left of the vehicular entrance. (see photos above)

It is a very mature Sycamore which is outstanding in appearance and spectacular in full leaf. I regularly pass the Dovecot along Hamilton Road and have admired this tree at all times of the year, unaware it was under threat.

It is shown on both the tree survey plan and the topographic survey and has the largest canopy of all the trees on site. I would estimate that it far exceeds the 40+ years the tree survey indicates.

Unfortunately, there is no mention of this tree within either the tree report or within the Phase 1 habitat survey, as it was reported that '**no mature trees were present in the site or within 30m of it**'. I would like to enquire why this tree has not been considered as part of the assessment? It may also have benefit for the bats mentioned in the habitat survey.

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This tree is definitely within the site boundary and is by far the most mature tree on site. A tree of this character and maturity could only ever enhance this site, given its position at the entrance and the historic nature of the Dovecot – both with and without development. While I realise that the current layout of the housing proposed within the scheme does not accommodate this tree, I should like to respectfully request that this tree is considered to be retained within the site with the layout amended to suit and assessed by the council for a tree preservation order.

I trust that the above points will be taken into account when considering this planning application.

Yours faithfully,

A solid black rectangular box redacting the signature of Susan Carrick.

Susan Carrick

Cc Matthew Finkle GCC  
Dave Garner GCC



**Item 6 (c)**

**4th February 2020**



Alexander Owens  
20 Manstonhouse Road  
Mount Vernon  
Glasgow G32 0RP  
18 April 2018

Glasgow City Council  
Development & Regeneration Services  
Development Management  
231 George Street  
Glasgow  
G1 1RX

Dear Sirs

**Planning Application No 18/00483/PPP**  
**Dovecot Hamilton Road Mount Vernon**

I wish to object to the application to build houses at the above site for the following reasons.

- The Dovecot which is a Grade A listed building was given to the residents of Mount Vernon by Patterson's Quarries when they relocated it to this site. Its status as a listed building should not be used on a commercial basis to sell houses.
- This development will cause traffic issues on Hamilton Road particularly as the road has been narrowed to accommodate cycle lanes.
- There does not appear to be sufficient on-site parking which will encourage on street parking and contribute to traffic problems.
- We cannot afford to lose any further green belt land in this area.
- There are hundreds of new homes being built within half a mile from this site therefore there is no case to state that these houses are needed.

I trust that you will give consideration to these points and refuse this application.

Yours faithfully,

Alexander Owens  
Sandra Owens



## Item 6 (d)

4th February 2020

37 Strathclyde Path

Glasgow G71 7QD.

Ref. 18/00483/PPP

Dear Sir/Madam

I wish to strongly object to the proposal to build houses on the area at the Dovecote on Hamilton Road, Mount Vernon.

Mount Vernon has been built on relentlessly and this would mean further loss of green corridor along Hamilton Road to yet another small private housing development. There is already a huge loss of greenspace at Broomhouse to large housing developments and also close by at Bredisholm, Baillieston. More expensive private housing is not necessary in this area. Loss of trees and greenspace means a lowering of air quality for everyone.

I am concerned that public access will be eroded and eventually removed if private housing was to be erected so close to the Dovecote and I am disappointed that the land has been sold to a private developer. What safeguards would GC Council and other public bodies put in place to ensure public access in future years? I am also concerned that any future house owners would object the the right of way at the east side of the land which runs underneath the railway to the SINC area and then in to Baillieston.

There is a danger of damage to the Dovecote from vehicles being driven, parked and reversed in such close proximity, if this development were to go ahead. There is also greater danger of damage during any period of construction.

As it is common now to have 2 or 3 vehicles per household. From the plans there does not appear to be sufficient parking allocated to each plot to allow for that plus visitors' cars to those properties and space for passing public who may stop to see the Dovecote.

Any SUDS and drainage systems should not impact on the Dovecote or the surrounding footpaths. (I can see no SUDS detail on the plans.) Hamilton Road suffers badly from flooding during periods of heavy rainfall and any extra building with hard surfaces reduces natural soak away.

I would like to draw attention to the fact that the photos of Hamilton road given in the plans are out of date and don't include the cycle lanes and restriction of traffic to one lane each way. Vehicular access to and from the proposed development will impact on the cycle lanes that were introduced last year.

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This is a busy road and the reduction of road space to one lane from two has resulted in long tailbacks along the Hamilton Road at rush hour. Creating even more road traffic at this point will only make this worse.

Paterson's HGVs and refuse collection lorries turn out across Hamilton Rd from landfill site access road at railway bridge. The number of HGVs accessing Paterson's means this stretch of road is subject to a high level of pot holes and water pooling across from the site where water leaches through the walls and runs over the pavement and onto the road which is now designated a cycle lane. It is particularly subject to dirt and dust which is visible lying on the pavements and road surface. The road has to be cleaned on a regular basis by Paterson's due to the amount of dirt that is left by the vehicles accessing the sand quarry. The impact of noise has been measured by the applicant but I don't see any report on air quality.

No neighbour notification is listed for Dog's Trust. Their exercise yard is in very close proximity on other side of footpath at Broombroom Road. The Noise Impact Report states that "no barking dogs were audible throughout the survey period". A friend who is a resident of Burntbroom can hear the dogs barking. I would suggest that details of the exact survey period are requested by the Council and further information surveys undertaken. The Dog's Trust is situated in an ideal position because it has no adjacent housing.

I am also concerned that the photos of cows and country lanes in the planning application gives the impression that this is a rural area. The nearest cows are in Uddingston over 1 mile away and are definitely not visible from the site. The photos of trees and woods are not of areas that are in close proximity to this site. The train line will reduce privacy to any proposed housing unless the mature trees are preserved.

Any houses built here will also be subject to the pungent smells emitted from the landfill site which the residents of Broomhouse and Mount Vernon can testify to.

I would be pleased for the Council Planning Team to take all of the above concerns into account and I hope that planning consent for this or any similar development will not be given on this site.

Yours faithfully



Diane McLellan.

## Comments for Planning Application

### Application Summary

Application Number: 18/00483/PPP

Address: Daldowie Dovecot Hamilton Road Uddingston Glasgow

Proposal: Erection of residential development, associated access, landscaping, SUDS and ancillary works.

Case Officer: Mr G Mimmagh

### Customer Details

Name: Mr Francis O'Donnell

Address: 53 Mansionhouse Road, Mount Vernon, Glasgow G32 0RP

### Comment Details

Commenter Type: Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: My objections and comments as follows.

Specific objections;

- 1 - No assessment of the impact of the additional road traffic this development will have on the A74 Hamilton Road which is a busy road with fast moving traffic. The development is located close by two bends where cars travel in excess of 40mph and is only 200m from the two entrances to Patersons Landfill and Quarry sites which have HGVs coming and going throughout the day. The Landfill may be nearing its life but the quarry is still very active.
  - 2 - The proposal does not provide sufficient detail on the impact of the development on the surrounding habitat and the trees. Specifically, both the habitat report and the tree survey report recommend further investigations take place before a planning decision is made.
  - 3 - The development on the site of a Grade A listed building will undoubtedly have a long term negative effect on The Dovecot, a building which has survived over 200 years and could soon be no more than a feature in a housing development. This proposal essentially is an invasion of The Dovecot site.
  - 4 - This site is still identified by The Council as located within the green corridor which affords it additional protection.
  - 5 - The applicant has only notified Network Rail. Why not notify Patersons who donated the land in 2000 and re-sited The Dovecot and why not The Dogs Trust which is next door?
- I have submitted a hard copy objection letter which provides more general comments and more detail around my concerns around traffic, schooling, provision of healthcare, habitat, the bat population in the area, and the need to improve The Dovecot site for community use.
- I look forward to hearing from you.



4th February 2020

53 Mansionhouse Rd

Mount Vernon

Glasgow G32 0RP

RECEIVED 9 4 APR 2018  
12<sup>th</sup> April 2018

Dear Sirs

**Planning Application 18/00483/PPP & 18/00486/FUL & 18/00487/LBA**

I write to object and make comments regarding the application to build houses at The Daldowie Dovecot on Hamilton Road, Mount Vernon

**Specific objections;**

1. No assessment of the impact of the additional traffic this development would have on the A74 Hamilton Road which is a busy road with fast moving traffic. The development is located close by two bends where cars travel well in excess of the 40mph limit and is c200m from the two vehicle entrances to Paterson's Landfill and Quarry sites which has HGVs coming and going throughout the day. The Landfill may be nearing the end of its life but the quarry business is still very active.
2. The proposal does not provide sufficient detail on the impact of development on the surrounding habitat and the trees. Specifically both the habitat report and the tree survey report recommend further investigations take place before a planning decision is made.
3. The development on the site of a Grade A Listed building will undoubtedly have a long term negative effect on The Dovecot, a building which has survived over 200 years and will become no more than a feature in a housing development. This proposal essentially invades The Dovecot site.
4. This site is still identified by the council as located within the green corridor which affords it additional protection under PAN 65.

**General comments;**

1. This site, regardless of the presence of a Grade A Listed building, is wholly inappropriate for residential development due to its location and access into/from the site and will add unnecessary risk to local traffic. With an additional c26 cars for residents plus friends & family visiting plus visitors to see The Dovecot, this will add significantly to traffic flow in the area.
2. The Supporting Planning Statement from PPCA describes Hamilton Rd as a 4 lane carriageway. This is way out of date. Hamilton Road is now a 2 lane carriageway with 1 lane Eastbound, 1 lane Westbound. This is following the introduction of a cycle lane from Mount Vernon Station to the Daldowie roundabout. This has increased the numbers of cars travelling in the single Eastbound lane from where drivers would enter/exit the development. This site is in a 40mph zone although it is known that traffic significantly exceeds this speed. This Supporting Planning Statement also indicates that there are two existing accesses but I would point out that only the west entrance is for cars. The east entrance is pedestrian only giving access to The Dovecot – the Proposed Housing Layout plan from Jewitt and Wilkie confirms this. The statement also suggests that the M74 extension has reduced traffic flows. This is also way out of date and ignores the increased traffic flow locally onto the A74 Hamilton Rd with the building of houses in and around the Broomhouse area over the last 5 years.
3. The Statement refers in point 3.3 to previous comments from Historic Scotland saying they recommend that The Dovecot 'is not too closely surrounded by development'. This is still very much the case.

- 4 The Statement refers in 3.12 to parking and the applicant might not provide the required parking needed. The plan shows 8 parking spaces on the development site. There are 13 houses with spaces needed for visitors to the houses plus spaces for visitors to The Dovecot. In reality, this is nowhere near enough. Can you imagine the reaction from homeowners to Dovecot visitors taking their parking space? The Dovecot visitors will have to park on Hamilton Road which was just about ok when it was a dual-laned carriageway eastbound but now it is single-laned with a cycleway, the Dovecot visitors will need to park across the cycleway at or near one of the two bends close to the Dovecot.
- 5 The proposed development is not included in the Council Strategic Development Plan as the land is not within the CGA.
- 6 Point 4.7 in the Supporting Planning Statement suggests the site will be developed in a *manner sympathetic to ... The Dovecot and will deliver significant benefits with respect to the long term future/maintenance of/ public access to the listed Dovecot site* but no outline indication as to what that means. What will the builder do to deliver significant benefits?
- 7 Point 5.14 highlights that *The Council is unlikely to support development that would have a negative impact on the historic environment*. I fully expect The Council to back this statement and protect this site and surrounds from building development.
- 8 Point 5.27 under Scottish Planning Policy in the Supporting Planning Statement talks about *Well-planned places promote well-being*. This proposed development sits directly below a busy main railway line, is c200m from the entrances to a Landfill site and a Quarry site, is on a bend on the A74 with speeding traffic passing by, and is next to The Dogs Trust exercise field where they exercise up to 60 dogs awaiting re-homing. It is not a site which promotes well-being.
- 9 In reference to the Habitat Survey report, point 3.3 identifies 9 species of plant which are protected as European Protected Species and the report urges that *full consideration must be given as part of the planning application process, not as an issue to be dealt with at a later stage*.
- 10 This report also commented on Bats. In the executive summary, he writes that *no mature trees were present* but the Arboricultural Report identifies many mature trees and specifically, 9 Late Mature trees onsite which suggests further work is needed on confirming the presence of bats onsite. I lived at 2629 London Road (c300m from the current Dovecot site) from 1988-1996 and I can confirm that the area around The Dovecot and the other side of the railway in the trees at Briarwood Gardens has a thriving population of bats in the summer months. This is true also as you travel up Mount Vernon Avenue to Mount Vernon Woodland on the left-hand side. For The Dovecot site, without highlighting the obvious, a Dovecot and the surrounding trees need further investigation as the report describes bat roost potential as Moderate.
- 11 I find it odd that the only neighbour notified in the planning process is Network Rail. Why did the applicant not notify Patersons and The Dogs Trust? There is a reference in one of the supporting documents about making the planning process *as inclusive as possible*. I thought it would be possible to inform near neighbours such as these.
- 12 I am sure you will be aware of the pressures on local schools following on from the influx of people in the new Broomhouse estates and this is the same problem in Mount Vernon. MV Primary, as I understand it, has only 2 spaces available. This proposed development has the potential to add another 15-25 children to schools in the area when we are already at or close to capacity. On the subject of children, in this development, where will the children play? Sending them round to MV park via Hamilton Rd is just not safe. Do you send them through the SINC to the fields behind?
- 13 Likewise on health services. Baillieston is closed to new patients. Tollcross is almost there, too. Local dentists are full. Adding another 13 families from this proposed development is preposterous when we can't offer them basic medical services.
- 14 My final comment is that we are quickly eroding the green fields and natural open spaces in the East End/Broomhouse generally. We have very few natural green spaces left and The Dovecot site comes with the added significance of a Grade A Listed building dominating the area. It has survived for over 200 years and has been well cared for over most of its life. The next phase of its life should not be as the centrepiece of a modern building development. A

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small amount of money from Glasgow City Council will bring it back to life and allow our community to enjoy it today and preserve it for the next generation

I look forward to your reply

Yours faithfully,



Frank O'Donnell



Copy to Councillors Doherty, Ferris, McAveety, and Kerr



**CITY DESIGN COMMITTEE**DATE IN TO CD: 13<sup>th</sup> March 2018

DATE OUT OF CD: 20 March 2018

ADDRESS: Daldowie Dovecot, Hamilton Road, Uddingston, Glasgow

PROPOSAL: Erection of residential development, associated access, landscaping, SUDS and ancillary works.

REFERENCE NO: 18/00483/PPP

RECOMMENDATION: Refusal

DC OFFICER: Mr G Mimmagh

DELEGATED POWER YES  NO 

LISTING: A

H&amp;D OFFICER: Matthew Finkle

CON AREA:

WARD: 19, Shettleston

ART 4  
DIRECTIONS:

VALID DATE: 26.03.2018

**PRE-APPLICATION DISCUSSION**

None I was party to.

**PROPOSED WORKS**

Erection of residential development, associated access, landscaping, SUDS and ancillary works.

**RELEVANT POLICIES**

SG 1 Part 1 &amp; 2, SG 6, SG 7, SG 8, SG 9, SG 11, SG 12

**APPLICATION OF POLICIES**

The plans take little cognizance of the tree survey with many of the Category A and B trees being removed, especially from the rear of the site. The design also fails to take account of the smaller vegetation which gives much of the protection to the site from the busy Hamilton Road (A74) to the south, and needs to be brought back into maintenance. The wholesale removal of the trees from the site as shown is not accepted. This development will result in a loss of open space.

At present the design does not give adequate weighting to the setting of the Doocot with the road too close to the northern aspect.

If the principle of housing on the site is accepted then where the housing fronts on to the main road they should reference it in terms of providing the public face for the development i.e. overlooking the entrance/road. The footway needs to connect to the shared surface within the development.

**CONCLUSIONS**

The loss of so much open space and existing trees is not acceptable. The level of housing also leads to a poor setting for the Doocot.

**SUGGESTED CONDITIONS WITH REASONS/REASONS FOR REFUSAL**

N/a

# CITY DESIGN COMMENTS

DATE IN TO CD: 13.03.2018

DATE OUT OF CD: 12.04.2018

ADDRESS: Daldowie Dovecot, Hamilton Road

PROPOSAL: Erection of residential development, associated access, landscaping, SUDS and ancillary works

REFERENCE NO: 18/00483/PPP

RECOMMENDATION: Amendment required

DC OFFICER: G MIMNAGH

DELEGATED POWER YES  NLA  NO  NLA

LISTING: A

H&D OFFICER: Sam Comrie

CON AREA:

WARD: 19, Shettleston

ART 4  
DIRECTIONS:

VALID DATE: 20.02.2018

## PRE-APPLICATION DISCUSSION

A pre-application meeting was held between the case officer and the applicant, 20/12/2017. I was not party to this.

## PROPOSED WORKS

Erection of residential development, associated access, landscaping, SUDS and ancillary works.

## RELEVANT POLICIES

IPG1 – Placemaking  
IPG12 – Delivering Development  
SG9 – Historic Environment

Design Guide for New Residential Areas

## APPLICATION OF POLICIES

The proposal involves the development of an informal parkland site containing an A listed Dovecot to contain 13 detached dwellings, parking and landscaping. The site layout features a single vehicular access route from Hamilton Road which provides access to all 13 units and terminates in a cul-de-sac to the eastern perimeter of the site. Plots 2 – 11 have been arranged along the northern periphery of the site facing onto the existing dovecot structure, which itself has been surrounded with an area of open space, to include areas of hard surfacing. Plots 1, 12 and 13 have been sited adjacent to Hamilton Road. Each dwelling features an in curtilage parking space to the side elevation. Generally the layout responds well to the site context, providing good legibility to the majority of the site and taking cognisance of the existing Dovecot, however there are issues with the siting of plots 12 and 13, which suggests an overdevelopment of the site. As such it is considered that the application should be amended and a detailed examination of this is presented below;

### 1. Overall site layout

1.1 Guidance in policy IPG1, Placemaking Part 1, 5. Vibrancy and Diversity, states that; 'b) Design layouts should have well connected streets and active street frontages where the front elevation of the building faces the street, not the rear. Public spaces should be framed by buildings facing onto them.' Additionally, guidance on Legibility and Safety states that; 'd) Building elevations should be recognisable, present an identifiable entrance onto the street and aid general navigation.' It is noted that the dwellings at plots 12 and 13 have

been orientated away from the street edge of Hamilton Road and the internal access route into the development site. These units present gables/rear garden boundaries to prominent areas of the site and as such fail to take advantage of the natural identity of the site. These dwellings are also in close proximity to Hamilton Road, a busy route in to Glasgow, and plot 12 cuts awkwardly into the amenity space surrounding the Dovecot. Due to this combination of awkward siting and proximity to the busy carriageway it is recommended that these two dwellings are removed from the layout.

As the application is a planning permission in principle, and is aiming to clarify the suitability of a residential use for this site, it is not necessary to seek further details with regard to materials or architectural language at this point. It is considered that given the sensitive treatment of the existing Dovecot, and the potential to create a pleasant area of public amenity space around as part of the development, plus the proximity to public transport, this site would be appropriate for residential use from a design perspective.

## **CONCLUSIONS**

Given the above it is recommended that the application is amended.

## **SUGGESTED CONDITIONS WITH REASONS/REASONS FOR REFUSAL**

AMENDMENT REQUIRED



4th February 2020



The Coal  
Authority



200 Lichfield Lane  
Berry Hill  
Mansfield  
Nottinghamshire  
NG18 4RG

Tel: 01623 637 119 (Planning Enquiries)

Email: [planningconsultation@coal.gov.uk](mailto:planningconsultation@coal.gov.uk)

Web: [www.gov.uk/coalauthority](http://www.gov.uk/coalauthority)

For the Attention of: Mr G Mimmagh – Case Officer  
Glasgow City Council

[By Email: [DC.Consultations@dcs.glasgow.gov.uk](mailto:DC.Consultations@dcs.glasgow.gov.uk)]

26 March 2018

Dear Mr Mimmagh

**PLANNING APPLICATION: 18/00483/PPP**

**Erection of residential development, associated access, landscaping, SUDS and ancillary works; Daldowie Dovecot, Hamilton Road, Uddingston, Glasgow, G71 7SL**

Thank you for your consultation letter of 13 March 2018 seeking the views of The Coal Authority on the above planning application.

The Coal Authority is a non-departmental public body sponsored by the Department for Business, Energy & Industrial Strategy. As a statutory consultee, The Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.

**The Coal Authority Response: Fundamental Concern**

I have reviewed the proposals and confirm that the application site falls within the defined Development High Risk Area

The Coal Authority records indicate that within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application, specifically actual shallow coal mine workings

The Coal Authority **objects** to this planning application, as a Coal Mining Risk Assessment Report has not been submitted as part of the application.

It is a requirement of the planning system that the applicant demonstrates to the satisfaction of the LPA that the application site is safe, stable and suitable for development.

## The Coal Authority Recommendation to the LPA

In accordance with the agreed risk-based approach to development management in Development High Risk Areas, the applicant should be informed that they need to submit a Coal Mining Risk Assessment Report as part of this application.

Without such an assessment of any risks to the development proposal posed by past coal mining activity, based on up-to-date coal mining information, The Coal Authority does not consider that the LPA has sufficient information to determine this planning application and therefore **objects** to this proposal.

The Coal Authority would be very pleased to receive for further consultation and comment any subsequent Coal Mining Risk Assessment Report which is submitted in support of this planning application.

Please do not hesitate to contact me if you would like to discuss this matter further.

Yours sincerely



**Chris MacArthur** B.Sc (Hons) DipTP, MRTPI  
**Planning Liaison Manager**

## General Information for the Applicant

The Coal Mining Risk Assessment needs to interpret the coal mining risks and should be based on and add to up-to-date information of past coal mining activities in relation to the application site. Coal Mining Reports are available from [www.groundstability.com](http://www.groundstability.com) or by telephoning 0845 762 6848.

This coal mining information should then be used to assess whether or not past mining activity poses any risk to the development proposal and, where necessary, propose mitigation measures to address any issues of land instability. This could include further intrusive investigation on site to ensure that the Local Planning Authority has sufficient information to determine the planning application.

The Coal Mining Risk Assessment should be prepared by a "competent body". Links to the relevant professional institutions of competent bodies can be found at: <https://www.gov.uk/planning-applications-coal-mining-risk-assessments>

Guidance on how to produce a Coal Mining Risk Assessment and a template which the "competent body" can utilise is also contained at: <https://www.gov.uk/planning-applications-coal-mining-risk-assessments>

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Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission will result in trespass, with the potential for court action. In the event that you are proposing to undertake such work in the Forest of Dean local authority area our permission may not be required, it is recommended that you check with us prior to commencing any works. Application forms for Coal Authority permission and further guidance can be obtained from The Coal Authority's website at:  
<https://www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property>

Building over or within the influencing distance of a mine entry (shaft or adit) can be dangerous and has the potential for significant risks to both the development and the occupiers if not undertaken appropriately. The Coal Authority would draw your attention to our adopted policy regarding new development and mine entries.  
<https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries>

#### Disclaimer

The above consultation response is provided by The Coal Authority as a Statutory Consultee and is based upon the latest available coal mining data on the date of the response, and electronic consultation records held by The Coal Authority since 1 April 2013. The comments made are also based upon only the information provided to The Coal Authority by the Local Planning Authority and/or has been published on the Council's website for consultation purposes in relation to this specific planning application. The views and conclusions contained in this response may be subject to review and amendment by The Coal Authority if additional or new data/information (such as a revised Coal Mining Risk Assessment) is provided by the Local Planning Authority or the Applicant for consultation purposes.



The Coal  
Authority



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Tel: 01623 637 119 (Planning Enquiries)

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Web: [www.gov.uk/coalauthority](http://www.gov.uk/coalauthority)

For the Attention of: Mr Gerry Mimmagh – Case Officer  
Glasgow City Council

[By Email: [DC.Consultations@drs.glasgow.gov.uk](mailto:DC.Consultations@drs.glasgow.gov.uk)]

28 June 2018

Dear Mr Mimmagh



**PLANNING APPLICATION: 18/00483/PPP**

**Erection of residential development, associated access, landscaping, SUDS and ancillary works; Daldowie Dovecot, Hamilton Road, Uddingston, Glasgow, G71 7SL - RECONSULTATION**

Thank you for your consultation letter of 15 June 2018 seeking the views of The Coal Authority on the additional information submitted in support of the above planning application.

The Coal Authority is a non-departmental public body sponsored by the Department for Business, Energy & Industrial Strategy. As a statutory consultee, The Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.

The Coal Authority Response:

The application site falls within the defined Development High Risk Area.

The Coal Authority previously objected to this planning application in a letter to the LPA dated 26 March 2018. The objection was raised on the grounds that a Coal Mining Risk Assessment had not been submitted as part of the application.

The Coal Authority is therefore pleased to note that the coal mining information for the proposed development site previously obtained has been used to inform the Coal Mining Risk Assessment Report (May 2018), prepared by a competent body and which now accompanies this planning application.

The Coal Mining Risk Assessment Report correctly identifies that the application site has been subject to past coal mining activity. The Coal Authority records indicate that the site has been subject to historic recorded underground coal mining at shallow depth.

The Coal Mining Risk Assessment Report has been informed by an appropriate range of sources of information and concludes that both shallow mining poses a risk to the proposed development. Accordingly, investigations are recommended to identify any necessary remedial measures.

#### The Coal Authority Recommendation to the LPA

The Coal Authority concurs with the recommendations of the Coal Mining Risk Assessment (May 2018) that shallow mine workings potentially pose a risk to both public safety and the stability of the proposed development. Consequently, intrusive site investigation works should be undertaken in order to establish the exact situation regarding them.

The Coal Authority recommends that the LPA impose a Planning Condition should planning permission be granted for the proposed development requiring these site investigation works prior to commencement of development.

The condition should also ensure that any remedial works identified by the site investigation to consolidate any shallow mine workings are undertaken prior to commencement of the development.

A condition should therefore require prior to the commencement of development:

- \* The undertaking of an appropriate scheme of intrusive site investigations for the shallow workings.
- \* The submission of a report of findings arising from the intrusive site investigations;
- \* The submission of a scheme of remedial works for approval; and
- \* Implementation of those remedial works.

The Coal Authority therefore **withdraws its objection** to the proposed development **subject to the imposition of a condition or conditions to secure the above**.

Please do not hesitate to contact me if you would like to discuss this matter further.

Yours sincerely



**Chris MacArthur** *B.Sc (Hons), DipTP, MRTPI*  
**Planning Liaison Manager**

## General Information for the Applicant

Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission will result in trespass, with the potential for court action. In the event that you are proposing to undertake such work in the Forest of Dean local authority area our permission may not be required; it is recommended that you check with us prior to commencing any works. Application forms for Coal Authority permission and further guidance can be obtained from The Coal Authority's website at:

<https://www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property>

Building over or within the influencing distance of a mine entry (shaft or adit) can be dangerous and has the potential for significant risks to both the development and the occupiers if not undertaken appropriately. The Coal Authority would draw your attention to our adopted policy regarding new development and mine entries:

<https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries>

## Disclaimer

The above consultation response is provided by The Coal Authority as a Statutory Consultee and is based upon the latest available coal mining data on the date of the response, and electronic consultation records held by The Coal Authority since 1 April 2013. The comments made are also based upon only the information provided to The Coal Authority by the Local Planning Authority and/or has been published on the Council's website for consultation purposes in relation to this specific planning application. The views and conclusions contained in this response may be subject to review and amendment by The Coal Authority if additional or new data/information (such as a revised Coal Mining Risk Assessment) is provided by the Local Planning Authority or the Applicant for consultation purposes.

*In formulating this response The Coal Authority has taken full account of the professional conclusions reached by the competent person who has prepared the Coal Mining Risk Assessment or other similar report. In the event that any future claim for liability arises in relation to this development The Coal Authority will take full account of the views, conclusions and mitigation previously expressed by the professional advisers for this development in relation to ground conditions and the acceptability of development.*

**OFFICIAL**

18/00483/PPP - Daldowie Dovecot site (OFFICIAL) - Message (HTML)

FILE MESSAGE

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 Print - Share - GCC Protective Marking

Set Label - Options - Move - Action - Follow Up - Tag - Translate - Find - Related - Select - Copy - Message - Enterprise Connect

**Garnier, David (NS)**  
 18/00483/PPP - Daldowie Dovecot site (OFFICIAL)

You forwarded this message on 11/07/2018 10:18

**OFFICIAL**

Hi Gerry,

I note that there's a planning application in this week's list for a housing development at the Daldowie Dovecot site. Whilst LES Biodiversity have no objections or concerns on this or the proposed mitigation for the loss of trees and open space we would recommend that the SUDS is biodiversity friendly and that any trees planted along the green corridor (railway line) are native broad leaved species.

NB: Biodiversity in trees - Any trees due for removal should have a pre-determination assessment for roosting bat potential and a breeding bird assessment should also be undertaken before the trees are removed if the trees are removed during the bird nesting season (March-August).

Regards

**Dave Garner**  
 Natural Environment Officer (Biodiversity and Ecology)  
 Land and Environmental Services  
 Glasgow City Council  
 Exchange House  
 231 George Street  
 Glasgow  
 G1 1RX

Email: [David.Garnier@glasgow.gov.uk](mailto:David.Garnier@glasgow.gov.uk)

- Classified Label

OFFICIAL

**OFFICIAL**

**Item 6 (i)**  
 4th February 2020

OFFICIAL

FILE MESSAGE

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 Thu 07:09 2018 15:24  

 Garner, David (NS)  
 RE: Burntbroom/Daidowie Doooot - 18/00483/PPP (OFFICIAL)  
 To: [Duff-Hughes, David](#)  
 Cc: [McGowan, Euan \(NS\)](#)  
 You replied to this message on 07-09-2018 09:24.

OFFICIAL

Alan,

My thoughts on this...

The site sits within one of the few remaining north-south habitat networks across this part of Glasgow. The wooded habitat corridor in this area is important: for a number of protected species, especially, but not exclusively, badger, providing linkage to wider sites in the area through the woodland habitat. The woodland habitat is important at this point as it provides good cover connecting across to Greenoakhill and then on to Daidowie and North Calder Woodlands beyond to the south and east and through Burntbroom SINC and on towards North Mount Vernon woodland (SINC again) to the north. Many of these wider woodlands have already been hugely impacted by the vast CGA (Baillieston-Shettleston) to the east, which has fragmented the habitat network and severely compromised the ability for larger species like badger (and smaller ones such as birds and small mammals) to disperse and colonise other habitat in the area.

So in summary from a biodiversity perspective we don't want any more fragmentation of the woodland/tree/hedgerow habitat in this area.

Regards

**Dave Garner**  
 Natural Environment Officer (Biodiversity and Ecology)  
 Lanc and Environmental Services  
 Glasgow City Council  
 Exchange House  
 221 George Street  
 Glasgow  
 G1 1RX

OFFICIAL

**Item 6 (j)**

4th February 2020



Glasgow City Council  
Development and Regeneration Services  
231 George Street  
Glasgow  
G1 1RX

Network Rail  
Town Planning  
1st Floor George House  
36 North Hanover Street  
Glasgow  
G1 2AD

Martin Henderson  
Town Planning Technician

Planning reference: 18/00483/PPP  
Case Officer: Gerry Mimmagh

E-Mail: [REDACTED]

Network Rail ref: 101 2018  
20/03/2018

Dear Mr Mimmagh,

**Town and Country Planning (Scotland) Act 1997 (as amended)**  
**Re: Erection of residential development, associated access, landscaping, SUDS and ancillary works at Daldowie Dovecot Hamilton Road Uddingston Glasgow**

Thank you for notifying Network Rail regarding the above development.

Whilst Network Rail has no issues with the principle of the proposed development, we would have to object to the proposal unless the following conditions were attached to the planning permission, if the Council is minded to grant the application:

1. The applicant must provide a suitable trespass proof fence of at least 1.8 metres in height adjacent to Network Rail's boundary and provision for the fence's future maintenance and renewal should be made. Details of the proposed fencing shall be submitted to the Planning Authority for approval before development is commenced and the development shall be carried out only in full accordance with such approved details.

Reasons: *In the interests of public safety and the protection of Network Rail infrastructure.*

2. No development shall take place on site until such time as a surface and foul water drainage scheme has been submitted to and approved in writing by the Planning Authority. Any Sustainable Urban Drainage Scheme must not be sited within 10 metres of the railway boundary and should be designed with long term maintenance plans which meet the needs of the development. The development shall be carried out only in full accordance with such approved details.

Reason: *To protect the stability of the adjacent railway cutting and the safety of the rail network.*

3. No development shall take place on site until such time as a scheme of landscaping has been 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. Where trees/shrubs are to be planted adjacent to the railway boundary these should be positioned at a minimum distance from the boundary which is greater than their predicted mature height. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. Network Rail can provide details of planting recommendations for adjacent developments. All landscaping, including planting, seeding and hard landscaping shall be carried out only in full accordance with such approved details.

Reason: *To control the impact of leaf fall on the operational railway.*

4. No development shall take place on site until such time as a noise impact assessment has been submitted to and approved in writing by the Planning Authority. The noise impact assessment shall include an assessment of the potential for occupants of the development to experience noise nuisance arising from the railway line. Where a potential for noise disturbance is identified, proposals for the attenuation of that noise shall be submitted to and approved in writing by the Planning Authority. Any such approved noise attenuation scheme shall be implemented prior to the development being brought into use and shall thereafter be retained in accordance with the approved scheme.

Reason: *To ensure that occupants/users of the development do not experience undue disturbance arising from nearby noise sources.*

---

Network Rail would also recommend that the following matters are taken into account and are included as advisory notes, if granting the application:

Buildings should be situated at least 2 metres from Network Rail's boundary. The applicant must ensure that the construction and subsequent maintenance of proposed buildings can be carried out without adversely affecting the safety of, or encroaching upon, Network Rail's adjacent land.

Construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.

- Details of all changes in ground levels, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

The developer must contact our Asset Protection Engineers regarding the above matters, contact details below:

**Network Rail Asset Protection Engineer**  
**151 St. Vincent Street, GLASGOW, G2 5NW**

[REDACTED]

We trust full cognisance will be taken of these comments. We would be grateful if Local Planning Authorities would provide a copy of the Decision Notice.

Yours sincerely

[REDACTED]

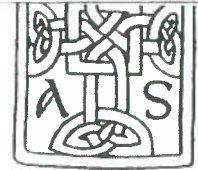
**Martin Henderson**  
**Town Planning Technician**



4th February 2020

Our ref: 7/3/5/Cons 36905  
Your ref: 18/00483/PPP  
WoSASdoc: 18\_00483.doc  
Date: 15 March 2018  
Contact: Martin O'Hare  
Direct dial: 0141 287 8333

WEST of SCOTLAND  
ARCHAEOLOGY  
SERVICE



Development & Regeneration Services  
Glasgow City Council  
231 George Street  
Glasgow  
G1 1RX

231 George Street, Glasgow, G1 1RX  
Tel: 0141 287 8330  
enquiries@wosas.glasgow.gov.uk

Dear Sir or Madam,

**Planning Application 18/00483/PPP - Erection of residential development, associated access, landscaping, SUDS and ancillary works, Daldowie Dovecot, Hamilton Road, Uddingston, Glasgow**

**Planning Application 18/00486/FUL - Creation of formal open space, Daldowie Dovecot, Hamilton Road, Uddingston, Glasgow**

I refer to the above applications for planning consent, which appeared on a recent weekly list of applications registered with the Council. I have downloaded details of the proposal from the Council's online planning system, and having compared these against information contained in the Historic Environment Record (HER), with available cartographic sources, and with previous planning casework, I would like to make the following comments.

As you will be aware, we provided comments in 2013 in response to a previous application for the erection of a residential development, the formation of an access road and the provision of associated infrastructure at this site (planning reference 13/02156/DC). Although the number of houses and the layout of the development proposed under the current applications are different from that for which consent was sought in 2013, they do affect the same area of ground, and I would therefore generally replicate the comments made at that time.

In terms of its potential effect on the historic environment, these applications would appear to raise two issues. First, and most obviously, is the presence of a mid 18<sup>th</sup> century cylindrical dovecot within the boundaries of the area proposed for development. While the plans supplied in support of the application suggest that the dovecot is unlikely to be directly affected by construction, this structure is a category A-listed building, and as such, some consideration should be given to the effect of the proposal on its setting. Given that it is A-listed, Historic Environment Scotland are likely to wish to comment on this aspect, and I would advise that you should consult them, if you have not already done so. The Council's own built heritage advisors may also wish to comment. Without prejudice to any concerns these bodies may raise, however, I would not consider this aspect to raise a particular archaeological issue, as the dovecot is no longer in its original position; it was formerly located within the grounds of Daldowie Sewage Works, and was only taken down and re-erected north of Hamilton Road in summer 2000. I would, however, stress that extreme care should be taken to ensure that it is not accidentally damaged during any construction works by the movement of machinery or similar.

From an archaeological perspective, I would be more concerned about the proximity of the potential development site to what appears to have been a Bronze Age burial site. The approximate location of these discoveries is shown on Ordnance Survey base maps around 150m east of the area proposed for development (though on the current map, it is annotated as the site of early Iron Age burials). This relates to the discovery of several cists during working of a sand-pit at Greenoakhill in 1928. Although it was suggested at the time that there was a covering cairn, photographs of the site preserved in the National Monuments Record of Scotland do not confirm this, and it seems more likely that the site was a flat cemetery.

The existence of the burials was first indicated by the discovery of three pottery vessels, but only one of these, a Food Vessel, survives. It is said to have been found in a cist, but the associations of the other vessels are not known, although it is likely that they originally accompanied burials. A disturbed cist was found, aligned NE and SW and measuring 1.0m by 0.7m and 0.5m in depth. This contained the crouched inhumation of an elderly man; in the reconstruction in Glasgow Art Gallery and Museum the burial is accompanied by a hollow-based flint arrowhead, though this was not mentioned in the original account of its discovery. A smaller cist was found around 4.6m to the north. This cist contained a food vessel. A third cist was found around 3m to the north of the first. This was aligned NE-SW, it measured 1.0m by 0.5m and 0.3m in depth, and was filled with sand and layers of charcoal. It contained the fragmentary remains of an inhumation accompanied by a Food Vessel. A skeleton was found 15m south-east of the original cist. This was discovered at a depth of about 1.5m from the surface in what may have been the remains of a wooden coffin. A fourth cist was covered by a substantial slab, and contained the crouched inhumation of a young woman lying on her right side, together with a Food Vessel, a flint knife and a white pebble. Traces of oats and rye were identified in a deposit found inside the Food Vessel. The final cist of this group was found about 1.5m to the SW of this. It was aligned E-W, measured 0.7m by 0.3m and 0.3m in depth, and was covered by a capstone measuring 1.2m long and 0.9m broad. It held the crouched inhumation of an adolescent lying on its left side facing S, accompanied by a Food Vessel; the remains of what was described as a 'hair-moss garment' covered the body. A deposit of cremated bone and a flint knife were also recovered after riddling soil from an area in the centre of the sand-pit. When staff from the Royal Commission on the Ancient and Historical Monuments of Scotland visited the site in 1972, the manager of the sand-pit recalled that a skeleton had also been discovered during digging operations about 1953, though no further details of this find are known.

Although the burials were found outside the area proposed for development, the number discovered suggests that a substantial cemetery may have been present (indeed, the record strongly suggests that other burials were present, but were either not recognised or not reported), and as a result, there is a reasonable potential for similar or related material to be present within the current application boundary. Comparison with available historical maps suggests that the majority of the plot has not been affected by previous development, though a small building was depicted on the 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> edition OS maps in the south-eastern corner of the site, close to the modern entrance, while the western end is largely occupied by a surfaced car park. However, the remainder of the site does not appear to have been substantially affected by development during the modern period, and may therefore retain the potential to produce significant buried archaeological material.

Government policy as set out Scottish Planning Policy is to protect and preserve heritage assets wherever feasible and, as such, they are material considerations in the planning process. Where preservation proves impossible, planning authorities should ensure that procedures are in place in order that appropriate recording is undertaken before and/or during development. In order to ensure that prospective developers arrange for any archaeological issues raised by their proposals to be adequately addressed, the recommended approach is that contained in paragraph 20-22 of Planning Advice Note 2/2011 (PAN 2/2011). This states that *'where the professional judgement of the authority's archaeological advisor, based on available evidence, indicates that significant archaeological remains may exist, it is reasonable for the planning authority to request the prospective developer to arrange for an archaeological field evaluation to be carried out before the planning application is determined'*. The aim of this evaluation is to determine the character and extent of any archaeological remains within the proposed development area, and to quantify the likely costs of appropriate mitigation measures should the application be approved. The results of such a field evaluation should be submitted to the planning authority before it reaches a decision regarding the application.

If the survival of significant archaeological remains on the site were to be confirmed by evaluation, the planning authority would need to consider the weight that should be attached to their preservation by refusal of the development proposals, by grant of consent subject to conditions, or by modification of the details of the proposal. It is often possible to modify proposals to allow the preservation of archaeological remains *in situ* if the issue is addressed at an early stage. Preservation *in situ* is always to be preferred, but if this is not feasible, the excavation and recording of the remains may be an acceptable alternative, provided that the developer has committed to the eventual dissemination of the results of the

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work in the public domain. Archaeological excavation, recording and publication can be expensive, and the costs are difficult to quantify without prior archaeological evaluation of the resource.

In keeping with the recommended procedure in PAN 2/2011, I recommend that a prior archaeological evaluation of the previously-undisturbed sections of the proposed development area be carried out before the planning authority determines the planning application. I advise that a trial trenching programme consisting of a distributed 8% sample of the greenfield sections of this application area should be conducted by an appropriate archaeological contractor. WoSAS should be notified at least 14 days in advance of the start of any evaluation in order to facilitate monitoring of the work.

In the event that a prior evaluation is not carried out for any reason, the alternative would be to attach a condition to the consent if granted. The only appropriate form of condition in these circumstances would be a negative suspensive condition such as that suggested in paragraph 34 of the now-superseded PAN 42, although the wording in the model suggested in the PAN is now out-of-date and can be misleading to developers and their agents. I therefore recommend the following draft wording, which reflects recent experience and current best practice:

*"No development shall take place within the development site as outlined in red on the approved plan until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by the West of Scotland Archaeology Service, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service."*

The use of such a condition allows the potentially complex archaeological issues to be addressed in detail after the principle of development has been accepted, but of necessity, limits the opportunities to amend designs or operations to achieve the preferred preservation of remains *in situ*. This means that it is more likely that any important remains within the development boundary will have to be excavated under archaeological conditions prior to their destruction by the approved development. Attachment of the condition without a prior evaluation also does not allow the developer to quantify any financial risk associated with the potential archaeological issue at an early stage in his development planning.

Yours faithfully

West of Scotland Archaeology Service



# Item 7

4th February 2020



Planning & Building Standards 231 George Street GLASGOW G1 1RX Tel: 0141 287 8555 Email: [onlineplanning@glasgow.gov.uk](mailto:onlineplanning@glasgow.gov.uk)

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100177387-001

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

## Applicant or Agent Details

Are you an applicant or an agent? \* (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

Applicant  Agent

## Agent Details

Please enter Agent details

Company/Organisation: PPCA Ltd

Ref. Number:  You must enter a Building Name or Number, or both: \*

First Name: \* Maura Building Name:

Last Name: \* McCormack Building Number: 39

Telephone Number: \*  Address 1 (Street): \* Dunipace Crescent

Extension Number:  Address 2:

Mobile Number:  Town/City: \* Dunfermline

Fax Number:  Country: \* Scotland

Postcode: \* KY12 7LZ

Email Address: \*

Is the applicant an individual or an organisation/corporate entity? \*

Individual  Organisation/Corporate entity

## Applicant Details

Please enter Applicant details

Title:	<input type="text" value="Mr"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text"/>	Building Name:	<input type="text" value="Daldowie Dovecot"/>
First Name: *	<input type="text" value="Alan"/>	Building Number:	<input type="text"/>
Last Name: *	<input type="text" value="McArthur"/>	Address 1 (Street): *	<input type="text" value="Hamilton Road"/>
Company/Organisation:	<input type="text"/>	Address 2:	<input type="text"/>
Telephone Number: *	<input type="text"/>	Town/City: *	<input type="text" value="Glasgow"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="Scotland"/>
Mobile Number:	<input type="text"/>	Postcode: *	<input type="text" value="G71 7SL"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text"/>		

## Site Address Details

Planning Authority:	<input type="text" value="Glasgow City Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text" value="DALDOWIE DOVECOT"/>
Address 2:	<input type="text" value="HAMILTON ROAD"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text" value="UDDINGSTON"/>
Post Code:	<input type="text" value="GLASGOW"/>

Please identify/describe the location of the site or sites

Northing	<input type="text" value="662901"/>	Easting	<input type="text" value="266778"/>
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## Description of Proposal

Please provide a description of your proposal to which your review relates. The description should be the same as given in the application form, or as amended with the agreement of the planning authority: \*  
(Max 500 characters)

Proposed residential development with associated access, landscaping, SUDS and ancillary works

## Type of Application

What type of application did you submit to the planning authority? \*

- Application for planning permission (including householder application but excluding application to work minerals).
- Application for planning permission in principle.
- Further application.
- Application for approval of matters specified in conditions.

What does your review relate to? \*

- Refusal Notice.
- Grant of permission with Conditions imposed.
- No decision reached within the prescribed period (two months after validation date or any agreed extension) – deemed refusal.

## Statement of reasons for seeking review

You must state in full, why you are seeking a review of the planning authority's decision (or failure to make a decision). Your statement must set out all matters you consider require to be taken into account in determining your review. If necessary this can be provided as a separate document in the 'Supporting Documents' section: \* (Max 500 characters)

Note: you are unlikely to have a further opportunity to add to your statement of appeal at a later date, so it is essential that you produce all of the information you want the decision-maker to take into account.

You should not however raise any new matter which was not before the planning authority at the time it decided your application (or at the time expiry of the period of determination), unless you can demonstrate that the new matter could not have been raised before that time or that it not being raised before that time is a consequence of exceptional circumstances.

Full Grounds of Appeal provided separately

Have you raised any matters which were not before the appointed officer at the time the Determination on your application was made? \*

Yes  No

If yes, you should explain in the box below, why you are raising the new matter, why it was not raised with the appointed officer before your application was determined and why you consider it should be considered in your review: \* (Max 500 characters)

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review. You can attach these documents electronically later in the process: \* (Max 500 characters)

Application Form Location Plan Indicative Layout Masterplan Extended Phase 1 Habitat Survey Flood Risk Assessment Noise Impact Assessment Drainage Scheme Design Engineers Summary Report Scottish Water Response Topographical Survey Tree Report Tree Survey Site Plan Waste Water Plan Coal Mining Risk Assessment Supporting Planning Statement Decision Notice

## Application Details

Please provide details of the application and decision.

What is the application reference number? \*

18/00483/PPP

What date was the application submitted to the planning authority? \*

20/02/2018

What date was the decision issued by the planning authority? \*

22/05/2019

## Review Procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Can this review continue to a conclusion, in your opinion, based on a review of the relevant information provided by yourself and other parties only, without any further procedures? For example, written submission, hearing session, site inspection. \*

Yes  No

In the event that the Local Review Body appointed to consider your application decides to inspect the site, in your opinion:

Can the site be clearly seen from a road or public land? \*

Yes  No

Is it possible for the site to be accessed safely and without barriers to entry? \*

Yes  No

## Checklist – Application for Notice of Review

Please complete the following checklist to make sure you have provided all the necessary information in support of your appeal. Failure to submit all this information may result in your appeal being deemed invalid.

Have you provided the name and address of the applicant? \*

Yes  No

Have you provided the date and reference number of the application which is the subject of this review? \*

Yes  No

If you are the agent, acting on behalf of the applicant, have you provided details of your name and address and indicated whether any notice or correspondence required in connection with the review should be sent to you or the applicant? \*

Yes  No  N/A

Have you provided a statement setting out your reasons for requiring a review and by what procedure (or combination of procedures) you wish the review to be conducted? \*

Yes  No

Note: You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. You may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

Please attach a copy of all documents, material and evidence which you intend to rely on (e.g. plans and Drawings) which are now the subject of this review \*

Yes  No

Note: Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice (if any) from the earlier consent.

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## **Declare – Notice of Review**

I/We the applicant/agent certify that this is an application for review on the grounds stated.

Declaration Name: Mrs Maura McCormack

Declaration Date: 20/08/2019



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## **Notice of Review**

**Daldowie Dovecot, Hamilton Road, Glasgow**

## **Review Statement**



August 2019



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## 1. Introduction

- 1.1 PPCA Ltd has been instructed by Mr Alan McArthur to submit a Notice of Review to the Glasgow City Council Local Review Body against the refusal of planning permission in principle for proposed residential development, associated access, landscaping, SUDS and ancillary works at Daldowie Dovecot, Hamilton Road, Mount Vernon, Glasgow.
- 1.2 Mr McArthur applied for planning permission in principle in February 2018 to Glasgow City Council for a proposed residential development, associated access, landscaping, SUDS and ancillary works at Daldowie Dovecot, Hamilton Road, Mount Vernon, Glasgow.
- 1.3 At the same time applications were submitted for detailed planning and listed building consent for the formation of an area of open space surrounding Daldowie Dovecot and the necessary maintenance and restoration of the immediate surrounding hard landscaping.
- 1.4 The full site at Daldowie Dovecot is within the ownership of the applicant and extends to 0.6 hectares however for the purposes of protecting and enhancing the setting of the listed Daldowie Dovecot, two separate planning applications were submitted as well as a listed building application.
- 1.5 On 4<sup>th</sup> June 2019 Glasgow City Council issued a decision notice, dated 22<sup>nd</sup> May refusing planning permission in principle for the proposed residential development. It should also be noted that the Report of Handling is also dated 4<sup>th</sup> June 2019. Procedurally, it would be expected that the Report of Handling is dated earlier than the decision notice to allow for sign off by the relevant team leader/ manager.
- 1.6 The detailed planning and listed building consent applications for the creation of formal open space around the dovecot and the maintenance/ restoration of the area immediately surrounding the dovecot are yet to be determined. It had been indicated by the Council that a decision on these applications would be forthcoming at the same time the planning permission in principle was determined but despite requests to the Council no decisions have yet been issued. Given that those applications are



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purely for the creation of open space and maintenance/ repair of the dovecot, we can see no reason why they should not be granted.

- 1.7 This Report comprises the Review Statement and sets out the case for the appellant in response to the specific elements of the reasons for refusal issued by Glasgow City Council.
- 1.8 The Glasgow City Council reference number for the planning application is 18/00483/PPP. All application documentation is included as part of this appeal.
- 1.9 It should be noted that not all up to date application documents appear on the Glasgow City Council Planning Portal and a number of documents which do appear on the Portal are not associated with the planning permission in principle application for the Daldowie Dovecot site. It had previous been requested that this be rectified.



## 2. Background

### Planning History – Development Plan

- 2.1 The Glasgow City Local Development Plan was adopted on 29th March 2017. The site at Daldowie Dovecot was promoted for residential development through the Local Development Plan Examination. However, despite being proposed for removal from the greenbelt, the site was not allocated for residential development.
- 2.2 The Reporter concluded the following:

*“The site is around 0.7 hectares in area. It is located to the north of Hamilton Road and is adjacent to Mount Vernon railway station. The land to the east, (currently used by the Dogs’ Trust as an exercise area) is allocated for residential development in the adopted City Plan and is shown as Proposal H088 in the Proposed Plan. The site includes the Daldowie Dovecot. This is a category A listed building, although it has been re-located from its former site within the grounds of Daldowie estate. Access to the dovecot has been created from Hamilton Road and it has a small car parking area.*

*The site is in a sustainable location and has an established landscape framework. There is an opportunity to protect the long term integrity and setting of the dovecot. The site was affected by fly-tipping at the time of the site visit.*

*The site is proposed to be removed from the green belt following the council’s Greenbelt Review. The council advises that the site is identified on the PAN 65 Open Space Map as a green corridor. However, the representation on behalf of the landowner contends that a housing development could be designed which has no materially negative impacts on the green corridor/network. The Greenbelt review recommended that the use of the site for residential development should be investigated. The site owner advises that early development of the site could be progressed and that the site would be fully effective/deliverable within the Proposed Plan period.*

*The site does not appear to have been the subject of a strategic environmental assessment or public consultation as part of the preparation of*



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*the Proposed Plan. The issue may be a matter for consideration in the next review of the local development plan, but there will be no modification to the Proposed Plan.”*

- 2.3 Despite not recommending the site for allocation, the Reporter has confirmed through his conclusions that the site is in a sustainable location and that there is an opportunity to protect the long-term integrity and setting of the dovecot. It has also been confirmed through the greenbelt review that residential development on the site should be investigated.
- 2.4 Following on from the Reporter's recommendations, and in addition to the most recent planning applications, the site has been submitted as a potential residential site as part of Glasgow City Council's recent (February 2019) 'Call for Sites Exercise' for the next City Development Plan.

#### Planning History – Development Management

- 2.5 A planning application was submitted in September 2013 for residential development on the site and subsequently withdrawn (13/02156/DC). A number of useful conclusions were drawn from the consultation responses associated with this previous application, in particular Historic Scotland (now Historic Environment Scotland) and Network Rail.
- 2.6 The consultation response made by Historic Scotland (HS) in 2013 confirmed that, while there was no formal objection, it had concerns regarding the impact on the setting of the dovecot. The comments made by HS previously were taken into consideration in the current applications.
- 2.7 The following points were made:
- *Daldowie Dovecot was moved from its original location in 2000 to allow for the expansion of Daldowie sewage works and this was agreed partly on the grounds that it would be relocated in a more suitably rural setting. As is usual for dovecots, it was originally surrounded by fields, to allow the pigeons easy access to fodder. In our view, it is important that the dovecot retains some connection with the open landscape and is not too closely surrounded by development.*



- *We agree that the current setting of the dovecot is not ideal, but a considerable effort was made to preserve the dovecot through moving it, and we feel that this should be respected. We would be content to see the new housing addressing the dovecot in some way, as a degree of overlooking is likely to reduce the risk of vandalism and neglect, but we do feel that more effort needs to be made to retain the open space around it and avoid using it as a traffic island. We encourage your council to seek an alternative layout, perhaps with greater concentration to the east of the site to allow the dovecot more breathing space.*

- 2.8 Given these previous comments it was important that any design solution for the site, while maximising the developable area, should protect and exclude the dovecot from physical encroachment. Sensitive landscaping on the site now forms appropriate protection for the dovecot while also enhancing the existing public right of way on the eastern edge of the site.
- 2.9 The site has now been split to allow for a planning permission in principle application, with indicative layout, to come forward on the wider site while a full planning permission and listed building consent applications are submitted for the part of the site immediately surrounding the Dovecot. This offers enhanced protection to the Dovecot and allows for the creation of formal open space at the Dovecot while allowing for the necessary maintenance and restoration of the paving and wall adjacent to the Dovecot.
- 2.10 The planning permission in principle application is the subject of this Review while the full planning permission and listed building consent applications remain undetermined.
- 2.11 The consultation response provided previously by Network Rail, again, did not object to the proposals but did provide advice on development in close proximity to the railway. It was recommended that suitable barriers must be put in place to prevent unauthorised and unsafe access to the railway and that construction works must be undertaken in a manner which does not disturb the operation of the neighbouring



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railway. Network Rail also raised the matter of the proximity and type of planting proposed within any landscaping scheme when adjacent to the railway.

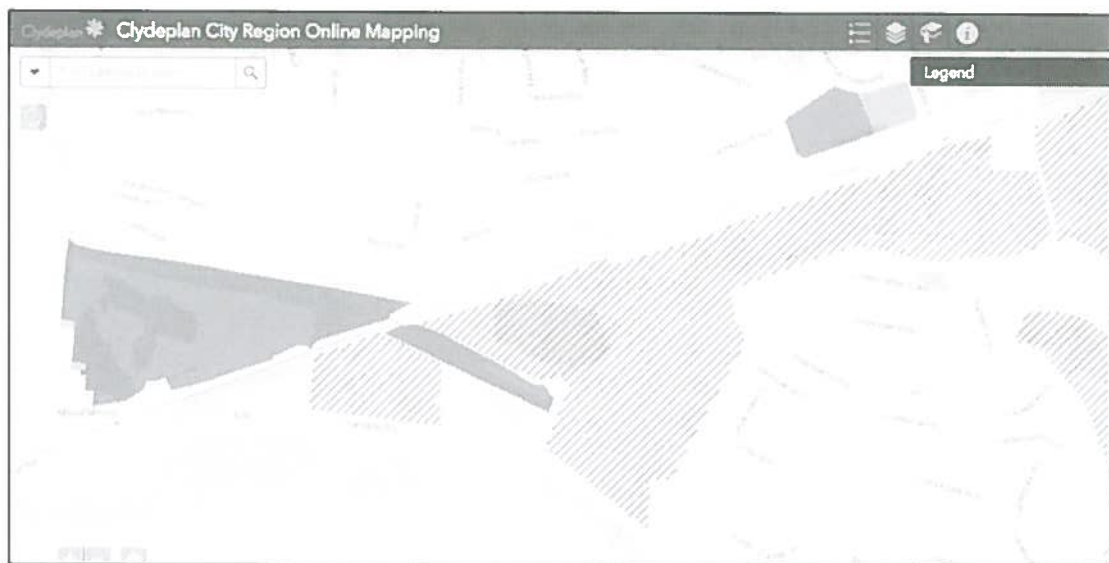
- 2.12 This previous consultation response was taken into consideration during the preparation of the new planning applications and details of suitable barriers and full landscaping plans will be part of future applications.
- 2.13 The Environmental Health and Transport Planning departments within the Council had no objection to the previous application and the access arrangements for the site are based on the previous proposals.
- 2.14 Scottish Water indicated previously that there may be a requirement for the developer to carry out works on the local network to ensure there is no loss of service to existing customers for both the Water Network and the Wastewater Network. Confirmation has been received from Scottish Water that there is sufficient capacity for the proposed development.

#### Pre-Application Advice

- 2.15 Formal pre-application advice was sought from Glasgow City Council in November 2017 by way of the Council's request form. A subsequent pre-application meeting was held with planning officer Mr G. Mimmagh on 20<sup>th</sup> December 2017.
- 2.16 This meeting confirmed that the principle of residential development was acceptable on the site and that the approach of submitting two separate planning applications and a listed building consent application was agreed.
- 2.17 It was suggested by the planning officer that the site layout presented at the December meeting could be improved upon to allow for more of the open space to be concentrated at the dovecot for greater protection. It was also confirmed that in order to provide this greater concentration of open space at the dovecot, a number of trees may have to be removed from the site and that the applicant may provide less than the required 125% car parking.



- 2.18 The advice received through the pre-application meeting was fully taken on board and the finalised indicative masterplan reflects this.
- 2.19 The appellant purposely established, through formal pre-application discussions with the council, that the principle of residential development was considered acceptable on this site. This degree of certainty was then the basis on which the applicant spent considerable time and money engaging with consultants and commissioning reports/ studies to support the applications.
- 2.20 It is therefore disappointing that the appellant is now in the position where the application has been refused. If the council, as planning authority, supports early engagement in the application process then the advice given out by planning officers requires to be consistent.
- 2.21 A further matter raised during the pre-application meeting was the potential contribution to the Community Growth Area (CGA) Fund which covers Broomhouse/ Baillieston and Carmyle. The most recent approved Strategic Development Plan does not include the land at Daldowie Dovecot as being within the CGA.
- 2.22 The map extract below from the Clydeplan SDP shows the hatched area as the CGA.



Extract from Clydeplan SDP



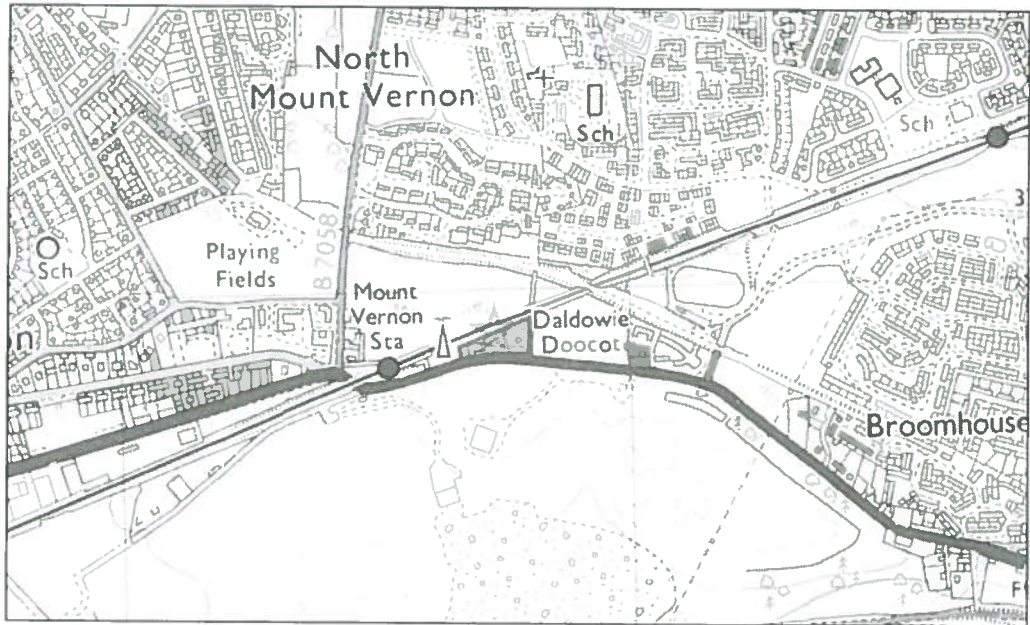
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- 2.23 The requirement to contribute to the Community Growth Fund was queried with Glasgow City Council prior to the submission of the planning applications however the matter was not raised again during the 15 month determination period.
- 2.24 It is understood that there was a masterplan approved for the Broomhouse/ Baillieston/ Carmyle Community Growth area in 2009 and that £11,000 per roof developer contribution was agreed to justify release of green belt land which was to be invested in community facilities. The Community Growth Areas and contributions were detailed in the previous Local Development Plan (City Plan 2) but this has since been replaced by the City Development Plan.
- 2.25 The City Development Plan removed the site at Daldowie Dovecot from the greenbelt and it is now simply 'white land'. There is no policy requirement within the approved Strategic Development Plan or the adopted Local Development Plan which requires a contribution to the CGA fund.



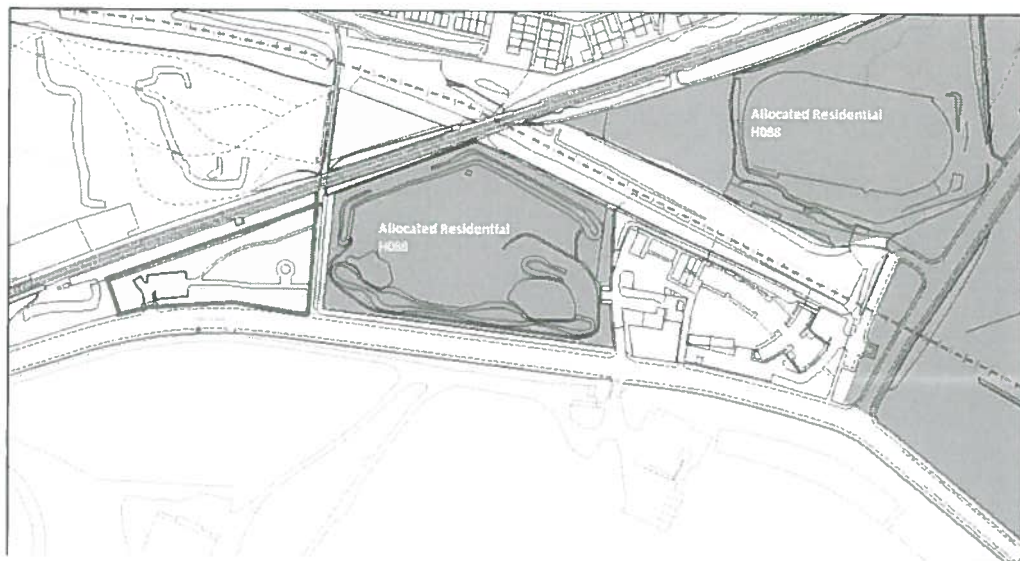
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### 3. The Development Site

- 3.1 Mr McArthur applied for planning permission in principle in February 2018 to Glasgow City Council for a proposed residential development, associated access, landscaping, SUDS and ancillary works at Daldowie Dovecot, Hamilton Road, Mount Vernon, Glasgow.
- 3.2 The full site within the ownership of Mr. McArthur extends to 0.6 hectares in area and is located in the Mount Vernon area of the Glasgow within easy reach of an array of facilities and amenities. The site for proposed residential development extends to 0.48hecatres.
- 3.3 It should be noted that the Case Officer's Report of Handling, at page three states that *"The submitted Indicative Development Framework shows that of the 9.6 hectares, approximately 3.3 hectares to the south-east of the site shall be developed to provide housing and associated infrastructure."* This is incorrect.
- 3.4 The site is located to the north of Hamilton Road directly adjacent to Mount Vernon Rail Station (west) and is bounded by the rail track to the north. An area of open land lies to the east of the site extending to the Dogs Trust building to the east (this land presently being used by the Dogs Trust as an exercise area). This land to the east is presently allocated for residential development within the adopted Glasgow City Development Plan (2017) and is shown under site reference HO88 (Bailleston, Broomhouse and Carmyle CGA) in the Plan with an indicative capacity for 700 units over the wider CGA site.
- 3.5 The immediately adjacent site at The Dogs Trust is currently in full term use by the Trust, the site was carried over from City Plan 2 and is part of a long term CGA development. The site at Daldowie Dovecot provides an opportunity for small scale development in the short term, therefore making it an effective and deliverable site while the larger sites are delivered over a longer term.
- 3.6 On the opposite side of Hamilton Road is a landfill site understood to be coming towards the end of its operational life and to be restored to allow for a degree of public access. This area is well screened from Hamilton Road.
- 3.7 The site can be seen in the location plans below.



*Location Plan*



*Glasgow City Development Plan Extract with site location*

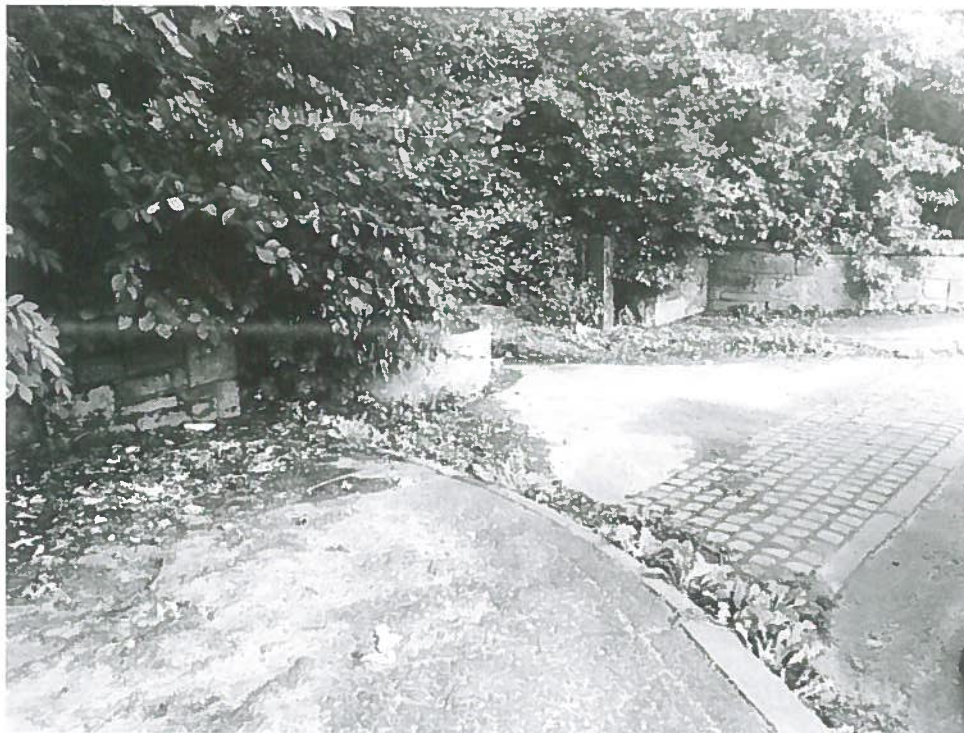
- 3.8 The site has well defined physical boundaries. To the north are the railway line and a row of mature trees. To the south is Hamilton Road with a stone wall and extensive linear vegetation behind the wall. To the west are mature trees beyond which is



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- access to the rail station (ramp and stairs), and to the east are trees and other vegetation adjacent to an access road / pedestrian link below the rail line linking to other areas to the north. Areas of emerging / established vegetation close to boundaries and within the more central areas of the site are also noted. There are two existing accesses at the east and west ends of the site directly onto Hamilton Road.
- 3.9 Hamilton Road is a 4 lane carriageway with a 3 metre footway/cycleway along the north side including the section adjacent to the subject site. The opening of the M74 extension has significantly reduced traffic flows. Bus stops for both directions of travel are adjacent to the site.
- 3.10 The most striking feature within the site is the relocated Daldowie Dovecot. This structure is a category A listed building and was listed on 12/01/1971. In the listing the property is described as a “Mid 18th century cylindrical dovecot, rubble and ashlar with slated bell-cast roof. Margined doorway with key-stoned flat lintel; oculii; flight-holes below eaves above continuous string course”.
- 3.11 The listing goes on to confirm that the Dovecot was “Formerly located within the grounds of Daldowie Sewage Works. Taken down and re-erected north of Hamilton Road, summer 2000”. At the time of relocation a small car parking area was provided to the east of the site however the entrance to this has been blocked off in an attempt to stop fly tipping and anti-social behaviour.
- 3.12 The Case Officer’s Report of Handling leaves the “date of site visit” section blank therefore we are unaware of when and if the Case Officer visited the site. To aid the LRB we have included photographs of the site in its current state.



*Daldowie Dovecot from entrance at Hamilton Road*



*Entrance at Hamilton Road*



*Dovecot in need of maintenance*



*Public Right of Way to east of site*

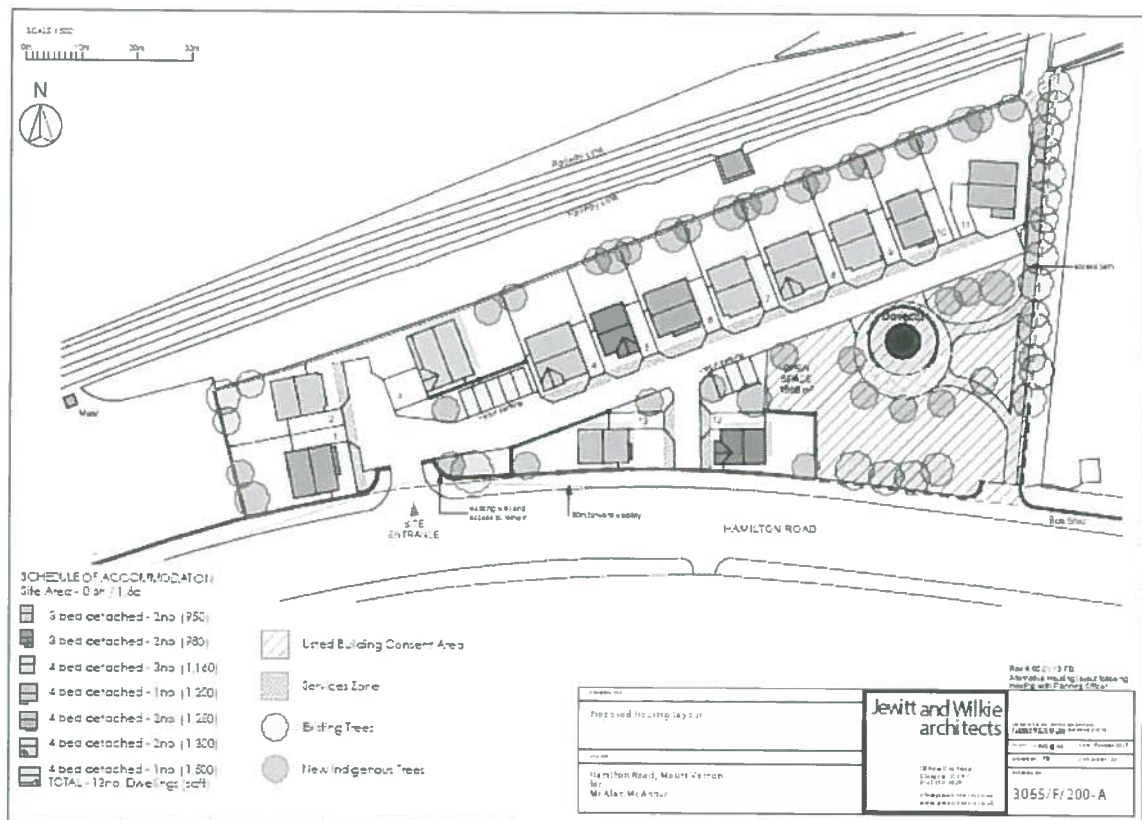


*Examples of vandalism and results of anti-social behaviour at the dovecot*



## 4. Proposed Development

4.1 The Indicative Masterplan provides a conceptual framework for the proposed development of the application site, and shows how the site can maximise opportunities to integrate the new residential development with the existing listed dovecot and set out a landscape and open space framework which will enhance the setting of Daldowie Dovecot. The indicative Masterplan is shown below.



4.2 In addition to the proposed housing development, there is an opportunity to provide new areas of open space, tree planting and landscaping as an integral part of the new development. A high quality development in terms of design, layout and landscaping would be provided, and this would represent the sustainable and sensitive development of the site. The visualisation below demonstrates how the site

will be sensitively designed to take account of its surroundings and protect the dovecot.



- 4.3 The site will consist of a simple housing arrangement arranged mainly along the main access road. The existing Dovecot will remain unaltered, with only necessary maintenance sensitively carried out.
- 4.4 The main alterations will come to the Dovecot's immediate surrounding landscape. Improvements to the surface material/ paving surrounding the dovecot along with the addition of native species trees and plants will create a pleasant courtyard arrangement. Repair and enhancement of the adjoining low wall will be carried out on a like for like basis. This work is the subject of separate detailed planning and listed building consent applications.
- 4.5 Due to the size of the site, it was important to consider the most efficient access to the properties. Given that a solid wall currently exists along Hamilton Road, with



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feature accesses, re-using these features will most benefit the integration of the new proposals. Main vehicular access will continue to be from Hamilton Road.

- 4.6 All public rights of way and access to the Dovecot will remain. The maintenance and restoration of the site immediately adjacent to the dovecot, and the residential development of the wider site will allow for the dovecot to be more fully valued in this location.
- 4.7 It is fully appreciated that while the Dovecot is not “original” in terms of its location, setting and physical fabric (wholly), it remains of historic significance. The indicative development proposals for the site have address the listed building, its setting and, significantly, its on-going maintenance and public access. Residential development of the site in a manner sympathetic to the site and the Dovecot will deliver significant benefits with respect to the long term future/ maintenance of/ public access to the listed Dovecot site while making the full and productive use of what is effectively an underutilised gap site supporting a range of anti-social behaviour located between Mount Vernon Station and an allocated residential site to the east.
- 4.8 It is established that the site lies in an accessible location, is well served by public transport (train and bus), has suitable vehicular and pedestrian accesses, would link to other sites/areas (the pedestrian link to the north would also be retained as an integral part of the development), and it contains a well-established landscape framework within which a development could readily be situated. Some removal of vegetation is required in order to facilitate the development but it is considered that there is an opportunity to enhance the current landscape framework and increase the amenity of both the dovecot site and the surrounding area.
- 4.9 The scale of development proposed would also be in keeping with the character of the surrounding area and can be easily absorbed into the local landscape whilst providing opportunities for an enhanced landscaped for Daldowie Dovecot. Full details of the design concept are provided in the accompanying Design and Access Statement.



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## 5. Reasons for Refusal

### 5.1 Glasgow City Council has issued the following reasons for refusal:

*01. The proposal was not considered to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's variance with the Development Plan.*

*02. The proposal is contrary to CDP 2: Sustainable Spatial Strategy of the City Development Plan (adopted 2017) in that the proposal does not accord with the Sustainable Spatial Strategy. The proposal to develop designated protected open space with a Green Corridor designation and therefore it does not accord with the adopted sustainable spatial strategy and would not contribute towards the creation of a sustainable City.*

*03. The proposal is contrary to CDP 6 & IPG 6: Green Belt and Green Network of the City Development Plan (adopted 2017) in that the development would be in an area designated as a Green Corridor - Green Access Route and fails to meet the exemptions to the Council's presumption against development in these areas. The proposal therefore would adversely affect the function and integrity of the Green Corridor.*

### 5.2 We do not accept these reasons for refusal and have addressed these reasons in the following section of the Review Statement.



## 6. Grounds of Appeal

### Scottish Planning Policy (2014)

- 6.1 The Scottish Planning Policy (SPP) was published in June 2014 and is a statement of Scottish Government policy on how nationally important land use planning matters should be addressed across the country.
- 6.2 It is a material consideration that carries significant weight in the preparation of development plans, the design of development; from initial concept through to delivery; and the determination of planning applications and appeals.
- 6.3 The SPP confirms that the Scottish Government's central purpose is to focus on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth. Sustainable economic growth is defined as: "Building a dynamic and growing economy that will provide prosperity and opportunities for all, while ensuring that future generations can enjoy a better quality of life too".
- 6.4 Paragraph 15 explains that by locating the right development in the right place, planning can provide opportunities for people to make sustainable choices and improve their quality of life. Well-planned places promote well-being, a sense of identity and pride, and greater opportunities for social interaction. Delivering highquality buildings, infrastructure and spaces in the right locations helps provide choice over where to live and style of home, choice as to how to access amenities and services and choice to live more active, engaged, independent and healthy lifestyles.
- 6.5 The SPP confirms the introduction of a presumption in favour of development that contributes to sustainable development. SPP explains that the planning system should support economically, environmentally and socially sustainable places by enabling development that balances the costs and benefits of a proposal over the longer term.
- 6.6 SPP explains that policies and decisions should be guided by a number of principles, including:
- giving due weight to net economic benefit;
  - responding to economic issues, challenges and opportunities, as outlined in local economic strategies;
  - supporting good design and the six qualities of successful places;
  - making efficient use of existing capacities of land, buildings and infrastructure including supporting town centre and regeneration priorities;



- supporting delivery of accessible housing, business, retailing and leisure development;

- 6.7 In relation to housing development SPP sets out the Government's approach towards "Enabling Delivery of New Homes" and confirms the need to facilitate new housing development, particularly in areas within our cities network where there is continuing pressure for growth. SPP also confirms that house building makes an important contribution to the economy, and planning can help to address the challenges facing the housing sector by providing a positive and flexible approach to development.
- 6.8 In relation to Listed Buildings, SPP states that "Change to a listed building should be managed to protect its special interest while enabling it to remain in active use."
- 6.9 By bringing a suitable form of sustainable development to the site, it would be converted to an asset to the community in terms of the provision of new homes and the retention/ maintenance of the Dovecot as an asset to the local area rather than a place for anti-social behaviour as is presently occurring. The development would fully support the full and appropriate sustainable use of the site while protecting the long term integrity of the listed Dovecot.

#### Glasgow City Development Plan

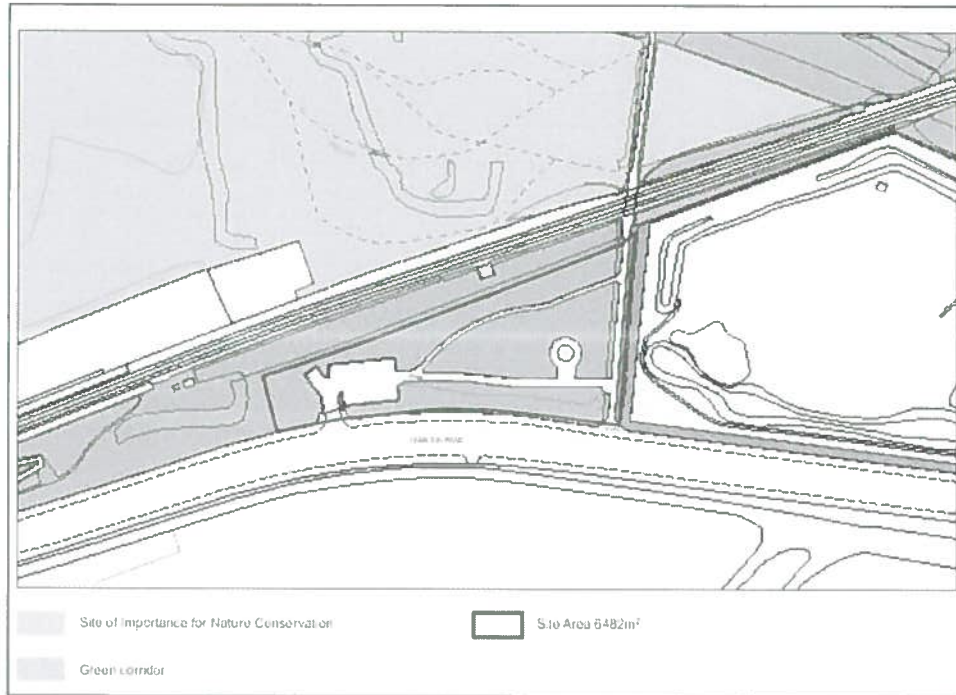
- 6.10 The Reasons for Refusal state that the proposed development is contrary to City Development Plan Policy CDP2; Policy CDP6 and IPG6.
- 6.11 Policy CDP2 – Sustainable Spatial Strategy aims to influence the location and form of development to create a 'compact city' form which supports sustainable development. It will also help to ensure that the City is well-positioned to meet the challenges of a changing climate and economy, and to build a resilient physical and social environment which helps attract and retain investment and promotes an improved quality of life.
- 6.12 Policy CPD6 – Greenbelt and Green Network aims to ensure the development and enhancement of Glasgow's Green Network. It will do this through protecting and extending the Green Network and linking habitat networks; providing for the delivery of multifunctional open space to support new development; protecting the Green Belt;



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and supporting development proposals that safeguard and enhance the Green Network and Green Belt.

- 6.13 We do not believe that the development of the site at Daldowie Dovecot for small scale residential development and open space to be associated with the Listed Dovecot will have a detrimental impact on the wider green network and availability of open space within the local area.
- 6.14 The indicative layout for the proposals at Daldowie Dovecot are well considered and there is a clear intention to establish character, protect and enhance the sense of place and setting associated with the dovecot. The design process has produced a response that works within the site constraints and avoids conflict with the, existing land use on the site whilst creating a relationship between the proposed residential development, the dovecot and open space areas. The indicative layout is considered appropriate to meet the requirements of the policy where appropriate.
- 6.15 The design solution addresses the terms of the identified policies by addressing the Placemaking Principle, delivering sustainable development in compliance with the Local Development Plan spatial strategy and suitably respecting the historic environment. The development will fully support the full and appropriate sustainable use of the site while protecting the long term integrity of the listed Dovecot, all of which would accord with underlying planning principles at national, strategic and local level.
- 6.16 The site was removed from the green belt by the Reporter as a result of the City Development Plan Examination. Only part of the site is now included within the green network, with the existing dovecot and previous parking area outwith. The development that will take place within actual identified open space/ green network will not fragment the green network at this location. There will continue to be a connection through the site from the Burntbroom SINC in the north to the regenerated Paterson's Tip to the south. An extract from the Council Open Space Map is included below.

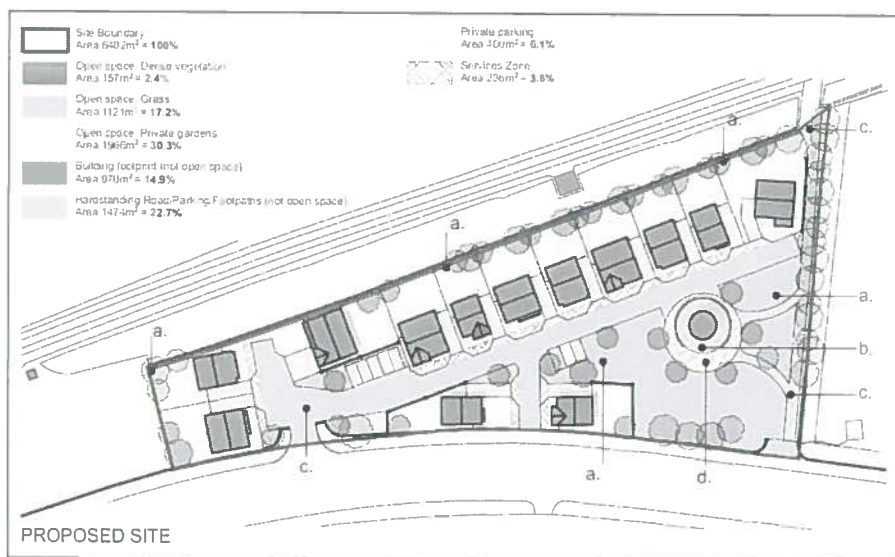
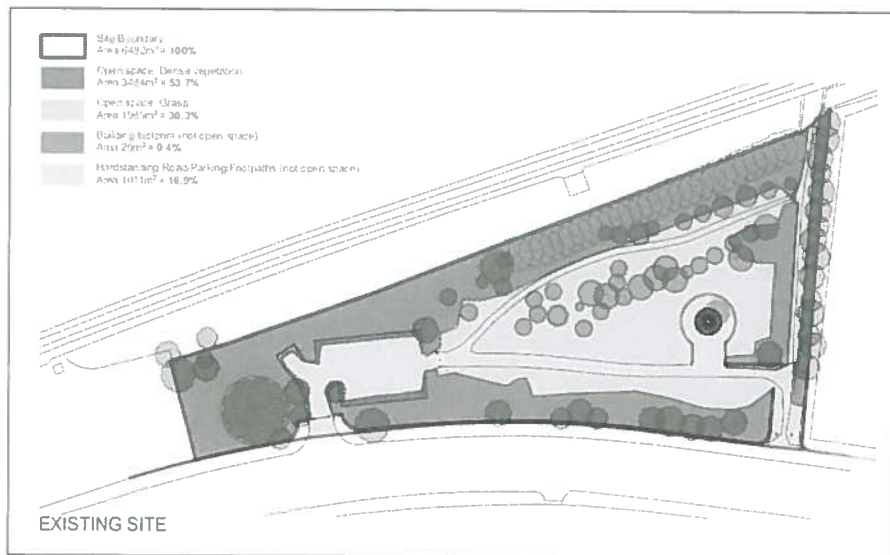


Extract from Open Space Map

- 6.17 As we have previously outlined, the current open space does not make a positive contribution to the green space network, the site is run-down and subject to frequent fly tipping and anti-social behaviour. While there will be some loss of open space, there is an opportunity for significant benefits to be delivered to the remaining open space. The environmental quality of the space will be enhanced through new tree planting and landscaping.
- 6.18 The Phase 1 Habitat Survey concluded that *“Habitats and species are typical of those found on urban brownfield sites in the Glasgow area and are not considered a constraint for development. Loss of the semi-improved neutral grassland is anticipated but it is a small area that may have been deliberately established, and with the natural successful due to scrub invasion would soon be lost due to habitat modification. Whatever its origins the area is so small and isolated that mitigation is considered unimportant as this extent of habitat is not valued at a national, regional or even local level but only at the site level. Development may bring opportunity to create other habitat or manage the remaining habitats more appropriately instead. Any other habitat loss is also considered to be insignificant due to the lack of extent as well as location.”*



- 6.19 The current state of the site does provide the public with access to good quality open space, the enhancement of the site will contribute to the green network at this location and not fragment it.
- 6.20 There is an opportunity to create improved open space surrounding the dovecot which can become useable and an important asset to the local community.
- 6.21 We have created a comparison of existing open space on site compared with proposed open space on site based on the indicative layout provided





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- 6.22 The development proposals for the site at Hamilton Road offer a real opportunity to contribute to housing supply/needs within Glasgow, delivering an effective housing site in the short term while at the same time protecting an important listed structure, including providing improved public access to the Dovecot site. This will allow the full, sustainable and appropriate use of the land.
- 6.23 It is established that the site is well located between Mount Vernon rail station and an allocated residential site, that access and required infrastructure is available, that a landscape framework for the site is already established and would be enhanced as part of the development, and that the present (mis)use of the site is not in the public interest with respect to safety or the long term protection of the listed Dovecot.
- 6.24 The recent consultation on the Glasgow Open Space Strategy places the site at Daldowie Dovecot within the Tollcross and Baillieston Local Context Analysis (LCA) area.
- 6.25 In assessing open space availability, paragraph 3.11 of the LCA 11: Tollcross and Baillieston, Stage 1 Document confirms that *“The Tollcross & Baillieston LCA has 7.2 ha per 1000 people of publicly usable open space which is above the OUA Quantity Standard of 5.5 ha per 1000 people set out in the draft OSS. The area has, however, a number of housing sites and could see a growth in population over the coming years. The output from the housing land supply is expected to see the area’s population grow by over 3,500 but, even with this growth, the Quantity Standard would still be exceeded.”*
- 6.26 From this it can be concluded that there is not a deficit of useable open space in this part of Glasgow, and no justification to retain this site in full open space use for its amenity, biodiversity or recreation value.
- 6.27 Interim Planning Guidance IPG6: Green Belt and Green Network sets out how development should protect, and make provision for the enhancement of, the Green Network. It sets out how development proposals in the Green Belt should be considered and how open space should be protected.
- 6.28 We have assess the proposed development at Daldowie Dovecot against the criteria set out in Box 1 of IPG6.



<b><u>IPG6 BOX 1: OPEN SPACE VALUES</u></b>	
1. Does, or could, the open space have value:	
a) in providing good access to open space for local people? Or	<p><i>The site at Daldowie Dovecot does not currently provide good access to open space for local people. The site is currently subject to fly-tipping and anti-social behaviour.</i></p> <p><i>There is an opportunity to provide improved access to the open space which will be retained and enhanced around the listed dovecot.</i></p>
b) in contributing positively to the setting, character or appearance of the area? Or	<p><i>The open space does not currently make a positive contribution to the setting, character or appearance of the listed building for the reasons set out above. The open space which will be associated with the proposed new development and the restoration/ maintenance of the area immediately adjacent to the dovecot will allow for the dovecot to be fully valued at this location.</i></p> <p><i>Significant benefits can be delivered as part of the proposed development of the site, there will remain a significant level of open space which will be much improved in environmental quality. The long term future and maintenance of the dovecot will be secured by development and allow for continued public access to the site.</i></p>
c) for nature conservation/biodiversity, landscape or geodiversity (see SG7:Natural Environment)? Or	<p><i>A phase 1 Habitat Survey concluded that "Habitats and species are typical of those found on urban brownfield sites in the Glasgow area and are not considered a constraint for development. Loss of the semi-improved neutral grassland is anticipated but it is a small area that may have been deliberately established, and with the natural successful due to scrub invasion would soon be lost due to habitat</i></p>



	<p><i>modification. Whatever its origins the area is so small and isolated that mitigation is considered unimportant as this extent of habitat is not valued at a national, regional or even local level but only at the site level. Development may bring opportunity to create other habitat or manage the remaining habitats more appropriately instead. Any other habitat loss is also considered to be insignificant due to the lack of extent as well as location."</i></p> <p><i>There will be a loss of some vegetation to facilitate the development however there is an opportunity to provide new areas of tree planting and landscaping which will enhance biodiversity and habitat connectivity.</i></p>
<p>d) in terms of the connectivity and/or functionality of the Green Network? Or</p>	<p><i>All public rights of way and access to the dovecot will remain</i></p> <p><i>The site can continue to contribute to the green network at this location, the connectivity between the greenbelt to the south and the Site of Important Nature Conservation will be maintained.</i></p>
<p>e) in terms of other important green infrastructure functions – particularly flood management? Or</p>	<p><i>No impact on flood management</i></p>
<p>f) as a means of accessing other open spaces or other facilities for management and maintenance? Or</p>	<p><i>All public rights of way and access to the dovecot will remain, the footpath to the east of the site will continue to connect to the SINC to the north and allow access to the wider area.</i></p>
<p>g) as a site that meets, or could be brought into functional use to help meet demand for outdoor sports or allotments/community growing space) or another need identified in the open space strategy or other Council strategy (eg Local Biodiversity Action Plan, City Centre Strategy or Strategic Plan for Cycling)? Or</p>	<p><i>Not Relevant</i></p>



h) as civic space, particularly in the city centre or town centres? Or	<i>Not Relevant</i>
i) as an important open space to the local community?	<p><i>The site at Daldowie Dovecot does not currently provide good access to open space for local people. The site is currently subject to fly-tipping and anti-social behaviour.</i></p> <p><i>There is an opportunity to create improved open space surrounding the dovecot which can become useable and an important asset to the local community.</i></p>

6.29 The present situation with the site is unsustainable and will only deteriorate. This does not aid public access to the listed Dovecot or through the site to the north and is clearly requiring positive action to resolve. The proposals will not impact on the aspirations within emerging supplementary guidance for the site to continue to be part of the City’s green network. The beneficial development of the wider site for residential uses with the enhanced and maintained setting of the dovecot provides the most appropriate planning and practical option going forward.

6.30 As indicated, not only would this well located and accessible site be brought into sustainable beneficial use, there would be the opportunity though careful design to positively provide for public access to the site of the Dovecot and to put measures into place to support the positive maintenance of the listed building, in effect to avoid it once again becoming derelict over time. The development would bring positive outcomes.

6.31 We have demonstrated that the proposals meet the terms of the policy framework set out in the Local Development Plan. The proposed development is an appropriate form and scale of development and would make a positive contribution to the surrounding area while protecting and enhancing the historic environment.



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## 7. Conclusion

- 7.1 For the reasons stated above we do not agree or accept the reasons for refusal given by Glasgow City Council.
- 7.2 The proposals represent the opportunity for a sustainable residential development in an accessible location while securing the long term viability and future of a Category 'A' listed building. The proposal is a wholly sustainable development that will have no significant adverse impact on the local area. The proposals have been designed to carefully consider the setting of the listed building and integrate with its immediate vicinity and local landscape.
- 7.3 We would urge the LRB to reassess the particular merits and background to this proposed development, and following a proper review of the proposed development and its planning history, it will be clear to the LRB that the proposals are entirely appropriate for the site and that planning permission can be granted.

4th February 2020

55 WASHINGTON ROAD

Mount Vernon

Glasgow G32 0RP

22<sup>nd</sup> September 2019

Dear Sirs

**Comments on Notice of Review 19/00073/Local – Daldowie Dovecot**

I have been informed by a neighbour that an appeal has been made against Glasgow City Council's Planning Department's decision to refuse Planning Permission in Principle regarding the proposal to build 13 houses at the site adjacent to the Daldowie Dovecot.

I submitted an objection at the initial planning stage and am disappointed that I have not been contacted to inform me of the appeal. I have not received a letter nor e-mail (checked my junk box).

Going online today (Sunday) I have not been able to access all the documents I need as the portal is down, but I have been able to download the Notice of Review document dated August 2019.

I would comment on this document as follows;

2.3 – The Reporter has not recommended the site for allocation within the Proposed Plan. This was correct as at the date of planning and still applies today at the date of appeal.

2.7 – *the Dovecot should be located in a 'more suitably rural setting'.....'not too closely surrounded by development'.....'encourage your council to seek an alternative layout'*. Building 13 houses adjacent to the Dovecot removes the 'rural setting' it currently occupies, and the Notice of Review Proposed Development shown in 4.1 does not offer 'an alternative layout' to the original PPP.

2.11 – Erecting suitable barriers as per Network Rail's advice would lead to damage to or removal of the trees and shrubbery at the rear of the site. Also, worth considering is the ongoing maintenance of any remaining trees on the proposed development. Who will be responsible for overhang or encroachment onto Network Rail property?

2.17 – I have been to the site today (22/9) and looking in from Hamilton Road, there will have to be significant removal of trees, shrubbery and vegetation to allow houses to be built. To the left of the site entrance, houses 1&2 are to be built. I can confirm that this part of the site is fully grown with trees and shrubs. Directly opposite the entrance is house 3. This is also full of trees and shrubs so both of these areas will require wholesale destruction of trees, shrubbery and vegetation to allow houses to be built.

2.17 – also references parking spaces. The plan shows 8 visitor parking spaces for 13 houses. This assumes that homeowners will park in their garage or driveway which is unlikely given our real experiences of most new built housing developments. 8 visitor parking spaces will not accommodate the potential visiting public who come to see the refurbished and renovated Daldowie Dovecot post-development. This lack of parking will result in overspill visitors parking on Hamilton Road blocking the cycle lane and, at busy times potentially causing disruption to southbound A74 traffic on the blind bend at the train station pedestrian entrance which is c250m from the entrance to the proposed development. I would highlight that the cycle lane has been a great improvement to the area and is now being well used.

3.9 – *'Hamilton Rd is a 4-lane carriageway with a 3-metre footway/cycleway along the north side including the section adjacent to the subject site'....* No, it isn't. It is now a 2-lane carriageway on the north side following the successful introduction of the East City Way cycle lane c3 years ago. The assertion that the opening of the M74 extension has reduced traffic is a bit out of date – the M74 extension opened in June 2011 so it is a bit of old news and most of the 'new' M74 traffic has been ex-M8 traffic. Hamilton Road remains as busy as ever due to the Broomhouse/Calderpark/Baillieston housing developments (c1400 homes) creating additional traffic as each phase of building completes.

4.1 – I mentioned earlier the lack of visitor parking spaces and would reiterate that here. On the Indicative Masterplan, there appears to be no safe turning space for lorries and trucks e.g. Bin Lorries, DPD delivery vans. I am also concerned about the site entrance; it is too narrow at present to allow safe entrance of larger vehicles off Hamilton Road. Also, I would suggest that the site entrance is too narrow to allow two vehicles to enter and exit the site at the same time – certainly not wide enough to allow a large vehicle and a car to enter/exit at the same time.

4.4 – there are frequent references throughout this document to the improvement to the Dovecot and its surrounds. Has there been a discussion with the owners of the Dovecot? Have they (Historic Environment Scotland, I believe) been advised of the PPP? There seems to be an assumption that the Dovecot will be renewed or refurbished as part of this development but that surely depends on funds being available.

4.5 – access to the site is narrow and with cars and visitors for 13 houses (assume 26 cars+) plus the public visitors to the refurbished Dovecot, access to and exit from the development onto a cycle lane and a busy A74 which is a main trunk road, will be a problem particularly for large vehicles.

6.9 – who will be responsible for *'the retention/maintenance of the Dovecot as an asset to the local area rather than a place for anti-social behaviour'*. Will the builder/developer be delivering ongoing maintenance of the Dovecot as part of the planning approval? It seems to me that this proposal is creating a picture of what the Dovecot itself might offer to the community post-refurbishment and post-development, but the developer does not own it, nor can you assume that HES will be willing to fund repair and maintenance.

6.16 – *'Only part of the site is now included within the green network, with the existing Dovecot and previous parking outwith'* The site still included within the green network is the site the developer wants to build on.

6.17 – you say the site is *'run-down and subject to frequent fly tipping and anti-social behaviour'*. The care and maintenance of the site is the responsibility of the current owner who is applying to build houses on it, in part, because it is 'run-down'.

6.17 – also refers *'The environmental quality of the space will be enhanced through new tree planting and landscaping'* No amount of new tree planting and landscaping will enhance what currently exists. The developer will have to destroy most of the trees onsite to build 13 houses which can only be detrimental to the area.

6.21 – The comparison of open space today and open space post-development surely supports the Council's initial refusal. The Existing Site drawing is predominantly all green whilst the proposed site drawing is c25% green. The difference being grey roads and buildings. That can't be an improvement.

6.22 – references ‘housing supply/needs within Glasgow. Housing needs in and around this area are being well met through the supply of houses in the Broomhouse/Calderpark/Baillieston developments (c1400 homes) with further building already planned.

6.26 – it is true to say that there is not a deficit of useable open space in this part of Glasgow, but the Dovecot site is unique. It cannot be replaced, and it cannot be ‘enhanced’ by building 13 houses on its site.

### **IPG6 Box 1 – Open Space Values**

1b – ‘*in contributing positively to the setting, character or appearance of the area?*’. They comment that ‘the open space does not currently make a positive contribution to the setting, character or appearance of the *listed building* – the value relates to the area which I take to be the surrounds rather than the building. They also say that ‘*The long term future and maintenance of the Dovecot will be secured by development..*’ but I repeat my earlier point that I don’t think anyone can speak for the owners of the building so can’t include this as part of your proposal.

1c – ‘*there will be a loss of some vegetation...*’ That is too vague. What will they have to remove to build the houses?

1g – this should be ‘not yet known’ rather than ‘not relevant’. Alternative use has not yet been considered by GCC or by the Mount Vernon Community. A possible Community growing space, however, is a great idea and would be welcomed by the Community.

6.29 – Agreed that the present situation is unsustainable but ongoing maintenance is the responsibility of the private owner of the site proposed for development and of HES for the Dovecot. Action is needed from both parties to refresh the site for safe public access.

6.30 – repeats the point about ‘positive maintenance of the listed building’. They are making commitments here which are outwith their scope.

### **General comments**

1 – there is an ongoing problem with youths gathering in and around the Dovecot. Youth disorder in Mount Vernon exists despite the best efforts of Police Scotland and the local police officers. The Dovecot is one of a few ‘staging posts or meeting points’ for youths from the area and I fear that the people who buy one of these houses will be plagued by alcohol-fuelled youths.

2 – Just because the site has fallen into disrepair and has a youth disorder issue isn’t a good enough reason to build on it.

3 – On the Indicative Masterplan, houses 1&2 are adjacent to the railway station and with 35 trains running each day to Glasgow Central from 6.14 to 23.41, living there might not be ideal. There are, obviously, 35 trains returning from Glasgow Central. I suppose this impacts on houses 1-11. House 11 will be adjacent to the public footpath and opposite the Dovecot and subject to youths coming and going. House 12 is next door to the Dovecot so may also be subject to frequent youth disorder.

4 – Will there be a clear and simple plan for visitors to the Dovecot site post-development? Where will they be allowed to park? Do you think residents will allow visitors free and unhindered access to the Dovecot?

### **Summary**

My original objection to this development still stands.

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I think this site is wholly inappropriate for housing but do accept that action needs to be taken to reinvigorate the Dovecot site.

My main concerns with this PPP are

- a) it requires the wholesale destruction of trees to facilitate the building of houses
- b) the plan does not address the lack of parking onsite for residents, visitors and Dovecot visitors where there is potential for overspill onto Hamilton Road causing problems for cars and cyclists
- c) potential problems with entering and exiting vehicles simultaneously, particularly larger vehicles plus turning points within the development for large vehicles
- d) Ownership and ongoing maintenance of the Dovecot does not sit with the applicant so the future presented here cannot be considered.

Yours faithfully,

Frank O'Donnell.

4th February 2020

1 Carrick Drive

North Mount Vernon

Glasgow

G32 0RW

Planning Local Review Committee  
Development and Regeneration Services

231 George Street

Glasgow

G1 1RX

By email: [onlineplanning@glasgow.gov.uk](mailto:onlineplanning@glasgow.gov.uk)

(4 pages)

24 September 2019

Dear Sir,

**Planning reference: 18/00483/PPP**

**Review reference: 19/00073/LOCAL**

**Review address: Daldowie Dovecot Hamilton Road Uddingston Glasgow**

**Review Proposal: Erection of residential development, associated access, landscaping, SUDS and ancillary works**

I write in regard to the above review as I had made a representation to the original planning application on 28 March 2018. My comments made then still stand and I would like them to be taken into consideration by the review committee.

I have now read through the Review Statement by PPCA Ltd on behalf of the appellant and made some further comments in relation to that document.

Extracts taken from the Review Statement are highlighted in bold text.

**Point 2.19 The appellant purposely established, through formal pre-application discussions with the council, that the principle of residential development was considered acceptable on this site. This degree of certainty was then the basis on which the applicant spent considerable time and money engaging with consultants and commissioning reports/ studies to support the applications.**

**Point 2.20 It is therefore disappointing that the appellant is now in the position where the application has been refused. If the council, as planning authority, supports early engagement in the application process then the advice given out by planning officers requires to be consistent.**

From the above points I see prior to and at the time of application that PPCA Ltd state there were a number of discussions with planning officers. As the decision on this application took over a year to make, I assume it has been investigated thoroughly by the relevant council officers.

There appears to be differing information on the status of the Dovecot Site. The appellant states that it was removed from the green belt and is now 'white land', whereas Glasgow City Council says it forms part of a green corridor. Any search I made, both back in 2018 and now, shows the Dovecot site to be part of a green corridor on the current Glasgow City Council mapping for IPG6 Green belt and Green Network.

**Point 6.17 As we have previously outlined, the current open space does not make a positive contribution to the green space network, the site is run-down and subject to frequent fly tipping and anti-social behaviour. While there will be some loss of open space, there is an opportunity for significant benefits to be delivered to the remaining open space. The environmental quality of the space will be enhanced through new tree planting and landscaping.**

I would agree that the site is currently run down but this has not always been the case and I would like to draw attention to my original representation which includes a you tube video link posted in 2012. The video shows the park as it was previously maintained with only a little vandalism on the signboard. The site was auctioned in 2013 and thereafter fell into disrepair.

For reference from my representation the link is as follows

<https://www.youtube.com/watch?v=vvOQXL96oHQ&sns=em>

Any site can become rundown or misused with lack of maintenance and I would like to reiterate that a site in disrepair is not a reason for development. The site could be returned to the intentioned use of a small semi-formal park with links to the SINC at Burntbroom and surrounding sites.

Mount Vernon Community Council also included the Daldowie Dovecot site in their submission to the Glasgow City Council Open Space Strategy consultation in December 2018, which they highlight as valued open space. They suggest that it could be linked to walkways at Greenoakhill and the SINC at Burntbroom and that a history trail may be established. West of Scotland Archaeology Service as consultees at the application stage, mention Bronze Age findings on site as part of their report.

Mount Vernon Community Council also stated that their comments made for the Open Space Strategy should be upheld for consultation at the subsequent Call for Sites.

**Point 4.8... Some removal of vegetation is required in order to facilitate the development but it is considered that there is an opportunity to enhance the current landscape framework and increase the amenity of both the dovecot site and the surrounding area.**

and:

**Point 6.18 The Phase 1 Habitat Survey concluded that "Habitats and species are typical of those found on urban brownfield sites in the Glasgow area and are not considered a constraint for development. Loss of the semi-improved neutral grassland is anticipated but it is a small area that may have been deliberately established, and with the natural successful due to scrub invasion would soon be lost due to habitat modification. Whatever its origins the area is so small and isolated that mitigation is considered unimportant as this extent of habitat is not valued at a**

**national, regional or even local level but only at the site level. Development may bring opportunity to create other habitat or manage the remaining habitats more appropriately instead. Any other habitat loss is also considered to be insignificant due to the lack of extent as well as location."**

Point 6.18 above states that the habitat loss is considered to be insignificant.

I would disagree with this particularly as since the site was created in 2000, the trees and plants which were originally planted there have been allowed to mature, in recent years unchecked, and this will have given the site more value in terms of biodiversity. There is much more on site than semi improved grassland and in order to accommodate the planned housing, rather than there being some vegetation removal as stated at point 4.8 - all the established planting would require to be removed, thus destroying valuable established habitats. Many birds and mammals will use the site and there is likely to be bats present.

Glasgow City Council LES Biodiversity also state within the report of handling:

- *"The woodland habitat is important at this point as it provides good cover connecting across to Greenoakhill and then on to Daldowie and North Calder Woodlands beyond to the south and east and through Burnetbroom SINC and on towards North Mount Vernon woodland (SINC again) to the north. Many of these wider woodlands have already been hugely impacted by the vast CGA (Baillieston-Shettleston) to the east, which has fragmented the habitat network and severely compromised the ability for larger species like badger (and smaller ones such as birds and small mammals) to disperse and colonise other habitat in the area. So in summary from a biodiversity perspective we don't want any more fragmentation of the woodland/tree/hedgerow habitat in this area.";*

**Point 6.19 The current state of the site does (not\*) provide the public with access to good quality open space, the enhancement of the site will contribute to the green network at this location and not fragment it.**

**\* the word 'not' may have been an omission in the original document**

An open space does not necessarily have to be physically used by the public to have value and to benefit us all through improved air quality and extended biodiversity within our environment. With the loss of huge greenfield and greenbelt sites to housing in close proximity (site adjacent to Dogs Trust and leading up to the M73/M8 motorways) it is even more important that any remaining sites are protected from development.

**Point 6.20 There is an opportunity to create improved open space surrounding the dovecot which can become useable and an important asset to the local community.**

The site was always intended to be accessible to the public when it was created as a semi-formal park in 2000 to showcase the newly relocated Dovecot. It is now primarily inaccessible due to the entrance being blocked off and the site falling into disrepair.

**Point 6.26 From this it can be concluded that there is not a deficit of useable open space in this part of Glasgow, and no justification to retain this site in full open space use for its amenity, biodiversity or recreation value.**

It is fair to say that there is a reasonable amount of open space in the area, however, there used to be significantly more open space which fell prey to development. The remaining open spaces are

valued and should be retained. I acknowledge the desire to develop this site both for profit and to possibly address some of the current issues, but this is not the only solution. Our green and open spaces require protection to help combat the varied and ever-increasing environmental concerns not only locally but nationally and throughout the world today.

**Point 6.7** In relation to housing development SPP sets out the Government's approach towards "Enabling Delivery of New Homes" and confirms the need to facilitate new housing development, particularly in areas within our cities network where there is continuing pressure for growth. SPP also confirms that house building makes an important contribution to the economy, and planning can help to address the challenges facing the housing sector by providing a positive and flexible approach to development.

Glasgow City council state within the Report of handling that there is actually a surplus of housing:

*The City Development Plan has identified allocation of sites through due process and that any remaining shortfall is addressed through subsequent reviews of the Development Plan and the site is question was not considered acceptable for primary Green Belt and Green Network reasons. Furthermore following the Councils most recent annual count (March 2018) of all houses completed and occupied figures confirm there is a surplus of houses. The City Development Plan therefore remains up-to-date and Policy 8 of the Strategic Development Plan does not apply and there is no requirement in terms of housing land supply to support the development of this site. Furthermore any potential shortage of housing land supply should not be addressed incrementally through planning applications that are considered contrary to the development plan. The nearby Broomhouse/Baillieston/Carmyle Community Growth Area has been identified to address and identify any shortfalls in housing land supply. As such, this is not a material consideration to justify this additional housing land within the Green Network at this location, The proposed development of the site conflicts with the element of the SDP spatial strategy.*

The Dovecot Site is simply not a desirable location for housing as it is situated adjacent to a railway line/station with associated high noise levels, next to a busy road with limited access and immediately opposite a landfill site with noise, heavy vehicle traffic, pollution etc. The site as it stands with its mature and semi-mature woodland and planting is ideally placed to provide a buffer between the road and the railway station and to counteract any noise or pollution from the road and the landfill site.

Improvements could be made to return the site to its former glory and intended use, giving it more accessibility with links to other sites and spaces while maintaining its natural environment for wildlife and showcasing just one building - the Dovecot itself.

I trust these points will be considered by the committee as part of the review of this application.

Yours faithfully,

Susan Carrick

**19/00073/LOCAL - Daldowie Dovecot – Suggested Conditions**

01. The development shall not be begun until an application for the following matters has been submitted to and approved by the planning authority by the issuing of a decision notice:-

- a. A layout of the development of the site along with the siting of buildings and other structures, design, external appearance, material and accesses of buildings and other structures, play provision, boundary treatments, on-site parking, and means of access to the site. Access and parking means inclusive access for pedestrians, cyclists and motor vehicles and shall include details of proposals to ensure the safety and amenity of the public with particular regard to their use of the aspirational Core Path and historic Right of Way that forms the eastern boundary of the site. These proposals shall retain the path on its original alignment, ensuring clear sightlines through the underpass, and shall promote passive surveillance to ensure the path can be overlooked over low fences and from the windows of neighbouring houses. All details shall show that the development accords with the Design Guide New Residential Areas, SG1 Placemaking and SG11 Sustainable Transport.
- b. Landscaping of the site, which shall include a programme for the implementation/phasing of the landscaping in relation to the construction of the development and a maintenance schedule for the landscaping scheme/open space, and details of maintenance arrangements. Landscaping means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes boundary treatments, screening by fences, walls or other means, the planting of trees, hedges, shrubs or grass, the formation of banks, terraces or other earthworks, the laying out or provision of gardens, courts or squares, water features, sculpture or public art and the provision of other amenity features. Where trees/shrubs are to be planted adjacent to the railway boundary these should be positioned at a minimum distance from the boundary which is greater than their predicted mature height. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. Network Rail can provide details of planting recommendations for adjacent developments.
- c. Existing and proposed site levels, levels of all accesses and finished floor levels, cross sections and details of retaining walls.
- d. A Drainage Impact Assessment, a Flood Risk Assessment and copies of the applicant's professional indemnity insurance in compliance with Council guidance
- e. Details of Sustainable Urban Drainage System (SUDS) for the public realm spaces, roads and individual plots for the site development, and including construction SUDS, to deal with surface water drainage. Any SUDS must not be sited within 10 metres of the railway boundary.
- f. Details of a maintenance regime for SUDS features which shall be adhered to throughout the lifetime of the site.
- g. A Travel Plan, which shall include maps detailing the location of public transport stops, timetable and estimated journey times, walking/cycling routes to key destinations and the health benefits of walking/cycling.
- h. A noise survey demonstrating the impact of the proposed development on dwellings/noise sensitive premises, including the impact of construction and demolition work associated with the development, and carried out by a method agreed with the planning authority shall

be submitted to and approved in writing by the planning authority. Where the survey predicts an adverse impact on residential/noise sensitive premises, details of mitigation measures shall be specified in the survey report. The approved mitigation measures shall be completed before the use of the development commences.

- i. Details of refuse and recycling storage areas and bins.
- j. A programme indicating the housing mix and bedroom numbers, and demonstrating that this meets the residential density requirements of City Development Plan supplementary guidance IPG 1 'Placemaking'.
- k. An up-to-date Ecological Assessment to address all works associated with the development, including construction and engineering works. This shall include details of mitigation works when such measures are required.
- l. An assessment of the impact of emissions to air from existing vehicle traffic on the proposed development site, carried out by a method agreed by the planning authority shall be submitted to and approved in writing by the planning authority. The assessment report shall make reference to the standards and objectives of the National Air Quality Strategy. Where an adverse impact on local air quality is found, including that of any Air Quality Management Area, mitigation measures shall be specified in the report.
- m. A noise survey demonstrating the impact of mixed traffic sources on the development using the principles set out in "Calculation of Road Traffic Noise" (DoE/Welsh Office, HMSO, 1988) and in "Calculation of Railway Noise" (DoT, HMSO, 1995) shall be submitted to and approved in writing by the planning authority. The survey shall identify the Noise Exposure Category specified in Planning Advice Note PAN 56 Planning and Noise within which the development will fall. Where mitigation measures are required to achieve internal noise levels, with windows closed, of 45 dB(A) daytime and 35 dB(A) night time when measured as LAeqT, these shall be specified in the survey report. The approved mitigation measures shall be completed before any of the dwellings are occupied. The survey shall also demonstrate that the dwellings will be designed and constructed to ensure that noise arising from railway movements will be no more than 45 dB LA max(fast) within any bedroom in accordance with World Health Organisation Community Noise Guidelines for sleep disturbance.
- n. A Statement of Energy, prepared in accordance with City Development Plan policy CDP 5 and supplementary guidance SG 5 which shall analyse the energy and CO2 savings that can be achieved by utilising energy efficient design, practice and technologies, and shall demonstrate how the development will incorporate low and zero-carbon generating technologies to achieve at least 15% cut in CO2 emissions and the "gold" sustainability level, as per the Building Standards Technical Handbook Section 7: Sustainability. The development thereafter shall be constructed in accordance with the approved Statement of Energy.
- o. Details of a comprehensive site investigation report shall be submitted for the written approval of the Planning Authority. Site investigations shall be conducted and reported in accordance with current and recognised codes of practice such as British Standards Institution "The investigation of potentially contaminated sites - Code of Practice" and BS ISO 18400 Series of Standards. The investigation reports shall include a risk assessment of all relevant pollutant linkages, as required by Planning Advice Note PAN33 Development of Contaminated Land. Where a risk assessment identifies any unacceptable risk or risks, a remediation strategy shall be prepared that sets out all the measures necessary to bring the

site to a condition suitable for the intended use and must be agreed with the Planning Authority in writing prior to work starting on the development. The remediation strategy shall also include a timetable and phasing plan where relevant. The approved remediation scheme shall be carried out in accordance with the approved strategy unless otherwise agreed in writing by the Planning Authority. Upon completion of the remediation works and prior to the site being occupied, a verification report which demonstrates the execution of the completed remediation works in accordance with the approved remediation scheme shall be completed by a suitably qualified Engineer and submitted for approval in writing by the Planning Authority.

- p. The maximum number of dwellings shall comprise 13 detached houses.

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

02. For the avoidance of doubt, the proposed housing layout drawing 3065/F/200 Rev A is for information purposes only and does not form part of the approval.

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

03. A Construction and Demolition Management Plan & Strategy shall be developed and submitted for the written approval of the Planning Authority. This shall include measures to mitigate against the effects of noise, dust, safety etc. on the local community (reflecting the provision for 'Good Neighbour Agreements' in the Planning (Scotland) Act 2019), including site management, construction and operational measures, including hours of working, site safety and vehicle access shall be submitted to the Planning Authority for its agreement as part of the first application for Approval of Matters Specified in Conditions and thereafter implemented in the agreed manner.

**Reason:** To enable the planning authority to monitor the implementation of the development.

**Reason:** In order to safeguard residential amenity.

04. Before any work on the site is begun, a detailed plan which shows the exact location of all existing trees on the site shall be submitted to and approved in writing by the planning authority. An accompanying schedule shall include information on species, height, canopy spread, base level and condition. The plan and schedule, i.e. the tree survey, shall also indicate those trees which it is intended to retain and those which it is intended to remove.

**Reason:** To maintain the contribution of existing trees to the landscape quality and biodiversity of the area.

05. With the exception of tree works detailed in the approved application, existing trees on the site shall not be lopped, topped, felled or removed without the prior written approval of the planning authority. Details of such trees and the proposed operations on each of them shall be submitted to the planning authority. Any proposals for felling or removal shall include proposals, including a programme, for replacement tree planting.

**Reason:** To maintain the contribution of existing trees to the landscape quality and biodiversity of the area.

06. No lopping, topping, felling or cutting back of trees, scrubs, or bushes, shall be undertaken in the main bird breeding season (March-August inclusive) without the prior written approval of the planning authority or credible survey information by a suitably experienced surveyor that shows that no nests, in use or being built, could be damaged, destroyed, or obstructed and that no other harm would result for local bird life.

**Reason:** In the interests of protecting wildlife and habitats from disturbance as a result of the development.

07. Before any work on the site is begun, a detailed plan which shows the location and details of a method of tree protection to comply with BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations shall be submitted to and approved in writing by the planning authority. The approved protection shall be in place prior to the commencement of any work on the site and shall be retained in place until completion of the development.

**Reason:** To maintain the contribution of existing trees to the landscape quality and biodiversity of the area.

08. 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 a similar species.

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

09. Before any work on the site is begun, an access plan shall be submitted to and approved in writing by the planning authority. This will indicate how access to the right of way on the east boundary of the site leading through the rail underpass will be maintained throughout construction and in perpetuity. Any proposed closure of the path shall be kept to an absolute minimum and details of the diversion route and how this will be managed, including through signage, shall also be provided. Any such diversion route, including advisory signage shall be implemented and maintained throughout the closure of the path.

**Reason:** To ensure continuity of access for cyclists and pedestrians throughout construction.

**Reason:** To ensure safe and convenient access to the right of way from the development in perpetuity.

10. Vehicular access shall be taken via a dropped kerb footway crossing in accordance with Figure 10.19 of the Glasgow City Council Roads Development Guide.

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

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

**Reason:** In the interests of pedestrian safety.

12. All pedestrian and vehicular access levels shall be compatible with existing footway levels, with appropriate footway gradients and crossfalls provided.

**Reason:** In the interests of pedestrian safety.

13. All doors and gates shall open inwards or be recessed and not open outwards over the public footway.

**Reason:** In the interests of pedestrian safety.

14. Provision shall be made in the design of the development for the parking of cycles. This provision shall be in accordance with the requirements of the terms of the Glasgow City Development Plan and Supplementary Guidance 11: locations; minimum levels; and safe, sheltered and secure. The cycle parking shall be available for use in accordance with the approved drawings before the development is occupied.

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

15. The car parking area(s)/space(s) shall be permeable but shall exclude loose material. It/they 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.

16. During the construction period, wheel washing equipment shall be provided at all egress points and kept in operation during all times when vehicles are leaving the site. Before any work on the site is begun, details of the type of equipment shall be submitted to and approved in writing by the planning authority.

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

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

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

19. 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.

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

**Reason:** To ensure that occupiers have safe access to their property.

21. Details of temporary barricades, which shall be erected around the demolition/construction site and which should be fitted with wooden fillets to prevent fly-posting, shall be submitted to the Planning Authority for written approval. The barricades shall be implemented as approved and shall be painted and maintained in good condition and kept free of advertisements

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

22. Future applications for matters specified in conditions, shall be subject to the provisions of Glasgow City Development Plan and Supplementary Guidance IPG12.

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

23. The applicant must provide a suitable trespass proof fence of at least 1.8 metres in height adjacent to Network Rail's boundary and provision for the fence's future maintenance and renewal should be made. Details of the proposed fencing shall be submitted to the Planning Authority for approval before development is commenced and the development shall be carried out only in full accordance with such approved details.

**Reason:** In the interests of public safety and the protection of Network Rail infrastructure

24. No development shall take place within the development site as outlined in red on the approved plan until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by the West of Scotland Archaeology Service, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service.

**Reason:** To protect any archaeological remains within the development site.

25. Prior to the commencement of development, details of intrusive site investigations, a report of findings and a scheme of remedial treatment for the potential risks posed by past shallow coal mining activity in the development site shall be submitted to and approved in writing by the planning authority. The approved remediation works shall be carried out prior to the commencement of development on site. On completion of the approved remediation works and prior to the occupation of the development, a verification report confirming that the works have been carried out in accordance with the approved scheme of remedial treatment shall be submitted to and approved in writing by the planning authority.

**Reason:** To protect public safety and the stability of the proposed development from any risk posed by shallow mine workings.

26. Before any work is begun on site, two bat surveys of the Dovecot as detailed in the submitted Habitat Survey, shall be submitted to and approved in writing by the planning authority.

**Reason:** To assess the impact of the proposed development on this protected species.

27. The boundary of Plot 11 as shown on drawing 3065/F/200 Rev A Proposed Housing Layout with the path to the east shall be no more than 1.2 metres in height if composed of a solid material or, where it is proposed to be higher than 1.2 metres, it shall be composed of a perforated material that allows for passive surveillance of the path from the adjacent house.

**Reason:** To increase passive surveillance of the path to encourage its use.

Approved Drawings

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The development shall be implemented in accordance with drawing number(s)

3065/F/210 Rev A Existing Site Plan

as qualified by the undernoted condition(s), or as otherwise agreed in writing with the Planning Authority.

**Reason:** As these drawings constitute the approved development.

### Advisory Notes

01. Any proposed temporary barricade should be fitted with wooden fillets to prevent fly-posting. The barricade should be painted and maintained in good condition for the duration of its use.
02. Prior to implementation of this permission, the applicant should contact Development and Regeneration Services (Transport) at an early stage in respect of legislation administered by that Service which is likely to have implications for this development.
04. The applicant is advised that it is not permissible to allow water to drain from a private area onto the public road and to do so is an offence under Section 99(1) of the Roads (Scotland) Act 1984.
05. The works, as indicated, do not impact upon the public road but if there is any requirement to carry out works on the public road an application under Section 56 of the Roads (Scotland) Act 1984 will be required.
06. Early engagement should be undertaken with GCC Neighbourhoods and Sustainability (Roadworks Control) on agreeing a suitable construction methodology/mitigation strategy
07. 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](http://www.ccscheme.org.uk) email: [enquiries@ccscheme.org.uk](mailto:enquiries@ccscheme.org.uk)
08. Construction and/or demolition work associated with this development should conform to the recommendations/standards laid down in BS5228 Part 1: 1997 "Noise and Vibration Control on Construction and Open Sites". Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 should be employed at all times to ensure noise levels are kept to a minimum.
09. 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.
10. Measures to maintain street lighting levels should be identified before any work begins on site. Street lighting levels should be agreed with Neighbourhoods and Sustainability (Roads), and be in place and operational before any of the dwellings are occupied.

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11. The applicant is advised that, where drainage systems including SUDS are not vested in Scottish Water, it is the applicant's/developer's responsibility to maintain those systems in perpetuity or to make legal arrangements for such maintenance.
12. 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.
13. 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.
14. Any advertisement, other than that deemed within the terms of the Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984, to be the subject of an application for express consent.
15. Buildings should be situated at least 2 metres from Network Rail's boundary. The applicant must ensure that the construction and subsequent maintenance of proposed buildings can be carried out without adversely affecting the safety of, or encroaching upon, Network Rail's adjacent land.
16. Construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.
  - Details of all changes in ground levels, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to minimum prior notice period for booking of 20 weeks.

The developer must contact Network Rail's Asset Protection Engineers regarding the above matters, contact details are:

Network Rail Asset Protection Engineer  
151 St. Vincent Street, Glasgow, G2 5NW  
Tel: 0141 555 4352  
Email: AssetProtectionScotland@networkrail.co.uk

17. Prior to implementation of this permission, the applicant should contact SEPA's Glasgow based local regulatory services team at an early stage in respect of legislation administered by that Organisation which is likely to have implications for this development.

S69 agreement for open space compensation