



## Planning Applications Committee

### Report by

Executive Director of Neighbourhoods, Regeneration and Sustainability

Item 1

25th March 2025

Contact: Tabitha Holland Phone: 0141 287 6099

**Application Type** Full Planning Permission

**Recommendation** Grant Subject to Conditions and S75

<b>Application</b>	23/03092/FUL	<b>Date Valid</b>	15.12.2023
<b>Site Address</b>	Site At Disused Dock Land Govan Road Glasgow		
<b>Proposal</b>	Erection of flatted residential development including Class 1A (Shops, and financial, professional and other services), Class 3 (Food & Drink), Class 4 (Business) and associated access, landscaping, drainage, engineering works, car parking and associated works (EIA).		
<b>Applicant</b>	New City Vision Group Holdings Limited 13 Newton Place Glasgow G37PR	<b>Agent</b>	Iceni Projects Gary Mappin 177 West George Street Glasgow G2 2LB
<b>Ward No(s)</b>	05, Govan	<b>Community Council</b>	02_074, Govan East
<b>Conservation Area</b>	N/A	<b>Listed</b>	A
<b>Advert Type</b>	Environmental Assessment Affecting a Conservation Area/Listed Building Bad Neighbour Development Affecting a Conservation Area/Listed Building Affecting a Conservation Area/Listed Building Affecting a Conservation Area/Listed Building Affecting a Conservation Area/Listed Building Bad Neighbour Development		
<b>City Plan</b>	Retail Office Mix		

## **Representations/Consultations**

### **Representations**

A total of 281 representations were received, consisting of 124 objections, 155 letters of support (including Paul Sweeney MSP and Govan East Community Council) and 1 neutral comment.

In summary, the points of objection/concern are as follows:

- Concerns regarding increase in traffic
- Concerns regarding the proposed amount of car parking and potential access problems
- Refuse collection in respect of loss of footpath and the Fastlink route
- Potential obstructed views and impact on views to landmark buildings
- Daylight and privacy in respect of neighbouring properties along Govan Road
- Flood Risk including risk of flooding within the proposed car park area along Govan Road block
- Concerns regarding the scale, massing and number of flats proposed
- Concerns regarding the impact and potential damage to the historic environment and structure
- Impact from construction works – including noise and vibration
- Impact on existing amenities
- Safety concerns regarding the retention of the Post and chain fence along Dry Dock 3.

In summary, the supportive comments are as follow:

- The proposals will reinstate and bring the docks back into active use
- The site is a prime importance for the city's waterfront regeneration
- The proposals will provide much needed housing
- The development have been designed in a way that respects the history of the site
- The proposals will only take up a proportion of the whole site
- The proposals will contribute to the economy and create new jobs
- The proposals sensitively adapt the site in accordance with the Development Plan
- Inclusion of commercial units and public square welcomed

### **Consultations**

Strategic Flood Manager – No objection  
Historic Environment Scotland – No objection  
NatureScot – No objection  
Public Health (Contaminated Land) – No objection subject to conditions  
Public Health – No Objection  
Scottish Water – No objection  
Waste and Recycling – No objection  
Transport Planning – No objection subject to conditions  
SEPA – No objection  
Biodiversity – No objection  
Landscape – No objection  
Water Safety Group – No objection  
West of Scotland Archaeology – No comments received  
Peel Port – No comments received

Under the Terms of the Scheme of Delegation, the application requires to be determined by Planning Applications Committee.

## **Site and Description**

The application site comprises approximately 3.35 hectares of derelict land at the former Govan Graving Docks. The site includes the southern portion of Dock 3 which is bounded by the dock edge and Govan

Road and land to the south east of Dock 3 with access from Canting Way, as well as the basin area to the west of Dock 2 and 3 which is bound by Clydebrae Street to the south and south west.

The site forms part of the wider Govan Graving Docks which extends to approximately 8.9 hectares in total and the immediate surrounding area to the north and west predominantly comprises derelict dock infrastructure and areas of hardstanding.

The surrounding area is characterised by a mixture of uses including residential, light industrial and commercial uses. The north of the application site is bound by the southern edge of Dock No.3 with the wider Govan Graving Docks lying beyond. The east is bound by the River Clyde, and the south is surrounded residential properties to the south of Govan Road which comprise a number of cul-de-sacs including Burndyke Court, Burndyke Square and Elphinstone Place as well as Govan Gaelic Primary School. To the west of the application site there are residential properties off Napier Drive, Napier Street and Napier Place. To the south of the part of the application site around the basin, there are commercial / industrial properties between Clydebrae Street and Govan Road.

Approximately 50% of the wider Govan Graving Docks site is located within the Category 'A' Listed Dry Docks designation. The listing includes Docks 1, 2 and 3, as well as land to the immediate north between Dock 1 and the River Clyde which includes the pumphouse. With regards to the application site specifically, the area of hardstanding between Dock 3 and Govan Road as well as land to the immediate west of Dock 1 and 2 are included within the listing.

## **Planning History**

17/02948/DC - An application for the erection of mixed use development, in principle, including residential use, museum/heritage centre (class10), restaurant (class 3), retail (class1, offices (classes 2 & 4) and hotel (class7) uses with associated public realm improvements & engineering works including access, flood prevention. engineering, landscaping & other works (Environmental Impact Assessment) was refused on 27 August 2018.

Outwith the application boundary, but within the wider Govan Graving Docks site are the following applications:

22/00779/FUL and 22/00778/LBA - Planning permission and listed building consent was granted for the temporary use of Pumphouse and northern Dock 1 peninsula for a period of three years as a public events space, including the erection of fencing and external repairs and temporary roof to Pumphouse on 6 January 2023.

23/01787/LBA - Planning permission was granted for a temporary period of five years for the use of Dock 1 as an operational dry dock with associated works on 19 January 2024. This permission has not yet been implemented and will expire in February 2029.

24/02625/FUL and 24/02624/LBA - Applications for full planning permission and listed building consent for the creation of a new publicly accessible open space with associated access and works (fencing, gates, external fixings to Pumphouse) have been submitted and are currently pending determination.

## **Pre- Application Process**

The applicant engaged has engaged in extensive pre-application discussions consisting of a number of meetings with the Planning Service, including City Design, as well as meetings including external consultees Historic Environment Scotland and SEPA. Discussions have also taken places with colleagues in Heritage and Landscape and Transport Planning, as well as the Council's internal Flood Risk Management, Environmental Health and Biodiversity Teams.

In December 2022, whilst the proposal was at pre-application stage, the proposals were taken to the Glasgow Urban Design Panel. The panel noted the importance of the incorporation of the site's heritage

within the proposals, public and private open spaces, the maintenance of the north-south pedestrian link and the inclusion of public art in the proposals. The panel were generally supportive of the proposals.

The applicant has undertaken a thorough consultation process prior to the application submission. As part of the statutory application process, the applicant held two consultation events in June and July 2023 to allow the public to view the proposals and submit feedback prior to the application submission. In addition, the applicant and project team arranged a number of additional 'Non-Statutory' Consultation Events including drop in sessions, a third public consultation event and online live chat session as well as key stakeholder events. The applicant has reviewed the feedback in detail and provided responses to the key issues raised in the submitted Pre Application Consultation report.

## Proposal

The proposal seeks full planning permission for the erection of a flatted residential development including ground floor commercial space (Class 1a, 3 or 4) and associated access, landscaping, drainage, engineering works and car parking.

An associated application seeking listed building consent (23/03093/LBA) for aspects of the proposals related to the listed dock structure has also been submitted and is subject of a separate report. As only two objections and one neutral comment from Councillor Dan Hutchison were received, this application will be determined under delegated authority, following consideration of the full planning application by the Planning Applications Committee.

The proposals subject of the application for full planning permission comprise 304 units including 74 one bed flats, 208 two bed flats and 22 three bed flats.

	<b>Clydebrae Street (Phase 1)</b>	<b>Dock 2 (Phase 2)</b>	<b>Govan Road (Phase 3)</b>
<b>1 bed apartments</b>	11	-	63
<b>2 bed apartments</b>	42	44	122
<b>3 bed apartments</b>	7	-	15
<b>Total</b>	<b>60</b>	<b>44</b>	<b>200</b>
<b>Dual aspect %</b>	<b>85%</b>	<b>100%</b>	<b>70%</b>

The development is split into three phases. Clydebrae Street is the intended first phase which is 4 and 5 storeys in height with a total of 60 apartments, ranging between one and three bedroom, and are primarily dual aspect. In total, 85% of the flats in will be dual aspect. A small number of flats are located at ground floor level with private gardens along Clydebrae Street, with the remainder of the flats on the upper floors, which can be accessed from the entrances on Clydebrae Street as well as via a podium deck on the first floor. Internal parking is proposed to the ground floor of the western half of the block with a small number of external parking spaces provided in a private surface level car park accessed from Clydebrae Street. A commercial unit is also proposed on the eastern corner of the ground floor of this block adjacent to the public square.

Phase 2 is a 12 storey block located to the west of Dock 2 fronting the tidal basin, consisting of 44 two bedroom flats and two commercial units on the ground floor. Each flat is dual aspect and has a recessed corner balcony. At first floor level there is a communal amenity terrace for residents above one of the commercial units.

Phase 3 is the Govan Road block which ranges between 4 and 6 storeys in height with a 10 storey feature building located at the eastern end of the block with a total of 200 one, two and three bedroom flats. The majority of the flats are also dual aspect (70%) and the majority of apartments will have a balcony (90% of apartments). The blocks also benefit from communal roof terraces. An underground car park is located at basement level which is accessed from Canting Way to the east.

The proposed material palette for the new residential buildings has been designed to respond to the immediate and surrounding context. The linear blocks along Govan Road and Clydebrae Street will be tonally varied grey facing brick. Stacked soldier courses form horizontal bands along each floor level with lightweight metal balconies proposed to both the north and south elevations.

The design of the Govan Road block includes a rhythm of brick piers and perforated brickwork to the undercroft parking and sub-basement void which allows free movement of water below the building in a flood event and meets SEPA and the Council's approved flood risk guidance. At dock level, the elevations incorporate areas of seating and planters to maximise enjoyment of the space.

The taller elements located on the eastern corner of the Govan Road block and the central Dock 2 block draw on warmer colour palettes with red toned bricks. Archways are proposed at the base of the Dock 2 block to reference the existing pumphouse located on the north of the site adjacent to Dock 1.

The lower ground car park has been positioned at a level above the agreed flood risk level plus climate change in order to mitigate against flood risk. There is a 'void' area or sub-basement below the car park which connects the building to the dock and has been designed to allow any flood water that may reach above the dock level to flow beneath the development. This approach avoids any displacement of flood risk storage and adheres to SEPA and Council's Tidal Clyde Development Masterplan Principals and has been agreed with SEPA and the Council's Flood risk Management Team as an acceptable means of dealing with potential flood risk events. The elevations of the car park and sub-basement incorporate a 'design' approach which will help activate the route along the south of Dock 3 below the development and will also incorporate lighting and seating. The existing stairs that lead from the dock surface to the former working areas below will be secured by the installation of railings to protect public safety. An anti-climb railing will also be installed along the dock edge. The detailing of the elevations of the building base will be agreed at a later date through the imposition of conditions, should the application be granted planning permission.

Vehicular access to the car park of the Govan Road residential block will be taken from Canting Way to the southeast of the site where a new access point will be created from the existing roundabout. The Dock 2 and Clydebrae Street blocks will be accessed from Stag Street and Clydebrae Street. Servicing will be taken via three new laybys on Govan Road and Clydebrae Street. A total of 125 private parking spaces and 27 visitor car parking are proposed across the site with 383 private cycle parking spaces and 132 visitor cycle parking spaces.

In terms of amenity space and public realm, the site is particularly constrained due to its previous industrial use by the retained historic fabric which will form an integral part of the development, the limited developable area around the basin and the condition of the quay walls in certain locations. Notwithstanding these constraints, the applicant has sought to create a landscape, open space and public realm strategy that seeks to provide an attractive setting for the development, establishes connected public access along the Riverside, along which there will be spaces for gathering and play, and incorporates private and semi-private amenity space for residents. The proposals include a public square located at the corner of Clydebrae Street and Stag Street. An equipped children's play area is proposed to the western edge of the basin, accessible from the new riverside walkway connection, alongside areas of retained and proposed tree planting to provide privacy to residents on Napier Drive. A further play area will be provided to the eastern end of the site at Canting Way. There will also be several communal residents amenity spaces in the form of roof top terraces and private gardens along both the Govan Road and Clydebrae Street blocks as well as a roof terrace above the commercial unit of the Dock 2 block. All three blocks also have balconies.

The proposed development includes the partial infill of the existing River Clyde tidal basin in order to create a hardstanding area, riverside walkway and further landscaped areas. The proposed riverside walkway includes a new pedestrian and leisure cycle route running through the site from the western corner of the basin and along the Dock 3 walkway, connecting to the existing walkway at Canting Way, with aspirations to link the riverside walkway with the future bridge connection at the eastern end of Dock 3.

## Specified Matters

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

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

#### **i. an environmental statement**

An EIA report has been submitted which includes the following assessment topics: Air Quality, Ecology, Ground Conditions, Historic Environment, Noise and Vibration, Socio-Economics and Health, Townscape and Visual Impact, Transport and Water Environment.

##### Air Quality

The assessment concludes that subject to appropriate industry standard mitigation measures, the residual air quality effects of both the construction phase and operational phase are negligible and not significant.

##### Ecology

The assessment concludes that subject to appropriate mitigation, predicted effects during construction and operational phases will be negligible with the partial loss of the wet basin and Open Mosaic Habitat on Previously Developed Land considered to lead to residual minor adverse effects. The assessment concludes that with appropriate mitigation measures as well as a number of opportunities for biodiversity enhancement identified, the effects are considered to be not significant.

##### Ground Conditions

The assessment concludes that no mitigation measures are required during the construction phase. During the operational phase, the assessment finds that mitigation measures shall be required for potential exposure to soil contamination, ground gas pathways, soil contamination leaching to the water environment, increased traffic / risk of fuel spillages and dust. Following mitigation, the above effects will be obsolete and no residual significant effects will be present.

##### Historic Environment

The assessment concludes that the proposed development will result in no adverse effects with suitable mitigation measures. A temporary minor adverse aspect has been identified which will be a temporary moderate adverse effect related to hoardings, storage and welfare units during construction. The effects of both the conservation work and the construction of the residential block are considered to be major beneficial effects through the heritage and conservation led approaches that have been embedded within the design.

##### Noise and Vibration

The assessment concludes that predicted noise levels at construction phase will be below the noise limits at the identified sensitive receptors and can be controlled through suitable mitigation measures and the implementation of a Construction Environmental Management Plan (CEMP). At operational phase the predicted noise impacts to identified receptors are likely to experience no change in noise level from traffic. Similarly, noise modelling predictions from the operation of Dock 1 are predicted to be low and below background levels for the majority of flats. There is potential for residents to be impacted by existing industrial uses along Clydebrae Street which will be mitigated with enhanced glazing and acoustic trickle vents.

##### Socio-Economics and Health

The assessment concludes that at both construction and operational phases there would be no cumulative adverse effects. It is estimated that there will be 912 construction jobs across the anticipated five year construction phase and a further 17 jobs at operational phase. It is also concluded that the impact of the development on the availability of education, healthcare and other recreational and sports provision can be accommodated within the existing or planned provision.

#### Townscape and Visual Impact Assessment

The submitted TVIA concluded that there will be temporary visual impact at construction stage, however, once operational, the site will result in a positive change to the townscape as the development brings activity back to a derelict site whilst also conserving and improving the listed structures within the site.

#### Transport

The potential effects arising during construction will be mitigated through a Construction Traffic Management Plan (CTMP) secured via a planning condition and some temporary minor adverse effects will occur during this phase. During the operational phase, the increased traffic will not have a significant effect on Govan Road or Napier Street. The development will also provide positive effects through the increased links for walking and cycling through the site, as well as the site's good accessibility to sustainable transport options in the local area.

#### Water Environment

Potential impacts have been identified at the construction phase through the proposed works on site and mitigation measures are proposed, which include following SEPA guidance and good practice for construction sites, implementation of a Construction Environment Management Plan (CEMP)/ Pollution Prevention Plan (PPP), and onsite sediment treatment and filtration systems. In addition, water quality monitoring will be undertaken to monitor the effectiveness of the mitigation measures. At operational phases, mitigation measure are proposed including appropriately designed SuDs, registration with SEPA's coastal flood warning system, as well as provision of and implementation of an emergency flood plan and a maintenance plan to address disturbance to open space and public realm areas as a result of a flood event. The assessment concludes there will be no significant residual effects in terms of the water environment in relation to the construction and operation of the Proposed Development.

#### Summary

The submission concludes that the predicted effects of the development are likely to be 'neutral' or 'beneficial', primarily in relation to its socio-economic and health, built heritage, transport, air quality, ecology, ground conditions and townscape/visual impacts.

Whilst some adverse effects are expected during construction (particularly in relation to dust and noise emissions), these are largely temporary and can be addressed through suitable mitigation measures and the adoption of best practicable means as part of the CEMP and CTMP.

The risk that future residents along Clydebrae Street may be exposed to higher levels of noise from the industrial units would be mitigated through a combination of acoustic glazing and mechanical ventilation.

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

Not applicable

#### **iii. a design statement or a design and access statement**

A Design and Access Statement has been submitted with the proposal, covering public consultation; context; proposed uses; proposed building design; amenity; landscape; and sustainability.

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

The following documents have been submitted in support of the application:

Environmental Report; Planning Statement; Pre-Application Consultation Report; Heritage and Townscape and Visual Impact Assessment; Socio-economic Benefits; Transport Assessment; Flood Risk Assessment; Drainage Statement; Geo-Environmental Desk Study Report; Landscape Statement; Preliminary Ecological Appraisal and Enhancement; Tree Survey; Conservation Statement; Heritage Impact Assessment; Topography Survey; UXO Desk Study & Risk Assessment; Noise and Vibration; Air Quality Assessment; Statement of Energy; Daylight and Sunlight Assessment; Overheating Risk Assessment; Wind and Micro-climate Desk Based Assessment; and Statement of Community Benefit.

## **B. Summary of the terms of any Section 75 planning agreement**

A Section 75 legal agreement is required to capture;

Financial contributions of £177,920 to meet the requirements of IPG 12 in light of deficiencies in outdoor sport and allotments.

To ensure public access to the riverside walkway, public realm and landscape and open space.

To secure the insurance coverage of the (quay wall) structures with the ongoing cost of insurance and maintenance included within the Deed of Conditions and Factoring Agreement for the relevant phase(s) of the development.

To secure the insurance coverage of the retaining wall structure and public footways relating to the Govan Road block (Phase 3) with the ongoing cost of insurance and maintenance included within the Deed of Conditions and Factoring Agreement for the relevant phase(s) of the development.

To ensure the effective maintenance of common parts of the development including buildings, landscaping, public realm, amenity spaces and footpaths and cycle routes.

Maintenance and remediation of open/amenity/play space and public realm and routes in the event of flooding with the ongoing cost of insurance and maintenance included within the Deed of Conditions and Factoring Agreement for the relevant phase(s) of the development.

To ensure the necessary ongoing management and continued effectiveness of the compensatory storage measures.

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

These Regulations enable Scottish Ministers to give directions.

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

Not applicable

#### **ii.**

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

Not applicable.

##### **2. restricting the grant of planning permission**

Not applicable.

#### **iii.**

##### **1. requiring the Council to consider imposing a condition specified by Scottish Ministers**

Not applicable.



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

Not applicable.

## **Policies**

National Planning Framework 4 (NPF4) was adopted on 13<sup>th</sup> February 2023. NPF4 is the national spatial strategy for Scotland. It sets out spatial principles, regional priorities, national developments and national planning policy for Scotland. Due to the scale, nature and location of the proposed development, the following policies are considered relevant:

**Policy 1** - Tackling the Climate and Nature Crises  
**Policy 2** - Climate Mitigation and Adaptation  
**Policy 3** - Biodiversity  
**Policy 6** - Forestry, Woodland and Trees  
**Policy 7** - Historic Assets and Places  
**Policy 9** - Brownfield, Vacant and Derelict Land and Empty Buildings  
**Policy 12** - Zero Waste  
**Policy 13** - Sustainable transport  
**Policy 14** - Design, Quality and Place  
**Policy 15** - Local Living and 20 Minute Neighbourhoods  
**Policy 16** - Quality homes  
**Policy 19** - Heating and Cooling  
**Policy 20** - Blue and Green Infrastructure  
**Policy 21** - Play, Recreation and Sport  
**Policy 22** - Flood Risk and Water Management  
**Policy 23** - Health and Safety  
**Policy 25** - Community Wealth Building  
**Policy 28** - Retail  
**Policy 31** - Culture and Creativity

The Glasgow City Development Plan (CDP) was adopted on 29 March 2017. The City Development Plan contains two overarching policies: CDP 1 The Placemaking Principle and CDP 2 Sustainable Spatial Strategy, which must be considered in relation to all development proposals. Other policies and associated supplementary guidance provide more details on specific land uses or environments which contribute to meeting the requirements of the overarching policies.

<b>CDP 1 / SG 1</b>	The Placemaking Principle
<b>CDP 2 / SG 2</b>	Sustainable Spatial Development
<b>CDP 3 / IPG 3</b>	Economic Development
<b>CDP 4 / SG 4</b>	Network of Centres
<b>CDP 5 / SG 5</b>	Resource Management
<b>CDP 6 / IPG 6</b>	Green Belt and Green Network
<b>CDP 7 / SG 7</b>	Natural Environment
<b>CDP 8 / SG 8</b>	Water Environment
<b>CDP 9 / SG 9</b>	Historic Environment
<b>CDP 10 / SG 10</b>	Meeting Housing Needs
<b>CDP 11 / SG 11</b>	Sustainable Transport
<b>CDP 12 / IPG 12</b>	Delivering Development

## **Assessment and Conclusions**

Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997 require that where an

application is made under the Planning Act, the determination shall be made in accordance with the Development Plan unless material considerations indicate otherwise. In dealing with an application, the Planning Authority shall have regard to the provisions of the Development Plan so far as material to the application and to any other considerations.

Section 59 of the Planning (Listed Building and Conservation Areas) (Scotland) Act 1997, requires that in considering whether to grant planning permission for development which affects a listed building or its setting, the planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 64 of the same act requires, with respect to any building or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

The principal Planning issues to be addressed with respect to this application are considered to be:

- a) Whether the proposal accords with the relevant provisions of the Development Plan;
- b) Whether the proposal is appropriate having regard to the provisions of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act with respect to the proposed development and its impact on listed buildings and the character and appearance of the Central Conservation Area;
- c) Whether any other material considerations, such as consultations or representations, have been addressed satisfactorily in the assessment of this proposal.

In respect of (a), the Development Plan comprises NPF4 adopted on the 13th of February and the Glasgow City Development Plan adopted on the 29th March 2017.

#### **National Planning Framework 4**

National Planning Framework 4 National Planning Framework 4 was adopted on 13 February 2023. In the case of this application there is not considered to be any significant conflict between the proposals and the policies of NPF4 and it is considered that the proposals comply with the overall approach of NPF4. It should be noted that the proposal lies within the designation of the Clyde Mission National Development. The intention of Clyde Mission is to support the delivery of investment and reuse of brownfield land and delivery policy intentions including "compact urban growth" and "local living". The Mission applies to a range of development types including "mixed use, which may include residential development of brownfield land". As a consequence of this designation the application is elevated to the designation of National Development.

NPF4 acknowledges that across the Clyde Mission area significant land assets are under-utilised and longstanding inequality, in relation to poor environment and health outcomes require to be tackled as a national priority. Its overriding objectives are to revitalise this major waterfront asset to support the delivery of the spatial strategy by attracting investment and reuse of brownfield land where there is a particular need to improve quality of place, generate employment and support disadvantaged communities. It will also support adaptation to climate risks.

**Comment:** The aspirations of Clyde Mission broadly align with the more localised objectives of SG2 of the City Development Plan and the River Clyde Development Corridor SDF, which are discussed in further detail in connection with supplementary guidance SG2 below. The proposed development would represent an important contribution towards the aims of Clyde Mission by unlocking a long-term vacant site on the river corridor and in close proximity to the City Centre, contributing to compact urban growth.

The applications have been assessed against the relevant policies below.

**Policy 1 Tackling the Climate and Nature Crises** is an overarching policy which encourages, promotes and facilitates development that addresses the global climate emergency and nature crises. When considering all development proposals, significant weight will be given to the global climate and nature crises.

**Policy 2 Climate Mitigation and Adaptation** is another overarching policy which encourages, promotes and facilitates development that minimises emissions and adapts to the current and future impacts of climate change. Developments should be sited and designed to minimise lifecycle

greenhouse gas emissions as far as possible and be designed to adapt to current and future risks from climate change.

**Comment:** The application site comprises a derelict site and thus the development of the site will recycle and optimise the existing land asset by redeveloping vacant land. The proposal has been developed from an early stage to ensure energy efficiency and ensure carbon reduction targets will be met and the proposed residential blocks incorporate renewable technologies to minimise emissions from the development. A Statement on Energy has been submitted as part of the planning application, which confirms the proposed development will include measures such as air source heat pumps and solar photovoltaics to minimise lifecycle greenhouse gas emissions.

**Policy 3 Biodiversity** intends to protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks. Major developments will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity. To inform this, best practice assessment methods should be used. Proposals within these categories will demonstrate how they have met all of the following criteria:

- i. the proposal is based on an understanding of the existing characteristics of the site and its local, regional and national ecological context prior to development, including the presence of any irreplaceable habitats;
- ii. wherever feasible, nature-based solutions have been integrated and made best use of;
- iii. an assessment of potential negative effects which should be fully mitigated in line with the mitigation hierarchy prior to identifying enhancements;
- iv. significant biodiversity enhancements are provided, in addition to any proposed mitigation. This should include nature networks, linking to and strengthening habitat connectivity within and beyond the development, secured within a reasonable timescale and with reasonable certainty. Management arrangements for their long-term retention and monitoring should be included, wherever appropriate; and
- v. local community benefits of the biodiversity and/or nature networks have been considered.

**Comment:** The proposed development takes into consideration the surrounding nature networks and conserves and retains these where possible, in order to maintain the biodiversity within and surrounding the site and various biodiversity enhancements have been recommended.

The Preliminary Ecological Appraisal (PEA) demonstrates that the proposed development will enhance green infrastructure and opportunities for biodiversity gain and will include native landscape planting to promote green corridors as well as the installation of bird, bat, invertebrate, and hedgehog boxes, log piles, and commuting corridors for hedgehogs.

In addition, no suitable habitat or evidence of protected species was identified during the ecological appraisal and the PEA confirms that no Protected Species Licences from NatureScot were required.

**Policy 6 Forestry, Woodland and Trees** seeks to protect and expand forests, woodland and trees.

**Comment:** The proposed development ensures that the majority of existing trees will be maintained on site and includes significant tree planting along the western edge of the site which will reinforce the retained trees located to the west of the site.

The proposed development will result in the loss of one tree at Canting Way in order to facilitate access to the east end of the Govan Road block which has been suitably mitigated through wider biodiversity enhancement in the form of new tree, shrub and herbaceous planting, and the retention of the open mosaic habitats located to the west of wet basin.

**Policy 7 Historic assets and places** seeks to protect and enhance historic environment assets and places, and to enable positive change as a catalyst for the regeneration of places.

**Comment:** Whilst part of the development represents a major intervention to the listed dock structure,

the proposed development has been supported by Historic Environment Scotland and will reactivate the docks for an alternative use and enable safe access for walking, cycling and recreation by the community. The development has been designed to support and enable the repair and regeneration of the Category 'A' listed docks and will assist in securing its long term future active use.

A Heritage and Townscape Visual Impact Assessment has been submitted with the application, concluding that the proposed development will not have a detrimental impact on the character, setting or significant views of the Docks. Furthermore, the development involves a number of repairs and conservation works which are considered to be an enhancement of the existing, derelict site and overall will enable a positive change to the Category 'A' listed docks.

**Policy 9 Brownfield, Vacant and Derelict Land and Empty Buildings** seeks to encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, reducing the need for greenfield development. Development proposals that will result in the sustainable reuse of brownfield land, including vacant and derelict land and buildings will be supported. Given the need to conserve embodied energy, demolition will be regarded as the least preferred option.

**Comment:** The proposal will see the redevelopment of a long-term vacant site at a sustainable location close to Govan Town Centre and Glasgow City Centre with relatively good pedestrian connectivity and high accessibility to public transport. The site also represents one of the development opportunities identified within the River Clyde Development Corridor Strategic Development Framework (SDF) and the redevelopment of the site is in accordance with the aims of Policy 9.

**Policy 12 Zero Waste** aims to encourage, promote and facilitate development that is consistent with the waste hierarchy.

- a) Development proposals should seek to reduce, reuse, or recycle materials in line with the waste hierarchy;
- b) Development proposals will be supported where they:
  - i) reuse existing buildings and infrastructure;
  - ii) minimise demolition and salvage materials for reuse;
  - iii) minimise waste, reduce pressure on virgin resources and enable building materials, components and products to be disassembled, and reused at the end of their useful life;
  - iv) use materials with the lowest forms of embodied emissions; and use materials that are suitable for reuse with minimal reprocessing.

**Comment:** The proposed development involves the reuse and regeneration of a derelict brownfield site. Given the nature of the site, no demolition will occur and there are no materials to salvage for reuse. A condition has been suggested, however, to ensure that any materials or objects of historic significance that result from structural interventions or are discovered during construction, should be retained and re-used within the Graving Docks site where possible, potentially being utilised as part of an arts or heritage strategy.

**Policy 13 Sustainable Transport** encourages, promotes and facilitates developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably. Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where they:

- i. Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;
- ii. Will be accessible by public transport, ideally supporting the use of existing services;
- iii. Integrate transport modes;
- iv. Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
- v. Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;
- vi. Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;

- vii. Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and adequately mitigate any impact on local public access routes.

**Comment:** The application site benefits from a range of public transport modes, amenities and services within the surrounding area including Govan Town Centre and Govan Subway Station which is within 700 metres of the site and the Clyde Fastlink route which runs past the site along Govan Road.

All parking provision within the development will include 100% passive electric vehicle spaces. Extensive provision for internal safe and secure cycle parking spaces have been made in all blocks, as well as external visitor outdoor stands, with a total of 515 cycle parking spaces (383 private and 132 visitor spaces).

When completed, the development and surrounding area will also benefit from enhanced access and connectivity through and within the application site by the creation of a new footpath and cycle route which is proposed from the western corner of the site, where it can link to the walkway to the north of Napier Street, wrapping around the basin and along the frontage of the Clydebrae Street block, continuing past the base of the block positioned on Dock 3 and connecting with the existing riverside walkway at Canting Way. This will be a significant benefit to both future residents of the proposed development and the general public.

**Policy 14 Design, Quality and Place** encourages well designed development that makes successful places by taking a design-led approach and applying the Place Principle. Development proposals will be supported where they are consistent with the six qualities of successful places: healthy; pleasant; connected; distinctive; sustainable; and adaptable.

**Comment:** The detailed design of the development is considered elsewhere within the report. The proposal is considered to deliver the six place-making principles, having been designed to address both the opportunities and constraints of the site to bring a brownfield site into active use, incorporating high quality architecture, materiality and energy efficiency.

**Policy 15 Local Living and 20 Minute Neighbourhoods** promotes the application of the Place Principle and creating connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably walking, wheeling or cycling, or using sustainable transport options.

**Comment:** The Design and Access Statement includes a diagram demonstrating a notional 20-minute neighbourhood centred on the site (roughly 10 minutes out and the same to return home), highlighting facilities within this circumference. This includes local primary school, Riverside Primary School, within 400 metres as well as two secondary schools within 2km and 2.5km. Various amenities are also located within Govan Cross Shopping Centre within 800m of the site. There is also a choice of public transport modes including Govan and Ibrox Subway Stations within 650 metres of the site and a number of bus stops located along Govan Road which are served by the Clyde Fastlink service.

The proposals also include three commercial units on site which will be occupied by Class 1a, Class 3 or Class 4 use as well as new amenity spaces and children's play facilities. These will benefit the intended residents of the proposed development as well as those within the more localised context, including the existing neighbouring residents to the south and west.

**Policy 16 Quality Homes** encourages, promotes and facilitates the delivery of more high quality, affordable and sustainable homes, in the right locations, providing choice across tenures that meet the diverse housing needs of people and communities across Scotland. Development proposals for new homes that improve affordability and choice by being adaptable to changing and diverse needs, and which address identified gaps in provision, will be supported. Policy 16 notes that this could include homes for people undertaking further and higher education.

**Comment:** The proposed development will deliver 304 homes ranging between one and three bedrooms. The proposal will collectively help bring a derelict brownfield site back into active use and re-populate this area of the riverside through the creation of an attractive waterfront neighbourhood,

which re-engages with the River Clyde. The site is sustainability located with high accessibility to public transport and good pedestrian connectivity and the submitted Statement of Energy demonstrates the applicants commitment to delivering high levels of energy efficiency and low carbon technologies with these homes through applying enhanced fabric thermal performances, passive design measures and ASHP.

A Statement of Community Benefit has also been submitted as part of the application which concludes the development will deliver community benefit by bringing forward a housing site to meet local housing requirements; provide and enhance local infrastructure and facilities whilst improving the overall residential amenity of the surrounding area.

**Policy 19 Heating and Cooling** seeks to ensure that proposals in close proximity to a Heat Network Zone are designed and constructed to connect to a heat network or can be retrofitted to provide a connection. The policy also offers support for development proposals with buildings that will be occupied by people, where they are designed to promote sustainable temperature management, for example by prioritising natural or passive solutions such as siting, orientation, and materials.

**Comment:** The proposed development is not located within a proposed or committed heat network. As the buildings are all residential in nature, they have been sustainably designed in terms of their thermal values and their operational energy needs.

**Policy 20 Blue Green Infrastructure** aims to protect and enhance blue and green infrastructure and their networks. Development proposals that result in fragmentation or net loss of existing blue and green infrastructure will only be supported where it can be demonstrated that the proposal would not result in or exacerbate a deficit in blue or green infrastructure provision, and the overall integrity of the network will be maintained. The planning authority's Open Space Strategy should inform this.

Proposals incorporating new or enhanced blue and/or green infrastructure are expected to provide effective management and maintenance plans covering the funding arrangements for their long-term delivery and upkeep, and the party or parties responsible for these.

**Comment:** The proposed development incorporates a number of green infrastructure enhancements through the provision of new open spaces such as a public square, roof terraces and children's play area and as well as providing new pedestrian and cycle connections through the site includes enhanced tree planting and open mosaic areas on site.

The site is potentially at risk of coastal flooding from the River Clyde and a number of flood protection methods are proposed within the development in accordance with NPF4. The finished floor levels of the housing units and access roads are to be raised above the required flood level with an allowance for 'freeboard'. Compensatory storage is also to be provided to accommodate for the flood plain encroachment. This will be maintained by the applicant as part of their development and can be safeguarded as part of the overall Management Plan to be secured by the Section 75 agreement. The Drainage Impact Assessment also confirms that a foul and surface water drainage strategy has been suitably designed to accommodate the development without impacting on existing blue infrastructure.

**Policy 21 Play, Recreation and Sport** seeks to encourage, promote and facilitate spaces and opportunities for play, recreation and sport.

**Comment:** The proposed development includes two areas of children's play on site one of which is a large equipped space along the western edge of the site. The level of children's play and wider amenity space meets the requirements set out in IPG 12 of the City Development Plan which allows for a range of amenity spaces to be provided on site.

**Policy 22 Flood Risk and Water Management** aims to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding. Exceptions to this apply, including the redevelopment of previously used sites in built up areas where the LDP has identified a need to bring these into positive use and where proposals

demonstrate that long-term safety and resilience can be secured in accordance with relevant SEPA advice (part iv of part a).

Additionally, the applicant will be required to demonstrate that;

- all risks of flooding are understood and addressed;
- there is no reduction in floodplain capacity, increased risk for others, or a need for future flood protection schemes;
- the development remains safe and operational during floods;
- flood resistant and resilient materials and construction methods are used; and
- future adaptations can be made to accommodate the effects of climate change.

Furthermore, where flood risk is managed at the site rather than avoided, development proposals will also require:

- the first occupied/utilised floor, and the underside of the development if relevant, to be above the flood risk level and have an additional allowance for freeboard; and
- that the proposal does not create an island of development and that safe access/egress can be achieved

Development proposals should not increase the risk of surface water flooding to others, or itself be at risk. All rain and surface water shall be managed through sustainable urban drainage systems which should form part of and integrate with proposed and existing blue-green infrastructure

**Comment:** The proposed development is identified within the most recent housing land audit 2024 for up to 310 homes and involves the redevelopment of a brownfield site. The proposal has been subject of detailed consultation with the Council's Flood Risk Management Team and SEPA and includes a number of measures to ensure the long term safety of residents and resilience of the buildings themselves. These measures are detailed further below and under SG 8. The proposed development is therefore considered to fall under one of the exceptions within Policy 22 which allows *the redevelopment of previously used sites in built up areas where the LDP has identified a need to bring these into positive use where proposals demonstrate that long term safety and resilience can be secured in accordance with relevant SEPA advice (part iv of part a) of Policy 22).*

The proposed development incorporates a range of flood risk measures. These include raising the finished floor levels of the residential apartments as well as access roads and public spaces above the identified flood level incorporating an appropriate allowance for freeboard. Residential finished floor levels are positioned a minimum of 0.9m above the 1 in 500-year plus climate change flood level which results in the minimum finished floor levels of all the first occupied levels in residential use at 6.690mAOD or higher. The less vulnerable uses including public and amenity areas and all of proposed access roads and building entrances are designed above the 1 in 200-year plus climate change. The proposed floor levels are in accordance with GCC flood risk guidance, SEPA and NPF4 guidance.

The proposed development also includes the partial infilling of the existing River Clyde tidal basin in order to create a hardstanding area, riverside walkway and further landscaped areas which will be infilled up to a level of 4.05 mAOD which is the current height of the surrounding quay wall crest level. The infilling will also ensure the stability of the ground around the basin edge.

Compensatory storage will be provided to accommodate for the flood plain encroachment (displacement) caused by the development elements. It is proposed to provide compensatory storage volumes equal to the loss of floodplain volumes and an additional 10% as mitigation. The Flood Risk Assessment (FRA) confirms that the removal of the spoil heaps and reprofiling of the ground provides the required compensatory storage.

The FRA certifies that flooding will not pose a risk to the development or the wider area and is accompanied by the necessary Compliance and Independent Check Certificates along with evidence of appropriate Professional Indemnity Insurance for the drainage design.

The submitted Drainage Impact Assessment (DIA) has also certified the sufficiency of the surface water and wastewater drainage measures to be delivered and includes an independent check and Professional Indemnity Insurance information.

**Policy 23 Health and Safety** protects people and places from environmental harm, mitigates risks arising from safety hazards and encourages development that improves health and wellbeing. Development proposals that will have positive effects on health will be supported. This could include, for example, proposals that incorporate opportunities for exercise, community food growing or allotments. Conversely, proposals that are likely to result in significant adverse effects on health, including significant adverse effects on air quality or unacceptable noise impacts, will not be supported.

**Comment:** The proposal is not considered to raise health and safety issues. The application is accompanied by an Air Quality Assessment which has considered the air quality impact on the local environment from both the construction and operational phases of the proposed development. Whilst there is a risk of impact during construction works, the implementation of suitable mitigation measures can significantly reduce the effect of dust and particulate matter released and the effects on air quality can be considered 'negligible' when these mitigation measures are in place.

The Air Quality Assessment considers the site suitability for residents and concludes that the operational phase of the development will not have a significant impact upon the existing air quality and future occupants are not predicted to be exposed to poor air quality.

A Noise Impact Assessment has been submitted which demonstrates that the development can achieve suitable indoor ambient noise levels with appropriate design features and mitigation measures.

The proposals will also provide various private and public amenity areas and children's play areas, which will facilitate exercise, play, community growing and general community interaction with both active and passive supervision.

**Policy 25 Community Wealth Building** aims to deliver a strategic approach to economic development. Development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities will be supported. This could, for example, include improving community resilience and reducing inequalities; increasing spending within communities; ensuring the use of local supply chains and services; and local job creation.

**Comment:** The aspirations of Clyde Mission, NPF4 Policy 25 and supplementary guidance SG2 of the City Development Plan are fully compatible in that they support the scale, extent and format of development to help Reconfigure, Reconnect, Repair, Reactivate, Densify and Repopulate the area. This will help to deliver economic gains to the area and will offer confidence for further complementary development in the vicinity, potentially multiplying these effects. For the construction phase, it is anticipated that there will be 912 construction jobs on site over a 5 year construction period. In terms of the operational phase, it is anticipated that the proposals will deliver 23 direct and indirect jobs when the development is complete. Furthermore, the proposals will increase spending within the existing community through the introduction of new homes and residents.

**Policy 28 Retail** encourages, promotes and facilitates retail investment to the most sustainable locations that are most accessible by a range of sustainable transport modes. As part of the measures to facilitate this, proposals for new small scale neighbourhood retail development will be supported where the proposed development; contributes to local living, including where relevant 20 minute neighbourhoods and/or; it can be demonstrated to contribute to the health and wellbeing of the local community.

**Comment:** As part of the development, three commercial units are proposed on the ground floor of the Clydebrae Street block and the Dock 2 block totalling 226 sqm, which will be occupied by either Class 1A, 3 or 4, bringing activity to the development and increasing the commercial offer to local residents in the immediate area. The Council recognises that retail units of 400m<sup>2</sup> or less are unlikely to have a significant impact on the existing centres.

**Policy 31 Culture and Creativity** aims to encourage, promote and facilitate development which reflects our diverse culture and creativity, and to support our culture and creative industries.

**Comment:** The proposals include a new public square located between the Dock 2 and Clydebrae Street



blocks. In addition, a public art strategy is proposed.

## **Conclusion**

Having assessed the development against the aims of NPF4, the proposal is considered to be in accordance with NPF4 policies and their objectives.

## **Glasgow City Development Plan**

### **Policy CDP 1 The Placemaking Principle and SG 1 The Placemaking Principle**

Placemaking is underpinned by a design-led approach to planning. This approach is not restricted to influencing the appearance of a building, street or place; rather it is a holistic approach that considers the area's context and balances the range of interests and opportunities to create multiple interconnected benefits through a collaborative process.

This Policy aims to contribute towards protecting and improving the quality of the environment, improving health and reducing health inequality, making the planning process as inclusive as possible and ensuring that new development attains the highest sustainability levels.

The scope of The Placemaking Principle is intentionally wide to ensure that it becomes embedded in all new development and not just large scale regeneration. Engagement should be proportionate to the development that will take place. This approach will enable Glasgow to ensure that new development contributes towards the creation of new and improved places which are fit for people.

Supplementary Guidance **SG 1 'Placemaking'** supports the above policy by providing guidance to promote the overarching Placemaking Principle being applied to all development types in the city. This comprises two parts - Part 1 provides the context and approach of Placemaking established in Policy CDP1 and Part 2 contains detailed assessment criteria relating to physical design.

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

**Comment:** The proposals have been developed taking cognisance of the different elements of a placemaking strategy set out in SG1 - The Placemaking Principle (Part 1); Reconnect, Respect, Reactivate, Reinvent, Repair, Refine, Reconfigure and Reinforce. The Design and Access confirms the following:

- Reconnect: Proposals create new public routes and amenities drawing residents from the surrounding communities and connecting back together detached areas of the city.
- Respect: Proposals build on and celebrate the existing physical, social and cultural heritage of the category A listed site.
- Reactive: New pedestrian and cycling routes would reanimate the site and strengthen connections between surrounding sites on the river front.
- Reinvent: Proposals transform the vacant and derelict industrial site and bring a rich variety of mixed uses complementing each other.
- Repair: Site in the current condition is unsafe and deteriorating. Proposals repair the historic fabric and listed features making the site safe for visitors.
- Refine: Proposals build on and refine the existing strengths.
- Reconfigure: Proposals reconfigure existing weak site edge conditions and bring defined street frontages improving quality of streetscape.
- Reinforce: Proposals reinforce the sense of place by building on the historical urban density and reinforcing height along the river edge.

## **Sustainable Development**

SG 1 Part 2, Section 1 'Sustainable Development - Energy Efficient Buildings', stating that resource efficient design is a key contributor in the placemaking approach, and that all new development will be

expected to incorporate a range of measures to minimise energy consumption, reduce CO2 emissions and make best use of the City's natural resources.

**Comment:** A number of measures to achieve energy efficiency aims are proposed and are assessed in further detail in policy CDP5 and SG5.

### Residential Development

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

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

Residential Layouts should:

- Take a design-led approach towards aspect and orientation to maximise daylight and sunlight, reduce energy use, and prevent overlooking and loss of privacy, with reference to the standards promoted by BRE 'Site Layout Planning for Daylight and Sunlight);
- Make appropriate provision for refuse and recycling storage areas;
- Incorporate a SUDS strategy to take account of the space and design requirements of the required SUDS scheme;
- Ensure that all new homes do not have upper rooms, balconies etc which directly overlook adjacent private gardens/backcourts; and
- Ensure sufficient permeability through the provision of walking/cycling routes and open spaces connected to the wider paths network and other community facilities. Off road paths should be located centrally and be overlooked in order to promote public safety.

Additional standards for flatted developments include developments:

- Providing usable communal private garden space as "backcourts". Design and layouts should ensure privacy for residents;
- Where a site's configuration or particular characteristics limits the ability to provide private garden space, the developers will be expected to provide creative alternative solutions (e.g. shared roof garden, usable balconies); bring forward mitigation measures to improve internal amenity; and make provision for clothes drying, in areas screened from public view and not subject to excessive overshadowing.

**Comment:** New development should be responsive to its context. It is critical that new development is compatible with existing and future uses and it should not harm residential amenity or erode the character of residential neighbourhoods. The development is considered to represent an ambitious response to wider place making principles and relevant design guidance within SG 1 Part 2.

The development has been informed by a Daylight and Sunlight Assessment which has been undertaken in accordance with the BRE Guidance. The assessment concludes that the analysis to neighbouring residential windows show that all 198 windows assessed comply with BRE guidance criteria. In addition, the assessment concludes that the proposed development does not impact on direct sunlight to existing neighbouring gardens.

The development makes provision for refuse stores located at ground level of each block and will be internally accessible by residents.

The Proposed Development layout incorporates a number of pedestrian connections and access points to the site from Govan Road, Stag Street and Clydebrae Street. This also includes a new pedestrian and cycle route from the western corner of the site and along Dock 3 increasing the connectivity along the riverfront. The connections will increase permeability and connectivity within the development, and access to the riverfront for the wider community.

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

- a) Ideally all flats should have dual aspect (where single aspect is proposed developers will require

to show that the amenity enjoyed by the flats is similar, if not better than that of dual aspect flats in a similar location. This will include consideration of the flat's outlook);

- b) privacy is also important to the rear of flats, where ambient noise levels are lower. Habitable rooms, therefore, should be set back from public or common footpaths or areas of open space, parking or waste storage (this could be secured, for example, by the formation of private garden space between habitable rooms and any such use); and
- c) flatted development, built on existing street frontages, should maintain established building lines and window patterns. Where there is no established building line, development should be set back from the pavement to ensure privacy for ground floor habitable rooms.

**Comment:** The majority of the residential dwellings will be dual aspect to maximise passive solar gain (77%) and reduce energy usage. In addition, the majority of flatted dwellings also include balconies or private gardens to increase amenity space externally (87%).

All assessed spaces within the development, including bedrooms and living spaces, achieve the required illuminance level targets as defined within the BRE guidance. The performance of the external amenity spaces within the development have also been considered and concludes that sunlight to the proposed developments open rooftop amenity spaces comply with the BRE guidance criteria.

Landscape buffers comprising stepped brick planters will be located along the ground floor edge of Govan Road where residential units are proposed to enhance privacy and provide a setback from street level. No residential units will be located at ground floor along the Dock 3 edge given the topography of the site. The Clydebrae Street block will have similar privacy buffers along the basin edge as well as private gardens along Clydebrae Street.

#### Residential Density

SG 1 Part 2, Section 1 'Residential Development – Residential Density' seeks to ensure that all new development has an appropriate urban scale and townscape form which will consolidate and/or enhance the traditional urban structure and contribute towards creating high quality, sustainable, new environments.

General Principles - The appropriate density of residential development will vary according to:

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

Variations in the general density standards may be permitted where a justification is provided based on the factors listed above or for developments of exceptional urban design quality, provided that other CDP and SG standards are met, including SG1 Placemaking and SG11 Sustainable Transport.

**Comment:** The River Clyde Development Corridor SDF supports a higher density and a mix of uses along the river. The site is within the Inner Urban Area which identifies a density of ranging between 30 and 100 DPH and high densities are expected in high accessibility locations. The proposed development comprises 304 residential units over a site area of 3.35 ha, resulting in a density of 90.8 DPH. As detailed above and in supplementary guidance SG 11 below, the site lies within a highly accessible area and its scale, layout and design responds to the site location and context as well as the scale of neighbouring buildings. It is considered that the proposed density is considered to be appropriate and aligns with the general principles set out above.

#### Amenity

SG, Part 2, Section 4 'Amenity' addresses issues of 'Air Quality', 'Noise' and 'Community Safety'.

With regard to air quality, guidance states that new development should not result in the deterioration of air quality, particularly in (or adjacent to) Air Quality Management Areas (AQMA's).

In relation to noise, SG1 encourages consultation with the Council's Environmental Health Service to help applicants understand the impact not only of noise but also vibration on the community and realise

the role they can play in mitigating the intrusion of such nuisance on a development's surroundings, in order to reduce the loss of any public amenity.

Referring to community safety, it is expected that new development will incorporate crime prevention and community safety measures within their layout and design, based on the principles of "Secure by Design". The Placemaking Principles should take precedence over secure by design principles where there are contradictions and all security measures should be designed sympathetically with regards to the surrounding context and integrated within the overall design.

**Comment:** The proposal has the potential to cause air quality impacts as a result of fugitive dust emissions during construction and road traffic exhaust emissions associated with vehicles travelling to and from the site during operation. As such, Air Quality has been assessed as part of the Environmental Impact Assessment and an Air Quality Assessment was undertaken in order to determine baseline conditions and consider potential effects as a result of the scheme.

The assessment concludes that any off site impacts of dust emissions can be suitably mitigated. Identified mitigation measures including a Dust Management Plan (DMP) as well as regular site inspections to monitor compliance with the DMP. The effects on air quality are anticipated to be 'negligible' when these mitigation measures are in place. The operational phase of the development will not have a significant impact upon the existing air quality and the assessment concludes that all proposed receptors modelled within the development are well below the Air Quality Standards (AQS) objectives, therefore, no additional mitigation is required.

A Noise Impact Assessment (NIA) has been submitted which demonstrates that the development can achieve suitable indoor ambient noise levels with appropriate design features and mitigation measures. These include glazing and trickle ventilation capable of achieving a composite façade acoustic performance of Rw 28 dB is necessary which can be achieved through standard double glazing and standard acoustic trickle vents.

Suitable conditions shall ensure that the proposed development will not have a significant impact upon amenity levels of adjacent occupiers and future occupants of the development.

With regards to community safety, the development will bring activity and vitality back to a vacant brownfield site. The current condition of the site is deteriorating and unsafe and the proposed development includes repairs to the historic fabric and listed features making the site safe for visitors. The creation of the new public spaces and residential blocks will increase both natural and passive surveillance over walkways and open space areas.

### Detailed Design

#### Building Materials

SG 1, Part 2, Section 5 '*Detailed Design*' – '*Building Materials*' stipulates that all new development, depending on the nature and scale of the development, will be expected to:

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

When specifying cladding materials, consideration must be paid to the overall visual effect of the façade and its impact on the surrounding context. Poorly specified facades can appear flat and dull in comparison to Glasgow's well-articulated historic architecture. As such, a high level of design sophistication will be expected. Proposals should:

- a) avoid flat and visually dull facades, especially in areas of sensitive architectural urban form;
- b) acknowledge and respond to the existing datums, courses and proportions found in the surrounding built environment; and
- c) acknowledge and harmonise with the range of textures and tones in the surrounding buildings and streetscape.

**Comment:** The submitted Planning Statement confirms that the design and associated materials will be durable and resilient, ensuring that the site is sustainable in the long term. This includes the materials proposed as part of the public and private walkways.

As part of the design process, the historic aspects and industrial context of the site have been considered and the design of the three blocks draw on the surrounding context. In continuation of the dockside's robust masonry character, it is proposed that the buildings will have a masonry brickwork external treatment to add to a sense of place around the Docks. The taller elements will have a contrasting / warmer tone of brick to aid their way-finding function on the site.

The design and access statement confirms that the articulation on the residential blocks draws influence from:

- The robust linearity of the docks through implementation of a continuous plinth at the base of each block and stacked soldier course banding between floors as a way of tying all elements of the proposal together.
- The repeated arched motif present on the dockside. This is embodied by the docks themselves and by the detailing on the existing pump house- by implementing this around the base of the Dock 2 building this articulation acts to ground the building within its context and create a unique and robust frontage onto the new public square.
- The push and pull, undulating façades present in the immediate context- this has been translated into the proposal through the inclusion of alternating pop out balconies, and stepped façades.

The design has been considered both aesthetically and technically, taking into account a number of considerations including both the listed historical elements of the site and flood risk considerations. The proposed material palette for the new residential buildings is deliberately restrained and has been designed to respond to the immediate and surrounding context.

The linear blocks along Govan Road and Clydebrae Street will be tonally varied grey facing brick, with variations in height and the elevational plane to create vertical emphasis within the length of the blocks. Stacked soldier courses form horizontal bands along each floor level with lightweight metal balconies proposed to both the north and south elevations.

The Govan Road block adjacent to the Dock 3 quayside has been designed in response to flood risk guidance with the required residential finished floor levels positioned above the 1 in 500 plus climate change plus freeboard level. The design of the Govan Road Block includes a rhythm of brick piers and perforated brickwork to the undercroft car park and sub-basement void, which allows free movement of water below the building in a flood event and meets SEPA and the Council's approved flood risk guidance. At dock level, the elevations incorporate areas of seating and planters to maximise enjoyment of the space.

The taller elements located on the eastern corner of the Govan Road block and the central Dock 2 block draw on warmer colour palettes with red toned bricks. Archways are proposed at the base of the Dock 2 block to reference the existing pumphouse located on the north of the site at Dock 1 site. Horizontal datums have taken reference from dock geometries and nearby residential tenement blocks as well as utilising a layered façade articulation to differentiate the taller landmark buildings from the linear buildings located along Govan Road and Clydebrae Street, with deeper window reveals, stacked soldier courses between floors and fluted metal detailing over windows. Rusticated brickwork at first floor is used to further articulate the facade.

### Public Realm

Part 2, Section 6 '*Public Realm*' refers to all the parts of Glasgow that are widely available for all people to use and enjoy, without charge, twenty-four hours a day. This represents a substantial part of the City's natural and built environment and includes, but is not limited to, its town centres, streets, squares, paths, parks and other open spaces. A high quality public realm can offer significant benefits. It can help build a clear sense of place and identity; demonstrate a clear sign of civic pride and confidence; and increase footfall. In order to improve the quality of the public realm throughout the City, whilst strengthening

Glasgow's unique character and sense of place, new public realm improvements will be expected to be designed with boldness, simplicity of style and elegance, whilst providing inclusive, healthy and safe places for citizens to enjoy.

In terms of layout and design, all proposals for public realm works should improve the provision, layout and comfort of spaces for pedestrian, and where appropriate, cycle flows, taking cognisance of the needs of people with a visual and/or mobility impairment, whilst retaining good accessibility for public transport and other essential vehicles. The layout and design should respond to cues found in the architecture, public realm and cultural history of the surrounding area.

Any improvement to the public realm must find a successful balance between promoting best practice in contemporary design and retaining a harmony with the City's historic environment. This should enable high quality schemes where the design, materials and specification are appropriate to the specific context and location.

**Comment:** The proposals will deliver high quality public realm provision around the base of buildings, including a new public square at the edge of the wet basin, children's play areas and an east - west pedestrian and cycle route which will enhance connectivity through the site and along the wider riverfront. Seating areas will also be located along the Dock 3 edge. The public square and wider public realm along the dock and basin edge will include various soft and hard landscaping including planters and solid square section oak benches which draw inspiration from the heavy timbers that line the docks.

#### Waste Storage, Recycling & Collection

Part 2, Section 7 '*Waste Storage, Recycling and Collection*' stipulates that all new developments must include appropriate and well-designed provision for waste storage, recycling and collection which meets the City's wider placemaking objectives. All waste/recycling areas must be located discreetly, so as to have no adverse visual impact or cause traffic/noise nuisance to neighbours. Applicants must provide full details of the provision for waste storage, recycling and collection in the initial submission for planning permission.

**Comment:** The development makes provision for refuse stores located at ground level of each block and will be internally accessible by residents, with direct access to the street available for bin collection. The overall development will be managed by the developer and will be subject to a management plan, which will also cover the collection and returning of bins to bin stores. GCC Waste and Refuse team have also confirmed that the proposals are acceptable.

The proposal for the development of a vacant site is welcomed, subject to safeguarding conditions. The proposal is in accordance with CDP 1 and SG 1.

#### **CDP 2 Sustainable Spatial Strategy and SG2 Sustainable Spatial Strategy**

Policy CDP2 aims to influence the location and form of development to create a compact city form which supports sustainable development. Specifically, CDP2 seeks to support higher residential densities in sustainable locations, in order to make most efficient use of the City's infrastructure and services.

In order to help achieve this, CDP2 identifies 6 priority areas where a strategic approach is needed to co-ordinate development activity, direct investment and address emerging opportunities, including the area of the River Clyde Development Corridor. Adopted supplementary guidance under SG2 includes The River Clyde Development Corridor Strategic Development Framework.

The River Clyde Development Corridor SDF outlines the vision, priorities, outcomes, approaches and timeframe for delivery of the action programme over the next 30 years. As part of the suggested outcomes, the SDF seeks to facilitate a vibrant river corridor that is an attractive destination and supports inclusive economic growth. Other intended outcomes include: A Sustainable River that will balance environmental, social and economic pressures to create liveable, inclusive and distinctive places; A Connected River that will be well-connected and link people, places and natural habitats. and A Green & Resilient River that will provide integrated, high quality green, blue and grey infrastructure that helps deliver climate change adaptation and promotes health and wellbeing.

In order to achieve these outcomes, the key focus will be on realising the potential of the River Corridor and unlock development opportunities; promotion of a new approach to growing the place; and activating the water.

The SDF highlights several key development sites that are intended to contribute towards a vibrant river, including the application site. Appendix B of the SDF highlights specific river room placemaking guidance for the Graving Docks.

The guidance highlights the importance of the Category 'A' listed structure, significant both in architectural quality and historic and cultural resonance. Future development should acknowledge this heritage and enhance the prominent setting on a pivotal part of the River Corridor. The Graving Docks are located within the functional floodplain of the River Corridor, and therefore new uses for the site will need to be responsive, adaptive and resilient to these environmental conditions. In addition, future development must take into account the interface with the surrounding low-rise residential urban form, and views along the Clyde. This section of the south bank lacks a riverside walkway and cycling route, and would benefit from enhanced connectivity to Pacific Quay and across the River to the SEC Campus. The potential for constructing a new bridge at Canting Basin should be explored.

The Govan-Partick SDF also identified the Graving Docks as key potential development site, noting that it has been derelict for around 30 years and is an outstanding remnant of Glasgow's industrial architecture. The site has major constraints, but has the potential to become a key site for the whole River Clyde, particularly in its potential for celebrating maritime heritage.

**Comment:** The proposed development promotes the active re-use of the site and supports the SDF aspirations to create a vibrant River Corridor. The proposed scale and massing of the residential blocks has been sensitively designed to respect the surrounding area and the Category 'A' listing of the docks. The design and layout of the proposals have drawn on the historical and industrial aspects of the docks as well as responding to the flood risk considerations and guidance. The residential blocks largely mirror the surrounding residential blocks in scale, ranging between 4 and 6 storeys in height, with the taller elements located on the corner of Govan Road and at Dock 2. In addition, the proposals incorporate a new pedestrian and cycle path from the west corner of the wet basin and along Dock 3 which support the long term aspirations to enhance the connectivity along the south bank for both pedestrians and cyclists.

#### **Policy CDP4 Network of Centres and SG4 Network of Centres**

CDP 4 aims to ensure that all of Glasgow's residents and visitors have good access to a network of centres which are vibrant, multi-functional and sustainable destinations providing a range of goods and services.

To achieve this, the city has a hierarchy of centres, with the City Centre having primacy and servicing the city region, followed by the network of Major Town Centres, Local Town Centres and Other Retail and Commercial Leisure Centres.

In order to ensure that proposals for new local shops do not impact on established centres or Local Shopping Facilities, they should normally not exceed 400m<sup>2</sup> gross.

Assessment Guideline 10 of SG4 also seeks to ensure that food, drink and entertainment uses do not adversely affect residential amenity through unacceptable impacts from noise or cooking odour. Hours of use will normally be limited to between 08:00 hours and 24:00 hours, depending on local circumstances.

**Comment:** Three small commercial units are proposed at the ground floor of the Dock 2 block and corner of the Clydebrae Street block which will be occupied by Class 1A, 3 or 4. The proposed commercial floorspace totals 226sqm GIA which does not exceed the 400m threshold outlined in SG4. Therefore, the commercial units would be suitable in this location to serve the localised needs of the residents and visitors to the wider Govan Graving Docks site. Conditions will be attached to confirm the use class prior to occupation and control opening hours.

## **CDP5 Resource Management and SG5 Resource Management**

Policy CDP 5 Resource Management requires all new developments to be designed to reduce the need for energy from the outset. This can be done through careful siting, layout and design and should make the best use of energy efficiency techniques and materials.

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

**Comment:** A Statement of Energy has been submitted as part of the planning application demonstrating that the CDP5 requirement will be met. The results demonstrate that by applying enhanced fabric thermal performances, passive design measures and ASHP (providing low carbon space heating and hot water), the proposed residential and commercial development at Govan Graving Docks will achieve compliance with the energy and CO<sub>2</sub> emissions reduction requirements of Glasgow Resource Management Policy CDP 5. Air Source Heat Pumps and PV Panels are concluded to be the most suitable technologies for the development and to achieve the 27% improvement on CO<sub>2</sub> emissions for domestic properties (gold standard), 38% improvement on CO<sub>2</sub> emissions for non domestic properties (gold standard) and a 20% Low and Zero Carbon Generating Technologies (LZGCT).

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

CDP 6 aims to ensure the development and enhancement of Glasgow's Green Network by protecting and extending that Green Network and linking habitat networks. It seeks to provide for the delivery of multifunctional open space to support new development and supports development proposals that safeguard and enhance the Green Network and Green Belt.

The Green Network is a multi-functional network of open spaces, green infrastructure, linking paths and corridors that allow people and species to move easily in the urban environment. IPG 6 provides a common structure within which a number of City Development Plan policy aims can be delivered. In designing new development, cognisance should be taken of the need to:

- Provide a setting and an enhanced sense of place for urban environments;
- Provide public open spaces and on-site green infrastructure/amenity space;
- Protect and enhance landscape setting, geodiversity and nature conservation interests, including wider biodiversity and ecosystem services;
- Incorporate sustainable drainage solutions; and
- Deliver opportunities for movement on foot and by bike, both within a site and to destinations outwith it.

The Council expects that development proposals will not have an adverse effect on the Green Network, including fragmentation. New development should, as a minimum, deliver green infrastructure enhancements (eg landscaping, private amenity space (in residential developments), green roofs, green walls or SUDS solutions) as an integral part of their design. Otherwise, new development should contribute to the delivery of green infrastructure off-site where appropriate.

There is a strong presumption in favour of the retention of various categories of open space, including amenity space. However, there may be some circumstances in which the Council will permit development on open space, including where:

- a) The open space has little open space value when considered against open space values within IPG3. In such circumstances, the Council will expect a contribution towards mitigating the loss of this open space;
- 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
- 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



- 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 IPG6 and that provides equivalent or enhanced functionality.

**Comment:** The application site features designated strips of “amenity greenspace”, particularly to the west of the site around the wet basin where a new public square and children’s play are proposed.

The proposal seeks to improve the landscape value across the site and includes high-quality landscaping and public realm. The scheme of landscaping incorporates mixed species planting to assist in developing an increased quality of place and to continue to contribute to the green network of the city. Given the constraints of the Category A docks, the scheme proposes a non traditional approach and has been carefully designed to take all opportunities to enhance green infrastructure and encourage long-term habitat connectivity to the wider landscape.

On considering the wider landscaping and habitat gains across the wider site, it is considered that the development represents an enhanced urban environment with an appropriate level of on-site amenity space and therefore will not have an adverse effect on the Green Network.

The required level of on-site amenity provision is addressed below within CDP 12.

### **Policy CDP7 Natural Environment and SG7 Natural Environment**

CDP7 aims to ensure that Glasgow’s natural environments, including its ecosystems and protected species, are safeguarded and, wherever possible, enhanced through new development. It aims to enhance biodiversity and protect the health and function of ecosystems; help the natural environment adapt to climate change; and protect important landscape and geological features in the City.

The application site is not subject to any specific designation within SG7 though the Development Plan takes a broad approach to conserving and enhancing nature. Wherever possible, development shall enhance biodiversity. New developments shall aim to enhance and/or help create new habitats. Within the city centre, opportunities for enhancing habitat and wildlife interests include green roofs; green/living walls; planting of street trees; and incorporation of bat and bird boxes in the design.

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

**Comment:** The Preliminary Ecological Appraisal confirms there are no statutory designated sites present within or adjacent to the site boundary. Two statutory designated sites are located within 5km of the site. Part of the wet basin within the application site is connected off-site to the River Clyde, which is a non-statutory designation, Site of Importance for Nature Conservation (SINC).

It is recognised that given the nature of the existing site, the existing ecological habitat quality is relatively limited, however, the submitted PEA has identified a number of opportunities for biodiversity enhancement including native landscape planting to promote green corridors, and installation of bird, bat, invertebrate, and hedgehog boxes, log piles, and commuting corridors for hedgehog.

### **CDP8 Water Environment and SG8 Water Environment**

CDP8 clarifies that local authorities are required by The Flood Risk Management (Scotland) Act 2009 to manage and reduce flood risk and promote sustainable flood risk management, which will entail working with responsible authorities and stakeholders, such as SEPA, to meet legislative requirements.

This will require action to assess and address flood risk in new development, including restricting development in certain areas of flood risk and designing new development to reduce flood risk at the development site and impact elsewhere. It also entails an assessment of flood risk across the City, as a basis for the identification and implementation of flood risk management measures.

All proposals are required to make satisfactory provision for Sustainable Urban Drainage Systems (SUDS) and to safeguard the development from the risk of flooding. In addition, proposals for new development should ensure that it does not adversely impact on the water environment, does not increase the probability of flooding elsewhere and does not interfere with the storage capacity of the flood plain.

SG8, Section 6 confirms that where flood risks are identified as part of the screening of development proposals, a detailed Flood Risk Assessment (FRA) will be required.

The FRA must clearly identify specific flood risks and quantify issues that need to be addressed. It must demonstrate that the flood mitigation strategy can be delivered, taking on board the relevant legislative requirements of Scottish Planning Policy, the Flood Risk Management (Scotland) Act 2009 and SEPA.

All development identified to be at risk of flooding using the Council Flood Risk Framework, must incorporate a 'freeboard allowance' and/or the use of water-resistant materials and forms of construction which must be appropriate to its function, location and planned lifetime.

SG8, Section 7 confirms the Scottish Planning Policy presumption against land raising within a functional flood plain. Any proposed development within a functional flood plain should be designed to be commensurate with the potential flood risk, in line with Section 6, without the need to raise or defend land. Consequently, the majority of development proposed within a functional flood plain (inclusive of fluvial and pluvial flooding) is likely to be inappropriate.

Only in exceptional circumstances will land raising or defence of a functional flood plain be considered for new development. Where land raising or land defending is to be accepted, equivalent compensatory storage plus 10% must be provided and a drainage impact assessment will be required to demonstrate that there will be no increase in water level of the relevant watercourse. To ensure safe means of access and egress, land raising should not create islands of development.

The exceptional circumstances in which the Council may consider land raising or defence of a functional flood plain, in support of new development, include:

- Critical infrastructure
- Major regeneration projects
- Recreational facilities (sports fields, golf courses, cycleways etc.)
- Where this would have a neutral or positive effect on the probability of flooding elsewhere.

**Comment:** The applicant's FRA has been prepared taking account of Policy 22 Flood Risk and Water Management and the latest iteration of the Council's Tidal River Clyde Flood Model, amended in 2023.

As discussed under NPF 4 Policy 22, the site represents an opportunity to redevelop a vacant brownfield site and is promoted within the River Clyde Development Corridor SDF forming part of SG2.

The proposed development incorporates a range of flood risk measures. These include raising the finished floor levels of the residential areas as well as the levels of access roads and public spaces above the design flood level with an appropriate freeboard provided. Residential units are being set at a minimum of 0.9m above the 1 in 500-year plus climate change flood level which results in the minimum finished floor levels of all the first occupied levels in residential use at 6.690 mAOD or higher.

The less vulnerable uses including public and amenity areas and all proposed access roads and building entrances are designed above the 1 in 200-year plus climate change. The proposed floor levels are in accordance with GCC flood risk guidance, SEPA and NPF4 guidance.

Compensatory storage is also to be provided to accommodate for the flood plain encroachment (displacement) caused by the development elements. It is proposed to provide compensatory storage volumes equal to the loss of floodplain volumes and additional 10% as mitigation and the FRA confirms that the removal of the spoil heaps and reprofiling of the ground provides the required compensatory storage.

The content of both the Flood Risk Assessment and Drainage Impact Assessment have been subject to self-certification by the respective authors, along with a further independent check, and both include evidence of appropriate Professional Indemnity insurance.

On the basis of the information provided and the mitigation measures identified, it is accepted that the proposals are compatible with CDP8 and SG8, including the updated requirements derived from NPF 4 Policy 22.

SEPA and GCC Flood Risk Management have also accepted the findings of the FRA and have no objections to the proposal.

### **CDP9 Historic Environment and SG9 Historic Environment**

CDP 9 aims to ensure the appropriate protection, enhancement and management of Glasgow's heritage assets by providing clear guidance to applicants. The Council will protect, conserve and enhance the historic environment in line with Scottish Planning Policy/Scottish Historic Environment Policy for the benefit of our own and future generations. The Council will assess the impact of proposed development and support high quality design that respects and complements the character and appearance of the historic environment and the special architectural or historic interest of its listed buildings, conservation areas, scheduled monuments, archaeology, historic gardens and designed landscapes and their settings. The Council is unlikely to support development that would have a negative impact on the historic environment.

Supplementary Guidance SG 9 supports Policy CDP 9 by providing detailed design guidance. With regard to development affecting the setting of Listed Buildings and the character and setting of the Conservation Areas, guidance notes that the desirability of preserving and enhancing the setting of these will always be primary considerations when considering new development. This includes how new development may affect townscape and streetscape

The curtilage of a building will normally form part of the setting but, it is also important to consider land immediately adjacent to, or visible from, the Listed Building:

- a) no building of similar or greater scale should be erected close to the main subject of listing;
- b) the principal elevations of the Listed Building should remain visible from all significant viewpoints;
- c) the siting, design, scale, form, density and materials of new development should be sympathetic to the main item of listing and its ancillary development; and
- d) new development should not restrict or obstruct views of, or from, the Listed Building(s) or rise above and behind the building so that its silhouette can no longer be seen against the sky from the more familiar viewpoints.

Development within the grounds of a Listed Building should demonstrate, by a thorough analysis, that the proposal would not be detrimental to the building's architectural or historic character, or that of the Conservation Area, if relevant. Developments should, therefore, address the following matters in their Design and Access Statement:

- a) the physical characteristics of the Listed Building, the material and condition of its fabric, its surroundings, spaces, its relationship with other buildings, etc;
- b) the historic, architectural and landscape importance of the grounds/location and the potential for conversion of the Listed Building, if relevant;
- c) the context of the site in relation to the type of use; and
- d) where relevant, an analysis of the landscape setting of the building (planting which informs part of the original landscape setting of the building should be retained to protect the amenity of the main subject of listing).

**Comment:** The site forms part of a Category 'A' Listed structure which covers approximately 50% of the wider Graving Docks site. Though not a typical listed building in the traditional sense, making its adaptation and re-use particularly challenging, Govan Graving Docks is a significant part of the City's industrial and cultural heritage and the application proposals represent a major opportunity to secure its regeneration and showcase its unique characteristics. Whilst the majority of the application site is outwith the listing, areas along Dock 3 and to the west of Dock 2 are located within the listing with the

remainder of the site located in close proximity to the listed structures. The site is not within or adjacent to a conservation area.

The application has been subject to a number of discussions regarding the Category 'A' Listed status of the site as part of the design and pre-application process. Following full assessment of the impact of the proposal on the designated heritage assets, the proposal is not considered to have a detrimental impact upon the Category 'A' Listed docks nor nearby listed buildings and their settings. The proposal has been developed as a high quality redevelopment of a long term derelict site and careful consideration has been taken to ensure the development design does not harm the setting or character of the Category 'A' Listed site.

In particular, the siting of the buildings along Govan Road have been pulled back from the edge of Dock 3 to minimise the impact to the existing docks and are considered an appropriate scale and massing to the wider site and surrounding context. The historic aspects and industrial context of the site have been considered and the design of the three blocks draw on the surrounding context. In continuation of the dockside's robust masonry character, it is proposed that the buildings will have a masonry brickwork external treatment to add to a sense of place around the Docks. The proposed development draws from historical and industrial context of the site through the proposed design and materiality of the flat blocks as well as the repair, conservation and enhancement works which are considered to be an enhancement of the existing, derelict site.

The application is supported by a Heritage and Townscape Visual Impact Assessment (HTVIA), which concludes that the proposed development will improve the townscape by revitalising an important part of Govan that has been neglected and been in significant decline for many years. The viewpoint assessment also concluded that the development will not affect the setting of the surrounding listed buildings or the nearby conservation area. It further noted that the townscape will benefit from the development by providing an overall improvement to its definition and cohesion through the regeneration of the site. Additionally, the proposed development, in particular the Govan Road residential block, will make the Graving Docks more visible from a distance and mark the site as a destination without negatively impacting key viewpoints, which is a positive impact on the site's significance.

Overall, whilst the proposals will alter the existing site through the introduction of residential development, it is concluded to be a positive change to the Category A docks and accords with CDP 9 and SG 9.

Historic Environment Scotland have also confirmed they have no objections to the proposals.

### **CDP 10 and SG10 Meeting Housing Needs**

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

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

Where an audit identifies that the five-year effective supply is not being maintained, the Council will support housing development proposals for all tenures that can be delivered in accordance with the approach set out in Strategy Support Measure 10 of the Strategic Development Plan 2012. Such sites will be supported if they:

- are capable of delivering completions in the next five years;
- can address infrastructure constraints;

- are in a sustainable location as guided by Diagram 4 of the Glasgow and the Clyde Valley Strategic Development Plan; and
- are capable of complying with other relevant policies and proposals in the Plan, and any relevant Supplementary Guidance.

**Comment:** The application site is included within the most recent Glasgow City Council Housing Land Audit (2022) as an allocation with an indicative capacity of 310 units. The proposed development would result in the redevelopment of a derelict, brownfield site and introduce 304 new flats ranging between 1, 2, and 3- bedrooms in a highly accessible location in close proximity to existing amenities and facilities.

## **CDP 11 and SG 11 Sustainable Transport**

CDP 11 policy aims to ensure that the city is characterised by sustainable and active travel. It supports the development of car-free housing on suitable sites. New developments are required to be designed to promote and facilitate walking and cycling, including the provision of cycle parking and direct connections to the walking and cycling network.

SG 11 supports the above policy by providing guidance on how development proposals will be expected to address the transport implications that they give rise to. Accordingly, SG11 includes detailed advice and guidance on the provision of parking in new development.

Cycle Parking: The Council shall require the provision of cycle parking in new development and redevelopment proposals in line with the minimum cycle parking standards:

For mainstream residential 1 space per unit unless a dedicated garage, or other storage facility/option of sufficient size is provided. Visitor parking to be provided at a rate of 0.25 spaces per unit in new residential developments where residents' cycle parking provision is provided communally.

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

New Build - The basic minimum standard for parking provision is:

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

**Comment:** The Proposed Development is sustainably located within walking distance of a range of public transport, amenities and services, promoting active travel and ensuring access to the waterfront for pedestrians and cyclists, facilitating east / west connections to and from Govan/Partick and the city centre. The west of the site is located within a 'high accessibility zone' as defined in SG11 whilst the remainder of site along Govan Road to the east is located within an area of 'base' public transport accessibility but still remains in close proximity to a range of public transport modes including 'Fastlink' along Govan Road and Govan subway station approximately 700 metres away.

A Transport Assessment has been submitted as part of the application which demonstrates that the development will not necessitate external traffic mitigation works.

The proposals include a total of 383 cycle parking (125%) and 132 visitor cycle (43%) parking spaces which is considerably above the minimum requirements set out in SG11.

In terms of car parking, the proposed development proposes a total of 125 residents car parking spaces and 27 visitor parking spaces totalling 50% car parking across the site. It is recognised that this is considerably lower than the targets, however, SG11 allows a relaxation on design and placemaking grounds. A number of design and technical considerations have been taken into account including the constraints of the existing dock structure, the listed status of the docks and flood risk factors. Due to the nature of the site, the building line has been pulled back from the docks to minimise impact to the listed structure meaning that the depth of the car park has been reduced. Given its sustainable location, low carbon credentials and the constraints of the site, it is considered that reduced parking is acceptable. All parking spaces will be provided as Passive EV Charging in accordance with SG 11 requirements.

In addition, three new laybys are proposed along Govan Road to facilitate servicing of the Govan Road block. Whilst requiring refuse and delivery trucks to cross the 'Fastlink' route, this arrangement will negate the potential blocking of the road if vehicles were required to wait on the 'Fastlink' lane and this is considered to be the most appropriate solution. An amended TRO will be put in place to prevent cars from parking or waiting within the laybys other than for deliveries and servicing.

Having regard to the above, it is accepted that the proposals meet the requirements of CDP11 and SG11.

### **CDP 12 and IPG 12 Delivering Development**

Policy CDP 12 aims to ensure that development contributes to a sustainable, economically successful City, through the provision of reasonable infrastructure and facilities that are necessary to mitigate the impact of change on Glasgow's resources, and that are appropriate to both the nature of the development and its location. Through an approach which is informed by a full understanding of the site, and of the potential impact that the development will have, the Council aims to meet The Plan's objectives of: re-shaping Glasgow's employment locations for a changing economy; providing high quality, accessible, residential environments and town centres; connecting to the green network; improving transport provision; finding climate change and drainage solutions for the City; as well as meeting our aspirations for enhanced nature and biodiversity.

Under IPG 12, where developers are unable to make full provision for the open space requirements for the development on land within their control, in accordance with the open space standards, they will be required to enter into a legal agreement with the Council to make a financial contribution towards the enhancement of existing Council open spaces or towards the provision and maintenance of such facilities on Council land.

**Comment:** Based on these requirements, the proposals generate the following amounts of open space provision and the equivalent developer contributions in light of shortfalls in on-site provision.

<b>Residential Flats</b>				
<b>Type</b>	<b>Required</b>	<b>Provision</b>	<b>Shortfall</b>	<b>Equivalent Contribution</b>
Amenity	0.2224ha	0.4432ha	0	0
Play	0.1557ha	0.1572ha	0	0
Outdoor Sport (Formal)	0.1112ha	0	0.1112ha	£111,200
Outdoor Sport (Informal)	0.0445ha	0	0.0445ha	£44,480
Allotments	0.0222ha	0	0.0222ha	£22,240
<b>Total</b>				<b>£177,920</b>

The proposed development incorporates the required amenity greenspace and children's play on site. Various amenity spaces are proposed across the site including along Dock 3 where informal seating provision is proposed. A new public square and community space accessible by a gently sloping ramp and steps adjacent to Dock 2 and Clydebrae Street will serve as a central focal point for the development and will link to the new pedestrian and cycle route running through the site.

Private amenity space includes roof terraces along the Govan Road, Clydebrae Street and the Dock 2 blocks as well as at ground floor level at Clydebrae Street facing the basin area with various planting and seating area proposed.

The required children's play provision is also proposed on site with a substantial equipped area proposed along the western edge of the basin as well as a smaller area to the eastern corner of Govan Road.

It is recognised that given the uniqueness of the site, some areas are proposed in a non-traditional design, however, it still considered to provide high quality, meaningful amenity space for the development.

The equivalent financial contribution for the shortfall in outdoor sport and allotments has been calculated at **£177,920** which will be secured by a Section 75 Agreement and will be directed towards a qualitative improvement in local provision. In this instance, if possible, it is proposed to allocate the financial contribution towards wider improvements on the Graving Docks site and this will be discussed with the Planning Contributions Team.

The proposal is in accordance with policies CDP 12 and IPG 12.

## **CITY DEVELOPMENT PLAN CONCLUSION**

In conclusion, taking all the above into consideration the proposal is considered to generally comply with the relevant City Development Plan policies.

In terms of part (a), therefore, the proposal is considered to accord with the Development Plan, having regard to the designated land use and all relevant policies as addressed above.

### **(B) Material Considerations**

In respect of (B) material considerations, 124 objections have been received in relation to the application. These representations can be summarised and addressed as follows:

- The proposal is contrary to NPF4 and the City Development Plan.

**Comment:** The relevant policies and strategies have been considered fully within the detailed report above. The principles and detailed design of the proposal are considered to meet the aims of adopted policies, and of strategic objectives to diversify and increase the population of the City Centre.

- Concerns regarding increase in traffic and volume of cars accessing the development
- Concerns regarding the proposed amount of car parking and potential access problems

**Comment:** The application is supported by a Transport Assessment and a Transport Chapter within the EIA which has assessed the impact of the proposed development as well as car parking and access. GCC Transport Officers confirmed that they are satisfied that the development will not necessitate external traffic mitigation works.

With regards to the level of car parking, the reduced car parking provision has been subject to a number of pre-application discussions, including the Council's Transport Planning Team. The design of the buildings, including the car parking areas, have taken into account a number of technical constraints including flood risk measures and the listed status of the docks. Furthermore, the site is located in a highly accessible area with access to a range of public transport modes and will assist with the promotion of active travel. On this basis, it is concluded that the reduced car parking is considered to be acceptable.

- There are concerns in relation to refuse collection, particularly along Govan Road in respect of loss of footpath and the impact on the Fastlink route

**Comment:** It has been agreed, in liaison with the Council's Transport Planning Team, that refuse and other servicing vehicles would be permitted to cross the proposed Fastlink lane, which is located on the north side of the carriageway on Govan Road. The creation of new laybys will prevent vehicles idling on the Fastlink route itself and appropriate restrictions would be implemented, through promotion of a Traffic Regulation Order, to restrict public use of the service laybys, for both parking and pick-up/drop-off.

- The application is car centric and goes against active travel plans and the public transport links in the area

**Comment:** As detailed above, the proposed development includes a reduced level of parking and will therefore assist in promoting active travel to and from the site, which is close to a range of public

transport modes. The design has also been carefully considered so that residents and visitors benefit from the public transport connections, cycle path and cycle parking, with 125% secure covered cycle parking spaces and Electric Vehicle charging facilities. A Travel Plan will also be conditioned as part of any permission which will be prepared for future residents, which will include maps detailing the location of public transport stops, timetables and estimated journey times, walking / cycle routes to key destinations, and information about the health / environmental benefits of walking and cycling.

- Impact on neighbouring businesses along Clydebrae Street due to vehicle traffic associated with the development
- Safety concerns regarding pedestrian access to the Clydebrae Street blocks

**Comment:** The transport consultants for the application have confirmed that the current two-way traffic volume on Stag Street, during the peak hours are 9 (8-9am) and 14 (4.30-5.30pm) and that this traffic flow is well within the capacity of the street. The proposed two-way traffic flow due to the development at the Clydebrae Street frontage is 14 vehicles (8-9am) and 12 vehicles (4.30-5.30pm) and again the consultants have concluded that this will not result in a capacity issue. It is also noted that there are no individual residential vehicle accesses onto Clydebrae Street and the assessment concludes that there is no risk from residents' vehicles directly accessing Clydebrae Street.

With regards to pedestrian access and safety, it should be noted that a new footway is being provided along the proposed building frontage on Clydebrae Street. In addition, a new pedestrian and cycle path is proposed through the site along the basin edge and away from Clydebrae Street to encourage footfall along these area as the primary route through the site. The Council's Transport Planning Team have reviewed the Transport Assessment and have raised no road safety concerns.

- Concerns regarding the design and density of the flatted blocks and the scale and massing of the development.
- Design of car parking pends are detrimental to the visual character and not in keeping with the site.

**Comment:** The visual impact of the proposal has been considered and addressed within the report above. The height and massing of the buildings was subject to extensive pre-application discussions which concluded that the approach taken was and correct. Further assessment has been detailed above under the relevant City Development Plan policies.

It is assumed that the car parking pends referred to are the north elevations of the basement car park and sub-basement void. These elevations have principally been designed to address flood risk at sub-basement level through the use of an open brick bond design which will allow water from any flood event to flow within and recede. This open bond has been extended to the car park level for a consistent approach to the elevation and to allow a degree of natural light during the day and to include architectural lighting during hours of darkness which will also ensure security at the dock level. The exact design of the elevations has yet to be agreed and will form part of the heritage and art strategy for the development for which the applicant has commissioned a locally based artist. A condition would be attached to any planning permission requiring further details of the art strategy for the review and approval of the Planning Authority.

- Potential obstructed views and impact on views to landmark buildings, particularly in relation to the Govan Road blocks

**Comment:** The loss of view is not a material planning consideration. Notwithstanding, the proposed development has been subject to extensive design discussions during the pre-application process involving the Council's Design Team. The proposed overall height of the Govan Road block has been reduced from 5-6 stories to 4-6 stories and the Clydebrae Street L-shape block is proposed at 4-5 stories. Both of these are considered appropriate to the surrounding context. In addition, generous 'cut-throughs', or pends, along with public open space, break up the Govan Road block to help maintain views through buildings across the listed dock structures.



The two taller blocks along Govan Road and adjacent to Dock 2 have been strategically located away from neighbouring residential blocks. In addition, the form of the Govan Road development allows views through to the heritage landscape, and from the docks back into the existing Govan context. The Govan Road blocks create key open spaces at points of connectivity across the dock complex, providing routes and views through to the docks.

- Daylight and privacy in respect of neighbouring properties along Govan Road and concerns regarding the blocking of natural light.

**Comment:** A Daylight and Sunlight Assessment has been submitted as part of the application which concludes that the proposed development is compliant with BRE guidance and has minimal daylight impact to the existing residential buildings and minimises the impact on sunlight to neighbouring gardens. The assessment concludes all 198 neighbouring residential windows that were assessed comply with BRE guidance and that the proposed development does not impact on direct sunlight to existing neighbouring gardens.

- Flood Risk including risk of flooding within the proposed car park area along Govan Road block and concerns regarding safety of flats given the flood plain.

**Comment:** The application is accompanied by a Flood Risk Assessment and Drainage Impact Assessment. Pre application discussions were held with both SEPA and the GCC Flood Risk Management Team to help create a flood compliant development and both consultees have confirmed they have no objection to the proposed development which incorporates a range of flood risk measures.

- The proposal is contrary to SG9 and concerns are raised regarding the impact and potential damage to the historic environment and structure.
- The car parking level is detrimental to the visual character of the site and not in keeping with the historic environment.

**Comment:** The application is supported by both a Heritage Impact Assessment and Townscape and Visual Impact Analysis and has been fully assessed against policy CDP 9 and supplementary guidance SG 9. Extensive discussions have been held regarding the scale, massing and design of the development in respect of the Category 'A' Listed structure. But importantly, the design also includes the required flood risk measures and technical design considerations to ensure the development is flood risk compliant.

The Heritage and Townscape Visual Impact Assessment confirms the development will not detract from the interpretation of the wider Category 'A' listed site and the introduction of residential use will be beneficial for the derelict site.

Historic Environment Scotland have also confirmed that they have no objections to the proposed development.

- The proposed development will have a negative impact on existing amenities.

**Comment:** The proposed development includes three small scale commercial units within the development. These will contribute to the enhancement of amenities within the area within what will be an attractive riverside environment which should have a positive impact on the health and wellbeing of the existing and future community. As detailed in the assessment of SG4 above, the scale of the units will not have a detrimental impact to wider amenities in the surrounding area. The site is also located within a highly sustainable location that is close to existing public transport hubs, amenities and services in Govan Town Centre.

- Safety concerns regarding the retention of the Post and chain fence along Dry Dock 3.

**Comment:** Following submission of the application, the proposals for the post and chain fence have been revised following concerns raised regarding the safety along Dock 3. The revised fencing comprises vertical 1.1 metre high metal railing. The Water Safety Group have been consulted and confirmed that

they have no objections to the proposed fencing. A condition has been proposed to consider the entire extent and detailing of the fence/railings.

- Concerns relating to the impact from construction works including noise and vibration issues.
- Impact of heavy vehicles and construction work potentially damage the listed structure.

**Comment:** Demolition/Construction works are temporary in nature and are not a material planning consideration. Nevertheless, as detailed within the report above, suitable mitigation measures are proposed to reduce potential impacts which will be secured by condition where necessary. With regards to the impact on the listed structure and construction works, a Method Statement and Site Management plan will also be conditioned for the approval of the planning authority prior to any works beginning on site.

- Inadequate social housing and affordable housing proposed on the site

**Comment:** There is no policy requirement within the City Development Plan for new residential development to provide affordable housing. NPF4 (policy 16) introduces a requirement for market housing developments to include 25% affordable housing, subject to need in the local area informed by the local development plan. At the moment, the local development plan has established a position that affordable housing should be met through the Strategic Housing Investment Programme and that viability implications have meant that it would not be appropriate to introduce an affordable housing policy.

- Would like to see the site transferred to community ownership and the space retained as open space for the enjoyment of the community.

**Comment:** Community ownership is not a material consideration to the planning application. The proposed development incorporates the required amenity and children's play areas as well as a new active travel route through the site which will be fully accessible by the community. A separate application for a Riverside Park is also proposed on the wider site, however, this is outwith the planning application boundary for the proposed development and will be assessed and determined separately.

- Ground is not stable enough for the housing.

**Comment:** The submitted EIA includes a chapter on Ground Conditions which has been fully assessed. The assessment concludes that subject to the suggested mitigation measures, there will be no residual effects. In addition, a number of site investigation conditions will be attached to any planning permission and will be required to be submitted to the planning authority for approval prior to works commencing on site.

- A conservation management plan and structural engineering report should be submitted to assess their structural integrity.

**Comment:** As part of the application submission, a conservation management plan and initial appraisals were provided by the applicant. Further structural assessments will also be undertaken as part of the detailed design stage for the approval of the planning authority prior to works commencing on site.

- Concerns relating to the impact of biodiversity on the site and existing wildlife

**Comment:** The application is accompanied by a Preliminary Ecological Appraisal and Landscaping Strategy which sets out a number of measures for the protection and enhancement of biodiversity and wildlife in the proposed development. Recommendations include native landscape planting to promote green corridors. Measures include the installation of bird, bat, invertebrate, and hedgehog boxes, log piles, and commuting corridors for hedgehogs. The proposals will only result in the loss of one tree and include significant tree planting, particularly along the western edge of the site. Proposed tree planting throughout the site will also enhance commuting and foraging resources for bats and birds.

The submission concludes that no bat roosts or protected otter locations are at risk of disturbance from this development and that no protected species development licensing from NatureScot will be required for these species. NatureScot agree with these conclusions have confirmed that they have no objection.

- Concerns relating to the pumphouse on the wider site and how this should be conserved.

**Comment:** The pumphouse is not within the red line boundary and therefore is not a material consideration to the application. It should be noted that temporary works were approved for the Pumphouse in January 2023 as detailed in the planning history above.

- Reliance on community asset transfer for the remainder of the site outwith the application boundary.

**Comment:** Concerns have been raised regarding a potential community asset transfer of parts of the wider site outwith the application boundary and the reliance of this in relation to the determination of this planning application. Any community transfer or funding for the wider site are not material considerations in the determination of this application and therefore have not been considered as part of the assessment of the proposed development.

As detailed in the assessment of policy CDP12 and supplementary guidance IPG 12 above, the only matters relating to financial contributions have been considered under the above policy. The required open amenity space and children's play have been met on the site and a deficit was identified in relation to outdoor sports and allotments. The remaining deficit will require a financial contribution which equates to £177,920 and will be secured via a S75 legal agreement.

In respect of (B) material considerations, 155 letters of support have been received in relation to the application. In summary, the supportive comments are as follow:

- The proposals will reinstate and bring the docks back into active use
- The site is a prime importance for the city's waterfront regeneration
- The proposals will provide much needed housing
- The development have been designed in a way that respects the history of the site
- The proposals will only take up a proportion of the whole site
- The proposals will contribute to the economy and create new jobs
- The proposals sensitively adapt the site in accordance with the Development Plan
- Inclusion of commercial units and public square welcomed

**Comment:** As expressed in the assessment above, the proposed development represents an ambitious opportunity to effect transformational regeneration of a vacant and derelict site at Govan Graving Docks through the creation of a new residential development within a connected and attractive riverside setting. As well as clear benefits to the site itself, the proposal will also result in many advantages to the local community and the wider area. As such, the Council concurs with the comments in support of the application.

## Conclusion

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

On the basis of the foregoing, it is recommended that the application for planning permission be granted subject to a Section 75 Agreement.

## Drawings

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

GGD-ODB-MA-EX-DR-A P03 - LOCATION PLAN - 14.12.2023

GGD-ODB-MA-EX-DR-A-10110 P02 - SITE PLAN EXISTING - 14.12.2023

GGD-ODB-MA-EX-DR-A-10111 P02 - SITE PLAN PROPOSED - 14.12.2023

GGD-ODB-MA-EX-DR-A-10112 P02 - SITE PLAN AS PROPOSED - LOWER GROUND PROPOSED  
14.12.2023

GGD-ODB-MA-EX-DR-A-10113 P02 - REFUSE STRATEGY -14.12.2023

GGD- ODB-MA-00- DR- A- 10120 P02 SITE - GROUND FLOOR PLAN - 14.12.2023

GGD-ODB-MA-01-DR-A-10121 P02 SITE - 1ST FLOOR PLAN - 14.12.2023

GGD- ODB-MA-02- DR- A- 10122 P02 SITE - 2ND FLOOR PLAN - 14.12.2023

GGD-ODB-MA-03-DR-A-10123 P02 SITE - 3RD FLOOR PLAN - 14.12.2023

GGD-ODB-MA-04-DR-A-10124 P02 SITE - 4TH FLOOR PLAN - 14.12.2023

GGD-ODB-MA-05-DR-A-10125 P02 SITE - 5TH FLOOR PLAN - 14.12.2023

GGD-ODB-MA-06-DR-A-10126 P02 SITE - 6TH FLOOR PLAN - 14.12.2023

GGD-ODB-MA-07-DR-A-10127 P02 SITE - 7TH FLOOR PLAN - 14.12.2023

GGD-ODB-MA-08-DR-A-10128 P02 SITE - 8TH FLOOR PLAN - 14.12.2023

GGD-ODB-MA-09-DR-A-10129 P02 SITE - 9TH FLOOR PLAN - 14.12.2023

GGD-ODB-MA-10-DR-A-10130 P02 SITE - 10TH FLOOR PLAN - 14.12.2023

GGD-ODB-MA-11-DR-A-10131 P02 SITE - 11TH FLOOR PLAN - 14.12.2023

GGD-ODB-MA-12-DR-A-10132 P02 SITE - 12TH FLOOR PLAN - 14.12.2023

GGD-ODB-MA-B1-DR-A-10140 P02 SITE - PARKING DECK - 14.12.2023

GGD-ODB-MA-ZZ-DR-A-10201 P02 SITE SECTION 1 - EXISTING AND DEMO - 14.12.2023

GGD-ODB-MA-ZZ-DR-A-10202 P02 SITE SECTION 2 - EXISTING AND DEMO - 14.12.2023

GGD-ODB-MA-ZZ-DR-A-10203 P02 SITE SECTION 3 - EXISTING AND DEMO - 14.12.2023

GGD-ODB-MA-ZZ-DR-A-10204 P02 SITE SECTION 4 - EXISTING AND DEMO - 14.12.2023

GGD-ODB-MA-ZZ-DR-A-10205 P02 SITE SECTION 5 - EXISTING AND DEMO - 14.12.2023

GGD-ODB-MA-ZZ-DR-A-10206 P02 SITE SECTION 6 - EXISTING AND DEMO - 14.12.2023

GGD-ODB-MA-ZZ-DR-A-10207 P02 SITE SECTION 7 - EXISTING AND DEMO - 14.12.2023

GGD-ODB-MA-ZZ-DR-A-10211 P02 SITE SECTION 1 – PROPOSED - 14.12.2023

GGD-ODB-MA-ZZ-DR-A-10212 P02 SITE SECTION 2 – PROPOSED - 14.12.2023

GGD-ODB-MA-ZZ-DR-A-10213 P02 SITE SECTION 3 – PROPOSED - 14.12.2023

GGD-ODB-MA-ZZ-DR-A-10214 P02 SITE SECTION 4 – PROPOSED - 14.12.2023

GGD-ODB-MA-ZZ-DR-A-10215 P02 SITE SECTION 5 – PROPOSED - 14.12.2023

GGD-ODB-MA-ZZ-DR-A-10216 P02 SITE SECTION 6 – PROPOSED - 14.12.2023

GGD-ODB-MA-ZZ-DR-A-10217 P02 SITE SECTION 7 – PROPOSED - 14.12.2023

GGD-ODB-GR1-00-DR-A-00100 P02 GOVAN ROAD BLOCK 1 - GROUND FLOOR PLAN EXIST & DEMO -  
14.12.2023

GGD-ODB-GR1-00-DR-A- 00110 P03 GOVAN ROAD BLOCK 1 - GROUND FLOOR PLAN - 24.07.202

GGD-ODB-GR1-01-DR-A-00111 P02 GOVAN ROAD BLOCK 1 - 1ST FLOOR PLAN - 14.12.2023

GGD-ODB-GR1-02-DR-A-00112 P02 GOVAN ROAD BLOCK 1 - 2ND FLOOR PLAN - 14.12.2023

GGD-ODB-GR1-03-DR-A-00113 P02 GOVAN ROAD BLOCK 1 - 3RD FLOOR PLAN - 14.12.2023

GGD-ODB-GR1-04-DR-A-00114 P03 GOVAN ROAD BLOCK 1 - 4TH FLOOR PLAN - 24.07.2024

GGD-ODB-GR1-05-DR-A- 00115 P02 GOVAN ROAD BLOCK 1 - 5TH FLOOR PLAN - 14.12.2023

GGD-ODB-GR1-06-DR-A- 00116 P02 GOVAN ROAD BLOCK 1 - ROOF - 14.12.2023

GGD-ODB-GR1-B1-DR-A-00130 P02 GOVAN ROAD BLOCK 1 - PARKING DECK PLAN - 14.12.2023

GGD-ODB-GR1-ZZ-DR-A-00201 P02 GOVAN ROAD BLOCK 1 - SECTION 1 EXISTING AND DEMO -  
14.12.2023

GGD-ODB-GR1-ZZ-DR-A-00202 P02 GOVAN ROAD BLOCK 1 - SECTION 2 EXISTING AND DEMO -  
14.12.2023

GGD-ODB-GR1-ZZ-DR-A-00203 P02 GOVAN ROAD BLOCK 1 - SECTION 3 EXISTING AND DEMO - 14.12.2023

GGD-ODB-GR1-ZZ-DR-A-00211 P02 GOVAN ROAD BLOCK 1 - SECTION 1 PROPOSED - 14.12.2023

GGD-ODB-GR1-ZZ-DR-A-00212 P02 GOVAN ROAD BLOCK 1 - SECTION 2 PROPOSED - 14.12.2023

GGD-ODB-GR1-ZZ-DR-A-00213 P02 GOVAN ROAD BLOCK 1 - SECTION 3 PROPOSED - 14.12.2023

GGD-ODB-GR1-ZZ-DR-A-00301 P02 GOVAN ROAD BLOCK 1 - NORTH ELEVATION EXISTING AND DEMO - 14.12.2023

GGD-ODB-GR1-ZZ-DR-A-00302 P02 GOVAN ROAD BLOCK 1 - SOUTH ELEVATION EXISTING AND DEMO - 14.12.2023

GGD-ODB-GR1-ZZ-DR-A-00311 P02 GOVAN ROAD BLOCK 1 - NORTH ELEVATION - 14.12.2023

GGD-ODB-GR1-ZZ-DR-A-00312 P02 GOVAN ROAD BLOCK 1 - SOUTH ELEVATION - 14.12.2023

GGD-ODB-GR1-ZZ-DR-A-00313 P02 GOVAN ROAD BLOCK 1 - EAST ELEVATION - 14.12.2023

GGD-ODB-GR1-ZZ-DR-A-00314 P02 GOVAN ROAD BLOCK 1 - WEST ELEVATION - 14.12.2023

GGD-ODB-GR2-00-DR-A-00100 P02 GOVAN ROAD BLOCK 2 - GROUND FLOOR PLAN AND DEMO - 14.12.2023

GGD-ODB-GR2-00-DR-A-00110 P03 GOVAN ROAD BLOCK 2 - GROUND FLOOR PLAN - 24.07.2024

GGD-ODB-GR2-01-DR-A-00111 P02 GOVAN ROAD BLOCK 2 - 1ST FLOOR PLAN - 14.12.2023

GGD-ODB-GR2-02-DR-A-00112 P02 GOVAN ROAD BLOCK 2 - 2ND FLOOR PLAN - 14.12.2023

GGD-ODB-GR2-03-DR-A-00113 P02 GOVAN ROAD BLOCK 2 - 3RD FLOOR PLAN - 14.12.2023

GGD-ODB-GR2-04-DR-A-00114 P03 GOVAN ROAD BLOCK 2 - 4TH FLOOR PLAN - 24.07.2024

GGD-ODB-GR2-05-DR-A-00115 P02 GOVAN ROAD BLOCK 2 - 5TH FLOOR PLAN - 14.12.2023

GGD-ODB-GR2-06-DR-A-00116 P02 GOVAN ROAD BLOCK 2 - ROOF PLAN - 14.12.2023

GGD-ODB-GR2-B1-DR-A-00130 P02 GOVAN ROAD BLOCK 2 - PARKING DECK PLAN - 14.12.2023

GGD-ODB-GR2-ZZ-DR-A-00201 GOVAN ROAD BLOCK 2 - SECTION 1 EXISTING AND DEMO - 14.12.2024

GGD-ODB-GR2-ZZ-DR-A-00202 P02 GOVAN ROAD BLOCK 2 - SECTION 2 EXISTING AND DEMO - 14.12.2023

GGD-ODB-GR2-ZZ-DR-A-00211 P02 GOVAN ROAD BLOCK 2 - SECTION 1 PROPOSED - 14.12.2023

GGD-ODB-GR2-ZZ-DR-A-00212 P02 GOVAN ROAD BLOCK 2 - SECTION 2 PROPOSED - 14.12.2023

GGD-ODB-GR2-ZZ-DR-A-00301 P02 GOVAN ROAD BLOCK 2 - NORTH ELEVATION EXISTING AND DEMO - 14.12.2023

GGD-ODB-GR2-ZZ-DR-A-00302 P02 GOVAN ROAD BLOCK 2 - SOUTH ELEVATION EXISTING AND DEMO - 14.12.2023

GGD-ODB-GR2-ZZ-DR-A-00311 P02 GOVAN ROAD BLOCK 2 - NORTH ELEVATION - 14.12.2023

GGD-ODB-GR2-ZZ-DR-A-00312 P02 GOVAN ROAD BLOCK 2 - SOUTH ELEVATION - 14.12.2023

GGD-ODB-GR2-ZZ-DR-A-00313 P02 GOVAN ROAD BLOCK 2 - EAST ELEVATION - 14.12.2023

GGD-ODB-GR2-ZZ-DR-A-00314 P02 GOVAN ROAD BLOCK 2 - WEST ELEVATION - 14.12.2023

GGD-ODB-GR3-00-DR-A-00100 P01 GR BLOCK 3 - GROUND FLOOR PLAN EXISTING + DEMO - 14.12.2023

GGD-ODB-GR3-00-DR-A-00110 P03 GOVAN ROAD BLOCK 3 - GROUND FLOOR PLAN - 24.07.2024

GGD-ODB-GR3-01-DR-A-00111 P01 GOVAN ROAD BLOCK 3 - 1ST FLOOR PLAN - 14.12.2023

GGD-ODB-GR3-02-DR-A-00112 P01 GOVAN ROAD BLOCK 3 - 2ND TO 9TH FLOOR PLAN - 14.12.2023

GGD-ODB-GR3-10-DR-A-00120 P01 GOVAN ROAD BLOCK 3 - ROOF PLAN - 14.12.2023

GGD-ODB-GR3-B1-DR-A-00130 P01 GOVAN ROAD BLOCK 3 - PARKING DECK PLAN - 14.12.2023

GGD-ODB-GR3-ZZ-DR-A-00201 P01 GOVAN ROAD BLOCK 3 - SECTION 1 EXISTING AND DEMO - 14.12.2023

GGD-ODB-GR3-ZZ-DR-A-00211 P01 GOVAN ROAD BLOCK 3 - SECTION 1 PROPOSED - 14.12.2023

GGD-ODB-GR3-ZZ-DR-A-00212 P01 GOVAN ROAD BLOCK 3 - SECTION 2 PROPOSED - 14.12.2023

GGD-ODB-GR3-ZZ-DR-A-00301 P01 GOVAN ROAD BLOCK 3 - NORTH ELEVATION EXISTING AND DEMO - 14.12.2023

GGD-ODB-GR3-ZZ-DR-A-00302 P01 GOVAN ROAD BLOCK 3 - SOUTH ELEVATION EXISTING AND DEMO - 14.12.2023

GGD-ODB-GR3-ZZ-DR-A-00311 P01 GOVAN ROAD BLOCK 3 - NORTH ELEVATION - 14.12.2023

GGD-ODB-GR3-ZZ-DR-A-00312 P01 GOVAN ROAD BLOCK 3 - SOUTH ELEVATION - 14.12.2023

GGD-ODB-GR3-ZZ-DR-A-00313 P01 GOVAN ROAD BLOCK 3 - EAST ELEVATION - 14.12.2023

GGD-ODB-GR3-ZZ-DR-A-00314 P01 GOVAN ROAD BLOCK 3 - SOUTH EAST ELEVATION - 14.12.2023

GGD-ODB-GR3-ZZ-DR-A-00315 P01 GOVAN ROAD BLOCK 3 -WEST ELEVATION - 14.12.2023

GGD-ODB-CB-00-DR-A-00100 P02 BASIN\_SITE PLAN EXISTING AND DEMO - 14.12.2023

GGD-ODB-CB-00-DR-A- 00110 P03 CLYDEBRAE STREET GROUND FLOOR PLAN – 24.07.2024

GGD-ODB-CB- 01 -DR-A- 00111 P04 CLYDEBRAE ST\_1ST FLOOR PLAN - 10.09.2024

GGD-ODB-CB- 01 -DR-A- 00112 P03 CLYDEBRAE ST 2ND FLOOR PLAN – 24.07.2024

GGD-ODB-CB- 03 -DR-A- 00113 P03 CLYDEBRAE ST\_3RD FLOOR PLAN – 24.07.2024

GGD-ODB-CB-04-DR-A-00114 P03 CLYDEBRAE ST 4TH FLOOR PLAN - 24.07.2024

GGD-ODB-CB-05-DR-A-00115 P02 CLYDEBRAE ST ROOF PLAN - 15.12.2023

GGD-ODB-CB-ZZ-DR-A-00201 P01 CLYDEBRAE ST\_SECTION 1 EXISTING AND DEMO – 15.12.2023

GGD-ODB-CB-ZZ-DR-A-00202 P01 CLYDEBRAE ST\_SECTION 2 EXISTING AND DEMO – 15.12.2023

GGD-ODB-CB-ZZ-DR-A-00211 P02 CLYDEBRAE ST\_SECTION 1 - 24.07.2024 -

GGD-ODB-CB-ZZ-DR-A-00212 P02 CLYDEBRAE ST\_SECTION 2 – 14.12.2023

GGD-ODB-CB-ZZ-DR-A-00213 P02 CLYDEBRAE ST\_SECTION 3 - 14.12.2023

GGD-ODB-CB-ZZ-DR-A-00214 P01 CLYDEBRAE ST\_SECTION 4 - 14.12.2023

GGD-ODB-CB-ZZ-DR-A-00301 P02 CLYDEBRAE ST\_ELEVATION 2 EXISTING AND DEMO - 14.12.2023

GGD-ODB-CB-ZZ-DR-A-00302 P02 CLYDEBRAE ST\_ELEVATION 4 EXISTING AND DEMO - 14.12.2023

GGD-ODB-CB-ZZ-DR-A-00311 P02 CLYDEBRAE ST\_ELEVATION 1 - 14.12.2023

GGD-ODB-CB-ZZ-DR-A-00312 P02 CLYDEBRAE ST\_ELEVATION 2 - 14.12.2023

GGD-ODB-CB-ZZ-DR-A-00313 P02 CLYDEBRAE ST\_ELEVATION 3 - 14.12.2023

GGD-ODB-CB-ZZ-DR-A-00314 P02 CLYDEBRAE ST\_ELEVATION 4 AND 5 - 14.12.2023

GGD-ODB-CB-ZZ-DR-A-00315 P02 CLYDEBRAE ST\_ELEVATION 6 - 14.12.2023

GGD-ODB-CB-ZZ-DR-A-00316 P02 CLYDEBRAE ST\_ELEVATION 7 - 14.12.2023

GGD-ODB-CB-ZZ-DR-A-00317 P02 CLYDEBRAE ST\_ELEVATION 8 - 14.12.2023

GGD-ODB-CB-ZZ-DR-A-00318 P02 CLYDEBRAE ST\_BAY ELEVATIONS 1 AND 2 - 14.12.2023

GGD-ODB-CB-ZZ-DR-A-00319 P02 CLYDEBRAE ST\_BAY ELEVATIONS 3 AND 4 - 14.12.2023

GGD-ODB-D2-00-DR-A-00110 P03 DOCK 2 BLOCK - GROUND FLOOR PLAN – 24.07.2024

GGD-ODB-D2-01-DR-A-00111 P03 DOCK 2 BLOCK - 1ST FLOOR PLAN – 24.07.2024

GGD -ODB -D2 -02 -DR - A - 00112 P03 DOCK 2 BLOCK - 2ND TO 11TH FLOOR PLAN – 15.12.2023

GGD -ODB -D2 - 12 -DR - A - 00122 P02 DOCK 2 BLOCK - 12TH FLOOR PLAN – 15.12.2023

GGD- ODB-D2- ZZ- DR- A- 00211 P02 DOCK 2 BLOCK - SECTION 1 – 15.12.2023

GGD- ODB-D2- ZZ- DR- A- 00212 P02 DOCK 2 BLOCK - SECTION 2 – 15.12.2023

GGD -ODB -D2 - ZZ -DR - A - 00311 P02 DOCK 2 BLOCK - NORTH ELEVATION – 15.12.2023

GGD -ODB -D2 - ZZ -DR - A - 00312 P02 DOCK 2 BLOCK - SOUTH ELEVATION – 15.12.2023

GGD- ODB-GR3- ZZ- DR-A- 00314 P02 DOCK 2 BLOCK - WEST ELEVATION – 15.12.2023

GGD- ODB-GR3- ZZ- DR-A- 00313 P02 DOCK 2 BLOCK - EAST ELEVATION – 15.12.2023

GGD- ODB-DE- ZZ- DR-A- 31001 REV P02 GR1 + GR2 - TYPICAL BAY ELEVATION – 28.08.2024

GGD- ODB-DE- ZZ- DR-A- 31002 REV P02 CLYDEBRAE STREET - TYPICAL BAY ELEVATION - 28.08.2024

GGD- ODB-DE- ZZ- DR-A- 31002 P02 GR3 + D2 - TYPICAL BAY ELEVATION - 28.08.2024

2230.L.G(92)008 P05 OPEN AMENITY SPACE – 28.01.2025

2230.L.G(92)001 P09 GROUND FLOOR LANDSCAPE LAYOUT – 15.12.2023

2230.L.G(92)002 P11 FIRST FLOOR LANDSCAPE PLAN – 10.09.2024

2230.L.G(92)003 P09 FOURTH FLOOR LANDSCAPE LAYOUT – 15.12.2023

2230.L.G(92)005 P10 PLANTING PLAN – 10.09.2024

2230.L.G(92)006 P06 PROPOSED BOUNDARIES – 13.12.2024

2230.L.G(92)007 P04 TREE PROTECTION AND REMOVAL – 15.12.2023

2230.L.D(94)001 P03 PUBLIC SQUARE/DOCK 2 PUBLIC REALM – 15.12.2023

2230.L.D(94)002 P02 DOCK 3 – 13.12.2024  
2230.L.D(94)004 P05 CLYDEBRAE STREET AND DOCK 2 - FIRST FLOOR -15.12.2023  
2230.L.D(94)005 P03 CLYDEBRAE STREET - FOURTH FLOOR -15.12.2023  
2230.L.D(94)006 P03 GOVAN ROAD WEST - FOURTH FLOOR – 15.12.2023  
2230.L.D(94)007 P03 CANTING WAY ACCESS – 15.12.2023  
2230.L.D(94)011 P01 WEST BASIN – 15.12.2023  
2230.L.D(94)012 P01 CLYDEBRAE STREET /BASIN – 15.12.2023  
2230.L.D(94)013 P01 DOCK 2/BASIN – 15.12.2023  
2230.L.D(94)014 P01 GOVAN ROAD/DOCK 3 – 15.12.2023

### Conditions and Reasons

1. The development to which this permission relates shall be begun no later than the expiration of three years beginning with the date of grant of this permission.

**Reason:** In the interests of certainty and the proper planning of the area, and to comply with section 58(1) of the Town and Country Planning (Scotland) Act 1997, as amended.

2. Prior to the commencement of development on site, a detailed phasing plan for the delivery of all buildings, amenity space, open space, landscaping and public realm on site, shall be submitted to and approved in writing by the Planning Authority. The development will be constructed in accordance with the approved phasing plan prior to occupation of the respective parts of the development.

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

3. Prior to construction works for each phase of the development on site, a construction method statement/site management plan, to include:
  - a. measures for the control and mitigation of noise, dust and vibration;
  - b. areas for the delivery and storage of equipment and materials;
  - c. traffic management plan;
  - d. proposals for contractors storage, in a manner that minimises disruption to the local community and associated road network and maintains the safe movement of pedestrians and traffic;
  - e. plant details, locations and lifting plans;
  - f. onsite sediment treatment and filtration systems, and;
  - g. details and method water quality monitoring in respect of construction activities.

in a manner that minimises disruption to the local community and associated road network, maintains the safe movement of pedestrians and traffic and ensures that water quality is unaffected by construction activities, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the approved measures shall be implemented in full for the duration of the construction works.

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

4. Prior to construction works for each phase of the development on site, details of any temporary barricades required during the works shall be submitted to and approved in writing by the Planning Authority. The barricades shall be painted and/or maintained in good condition and kept free of advertisements for the duration of the construction works.

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

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

5. On each phase of the development, no construction works shall commence on site until a comprehensive contaminated land assessment, relating to that phase, has been submitted to and approved in writing by the Planning Authority. The assessment shall determine the nature and extent of any contamination on the site, including contamination that may have originated from elsewhere. The assessment shall be conducted and reported in accordance with current recognised codes of practice and guidance and shall include a risk assessment of all relevant pollutant linkages, as required by Planning Advice Note PAN33 'Development of Contaminated Land'. Any potential risks to human health, property, the Water Environment and designated ecological sites shall be determined.

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

6. Where the contaminated land assessment has identified any unacceptable risk or risks (as defined by Part IIA of the Environmental Protection Act 1990), a remediation strategy relating to that phase of the development shall be submitted to and approved in writing by the Planning Authority prior to development commencing on that phase of the site and shall thereafter be implemented as approved. The strategy shall set out all the measures necessary to bring the relevant part of the site to a condition suitable for the intended use by removing any unacceptable risks caused by contamination, including ground and mine gas. The remediation strategy shall also include a timetable and phasing plan where relevant.

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

7. Upon completion of the approved remediation strategy relating to that phase of the development, and prior to any part of the relevant phase of the development site being occupied, a remediation completion / validation report shall be submitted to and approved in writing by the Planning Authority. The report shall be completed by a suitably qualified Engineer and shall demonstrate the execution and effectiveness of the completed remediation works in accordance with the approved remediation strategy.

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

8. In the event that any previously unsuspected or unencountered contamination is found at any time when carrying out the approved development, it shall be reported to the Planning Authority within one week and work on the affected area shall cease. No development shall recommence on the affected area of the site until a comprehensive contaminated land investigation and assessment to determine the revised contamination status of the site has been submitted to and approved in writing by the Planning Authority.

Where required by the approved assessment, a remediation strategy shall be prepared and agreed in writing with the Planning Authority before work recommences on the affected area of the site. Upon completion of any approved remediation strategy and prior to the site being occupied, a remediation completion / validation report which demonstrates the effectiveness of the completed remediation works shall be submitted and approved in writing by the Planning Authority.

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

9. No development shall commence on site until all boreholes, probeholes or monitoring wells completed across the subject site (relevant phase of the development) are decommissioned. Upon completion of site investigations and gas monitoring and following written agreement on the findings of these with the Planning Authority, the boreholes, probeholes or monitoring wells on that phase of the development site should be decommissioned (backfilled) and sealed in a manner that prevents them acting as a migration pathway and evidence of this shall be provided to the Planning Authority. Works shall be completed in accordance with Scottish Environment Protection Agency 2014 good practice guidance and BS 8576: 2013.



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

10. Prior to the commencement of construction works for each phase of the development on site, final construction drawings of all drainage and SUDS for the relevant phase of the development shall be submitted to and approved in writing by the Planning Authority. Thereafter, the drainage and SUDS shall be implemented in the approved manner, prior to occupation of the buildings within that phase of the development.

**Reason:** In order to minimise the impact of the building on the existing public drainage system.

11. Prior to the commencement of works related to the residential development north of Clydebrae Street (Phase 1) or the residential development north of Stag Street (Phase 2) on site, whichever comes first, including infilling of the tidal basin, details demonstrating that appropriate compensatory storage can be provided on a 'like for like' basis and evidence that this will become effective when required during a flood event, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the compensatory storage measures shall be implemented in the approved manner, prior to occupation of the development.

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

**Reason:** To ensure no loss of floodplain storage.

12. Prior to the commencement of works related to the residential development north of Clydebrae Street (Phase 1) or the residential development north of Stag Street (Phase 2) on site, whichever comes first, full details and a methodology of the partial infill of the tidal basin shall be submitted to and approved in writing by the Planning Authority. Thereafter, the infill shall be completed in accordance with the approved details and methodology prior to the commencement of above ground construction works for Phases 1 and 2 on site.

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

**Reason:** To ensure the structural integrity of the buildings.

13. Prior to the commencement of works related to the residential development north of Clydebrae Street (Phase 1) or the residential development north of Stag Street (Phase 2) on site, whichever comes first, including infilling of the tidal basin, full design details for the repair of the quay walls surrounding the tidal basin to an insurable standard, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the quay wall repairs shall be completed in accordance with the approved design details, and evidence of the insurance put in place, shall be submitted to and approved in writing by the Planning Authority prior to the commencement of above ground construction works for Phases 1 and 2 on site.

**Reason:** To ensure the structural integrity of the development, open spaces and riverside walkway.

14. Prior to construction works for this phase of the development on site, a methodology in respect of the structural interventions to the listed dock structure, including the upgrading of the retaining wall required in order to construct the residential development fronting Govan Road (Phase 3), shall be submitted to and approved in writing by the Planning Authority. Thereafter the development shall be implemented in accordance with the approved methodology prior to occupation of the building.

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

**Reason:** In order to ensure the structural integrity of the listed dock structure.

**Reason:** In order to ensure the structural integrity of the retaining wall.

15. Prior to the commencement of construction works for the Govan Road block (Phase 3), a long term inspection and maintenance strategy for the communally owned retaining wall structure by an in-perpetuity body shall be submitted to and approved in writing by the Planning Authority. Thereafter, the retaining wall shall be inspected and maintained in accordance with the agreed strategy in perpetuity.

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

16. Prior to the commencement of construction works for the Govan Road block (Phase 3), full details of the proposed laybys, including how the retaining structure supporting the new footway buildouts will be designed and subsequently maintained, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the laybys and footways shall be completed in accordance with the approved details prior to occupation of the building(s) in that phase.

**Reason:** In the interests of traffic safety

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

17. Prior to the commencement of above ground construction works for each phase of the new buildings on site, a written report shall be submitted to the Planning Authority detailing all construction materials and building components to be used in the development and their whole life carbon emissions as well as a demonstrable strategy to ensure materials and building components are reduced, reused and recycled at the end of the building lifespan, in line with the waste hierarchy and the principles of circular economy. Thereafter, the measures shall be implemented in accordance with the approved report, unless otherwise agreed in writing by the Planning Authority, and a further written report verifying the outcome of the exercise shall be submitted to the Planning Authority prior to occupation of the building(s) in that phase.

**Reason:** To encourage, promote and facilitate development that is consistent with the aim of a circular economy

18. Prior to the commencement of above ground construction works for each phase of the new buildings on site, elevational and sectional drawing(s) at 1:20 scale illustrating elevation bays and detailing the elevational treatments, fenestration and doors and balconies, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the building(s) shall be constructed in accordance with the approved drawings prior to occupation of that phase.

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

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

19. Prior to the commencement of above ground construction works for each phase of the development on site, elevational and sectional drawings, details at an appropriate scale of all roof treatments shall be submitted to and approved in writing by the Planning Authority and thereafter implemented in the agreed manner prior to occupation of that phase.

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

20. Prior to commencement of above ground construction works for each phase of the development drawings at 1:20 scale illustrating the safety guarding treatment on the external terraces shall be submitted to and approved in writing by the Planning Authority. Thereafter, the building shall be constructed in accordance with the approved drawings prior to occupation of that phase.

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

21. Prior to the commencement of above ground construction works for each phase of the development on site, specifications and samples of all materials to be used on the external areas of the building, including: the external elevations; windows, doors and other glazed areas, and; roof areas and surfaces, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the building(s) shall be completed in accordance with the approved details prior to occupation of that phase.

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

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

22. Prior to the commencement of above ground construction works for each phase of the development on site, sample panels of the materials to be used on the external elevations of the buildings shall be erected for the inspection by and written approval of the Planning Authority either on site or at another accessible location. Thereafter, the building(s) shall be constructed in accordance with the approved sample panel, unless otherwise agreed in writing with the Planning Authority, prior to occupation of that phase.

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

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

23. Prior to the commencement of above ground construction works for each phase of the development on site, scaled drawings and further details of the roof terraces/courtyard/privacy buffers adjacent to residential functions shall be submitted to and approved in writing by the Planning Authority. Thereafter, these elements shall be constructed in accordance with the approved drawings prior to occupation of that phase.

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

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

24. Prior to the commencement of above ground construction works for each phase of the development on site, details of positions and types of external street and public realm lighting, and of maintenance and management arrangements for the lighting, shall be submitted to and approved in writing by the Planning Authority. The approved lighting shall be installed prior to occupation of each phase of the development and thereafter shall be maintained in accordance with the maintenance and management arrangements.

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

25. Prior to the commencement of above ground construction works for each phase of the development, details of an architectural lighting scheme for phase shall be submitted to and approved in writing by the Planning Authority. Thereafter the architectural lighting scheme shall be implemented in the approved manner prior to occupation of the building.

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

26. Prior to the commencement of above ground construction works for the first phase of the development on site, a signage strategy for the development shall be submitted to and approved in writing by the Planning Authority and subsequent signage/advertisement proposals shall be designed in accordance with the approved strategy.

**Reason:** To ensure a consistent approach to the display of signage on the buildings.

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

27. Prior to the commencement of above ground construction works for the first phase of the development on site, a wayfinding strategy for the wider development site shall be submitted to and approved in writing by the Planning Authority. The approved strategy shall be implemented prior to the occupation each phase of the development.

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

**Reason:** In order to ensure legibility of routes through the development.

28. Prior to the commencement of above ground construction works for each phase of the development on site, ventilation proposals for both residential and commercial premises and a strategy for the positioning of discrete ventilation locations shall be submitted to and approved in writing by the Planning Authority. Thereafter, the ventilation proposals shall be implemented in the approved manner prior to occupation of that phase. For the avoidance of doubt, no vents, flues, aerials or other such external fittings are approved on the external elevations without the prior written approval of the Planning Authority.

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

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

29. Prior to the commencement of above ground construction works for the first phase of the development on site, details of the landscaping and public realm proposals and a heritage and art strategy for the entire site, including layout, material specifications, level changes, lighting proposals and type, position of street furniture and street signs and display of public art, shall be submitted to and approved in writing by the Planning Authority. Thereafter, each phase of the approved landscaping and public realm works and heritage and art strategy shall be completed prior to the occupation of that phase of the development.

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

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

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

30. Prior to the commencement of above ground construction works for each phase of the development on site, a scheme of landscaping shall be submitted to and approved in writing by the planning authority. The scheme shall include hard and soft landscaping works and boundary treatment(s) together with a programme for the implementation/phasing of the landscaping in relation to the construction of the development. Thereafter, the landscaping, including planting, seeding and hard landscaping shall be implemented in accordance with the approved details and phasing prior to occupation of each phase of development. For the avoidance of doubt, all landscaping, including planting, seeding and hard landscaping for the entire development shall be completed in full prior to the first occupation of the final phase of the development.

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

31. Prior to occupation of each phase of the development, the specific design details to achieve the required mitigation measures outlined in the Noise Impact Assessment prepared by Bureau Veritas (3 November 2023) shall be implemented in full.

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

32. Prior to the commencement of above ground construction works for each phase of the development on site, a Statement on Energy (SoE) in accordance with the associated Building Warrant, shall be submitted to and approved in writing by the Planning Authority. The SoE shall demonstrate how the development will incorporate low and zero-carbon generating technologies to achieve at least a 20% cut in CO2 emissions and that the Gold Hybrid Standard are to be met, as per City Development Plan policy CDP 5: Resource Management & accompanying Supplementary Guidance SG5: Resource Management. The development shall thereafter be constructed in compliance with the approved SoE. Formal confirmation of the constructed development's compliance with the SoE, carried out by a suitably qualified professional, shall be submitted to and approved in writing by the planning authority before the development/the relevant part of the development is occupied.

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

33. Prior to the commencement of above ground construction works on site, full details of the connections of the proposed riverside walkway with the existing riverside walkway to the east of the site, adjacent to Canting Way, and to the west of the site, adjacent to Napier Drive, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the approved connections shall be completed in accordance with the approved details prior to occupation of the relevant phase of the development.

**Reason** To enable the planning authority to consider this/these aspect(s) in detail.

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

**Reason:** To accord with the River Clyde Development Corridor Strategic Development Framework (SDF).

34. Prior to the commencement of above ground construction works for each phase of the development on site, full details of the pedestrian and cycle path, final surfacing of the surrounding footways and all other new hard surface areas within the curtilage of the development, including material specifications, samples and phasing information, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the footway/cycle path and hard surface areas shall be implemented in accordance with the approved details and phasing prior to occupation of the relevant phase of the development.

**Reason** To enable the planning authority to consider this/these aspect(s) in detail.

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

**Reason:** To accord with the River Clyde Development Corridor Strategic Development Framework (SDF).

35. Prior to the commencement of above ground construction works for the relevant phase of development, full details of the equipped children's play areas shall be submitted to and approved in writing by the Planning Authority. Thereafter, the children's play areas shall be implemented in accordance with the approved details and phasing prior to occupation of the relevant phase of the development.

**Reason** To enable the planning authority to consider this/these aspect(s) in detail.

36. Prior to the commencement of above ground construction works for each phase of the development on site, a written report shall be submitted to the Planning Authority detailing all construction materials to be used in the development and their whole life carbon emissions, incorporating detailed measures to reduce, reuse, or recycle materials in line with the waste hierarchy. Thereafter, the measures shall be implemented in accordance with the approved report, unless otherwise agreed in writing by the Planning Authority, and a further written report verifying the outcome of the exercise shall be submitted to the Planning Authority prior to

occupation of the building(s) for record keeping purposes.

**Reason:** To encourage, promote and facilitate development that is consistent with the waste hierarchy.

37. Prior to the commencement of above ground construction works for each phase of the development on site, details of biodiversity improvement measures, with an emphasis on native species, along with a programme of maintenance, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the biodiversity improvement measures shall be implemented in the approved manner prior to occupation of the building(s) and shall be maintained in accordance with the approved maintenance programme.

**Reason:** To ensure that the development contributes to the biodiversity of the area.

38. Prior to the commencement of above ground construction works for each phase of the development on site, full details for the provision, extent and location of Swift bricks, suitable for the nesting of the Common Swift, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the Swift bricks shall be implemented in the approved manner prior occupation of the relevant phase of the development.

**Reason:** To ensure that the development contributes to the biodiversity of the area.

**Reason:** To meet the requirements of the Glasgow City Local Species Action Plan on Swifts and to stabilise and increase the swift populations in Glasgow by ensuring that provision is made for Swifts in new buildings.

39. Prior to occupation, a management plan for the collection of refuse and recycling for both the residential flats and commercial uses shall be submitted to and approved in writing by the Planning Authority. The refuse and recycling facilities detailed on the approved drawings shall be completed before the relevant part of the development is occupied and shall thereafter be managed in accordance with the approved management plan.

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

40. Prior to this aspect of the works commencing on site, full details and methodology of the proposed repairs to the docks and listed structure around the Govan Road block (Phase 3) shall be submitted to and approved in writing by the Planning Authority. Thereafter, the repairs shall be undertaken in accordance with the approved methodology prior to occupation of that phase of the development.

**Reason:** To enable the planning authority to consider this/these aspect(s) in detail.

**Reason:** To safeguard the character of the listed building.

**Reason:** To safeguard the setting of the listed building.

41. Prior to this aspect of the works commencing on site, detailed scaled drawings and specifications of the fences/railings to be erected around the tidal basin, along the edge of Dock 3 and along any part of the application site which bounds the river edge, along with a phasing plan for the installation of the various sections, shall be submitted to and approved in writing by the Planning Authority. The fences/railings shall be implemented in accordance with the approved details and phasing prior to occupation of the relevant phase of the development.

**Reason:** In the interests of public safety and to meet water safety guidelines.

42. Prior to occupation of each phase of the development, a maintenance schedule for the biodiversity and habitat enhancement measures and the landscaping scheme along with details of maintenance arrangements, including the responsibilities of relevant parties, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the agreed measures shall be maintained in the approved manner.

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

43. Prior to occupation of each phase of the development, a Residential Travel Pack shall be provided for each dwelling unit. A draft pack shall be submitted to and approved in writing by the Planning Authority. The pack shall include maps / website links detailing the location of public transport stops, timetables and estimated journey times, walking / cycle routes to key destinations, and information about the health / environmental benefits of walking and cycling.

**Reason:** To ensure that sustainable transport outcomes are achieved.

44. Prior to occupation of the Clydebrae Street block (Phase 1) and the Govan Road blocks (Phase 3), details relating to management of and access to the basement and surface level car parks shall be submitted to and approved in writing by the Planning Authority. Thereafter, the car parks shall be managed in accordance with the approved details.

**Reason:** To ensure that sustainable transport outcomes are achieved.

45. Prior to occupation of the Clydebrae Street block (Phase 1) and the Govan Road blocks (Phase 3), a Parking Allocation/Management Strategy (with priority of access being given to the two and three bedroom flats) shall be submitted to and approved in writing by the Planning Authority. A mutually agreed proportion of the remaining spaces, to be agreed in writing by the Planning Authority, should be allocated to 'pool cars' managed by a suitable car club operator. Details of proposals for a 'car club' or other similar facility shall be submitted to and approved in writing by the Planning Authority, prior to occupation of the relevant phase of the development.

**Reason:** To lessen the risk of overspill car parking and to lessen the need for car ownership.

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

46. Disposal of Cooking Odours/Fumes

- a) All cooking smells, noxious fumes or vapours from the premises shall be disposed of by means of a duct carried up internally through the building and terminating at a point 1 metre above parapet / flat roof at an agreed location. The duct shall be free from any obstruction such as a plate, cowl, cap or any other deflection at its termination point.
- b) A ventilation and filtration system incorporating at least the following elements shall be installed and operational before the use commences. The elements to be included are:
- i) Canopies - A canopy (or canopies) shall be located above all cooking appliances.
  - ii) Air Flow - The canopy face velocity shall be not less than 0.5 m/s.
  - iii) Primary Grease Filtration - Labyrinth (baffle) grease filters shall be installed within the canopy or canopies.
  - iv) Air Input - An air input system shall be provided by means of a pleated inlet filter, supplying clean filtered air equivalent to at least 80% 'make-up' of the extracted air.

- (1) A maintenance/management scheme for the ventilation and filtration system, including all aspects referred to in (a) and (b) above shall be submitted to and approved in writing by the planning authority before the use commences and shall be

implemented as approved for the duration of the use.

- (2) Mechanical and electrical installations shall be arranged to ensure that the ventilation system is in operation during periods when the premises are open for the preparation and/or cooking of food.

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

47. Any materials or objects of historic significance that result from structural interventions or are discovered during construction, should be retained and re-used within the Graving Docks site where possible, potentially being utilised as part of a heritage and arts strategy. Details of the re-use of such materials shall be submitted as part of the heritage and arts strategy required by condition 29 above.

**Reason:** To safeguard the character of the listed building.

**Reason:** To safeguard the setting of the listed building

48. Vehicular access shall be taken via a dropped kerb footway crossing designed in accordance with Figure 5.6 of the Design Guide for New Residential Areas / City Centre public realm standards.

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

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

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

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

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

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

**Reason:** In order to promote Sustainable Transport.

52. Prior to occupation of each phase of the development, the cycle parking shall be completed in accordance with the approved drawings and available for use by residents.

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

53. All servicing will be subject to the existing waiting and loading restrictions and to any future amendments.

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

54. All landscaping including planting, seeding, turfing and hard landscaping as contained in the approved scheme shall be completed by the end of the first planting and seeding season following the occupation of the building(s) or as otherwise agreed in writing with the planning



authority.

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

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

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

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

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

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

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

58. On completion of the development, the first use of the commercial units shall not be used for any purpose other than within Classes 1A, 3, or 4 of the Town and Country Planning (Use Classes) (Scotland) Order 1997 or any provision equivalent to those classes in any statutory instrument revoking and re-enacting that Order. The Planning Authority shall be advised in writing of the 'Use Class' of the ground floor commercial unit(s) prior to the relevant premises becoming operational.

**Reason:** To encourage the establishment of active ground floor uses, to promote flexible office space and to maintain an accurate record of the use of the planning unit.

59. The hours of operation of the ground floor commercial units shall not exceed 0800 - 2200 hours daily, unless otherwise agreed in writing by the Planning Authority.

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

60. Clear glass shall be used for all windows on the ground floor of the development which shall be kept free of advertisements, fixed furniture or large pieces of equipment such as refrigeration units or shelving. Where 'modesty' screening or obscure glass is required, the details of such proposals shall be submitted to and approved in writing by the Planning Authority prior to installation and thereafter shall be installed in the approved manner.

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

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

61. No lift housing, plant or equipment to project through the roof profile.

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

62. External security shutters shall not be permitted in the development hereby approved.

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

63. The final finished floor levels should be constructed in accordance with the criteria outlined in the self-certified 'Flood Risk Assessment prepared by Fairhurst, dated September 2023.

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

#### **Advisory Notes to Applicant**

- All servicing is subject to the existing waiting and loading restrictions and to any future amendments.
- The Traffic Regulation Order requires to be amended to facilitate the servicing on Govan Road
- 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.
- 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.
- 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.
- 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.
- 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.
- The applicant is advised that a S56 order is required for any works encroaching on the footway.
- It is recommended that a number of car parking spaces within the site are allocated for an appointed 'car club' operator (ideally utilising electric vehicles), to further lessen the need for car ownership and accommodate any potential short term need that residents of the development may have for use of a vehicle.
- The applicant should consult with Environmental Health concerning this proposal in respect of legislation administered by that Service which is likely to affect this development.
- Prior to implementation of this permission, the applicant should contact the Transport Planning Team at an early stage in respect of legislation administered by that Service which is likely to have implications for this development.

- It should be noted that presently or in the near future servicing of the proposed development could be subject to traffic regulations and possible changes to existing waiting and loading restrictions.
- 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.
- Commercial waste from the premises requires to be disposed of in accordance with the Duty of Care requirement under section 34 of the Environmental Protection Act 1990. Waste transfer notes require to be obtained for the disposal of such waste and retained for a period of two years.
- The applicant shall submit confirmation of Technical Approval from Scottish water to confirm that a surface water connection to their system has been granted.
- Premises used for the purposes of a food business require to register under the Food Premises (Registration) Regulations 1991. An application form for registration of the premises or change of details of an existing registration can be obtained from Land and Environmental Services (Environmental Health).
- It is recommended that the applicant should consult with Scottish Fire and Rescue Services concerning this proposal in respect of legislation administered by that body which is likely to affect this development.
- It is recommended that the applicant should consult with Building Services Operations and Safety (Development and Regeneration Services) as a Building Warrant may be required for the development.
- The applicant is advised that the granting of planning permission does not remove him/her from the requirement to obtain the consent of adjacent landowners in respect of any access required to build or maintain this approved development. Such consent should be obtained prior to the commencement of works on site

### Advisory Notes to Council

for Executive Director of Neighbourhoods, Regeneration and Sustainability

DC/THOW/02/09/2024

### BACKGROUND PAPERS

#### **PLEASE NOTE THE FOLLOWING:**

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