



Planning Applications Committee

Report by
Executive Director of Neighbourhoods, Regeneration
and Sustainability

Item 1

4th November 2025

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

Application	24/03029/FUL	Date Valid	26.02.2025
Site Address	Site Bounded By London Road/Belvidere Terrace/ Belvidere Avenue Glasgow		
Proposal	Residential development of 84 units consisting of flats and housing with associated car parking and landscaping		
Applicant	Mr Ross Fairbairn CCG (Scotland) Ltd 1 Cambuslang Road Clydemill Industrial Estate Glasgow G32 8NB	Agent	Louise Pasi 57 Kirklee Road Glasgow G12 0SS
Ward No(s)	09, Calton	Community Council	02_110, Parkhead
Conservation Area	n/a	Listed	n/a
Advert Type	Neighbour Notification	Published	21 March 2025
City Plan	City Development Plan		

Representations/Consultations

The application received 1 no. representation within the statutory consultation period: from a local resident objecting to the development. The main grounds of objection and concern may be summarised as follows, and will be discussed in the Assessment and Conclusions section of this report:

- Proposed scale and massing differ from consultation drawings and do not reflect scale of surrounding developments. Reconfiguring the block layout would better align with existing scale.
- Red/brown brick facades presented at consultation are out of place; proposed buff/white brick is more appropriate.
- Development relies on 10 existing parking spaces, offering no net gain in capacity.
- Area already faces parking pressure, especially during football events.
- The site currently offers the area valued open space, well maintained through resident factoring fees. Helenslea Park is not a suitable alternative due to safety concerns and anti-social behaviour.

CONSULTATIONS UNDERTAKEN

The Coal Authority

The Coal Authority has no objection, confirming the site is considered safe and stable based on information from G3 Consulting Engineers Ltd.

West of Scotland Archaeological Society

Confirm no objection. Requested a condition securing the submission of a programme of archaeological works confirming any presence of burials associated with the former hospital is submitted for approval prior commencement of any development.

Scottish Water

No objection.

Background

05/03082/DC – Planning application including a masterplan for the Belvidere Village. This site was originally designated as the final phase of the approved masterplan for the Village. While parts of the masterplan have been implemented successfully, three subsequent planning permissions on the wider Belvidere site have superseded the originally approved layout. As a result, the proposed residential development of this site requires a new planning application.

The site falls within the Inner East Strategic Development Framework (IESDF) area, which seeks to rebalance density across inner east communities. The framework promotes design-led developments with densities over 80 dwellings per hectare, shared outdoor spaces, active travel, and strong connections to the wider city transport network.

Site and Description

The site is a vacant, maintained, landscaped square plot measuring approximately 1.6 hectares (16,119m²). It was formerly occupied by the Belvidere Hospital and has remained vacant since demolition works were completed in 2006. The Housing Land Supply 2024 report estimates it has a remaining capacity for 83 residential units as of 31st March 2024. A recently installed District Heating Network is located nearby, offering developers the potential to connect to a sustainable heat source.

The site is located at the northeast corner within the Belvidere Village masterplan area, bounded by London Road to the north, Belvidere Terrace to the west and Belvidere Avenue to the south. To the east, is Thorndyke Path, a Core Path connecting to the Clyde Walkway south of the site. The application site also includes the surrounding road network, the parallel parking bays to the south and west that serve visitors to the wider Belvidere Village area, and the tree-lined landscaped amenity island on Belvidere Avenue.

The site has small clusters of hedging at the corners of the site at Belvidere Avenue and is otherwise currently maintained as mown grass. The site has no environmental designations and features generally flat topography.

The surrounding development includes two-storey dwellings to the south on Belvidere Terrace, and three-storey townhouse to the west on Belvidere Avenue. These are flanked by larger three-storey flats at Belvidere Terrace and four-storey flats at the north extending west along London Road. To the north, across London Road, lies a detached dwelling and Helenslea Public Park. To the east is Celtic Social Club and the Celtic Football Club training facility, which comprises a large indoor pitch building, outdoor pitches, floodlight columns, and several smaller buildings used for staff, events, and changing facilities.

The area is currently 'Below Base' accessibility for public transport. Notwithstanding, several regular bus services operate on London Road, with additional connections available a 10-minute walk west on Springfield Road, providing access to local communities and the city centre. London Road also features cycle paths linked to the city's wider network, and a cycle hire facility is located at the London Road/Springfield Road junction. The Clyde Walkway Core Path lies approximately 100 meters south of the site.

PROPOSAL:

This application proposes to develop the site for a grant-funded social housing residential scheme with associated parking, amenity space and SUDS. The development comprises 84no. dwellings and flats for social rent by Tollcross Housing Association:

7 x 3 bedroom terraced townhouse dwellings
10 x 2 bedroom, 2 storey terraced dwellings
48 x 2 bedroom flats
19 x 1 bedroom flats

8 flats are designed to wheelchair accessible standard. The layout reinforces the existing established street grid pattern by adopting a traditional perimeter block layout arrangement presenting a continuous frontage along London Road, Belvidere Avenue and Belvedere Terrace. Private gardens and communal courtyard areas are situated to the rear, providing enclosure and privacy. The development consists of a mix of dwellings and flats arranged to create a varied and visually engaging streetscape.

Vehicular access is taken from Belvidere Terrace to the south of the site. Opportunities to reduce traffic impacts within the site and maximising open space amenity have been carefully considered by the applicant during the processing of the application. Updated plans have reconfigured the internal central amenity space and parking layout to reduce hard surfaced areas and improve connection and quality of the communal amenity space.

At the northern edge of the site, the principal four to five-storey flatted block runs along London Road. This block is designed with visual hierarchy in mind: the corners rise to heights of 15 meters and 17.7 metres, creating strong architectural markers. The midsection is set back and lowered in height to highlight these prominent corner elements and maintain balanced vistas along the street.

Fronting Belvidere Terrace is a terraced row of three-storey dwellings, standing approximately 10 meters high. These dwellings are positioned opposite existing three-storey townhouses, ensuring a harmonious street scale. In contrast to the quieter eastern edge, the scale here is slightly increased to maintain consistency with the surrounding buildings.

Along Belvidere Avenue is a three-storey flatted block turning into Belvidere Terrace. This block marks the corner of Belvidere Terrace and Belvidere Avenue by increasing its height to 12.5 meters, then stepping down to 11.8 meters to respect the scale of the adjacent dwellings opposite.

Along the eastern boundary, two terraced blocks of two-storey dwellings, each containing five units, overlook a communal amenity area. These dwellings have rear gardens that border the quieter Thorndyke Lane, with the lowered scale at 7.5 meters to suit reduced activity at this boundary.

Overall, the development's varied mix of flats and dwellings, combined with thoughtful consideration of scale, provides an interesting cohesive streetscape responding to key corners and reinforcing and respecting the surrounding townscape context.

All dwellings and flats have dual aspect with front and rear access. Dwellings have front and rear gardens with sufficient space for cycle parking and the required waste facilities. Residents of the flats have direct access to landscaped private communal rear courts designed with areas for clothes drying, sitting out and leisure activities. 125% Cycle parking, and waste/recycling facilities, are accommodated to the rear of the blocks and sited to maximise provision of external amenity areas.

Car parking for the development is provided within a landscaped, centralised amenity space at the rear of the site. A total of 40 parking spaces are included, of which 2 are allocated for visitors, representing a 48% parking provision. The 2022 Census data confirms that 57% of households within the Calton Electoral Ward do not have access to a car or van (i.e. only 33% have access to a car or van). Access to a car or van is expected to be lower among lower-income households living in social housing. The housing association also encourages tenants to use public transport with provision of sustainable travel packs containing information on local public transport services, walking and cycling routes, and car-share schemes to all future residents to support the transition towards net zero carbon emissions. It is also generally accepted that car ownership levels among Registered Social Landlord (RSL) tenants are below the national average. However, to further manage this appropriately, suitable planning conditions are recommended to ensure that parking spaces within development are allocated

by the housing association. A vehicle barrier is proposed to control access to the parking court for residents.

During the application process, revisions were negotiated to improve the architectural design of flatted blocks. These changes included simplifying the roof massing by introducing mono-pitched roofs at the end closes of the London Road and the end close of three storey block at the corner of Belvidere Terrace and Belvidere Avenue enhancing the definition of key corners. Additionally, the transition to a dual-pitched roof on part of Block 1 was introduced to respond to the dual-pitched dwellings opposite. Window designs across the blocks were also revised, featuring more vertically proportioned fenestration, the inclusion of Juliet balconies, and full-height windows on prominent corners. Brick corbelling and material detailing were refined at window surrounds and close entrances, with a shift to warmer buff-toned facing bricks. A lighter buff brick is used to 'bookend' the corners of the blocks, while slightly darker brick tones define the mid-sections, creating visual hierarchy and architectural rhythm.

The overarching design concept draws inspiration from the surrounding architecture, particularly through the use of high, vertically aligned windows to create a consistent façade rhythm. Complementary finishing materials and colour tones have been selected to integrate the development with the existing context while introducing a contemporary architectural character. All buildings will predominantly feature buff facing brickwork and anthracite-coloured windows and door entrances. This rich material palette provides a modern interpretation that remains sympathetic to the surrounding built environment.

To balance the delivery of family housing with the site's environmental potential, a landscape and biodiversity strategy has been developed. These enhancements will strengthen ecological links to the Central Scotland Green Network (CSGN) woodland to the south, including the Clyde Walkway. The programme of biodiversity-rich landscaping will define communal spaces to the rear of the blocks and in the southeast corner of the site. These areas will include a children's play zone, formal seating areas shaded by trees, and open green space suitable for informal recreation and social interaction. The existing landscape amenity islands and street trees along Belvidere Terrace and street trees along Carstairs Street, Colvend Street and Solway Street remain integral part of the development.

In terms of layout and internal design, all dwellings and flats are dual aspect to ensure good ventilation and outlook. Glazing is proportionally designed, ensuring high levels of daylight and sunlight, and promoting overall wellbeing for future residents.

Regarding the impact on the amenity of existing residents, This considerate siting also prevents significant loss of privacy by minimising direct window-to-window views and overlooking. Generous street widths, together with the setback of the blocks, ensure a separation of over 20 metres between the new and existing buildings. The revised landscaping strategy also provides green buffer to the rear of all ground floor flats and rear of the 3 storey terraced dwellings, helping to maintain privacy within habitable rooms.

In summary, the key features of the proposal are:

- One point of vehicular access from Belvidere Terrace to the parking courts rear of the blocks.
- Pedestrian access points throughout the site connecting with existing neighbourhood and transport links.
- New neighbourhood of social tenure homes positioned to provide an attractive and welcoming gateway arrival into the site, creating a clear sense of place, with a unifying palette of materials.
- Positive activated frontage overlooking all surrounding streets areas with views over landscaped amenity areas,
- A variety of house types, providing an attractive streetscape
- Landscaped amenity areas maintaining a buffer separation between new dwellings and road.
- Trees and rain gardens internally and at site edges providing an attractive streetscape
- Passive surveillance of adjacent roads with improved access for the local community to the bus services, Clyde walkway and the Core Path network.
- High quality landscaping and biodiversity strategy for greenspaces,
- A SuDS basin providing attenuation of surface water run-off, discharging to the watercourse at greenfield rates.

- Allocated car parking for 40 family homes at a rate of 48% including two visitor parking spaces.
- 125% cycle parking provided in a range of different formations, ensuring that streets are not dominated by vehicles, and adding to sense of place.

Specified Matters

Planning legislation now requires the planning register to include information on the processing of each planning application (a Report of Handling) and identifies a range of information that must be included. This obligation is aimed at informing interested parties of factors that might have had a bearing on the processing of the application. Some of the required information relates to consultations and representations that have been received and is provided elsewhere in 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 is not required for the proposal because it has been determined that the proposal is unlikely to cause a significant effect on the environment and therefore, it is not an EIA development as defined in regulation 2 of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017. For full details, please refer to Screening Opinion ref 24/02326/SCR.

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 & Access Statement has been submitted.

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)

Pre-Application Consultation Report (PAC), Planning Statement, A Ground Investigation Report, Noise Impact Assessment, Tree Survey Report, Tree Protection Plan, Landscape & Biodiversity Strategy, Ecology Assessment, Biodiversity Net Gain Assessment, Statement on Energy, Flood Risk Assessment, Drainage Impact Assessment, Community Benefit Statement and Sunlight/Daylight Analysis have been submitted in support of the application.

Pre-Application Consultation Report (PAC)

A Pre-Application Consultation (PAC) report, required for all national and major planning applications as set out in the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, (as amended by the Town and Country Planning (Pre Application Consultation) (Scotland) Amendment Regulations 2013) was submitted with the planning application. The Pre-application consultation aims to improve applications by addressing community concerns of the development, mitigating impacts, and clarifying issues, helping proposals reflect local views and enabling more efficient application review.

The PAC report confirmed that local ward councillors were notified, and two public events were held at Helenslea Community Centre (22nd October and 19th November 2024) for the community to share their views on the proposals. Feedback forms were also provided, and details of the development were available on the MAST Architects website.

Approximately 20 people attended the 1st event. Residents were concerned that they had been told the site would remain undeveloped; however, residential use was always intended and approved in the 2005 masterplan, and the site's Clyde Mission status confirms this. Attendees expressed disappointment over the loss of open space, though the proposed play area near the site's edge was welcomed as partial mitigation. Concerns about higher factoring fees were addressed, as Belvidere Terrace and Belvidere Avenue are adopted roads with no financial impact on residents. The proposed apartment block on Belvidere Avenue was considered too tall, leading to a height reduction of one storey and the removal of six flats. Feedback on the use of brick was noted, with the architect explaining it offers better durability and sustainability than render. Concerns about increased parking, particularly on match days, were also raised, but the site is not currently used for football parking, so no increase is expected.

At the November feedback session, six attendees felt their concerns had been addressed, welcomed the design changes, and supported the location of the play area to encourage wider community use.

33 online responses opposed the development in general terms, without specifying particular issues.

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

A S69 Legal Agreement is required for the following:

- To secure a financial contribution of £101,903.72 in lieu of on-site amenity provision (formal sport, as per the provisions of Planning Guidance SG6 'Open Space' and SG12 'Delivering Development' of the City Development Plan

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

Policy 1. Tackling the climate and nature crises
Policy 2. Climate mitigation and adaptation
Policy 3. Biodiversity
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. Heat and cooling
Policy 21. Play, recreation and sport
Policy 22. Flood risk and water management

City Development Plan Policies

CDP 1 & SG 1 – Placemaking
CDP 2 – Sustainable Spatial Strategy
CDP 5 & SG 5 – Resource Management
CDP6 & SG6 - Green Belt and Green Networks.
CDP 7 & SG 7 – Natural Environment
CDP 8 & SG 8 – Water Environment
CDP 11 & SG 11 – Sustainable Transport

Other Material Considerations

Design Guide for New Residential Areas (Adopted March 2013)

Flood Risk Assessment and Drainage Impact Assessment: Planning Guidance for Developers (2011)

Assessment and Conclusions

This major development is within 500m of the River Clyde. NPF4, adopted February 2023, identifies the Clyde Mission (part 13 of the NPF4) as one of six National Developments. The Clyde Mission Statement of Need sets out that the status applies to the "The River and land immediately next to it (up to up to around 500m from the river)" and specifies that any Major application falling within this geographical area and matching a broad set of characteristics is automatically deemed to be redesignated as a National Development as defined in the Hierarchy of Developments. The Council's current Scheme of Delegation sets out that all National Developments are to be determined by the Planning Applications Committee where it is significantly contrary to the development plan and/or there is material objections received in writing by the end of the overall expiry date from one or more Councillors to a national or major application,

The Council is also required to offer a pre-determination Hearing to the applicant and to people who made representations.

Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997 requires that where an application is made under the Planning Acts, it shall be determined in accordance with the Development Plan unless material considerations indicate otherwise. The following assessment therefore focuses on the policies of the adopted development plan.

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

- (a) whether the proposal accords with the Development Plan; and
- (b) whether any other material considerations have been satisfactorily addressed.

In respect of (a), the Development Plan comprises National Planning Framework 4 (NPF4) and the City Development Plan (CDP).

ASSESSMENT AGAINST NPF 4 POLICIES:

In respect of (a), the Development Plan comprises NPF4 adopted on the 13th of February 2023 and the Glasgow City Development Plan adopted on the 29th of March 2017.

Many of the CDP's policies remain compatible with the spatial principles of National Planning Framework 4 (NPF4), which focus on transitioning to net zero, conserving and reusing existing assets, supporting local living, and encouraging compact urban growth; all aimed at creating sustainable, liveable, and productive places.

The City Development Plan (CDP) sets out high-level policies to guide the city's future development, supported by statutory Supplementary Guidance (SG) that provides further detail and clarification. The CDP is also driven by two overarching aims: to create a healthy, high-quality place and to promote a compact urban form that supports sustainable development. The Policy and Proposals Map identifies specific areas for development or protection, including locations for industry and business (CDP 3: Economic Development), entertainment, shopping and commercial uses (CDP 4: Network of Centres), housing land supply (CDP 10: Meeting Housing Needs), and important green spaces for people and wildlife (CDP 6: Green Belt and Green Network, and CDP 7: Natural Environment). Many of the CDP's policies remain compatible with the spatial principles of National Planning Framework 4 (NPF4), which focus on transitioning to net zero, conserving and reusing existing assets, supporting local living, and encouraging compact urban growth; all aimed at creating sustainable, liveable, and productive places.

NPF 4 Policy 1. Tackling the climate and nature crises and Policy 2. Climate mitigation and adaptation. When considering proposals, significant weight will be given to development that seeks to reduce emissions and adapt to current and future risks of climate change. **Policy CDP 1**, the Councils Placemaking policy, aligns with the aims of these NPF4 policies and expects new development to contribute towards a better and healthier environment to live in and aspire towards the highest standards of sustainable design

Comments:

The development has been thoughtfully designed to enhance the city's climate resilience by prioritising and maximising sustainable measures throughout the scheme. Although the site is classified as having basic accessibility to public transport, it still offers convenient connections to services on London Road and Springfield Road, located 400 metres to the west; a 10-minute walk. Additionally, the cycle path on London Road provides access to an extensive network of city-wide cycle routes. To encourage cycling, the scheme includes secure cycle parking at 125% capacity within lockable stores.

The development is also pedestrian-oriented, featuring level footpaths throughout the site to ensure accessible connections to community facilities, local shops on London Road, and the green network along the Clyde Walkway. Reduced parking provision, combined with the issuance of travel packs to all future residents, actively encourages a shift away from private car use toward more sustainable transport methods, thereby reducing carbon emissions.

The proposal includes energy-efficient housing designed to connect to the existing District Heat Network, helping to achieve the required carbon emission reductions. No natural gas will be used within the scheme, in line with the NPF4 policy aims and the Council's Climate Plan. All flats and dwellings are dual aspect, with appropriately proportioned glazing to ensure good ventilation and orientation to avoid overheating.

Biodiversity and green infrastructure are recognised as essential for limiting emissions and adapting to climate impacts. The proposed comprehensive biodiversity-rich landscaping and tree planting programme will contribute significantly to mitigating climate change by providing natural cooling and shading, as well as enhancing carbon sequestration.

The development adopts a proactive approach to sustainable design and energy efficiency, effectively reducing carbon emissions in alignment with the climate mitigation and adaptation objectives of NPF4 Policies 1 and 2, as well as CDP1.

NF4 Policy 3. Biodiversity This policy aims to ensure that proposals for local development will include appropriate measures to conserve, restore and enhance biodiversity. Any potential adverse impacts on biodiversity, nature networks and/or the natural environment is to be minimised through careful planning and design. **Policy 6 Forestry, woodland and trees**, seeks to protect native woodlands, hedgerows and individual trees of high biodiversity value. **CDP 7 and SG 7 Natural Environment** reflects these policy mirrors these values. **Policy CDP6 (SG6) Green Belt and Green Networks** provides guidance for the provision of open space in new development to ensure residents have suitable access to a network of centres that are vibrant, diverse, and multi-functional.

Comments:

The protected amenity space along Thorndyke Lane, bordering the site's eastern boundary, will remain unaffected by the development. The comprehensive landscaping strategy includes two communal landscaped amenity spaces featuring biodiversity-rich native planting and semi-mature trees. This approach is informed by a Preliminary Ecological Appraisal and a Biodiversity Net Gain (BNG) Assessment, which evaluated existing ecological features and calculated changes in biodiversity units.

The site currently consists of:

- Amenity grassland (62%), assessed as being in poor condition,
- Hardstanding (34%),
- Semi-improved grassland (2%), assessed as moderate condition,
- Scattered scrub (1.6%), assessed as poor condition,
- Introduced shrubs (0.4%), also in poor condition.

the site's baseline (pre-development) habitat units total 2.39 with zero hedgerow units. Post-development, habitat creation results in 2.63 habitat units and 0.98 hedgerow units which equates to a 10.14% increase in habitat units on site

The inclusion of native trees, hedges, and planting will enhance ecological connectivity, supporting the adjacent Green Corridor along the Clyde Walkway and the protected open space to the east. New homes for bats and birds will be incorporated into the design. Given the site's generally low ecological value and habitat distinctiveness, the development is expected to deliver a positive impact on biodiversity.

In addition, the development will provide residents and visitors with functional communal greenspaces,

children's play areas, and accessible landscaped community areas. Conditions will ensure all amenity and landscaping works are completed prior to occupation, and a Habitat Management Plan will secure ongoing maintenance and enhancement of ecological features. Furthermore, a Section 69 Agreement will address any shortfall in on-site public open space provision.

Overall, the proposal is considered compliant with NPF4 policies 3 and 20, as well as CDP6 (Green Belt and Green Network) and CDP7 (Natural Environment).

Policy 9. Brownfield, vacant and derelict land and empty buildings, CDP1 and CDP2 Sustainable Spatial Strategy (Development of Brownfield and Contaminated Land). These policies encourage the redevelopment of brownfield land helping to lock in carbon and help to reduce the impact of vacant and derelict sites on communities. Sites in the area to repair the urban fabric, bridge gaps, add density, and support further economic development in the area, while also offering opportunities for greening and enhancing biodiversity. CDP policies provide a spatial representation of The Plan's strategy with continued focus on the regeneration and redevelopment of the existing urban area to create a sustainable city. **CDP1 and CDP2 Sustainable Spatial Strategy** aim to

- Utilise brownfield sites in preference to greenfield sites.
- Prioritise the remediation and reuse of vacant and derelict land.
- Contribute to the development of vibrant and accessible residential neighbourhoods.
- Support higher residential densities in sustainable locations.

Comments:

The application site is a large, long-term vacant site surrounded by residential development, located on a main road that serves as a prominent and strategic corridor linking nearby communities. The proposed development of this brownfield site offers an opportunity to complete the final phase of the Belvidere Village masterplan, increase density, and close long term gaps while supporting further economic growth in the area.

The site is expected to have some degree of ground contamination. A site investigation and remediation report has identified these issues and sets out the necessary mitigation measures to enable the delivery of well-designed, low-carbon family homes. Appropriate conditions will ensure that any known contamination is fully addressed prior to construction commencing. Overall, the proposal aligns with the sustainable development aims set out in NPF4 policy 9, as well as CDP1 and CDP2.

Policy 12 Zero Waste; Policy 19 Heat and Cooling and CDP 5: Resource Management support development proposals where they demonstrate measures to help the transition to net zero. **Policy 12 Zero Waste** encourages sustainable waste management through reuse of existing materials, buildings and infrastructure, use of sustainable materials and ensure waste generated sustainably managed. **Policy 19 Heat and Cooling and Policy CDP 5: Resource Management** aim to ensure new buildings are designed to promote sustainable temperature management through siting, orientation, materials and employ energy efficiency techniques and materials.

Comments:

The development proposals aim to reduce, reuse, and recycle materials through the reuse of existing infrastructure and selecting durable, robust materials with low embodied emissions to ensure longevity. Once occupied, waste generated will be managed through a sustainable waste and recycling strategy.

The Scotland Heat Map, identifies two district heating networks currently operational within close proximity of the application site. The 1st is located approximately 350 metres to the south-west at the Games Village District Heating System on Silverdale Street. The 2nd is situated around 320 metres to the north-east at London Road. The applicant provided an updated Energy Statement confirming the development will connect to one of these networks. The district heat network can significantly reduce carbon emissions compared to individual gas boilers by centralising heat production. In terms of energy efficiency, the properties will be designed with a 'fabric 1st' approach by orientating dwellings to optimise solar gain, enhancing the performance of key components such as windows and doors and maximising airtightness. These measures aim to achieve the required energy performance while reducing carbon impact and greenhouse gas emissions.

The application has met the City Development Plan requirement for a Statement on Energy, as addressed below under CDP 5 and SG 5 'Resource Management' and has demonstrated a commitment to Low and Zero-Carbon Generating Technologies. This is the level of detail that can

reasonably be expected at planning stage. This has met the requirements of the 1st stage of the Statement on Energy process and therefore requires to be conditioned to ensure it is updated as the technical detail of the Building Warrant progresses through to completion. The applicant has demonstrated a clear understanding of the of the NPF4 policies 12 and 19 and policy CDP5.

Policy 13 Sustainable Transport, Policy 15: Local Living and 20 minute neighbourhoods and CDP 11 Sustainable Transport supports more local living and the Place Principle by encouraging connected, compact neighbourhoods where most daily needs can be met within easy reach by walking, wheeling, cycling and public transport and will also shift the dependency on travel by private vehicles to reduce pollution and emissions. Development proposals should also demonstrate safe links by foot/cycling, to low emission vehicle/cycle charging points and public transport.

Comments:

The site benefits from a high level of public transport accessibility, with frequent bus services and nearby cycle paths offering good connection to the city centre, surrounding neighbourhoods, and a range of local amenities, including Parkhead town centre, schools, and sports and leisure centres. A total of 40 allocated parking spaces is included, of which 2 are allocated for visitors, (48% parking provision). While parking provision is restricted, it is intended to be allocated to the larger family homes, and the inclusion of 125% cycle secured covered parking stores and electric vehicle charging points supports a shift towards more sustainable transport choices. The development has been designed with a place-based approach that reduces car dominance and supports the principles of 'local living' and the Place Principle.

It is also generally accepted that car ownership levels among Registered Social Landlord (RSL) tenants are below the national average. However, to further manage this appropriately, suitable planning conditions are recommended to ensure that parking spaces within development are allocated by the housing association. A vehicle barrier is proposed to control access to the parking court for residents.

In this context, the reduced parking provision is considered both appropriate and acceptable. The proposal complies with the aims of Policy 13: Sustainable Transport, Policy 15: Local Living and 20 minute neighbourhoods and CDP 11: Sustainable Transport.

NPF4 Policy 14 Design, quality and place, and Policy CDP1, The Placemaking Principle. Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale and will be supported where they are consistent with the six qualities of successful places as set out by NPF14: Healthy, Pleasant, Connected, Distinctive, Sustainable and Adaptable. **Policy CDP1, The Placemaking Principle** mirrors these six qualities in that all new development should aspire to achieve the basic Placemaking Principles; *Character and identity; Successful Open Space; Legibility and Safety; Ease of Movement; Vibrancy and Diversity and Adaptability and Sustainability*. CDP1 is also supported by the detailed design guidance set out in Supplementary Guidance (SG) 1, Part 2, which covers residential density, design, layout, and building materials expected in all new developments

Comments:

Densities between 30 and 100 dwellings per hectare (dph) in Inner Urban Areas locations with Base Accessibility to public transport are expected, with a higher density in locations within high accessibility locations according to location, context and setting, scale and massing of adjacent buildings and public transport accessibility. The 84 units within the 1.61ha site (52 dph) is well within the policy guideline thresholds and is appropriate for the local context.

The layout adopts a design-led approach. Placemaking is central to the development, through well-considered public spaces, active frontages, and a clear hierarchy of scale and massing. All flats and houses feature dual-aspect views and active gables, while footpaths, parking areas, and communal spaces are well-lit and overlooked to support natural passive surveillance. The buildings are oriented to maximise daylight and sunlight, reduce energy consumption, while safeguard privacy by preventing overlooking. The development enhances connectivity to walking and cycling routes, open spaces, and community facilities. This ensures the environment is safe, welcoming, and inclusive for all users, including women, disabled people, young people, and members of minority communities.

The communal amenity spaces include equipped play areas and areas for informal sport and leisure, supporting the physical and mental wellbeing of both existing and future residents. Biodiversity-rich planting, woodland, street trees, and a comprehensive drainage strategy further enhance climate

resilience by providing natural shading, improving air quality, and enabling effective water management.

Located within walking distance of public transport links, cycle networks, Parkhead Local Town Centre and community facilities, the development actively encourages sustainable travel. It includes passive electric vehicle (EV) charging infrastructure and secure cycle parking at 125% of the expected demand for residents and visitors, helping to reduce carbon emissions.

The built form and site layout exhibit symmetry and clarity, thoughtfully responding to the surrounding context by establishing strong, coherent building lines along all streets. The mix of terraced houses and flatted blocks varies in height and incorporates active gables, corner Juliet balconies, and enhanced scale at key locations. These elements create legible vistas, architectural interest, and visual prominence, contributing to a continuous and clearly defined frontage along London Road and within Belvidere Village. The design complements the overarching masterplan while adopting a contemporary urban approach. High-quality materials are proposed, including warmer tones of buff-facing brick, anthracite fenestration, and the Juliet balconies at corners, ensuring coherence with the existing blocks and surrounding dwellings.

Sustainability is central to the building design, with low-carbon heating and hot water systems for all homes. Dual-aspect layouts promote good ventilation to prevent overheating. The proposed glazing proportions and orientations ensure all proposed habitable rooms and residents outdoor amenity spaces receive ample natural light.

A Noise Impact Assessment (NIA) has been carried out to consider potential disturbances from adjacent sources, including traffic and pedestrian noise during Celtic Football Club home games, events at the Celtic Social Club, and operations at the car wash opposite the site. The NIA recommends acoustic glazing for habitable rooms in flats facing London Road, as well as for east-facing habitable windows in dwellings located near the Celtic Social Club. These measures are considered effective in protecting residential amenity while allowing surrounding businesses to continue operating without constraint. Environmental Health officers have accepted the NIA's findings, subject to conditions, including the installation of acoustic ventilators.

Overall, the development delivers a diverse mix of affordable houses and flats, ensuring inclusive housing for a wide range of residents. The proposal aligns with the six qualities of successful places and is expected to significantly improve the local environment, transforming vacant land into a vibrant and attractive development that enhances both the streetscape and the surrounding neighbourhood. Placemaking principles are embedded throughout the detailed design of the scheme, resulting in a high-quality, sustainable, and inclusive place to live.

Policy 16. Quality homes

Policy 16 introduces a requirement for market housing developments to include 25% affordable housing, based upon need in the local area informed by the local development plan. The annual Housing Land Audit will monitor the delivery of housing land to inform the pipeline and the actions to be taken in the delivery programme.

- a) Development proposals for new homes on land allocated for housing in LDPs will be supported*
- b) Development proposals that include 50 or more homes, and smaller developments if required by local policy or guidance, should be accompanied by a Statement of Community Benefit. The statement will explain the contribution of the proposed development to:
 - i. meeting local housing requirements, including affordable homes;*
 - ii. providing or enhancing local infrastructure, facilities and services; and*
 - iii. improving the residential amenity of the surrounding area**
- c) 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. This could include i. self-provided homes; ii. accessible, adaptable and wheelchair accessible homes; iii. build to rent; iv. affordable homes; v. a range of size of homes such as those for larger families; vi. homes for older people, including supported accommodation, care homes and sheltered housing; vii. homes for people undertaking further and higher education; and viii. homes for other specialist groups such as service personnel*
- d) Development proposals for new homes will be supported where they make provision for affordable homes meet an identified need. Proposals for market homes will only be supported where the contribution to the provision of affordable homes on a site will be at least 25% of the total number of homes*

Comments:

At present, the local City 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 apply an affordable housing policy. Therefore, it is not considered appropriate to apply a percentage affordable housing requirement relative to NFP4 for the time being, until we have agreed in more detail how this can be applied across different areas in the City, based on need. Notwithstanding, the proposal is for 100% affordable housing.

The application site is identified on the 2024 Housing Land Audit as part of a site with potential for 83 units and was part of the approved Belvidere Village masterplan. The Statement of Community Benefit received in support of the development summarises the benefits;

- **Regeneration of derelict land:** Redevelopment of over 1.6 hectares of vacant, blighted land, improving the physical, environmental, and social quality of the area.
- **Addresses housing emergency:** The development will deliver 84 affordable homes for Tollcross Housing Association, directly contributing to tackling Glasgow's declared Housing Emergency (November 2023).
- **Supports housing targets:** The proposal aligns with Glasgow City Council's Local Housing Strategy and will assist in meeting housing supply targets set for 2023–2028.
- **Stronger community:** Creation of a cohesive residential neighbourhood that enhances the sense of community.
- **Improved green space:** Enhanced provision of passive amenity space and children's play areas for both existing and new residents.
- **Affordable housing:** Delivery of new affordable homes within an established 20-minute neighbourhood.
- **Sustainable travel:** Active travel routes and good public transport links to reduce car dependency, with passive surveillance built into the layout to promote safety and amenity.
- **Local economic and social benefit:** The development will create opportunities to enhance economic, social, and environmental conditions in the local area, including targeted advertisement of new jobs, apprenticeships, and training programmes.

With regards to part (i) it is envisaged the development would be built out within three years from grant of this application.

In terms of spatial strategy requirements, the site lies within the Inner East Strategic Development Framework (IESDF) area, which supports design-led development with densities over 80 dwellings per hectare, shared outdoor spaces, active travel, and strong links to the city's wider transport network.

The proposal seeks permission for the erection of a residential development comprising 84 social rented homes in a range of sizes, alongside associated works including biodiversity and landscaping enhancements, new play areas and equipment, access and parking provision, and Sustainable Urban Drainage Systems (SuDS). The development has been designed to integrate new family housing with existing environmental assets and green networks at the Clyde Walkway. Measures to support local wildlife, such as improved habitats for birds, bats, and pollinators, are also included. The communal open space will feature high-quality biodiversity planting, equipped play areas, informal leisure space, seating, and footpaths connecting to the wider area.

Overall, the redevelopment of this long-vacant site is expected to deliver significant social, economic, and environmental benefits, creating a modern, energy-efficient neighbourhood that benefits from its green networks and improves residential amenity in the area.

The proposal is considered to accord with Policy 16 on quality homes.

Policy 21. Play, recreation and sport the policy aim is to encourage, promote and facilitate spaces and opportunities for play, recreation and sport. Development proposals likely to be occupied or used by children and young people will be supported where they incorporate well-designed, good quality provision for play, recreation, and relaxation that is proportionate to the scale and nature of the development and existing provision in the area. New, replacement or improved play provision will provide a range of play experiences, connect with nature, inclusive and suitable for different ages and overlooked for passive surveillance. Supplementary Guidance 6 (SG6) **Green Belt and Green Networks** aligns with Policy 21 and supports the provision of well-designed, functional, and high-quality on-site amenity and play spaces. SG6 makes provision for appropriate developer contributions toward the off-site open space to address any shortfall in on-site provision. A Section 69 Agreement contribution will be collected towards the off-site provision of open space, specifically for the

enhancement of the nearest established community space which in this instance has been identified as Helenslea Public Park opposite the development that will serve existing and future residents of the proposed development.

Comments:

The proposed flats have been designed to accommodate smaller households, families, and 8 of the flats have been designed to be wheelchair accessible. The landscaped amenity areas provide a variety of spaces for relaxation, socialising, play, and opportunities to connect with nature, ensuring a welcoming and inclusive environment for all residents.

Due to site constraints, a developer contribution towards off-site provision is required to address the shortfall in on-site amenity, including outdoor space, allotments, and informal sport facilities. In this case, the contribution would support improvements to the nearby Helenslea public park, which will serve future residents and requires upgraded recreational and sports facilities, enhanced biodiversity, and provision for ongoing maintenance. It is expected that the obligation may be met through an equivalent financial contribution of £101,903.72 by means of a Section 69 legal agreement. This includes for £73,787.97 open space, £13,994.27 towards addressing the shortfall in dedicated allotments within the area and £14,121.49 for outdoor sport provision within the local community.

Subject to successful conclusion of this required legal agreement, the proposal is in accordance with policies NPF4 Policy 21 on play, recreation, and sport and CDP6 Green Belt and Green Networks.

NPF4 Policy 22. Flood risk and water management ensures that future flood risk is not exacerbated by development and facilitates the delivery of sustainable flood risk management solutions. **CDP 8: Water Environment** provides detailed guidance on Flood Risk Assessments and Drainage Strategies for new development. A Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA) is required for any non-residential development greater than 250m². These require to be self-certified and independently checked in accordance with published Glasgow City Council policy 'Flood Risk Assessment and Drainage Impact Assessment: Planning Guidance for Developers'

Comment: The applicant has submitted Flood Risk Assessment and Drainage Strategy reports that conclude that the site has little or no risk of flooding. Porous paving has been proposed as the primary SuDS treatment component for road and car park runoff with detention basins providing secondary treatment. Suitable safeguarding conditions are attached to control the detailed design and implementation of the surface water drainage proposals. The proposal is considered to comply with NPF4 Policy 22 and CDP 8.

In terms of issue (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.

In respect of (b), with regards to the Material considerations, the statutory consultees have not raised any objections. The representations are summarised below, with appropriate comment:

Representations responses:

1 representation of objection from a local resident

- Proposed scale and massing differ from consultation drawings and do not reflect the scale of surrounding developments. Reconfiguring the block layout would better align with existing scale. Red/brown brick facades presented at consultation are out of place; proposed buff/white brick is more appropriate.

Comments: As discussed above in relation to NPF Policy 14. Design, quality and place and SG1: Placemaking Principle, the overall design concept takes reference from the surrounding architecture in terms of height, vertically proportioned windows and warmer buff brick materials/colour tones.

The finalised design includes full sized windows and Juliet balconies to celebrate key corner locations, as well as a rationalised roof design. The proposed development aims to complement the scale and design of the surrounding buildings through a contemporary approach, without directly replicating the existing architecture.

- Development relies on 10 existing parking spaces, offering no net gain in capacity. Area already faces parking pressure, especially during football events.

Comments: Parking provision has been addressed in accordance with NPF4 Policy 13 (Sustainable Transport), Policy 15 (Local Living and 20-minute neighbourhoods), and CDP 11 (Sustainable Transport). The 40 spaces provided are intended to be allocated to larger family homes, and 2 visitor parking spaces. A lower level of car parking for social housing tenants is generally accepted, supported by data from Tollcross Housing Association demonstrating low car ownership among their tenants.

In terms of location, the site benefits from bus services along London Road and several regular routes within a 10-minute walk west on Springfield Road. The design also encourages sustainable travel by providing access to cycle paths, cycle hire stations on Springfield Road, 125% secure covered cycle parking, and electric vehicle charging facilities.

The layout has evolved, acknowledging that the 10 existing on-street parking spaces cannot be allocated to this development. Overall, the proposal provides an acceptable level of off-street, allocated parking alongside sustainable travel measures, which are expected to minimise any significant impact on surrounding streets.

- The site offers area valued open space, well maintained through resident factoring fees.
- Helenslea Park is not a suitable alternative due to safety concerns and anti-social behaviour

Comments: As outlined at the start of this report, the site being the final phase of the Belvidere Village masterplan has been included within the overall management strategy for open spaces within the masterplan area. However, the site is not designated as protected open space and is in the Housing Land Supply 2024, with an expected capacity of 82 residential units.

The proposed development will provide two communal amenity spaces featuring biodiversity-rich planting, seating, illuminated footpaths, and an equipped play area to serve both existing and future residents.

In line with relevant policies and the City Development Plan, the developer will make a financial contribution towards the enhancement of Helenslea Park, improving this community facility for the benefit of current and future residents of the development.

Conclusion

The above demonstrates that the proposed development complies with the relevant policies of the Development Plan. Other material considerations including the consultation responses and representation has been considered; however, these do not outweigh the proposal's accordance with the Development Plan. Based on the foregoing, it is recommended that the application for planning permission be granted subject to the following suggested conditions and a Section 69 legal agreement covering the matters highlighted earlier in this report.

Approved Drawings

3750-MST-S1-XX-D-A-PM_40_40_34-1502 C15 Proposed Site Layout; received 29/10/25
3750-MST-S1-XX-D-A-PM_40_40_34-1000 C02 Location Plan; received 11/03/25
L01 REV K – Landscaping received 29/10/25

3750-MST-B1-ZZ-D-A-PM_40_40_34-2501 C6 Block 1 - Ground & 1st Floor; received 14/08/25
3750-MST-B1-02-D-A-PM_40_40_34-2502 C6 Block 1 - 2nd Floor & Roof; received 14/08/25
3750-MST-B1-XX-D-A-PM_40_40_27-3501 P02 Block 1 - Elevations; received 28/10/25

3750-MST-B2-XX-D-A-PM_40_40_27-3502 C4 Block 2 - Elevations received 28/10/25
3750-MST-B2-ZZ-D-A-PM_40_40_34-2503 C4 Block 2 - Floor Plans received 14/08/25

3750-MST-B3-ZZ-D-A-PM_40_40_34-2504 C9 - Block 3. Ground & 1st Floor; received 30/09/25
3750-MST-B3-ZZ-D-A-PM_40_40_34-2505 C9 - Block 3 - 2nd & 3rd Floors; received 30/09/25
3750-MST-B3-04-D-A-PM_40_40_34-2506 C9 Block 3 - 4th Floor & Roof; received 30/09/25
3750-MST-B3-XX-D-A-PM_40_40_27-3503 P02 Block 3 -Elevations; received 28/10/25

3750-MST-B4-XX-D-A-PM_40_40_27-3504 C4 Block 4 Elevations received 28/10/25
3750-MST-B4-ZZ-D-A-PM_40_40_34-2507 C4 Block 4 - Floor Plans; received 14/08/25

3750-MST-B5-XX-D-A-PM_40_40_27-3505 C4 Block 5 Elevations – received 28/10/25
3750-MST-B5-ZZ-D-A-PM_40_40_34-2508 C4 Block 5 - Floor Plans; received 14/08/25

3750-MST-FA-XX-D-A-PM_40_40_34-2001 C7 - Flat Type A -- Floor Plans received 28/10/25
3750-MST-FB-XX-D-A-PM_40_40_34-2002 C6 Flat Type B - Floor Plans received 28/10/25
3750-MST-FC-XX-D-A-PM_40_40_34-2003 C6 Flat Type C - Floor Plans received 28/10/25
3750-MST-FD-XX-D-A-PM_40_40_34-2004 C5 Flat Type D - 3A4P - Floor Plans received 28/10/25
3750-MST-FE-XX-D-A-PM_40_40_34-2005 C5 Flat Type E 3A4P-Floorplans received 28/10/25
3750-MST-FA2-XX-D-A-PM_40_40_34-2006 Flat Type A2 - 2A2P - Floor Plans received 28/10/25
3750-MST-FB2-XX-D-A-PM_40_40_34-2007 Flat Type B2 - 3A3P - Floor Plans received 28/10/25
3750-MST-FC2-XX-D-A-PM_40_40_34-2008 Flat Type C2 3A4P- Floorplans received 28/10/25

3750-MST-HF-ZZ-D-A-PM_40_40_34-2006 C4 House Type F - 4A6P Floorplans received 28/10/25
3750-MST-HG-ZZ-D-A-PM_40_40_34-2007 C5 - House Type G - 3A4P Floorplans received 28/10/25

J5598-004 B Refuse Vehicle Tracking Layout; received 30/05/25

J5598-005 B Fire Tender Tracking Layout; received 30/05/25

J5598-030 C Adoption Plan Tracking Layout; received 30/05/25

Topo Survey; Belvidere Avenue; received 24/10/25

Conditions and Reasons

01. 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 of the Town and Country Planning (Scotland) Act 1997, as amended

Contaminated Land

- 02 No development shall commence on site until a comprehensive contaminated land assessment 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 site is located in or close to a Coal Authority Development High Risk Area and therefore the potential for mine gas must be included within the assessment. 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.

03. 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 shall be submitted to and approved in writing by the Planning Authority prior to development commencing on site, and shall thereafter be implemented as approved. The strategy shall set out all the measures necessary to bring 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.

04. Upon completion of the approved remediation strategy, and prior to any part 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

05. 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. Unless otherwise agreed in writing with the Planning Authority, 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

06. Unless otherwise agreed in writing with the Planning Authority, no development shall commence on site until all boreholes, probeholes or monitoring wells completed across the subject site are decommissioned. Upon completion of site investigations and gas monitoring and following agreement on the findings of these with the planning authority; the boreholes, probeholes or monitoring wells should be decommissioned (backfilled) and sealed in a manner that prevents them acting as a migration pathway and evidence of this 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

Drainage

07. Before development commences on site, final construction drawings and discharge rate calculations of all drainage and SUDS for the development shall be submitted to and approved in writing by the Planning Authority. Information shown on the drawings should contain a sufficient level of detail to convey the drainage plans, floor and ground levels, drainage cover levels and invert levels, and allow direct linkage to the final design calculations.

The construction drawings shall include:

- od exceedance routing and deluge analysis Flo
- predicted ponding depths for a 1:200-year (0.5% AEP) storm event; Any
- overlay of the final drainage layout on the site plan. An

The submission must incorporate current climate change allowances and demonstrate compliance with Glasgow City Council and NPF4 requirements to manage all surface water drainage within the site boundary, with no discharge to the public road network. The drainage and SUDS shall thereafter be implemented as approved.

Reason: To ensure that the drainage scheme complies with best SUDS practice to protect adjacent watercourses and groundwater, and in the interests of the amenity and wellbeing of existing and future residents adjacent to and within the development site respectively.

08. Before development commences on site, a final construction-ready maintenance schedule, compliant with CIRIA SuDS Manual C753, and covering all drainage elements and parties responsible for the post-construction maintenance, shall be submitted to and approved in writing by the Planning Authority.

Reason: To minimise the risk of flooding and its adverse effects.

09. Prior to the commencement of development, evidence that Scottish Water has confirmed sufficient capacity in their drainage network and accept the proposed arrangements shall be submitted to and approved in writing by the Planning Authority. This shall include confirmation from Scottish Water of the agreed discharge rate to the SuDS pond.

Reason: To ensure that the drainage scheme complies with best SUDS practice to protect adjacent watercourses and groundwater, and in the interests of the amenity and wellbeing of existing and future residents adjacent to and within the development site respectively.

10. All buildings within the approved development shall be placed at or above the agreed finished floor levels as detailed in the self-certified Drainage Layout J5598-041 (Rev E); 24/09/25. G3 Drainage Strategy, Belvidere Avenue, Version 3; June 2025. Prior to occupation of the

development details confirming that the development has been implemented in accordance with the agreed finished floor levels shall be submitted to and approved in writing by the Planning Authority.

Reason: To minimise the risk of flooding and its adverse effects.

Design and Materials

11. Prior to above ground construction works commencing on site, scaled elevations and 1:20 elevational studies confirming materials and brickwork articulation treatment to the buildings shall be submitted to and approved in writing by the Planning Authority.

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

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

12. Unless otherwise formally agreed in writing with the Planning Authority, external materials shall be:

Facing Brick – Mayfair Vintage; Glencoe Vintage
Precast Cills
Solid Spandrels – Anthracite Grey
Aluminium Cladding
Juliet Balconies – Anthracite Grey - RAL 7016
uPVC Windows - Anthracite Grey - RAL 7016
Interlocking Concrete Tiles - Marley Mendip Smooth Grey Roof tiles

Samples and/or product literature of all proposed external materials shall be submitted to and approved by the Planning Authority in writing in respect of type, format, colour and texture. This written approval shall be obtained for all external materials before their use on site. A sample panel of the facing brick, including mortar joints and all proposed coursing patterns, shall be erected on site for the inspection and written approval of the Planning Authority. This written approval shall be obtained before the facing brick is used on site, and the approved sample panel shall remain in place throughout construction.

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

13. Before any development commences on this aspect, full details of all external vents, flues and any other similar fixings shall be submitted to and approved in writing by the planning authority. Where reasonably practical it is expected that all requirement for vents, flues and similar fittings shall be accommodated on rear elevations or internal terminate at roof level. Any external vents, flues and other similar fixings on external elevations shall not extrude beyond the brickwork and shall be formed using an integrated system. Thereafter, the external vents, flues and other similar fixings 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 safeguard the amenity properties and the amenity of the surrounding area.

14. Before any development commences on site, details of the type and location of all private lighting for the non-adoptable areas throughout the proposed development shall be submitted to and approved in writing by the Planning Authority. Thereafter, this will be implemented in full accordance with the approved details prior occupation

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

Reason: To ensure adequate provision of amenity and play facilities within the site.

Landscaping and Biodiversity

15. Prior to occupation of the development, confirmation by a suitably qualified professional that the approved scheme of landscaping and biodiversity - drawings L01 REV K, landscape drawing,

3750-MST-B1-XX-D-A-PM_40_40_27-3501 P02 Block 1 Elevations, and 3750-MST-B3-XX-D-A-PM_40_40_27-3503 P02 Block 3 -Elevations - has been installed shall be submitted to and approved in writing by the planning authority. This shall comprise all native planting and trees, equipped play areas, seating, feature lighting, bins, bird, bat and bee boxes and swift bricks. A final joint inspection with the planning officer and the NRS Landscape Architect is to be held prior occupation to ensure all landscaping adheres to the scheme approved by the planning authority.

Reason: To enable the Planning Authority to consider these aspects in detail and to ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

Reason: To ensure adequate provision of amenity for residents during the construction period.

16. Prior to this aspect of the development commencing on site, a management and maintenance scheme for all soft and hard landscaping, including proposals for the maintenance of biodiversity features, shall be submitted to, and approved in writing by the Planning Authority. This shall include details of the appointed contractor for the continuing care, maintenance and protection of:

- (a) all hard landscaping including footpaths, visitor cycle parking, car parking courts and the site entrances; seating, lighting and litter bins
- (b) tree and shrub planting, wildflowers, biodiversity enhancement, seasonal shrub planting and trees within and bordering all communal courtyard amenity areas
- (c) the biodiversity enhancements; bird boxes, bat boxes, bee hotels and swift bricks.

Reason: To ensure the maintenance of the landscaping scheme in the interest of amenity.

17. The minimum depth of topsoil shall be 150mm for grass areas, 450mm for shrub areas and 900mm for trees on clean subsoil free from builder's rubble and other deleterious materials. Topsoil shall be free from pernicious weeds and shall have a pH value of approximately 7.0. 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 favourable conditions are created for survival of the planting.

18. Any felling or cutting back of trees, scrub or bushes shall be undertaken outside the main bird breeding season (March-July inclusive), unless a survey by a suitably experienced surveyor has shown that no nests, in use or being built, could be damaged, destroyed or obstructed.

Reason: To ensure that the development works do not disturb nesting birds.

Transport and Parking

19. Before any development commences on site, full details of the lockable covered cycle parking stores for dwellings and cycle parking compounds for visitors shall be submitted to and approved in writing by the planning authority. Thereafter this approved provision shall be implemented prior to occupation of the relevant part of development.

Reason: In order to promote Sustainable Transport

Reason: To ensure a high quality of visual amenity

20. Prior to this aspect of the development commencing on site, details of the final reinstatement of the surface of the surrounding footways shall be submitted to and approved in writing by the Planning Authority. The approved reinstatement shall be completed in accordance with the approved details prior to occupation of the development.

Reason: In the interests of pedestrian and vehicular safety.

21. Prior to occupation of the development, details of the proposed management arrangements for the car parking areas, including allocation and visual identification of individual car parking spaces and responsibilities of relevant parties, shall be submitted to and approved in writing by the Planning Authority. For the avoidance of doubt, all residents car parking spaces shall be individually allocated to specific residential properties within the development, with the

remainder of the properties clearly marketed to future residents as car-free.

Reason: To ensure the effective allocation of car parking spaces to residents.

22. Prior to occupation of the development, details shall be submitted to and approved in writing by the Planning Authority confirming the full details of the vehicle barrier at the site entrance. The barrier shall be set back a minimum of 6 metres from the edge of the carriageway and shall not open outwards of over the adoptable road. The barrier shall thereafter be completed in accordance with the approved details prior to occupation.

Reason: In the interests of pedestrian and vehicular safety.

23. All residents car parking spaces within the development shall be designed and constructed as passive electric vehicle charging spaces, providing individual fuse boxes for each space, designing in ducting for future cabling and providing appropriate capacity in the electricity network. Details of this provision shall be submitted to and approved in writing by the planning authority prior to its implementation on site. The development shall thereafter be completed in accordance with the approved details prior to occupation.

Reason: In order to promote Sustainable Transport

24. Prior to occupation of the development, a residential travel pack will be submitted to and approved in writing by the planning authority. The travel pack shall include maps detailing public transport stops, timetable and estimated journey times, walking / cycle routes to key destinations, health benefits of walking / cycling etc. Thereafter the approved travel pack shall be provided in each dwelling prior to occupation.

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

Energy Efficiency

25. When submitting the required Building Warrant application for this development an updated Statement on Energy (SoE) shall be submitted to and approved in writing by the planning authority. The SoE shall confirm connection to the existing District Heat Network as required by Policy 19 'Heating and Cooling' of the National Planning Framework 4 (2023) and demonstrate use of low and zero carbon generating technologies to deliver a minimum aggregate emission reduction of 32% for the new homes as per Building Scotland (Amendment) Regulations 2022 (6.1).

Reason: To ensure the development supports decarbonised solutions to heat and energy cooling demand to comply with Policy 19 Heating and Cooling National Planning Framework 4 (2023)

26. Prior to occupation of the development, formal confirmation by a suitably qualified professional of the constructed development's compliance with the approved SoE, shall be submitted to and approved in writing by the Planning Authority.

Reason: To reduce energy consumption and greenhouse gas emissions by ensuring that the development is designed and constructed to be energy efficient and utilises cleaner and more renewable sources of energy in line with policy CDP 5 and the development supports decarbonised solutions to heat and energy cooling demand to comply with Policy 19 Heating and Cooling National Planning Framework 4 (2023)

Residential Amenity (Noise; Disturbance)

27. Prior to occupation of the development, written confirmation from a suitably qualified person with Membership of the Institute of Acoustics that noise mitigation in the form of the acoustic glazing has been installed as detailed in the "Noise Impact Assessment Proposed Residential Development Belvidere Avenue" 22/11/24 carried out by RMP, shall be submitted to and approved in writing by the Planning Authority.

Reason: In the interests of the amenity of future residents of the development.

28. Noise from or associated with the completed development (the building and fixed plant) shall not give rise to a noise level, assessed with windows closed, within any dwelling or noise sensitive

building in excess of that equivalent to Noise Rating Curve 35 between 0700 and 2200, and Noise Rating Curve 25 at all other times.

Reason: To protect the local residents from unacceptable noise pollution

29. Prior to works commencing on site, a Construction Method Statement shall be submitted to and approved by the Planning Authority. The Construction Method Statement shall include:

- (a) details of the proposed phasing of all works;
- (b) means of access to the site;
- (c) a dust management plan during the construction period;
- (d) details of the wheel washing equipment, which shall be sited at all egress points and in operation during all times when vehicles are leaving the site.
- (e) details of siting and scale of plant storage and employee facilities (offices, wc etc).

Thereafter, the phasing and agreed arrangements shall be implemented in accordance with the approved information throughout the duration of the construction phase, unless otherwise agreed in writing by the Planning Authority.

Reason: In the interests of the amenity of the residents and the wider area and to ensure that necessary contingencies are in place, to minimise pollution risks arising from construction activities.

Historic Environment – Archaeology

- 30 Prior to the commencement of development, a Written Scheme of Investigation (WSI) for archaeological works shall be submitted to and approved in writing by the Planning Authority. The WSI shall include:

- A methodology for the recording and recovery of archaeological resources within the site;
- Provisions for updating the WSI throughout the archaeological programme, where necessary;
- Details of reporting, post-excavation analysis, archive deposition, and publication of results;
- A strategy for delivering public benefit and how this will be recorded and reported.

A programme of archaeological works shall be undertaken in full accordance with the approved WSI, and any subsequent addendums approved by the Planning Authority.

Should the archaeological works reveal the need for post-excavation analysis, the development shall not be occupied or brought into use until a Post-Excavation Research Design (PERD) has been submitted to and approved in writing by the Planning Authority. The PERD must include proposals for analysis, publication, dissemination, further public engagement, and archive deposition, and must be implemented in full accordance with the approved details.

Reason: To ensure the protection or recording of archaeological features on the site.

Bins / Recycling

31. Prior to any occupation of the development, details of the waste and recycling bins shall be submitted to and approved in writing by the Planning Authority. Thereafter the approved facilities shall be completed and available for use prior to occupation of the development.

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

Advisory Notes to Applicant

01. Prior to implementation of this permission, the applicant should contact NRS (Transport) at an early stage in respect of legislation administered by that Service which is likely to have implications for this development

02. Measures to maintain road drainage should be identified and agreed with NRS before any work begins on site. 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.
03. Measures to maintain street lighting levels should be identified before any work begins on site. Street lighting levels should be agreed with NRS (Transport) and be in place and operational before any of the dwellings are occupied.
04. Early engagement should be undertaken with the Roadworks Control team of NRS on agreeing a suitable construction methodology / mitigation strategy.
05. 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.
06. The applicants are reminded of the following policies of Land and Environmental Services (Cleansing):
REFUSE CONTAINMENT It is the responsibility of the developer/owner to purchase the agreed means of refuse containment.
WHEELED BIN REFUSE COLLECTION where the developer is planning a wheeled bin method of refuse containment and collection, the conditions governing this system must be complied with, i.e. that the wheeled bin is presented at/and collected from, the agreed location (kerb side, air space etc) on the advised day of refuse collection by the owner/tenant/caretaker etc.
07. 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.
08. 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.
09. Clear delineation is required between the public/private areas.
10. If as a result of the RCC approval process, the site layout requires to be altered in respect of the horizontal geometry of the roads, footway and footpath locations and design, on-street lay-by car parking and traffic calming, then a revised drawing shall be submitted to and for the approval of the Planning Authority.

Advisory Notes to Council

Prior to decision, a financial payment of £101,903.72 towards off-site amenity provision requires to be secured through a Section 69 Legal Agreement.

for Executive Director of Neighbourhoods, Regeneration and Sustainability