



## Planning Applications Committee

Report by  
Executive Director of Neighbourhoods, Regeneration and Sustainability

Contact: Alan Scott Phone: 0141 287 6058

Item 1(a)

5th August 2025

**Application Type** Full Planning Permission

**Recommendation** Grant Subject to Condition(s) and S69

<b>Application</b>	23/01956/FUL	<b>Date Valid</b>	08.08.2023
<b>Site Address</b>	134 Nithsdale Drive Glasgow G41 2PP		
<b>Proposal</b>	Erection of flatted residential development with amenity open space, car parking and associated works, includes demolition of existing buildings.		
<b>Applicant</b>	Arnold Clark Automobiles Ltd 454 Hillington Road Glasgow G52 4FH	<b>Agent</b>	Ryden Shahid Ali Onyx 215 Bothwell Street Glasgow G2 7EZ
<b>Ward No(s)</b>	06, Pollokshields	<b>Community Council</b>	02_096, Shawlands & Strathbungo
<b>Conservation Area</b>	N/A	<b>Listed</b>	N/A
<b>Advert Type</b>	Bad Neighbour Neighbour Notification	<b>Published</b>	23 May 2025
<b>City Plan</b>	City Development Plan		

### Representations/Consultations

#### Representations:

25 representations were received against the application. 23 objected to the proposal including Councillor Jon Molyneux and the Strathbungo Society. The **material** points of objection, neutral comments and comments in support are summarised below:

#### Objection

- Poor design
- Limited energy performance information
- Inappropriate height
- Increased traffic
- Increased noise
- Adverse impact on daylight
- Adverse impact on surrounding historic environment
- Loss of trees
- Site investigations raise risk of subsidence
- Inadequate neighbour notification and community consultation

- Loss of privacy
- Overdevelopment
- Pressure on parking levels
- No affordable housing included within the development
- Inadequate statement of community benefit

Non-Material concerns included:

- Vibration risks to nearby buildings during construction

1 Neutral representation was received requesting:

- The inclusion of swift bricks within the development

1 letter of support was received stating:

- Supportive of general principle of residential development on site

### **Consultations:**

**Scottish Water** – No objection.

**Coal Authority** – No objection subject to the imposition of conditions in relation to land stabilisation works.

**Network Rail** – No objection subject to the imposition of conditions in relation to boundary treatment, specifically trespass proof fencing and potential vehicle incursion.

**NRS Geotechnical** – No objection subject to conditions regarding contamination, site investigation and boreholes.

**NRS Biodiversity** – No objection subject to details and conditions around landscaping.

**NRS Flood Risk** – No objection.

### **Determination Process**

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

### **Site and Description**

The application site consists of a former car dealership on the north side of Nithsdale Drive, between its junctions with Nithsdale Road to the west and March Street to the east. It is bounded to the north and east by operational railway lines. The site is located to the south of the city centre, nestled between the Pollokshields East, Pollokshields West and Strathbungo areas. The site is also close to Pollokshields West and East and Queens Park train stations. The main railway lines heading south-west from Glasgow Central station split just before the site and pass along two sides of the triangular site.

The application site is not located within a conservation area however it does sit between and in close proximity to both the East Pollokshields and Strathbungo Conservation Areas. Both of these conservation areas contain a number of listed buildings, in particular Moray Place, which is a Category A listed terrace and Salisbury Quadrant, Category B listed.

The application site is located close to Strathbungo Local Town Centre and its associated Victoria Road Edge of Centre area, as well as the Pollokshields South and Queens Park West Local Shopping Facilities.

In terms of public parks, the application site is in close proximity to both Queens Park and Maxwell Park.

### **Site History**

The site was previously occupied by a car dealership and the associated buildings, now vacant, still occupy the site. Most recently Network Rail had been using the site as a temporary compound in connection with its ongoing electrification works on the adjoining railway line.

## Proposal

The proposed development is for residential development consisting of 100 apartments. The development would be a single building set over seven floors with a mix of 1, 2 and 3 bedroom flats. There would be four common close entrances along the Nithsdale Drive elevation which would provide access to the flats directly from street level. There would also be connections through the building at lower ground floor to the rear parking and amenity areas. Each of the flats throughout the development would be afforded with dual aspects. The accommodation proposed would consist of:

- 10 x 1 bed flats
- 83 x 2 bed flats
- 7 x 3 bed flats

The layout of the site essentially divides the site into an area of parking and amenity space to the north with the proposed residential building occupying the southern portion of the site. The proposed building would be set back from the edge of Nithsdale Drive with a singular vehicular access point located centrally leading through a pend to the rear parking area. Four common close pedestrian entrances would be created on the Nithsdale Drive elevation, two positioned either side of the vehicular entrance.

The apartments would be arranged over seven floors consisting of a lower ground floor level, ground floor and five upper floors. The design of the building seeks to draw on a number of the features found within existing buildings in the surrounding areas. The proposed building materials include facing brick, a pre-cast string course along the terrace elevation, metal cladding system to the roof terraces and between the dormers, stepped brick pattern used in specific areas to provide texture, metal coping to wall heads over brickwork, brick perimeter walls at street boundary and Juliette balconies, alu-clad windows and glass spandrel panels in selected areas.

The northern part of the site would be occupied by parking and amenity space, with the amenity space positioned adjacent to the building, the parking alongside the northern boundary adjacent to the railway line.

In terms of demonstrating efforts to responsively engage with all stakeholders, as the proposal constitutes a “Major” development under the Town and Country Planning (Hierarchy of Development) (Scotland) Regulations 2009, a statutory pre-application consultation was required prior to the submission of the planning application.

The Pre-Application Consultation (PAC) process involved two public events which were both held online due to the legislative requirements in place at the time in response to the Covid pandemic. The first event was held on 30th March 2022 with the second event held on 27th April 2022. These events provided the local community with the opportunity to view and comment on the proposal.

The proposal at that time involved a dominant level of parking to the rear of the building and access to that area of parking would be directly from the existing roundabout. It also proposed five common closes, four of which were from Nithsdale Drive.

A slightly more evolved proposal was then presented to the Urban Design Panel on 30th June 2022 with a number of recommendations raised at the meeting. These included the reduction of the building footprint, simplification and formalisation of elevation bays, incorporation of south-facing balconies, tightening up and rationalisation of the building form, further development of the landscaping and relocation of the vehicular access to a more central position using a pend access. The Panel also recommended removing a raised deck amenity space to the rear of the building in favour of more functional lower ground floor amenity space.

## 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**

Not applicable to this application.

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

An updated Ecological Appraisal has been submitted.

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

A Design and Access Statement has been submitted in support of the application and has been supported by further addendums as consideration of the application has progressed and the design of the development has evolved.

**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 reports were submitted with the application:

Bat Activity Survey – Dusk and dawn surveys undertaken during May 2023. No bats were observed to be roosting within the building during the activity surveys. Revised survey being undertaken by developer during current bat activity season.

Biodiversity Enhancement Plan – Aim of the plan is to create and manage habitats within the site to enhance their suitability to support wildlife and increase the biodiversity value of the development as well as maintaining connectivity to the habitats in the wider area.

Preliminary Ecological Appraisal – Initial report was issued in July 2022 and subsequently updated in April 2025. Recommendations included the need for bat survey during appropriate season, demolition works outwith bird nesting season, suitable treatment programme for control of Japanese knotweed and general good practice measures for various other elements.

Daylight and Sunlight Impact Report – In summary, the modelling showed that 79% of windows within neighbouring properties meet the daylighting criteria. The windows which did not meet the criteria only failed by a small margin. The daylight analysis undertaken on the proposed development demonstrates that all of the occupied rooms and windows to those rooms receive adequate daylight.

Drainage Strategy Report – Aimed at producing a suitable drainage strategy to meet the requirements of all relevant authorities. The proposed development would utilise separate surface water and foul water sewers to collect flows associated with the new residential units and associated parking areas. SUDS will be implemented for the roofs, roads and private car park areas.

Flood Risk Assessment – Flood Risk Assessment dated April 2023 issued in support of the application with recommendations to design an appropriate surface water drainage system to deal with any potential surface water flooding. Flood risk from other sources including fluvial, infrastructure failure, sewer, groundwater and coastal is considered to be low.

Mineral Stability Investigation Report – Undertaken in October 2021 and updated in 2022. The report examined the solid geology and associated minerals.

Noise and Vibration Statement – Issued in July 2023 in support of the planning application. The report sets out a summary of noise and vibration measurements on the application site and consideration has been given to the potential effects on the proposed development of road traffic noise as well as noise and vibration from rail movements.

Site Investigation Report – Recommendations have been made within the report in order to deal with the identified constraints as part of the future development of the site.

Statement on Energy – Outlines the responses to the relevant sustainability and energy policies. Following the reduction of energy demand, consideration will be given to reducing energy consumption through energy efficiency measures. This will be achieved by improving the energy efficiency of building services equipment.

Transport Statement – The Statement demonstrates that the development site will be accessible by sustainable modes of travel and integrate effectively with the existing transport network following the introduction of additional non-car promoting measures.

Tree Survey Report – The report describes the extent and condition of tree cover within and immediately adjacent to the site and highlights the above and below ground constraints presented by existing tree cover. The trees within the site are not subject to any statutory protection, being outwith the two nearby designated conservation areas.

Heritage, Townscape and Visual Impact Assessment – The Assessment provides an assessment of the visual impact of the proposed development on the townscape character and surrounding heritage assets of the site. It concludes that the proposed development would have an overall positive impact on the surrounding townscape.

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

A Section 69 legal agreement is required in order to secure an IPG12 financial contribution of £92,200.

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

These Regulations enable Scottish Ministers to give directions

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

Not applicable to this application.

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

Not applicable to this application.

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

Not applicable to this application.

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

Not applicable to this application.

### **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 to this application.

## **Policies**

### **National Planning Framework 4**

Policy 1 Tackling the climate and nature crises

Policy 2 Climate mitigation and adaption

Policy 3 Biodiversity

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 18 Infrastructure first

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

### **Glasgow City Development Plan**

CDP 1: The Placemaking Principle & SG 1: The Placemaking Principle

CDP 2: Sustainable Spatial Strategy

CDP 5: Resource Management & SG 5: Resource Management  
CDP 7: Natural Environment & SG 7: Natural Environment  
CDP 8: Water Environment & SG 8: Water Environment  
CDP 9: Historic Environment & SG 9: Historic Environment  
CDP 11: Sustainable Transport & SG 11: Sustainable Transport  
CDP 12: Delivering Development & SG 12: Delivering Development

The relevant parts of the policies and guidance outlined above are detailed in the assessment below.

## **Assessment and Conclusions**

Section 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 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; and
- b) Whether any other material considerations, such as consultations or representations, have been addressed satisfactorily in the assessment of this proposal.

Each development proposal is considered on its individual merits and must respond to its setting appropriately.

In respect of **(a)** the development plan comprises National Planning Framework 4 (NPF4) which was adopted on 13th February 2023 and the Glasgow City Development Plan which was adopted on 29th March 2017 as well as associated supplementary guidance which supports both plans.

Having regard to the provisions of the development plan the main issues in this application are whether the change in use of the land and the erection a flatted development is acceptable in principle as well as considering the visual impact and effects of such a development on the wider environment are acceptable.

### **Principle of Development**

The application site is a vacant car sale showroom and garage which is a Sui Generis use therefore planning permission is required to change the use of the site to residential. The site is located within the Urban Area, as defined by the Glasgow City Development Plan with no other land allocation.

Policy CDP2 - Sustainable Spatial Strategy of the Glasgow City Development Plan provides a spatial representation of the Plan's strategy, with a strong emphasis on placemaking, health and wellbeing, and sustainability. To achieve the aim of the policy, it is recognised that intervention is required in some areas of the City and the Council will continue to focus on the regeneration and redevelopment of the existing urban area to create a sustainable City. In doing so, the Council will support new development proposals that meet the criteria within CDP2.

In this case the proposal is assessed against the relevant policies of NPF4, which replaced the Clydeplan Strategic Development Plan in 2023. The application site is not within one of the areas identified as a priority area requiring Sustainable Spatial Guidance, is not within a town centre, is located out with the River Clyde Development Corridor, is not near a waterway and is not within any economic development zone. As assessed below the proposal would result in the redevelopment of brownfield land, is in a sustainable location and would contribute towards the creation of a vibrant and accessible residential neighbourhood. The proposal would not adversely affect any key housing investment land, instead contributing to housing land supply within the Glasgow area.

Overall, the proposal accords with the Sustainable Spatial Strategy and therefore accords with policy CDP 2.

In relation to Policy 9 of NPF4 the application site is a brownfield site occupied by a vacant single storey car sales showroom and garage. The site has limited existing biodiversity value, and the property has lain vacant and empty since the business ceased trading from it a number of years ago. The site is in an area identified by the Coal Authority as 'High Risk' and the application has been supported by a coal mining risk assessment and site investigation report. Conditions are proposed to ensure that the site is made stable and remediation works are carried out prior to the commencement of construction works on site. In principle the reuse of the land would comply with this policy.

Under Policy 16 of NPF4 the land is not allocated for housing but is within the urban area which would support a residential use. The applicant has not provided a separate community benefit statement but has included within their Planning Statement a summary of key benefits including re-use of brownfield land, a need for housing in the area and general thoughts around the sympathetic design that has been proposed. It is also expected the construction would sustain and bring about jobs for contractors and investment in the area. 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. However, 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 apply an affordable housing policy. Therefore, it is not considered appropriate to apply a percentage affordable housing requirement relative to NPF4 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.

Should planning permission be granted the applicant would have up to 3 years to begin implementing the permission, which provides an agreed timescale of commencement of works. In addition, the proposal has been deemed to accord with the City Development Plan's spatial strategy and NPF4's policies on local living and 20-minute neighbourhoods.

Assuming compliance with other policies within the Development Plan the principle of the development could be supported.

### **Layout, Siting and Design**

In terms of design, NPF4 Policy 14 states that development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale. Development will also be supported where they are consistent with the six qualities of successful places; Healthy, Pleasant, Connected, Distinctive, Sustainable, Adaptable. Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported. NPF4 Policy 15 promotes the application of the Place Principle and creating connected and compact neighbourhoods where people can meet most of their daily needs within a reasonable distance of their home, preferably walking, wheeling or cycling, or using sustainable transport options.

CDP 1 & SG 1 further supports this as they require a holistic, design-led approach to development to achieve the City Development Plan's key aims where new development should contribute towards making the city a better and healthier environment to live in and aspire towards the highest standards of design whilst protecting the city's heritage.

The application site is on the north side of Nithsdale Drive, close to its junction with Nithsdale Street, Nithsdale Road and Moray Place. The site is bounded to the northwest and east by railways. It is immediately outside the north boundary of Strathbungo Conservation Area. East Pollokshields Conservation Area is circa 38m to 80m to the northwest, on the other side of the railway line.

The other sides of the Nithsdale Drive, Nithsdale Street, Nithsdale Road and Moray Place junction are occupied by listed buildings, all in Strathbungo Conservation Area, which include:

- Category B listed, Salisbury Quadrant (52- 58 Nithsdale Street/ Salisbury Quadrant/81 - 95 Nithsdale Drive) a 3-storey and attic, Thomsonsque tenement with grand curved façade, that occupies the gusset between Nithsdale Drive and Street, where it provides an attractive focal point at the gateway to Strathbungo Conservation Area;
- Category B listed, 3-storey terrace at 65 Nithsdale Street/18 - 80 Nithsdale Road, probably designed by Alexander Thomson and completed after his death by his partner Robert Turnbull. It has a single storey range of shops that end with a circular gusset bay and shallow conical slate roof at the road junction;
- Category B listed, later 19th century, late Georgian-style 3-storey terrace at 11-69 Nithsdale Road; and
- End pavilion of the Alexander Thomson, Category A listed, 2-storey terrace on Moray Place.

Strathbungo Conservation Area Appraisal states the road junction is an important gateway to the conservation area and identifies an opportunity for enhancement. Strathbungo's townscape is a mix of two and three-storey terraces/ tenements forming a uniform well-defined street pattern. The scale of tenement rises from three to four storeys as Pollokshaws Road heads north towards the city centre.

Opposite the application site, on the south side of Nithsdale Drive, the 3-storey tenements at 65-73 Nithsdale Drive are Unlisted Buildings of Merit in the Conservation Area and east of these is a 4-storey, modern block of flats, rising to 5 storeys at its curved façade on the corner with March Street. Further along the south side of Nithsdale Drive, outwith the conservation area and across the railway to the east, is a B listed, 2-storey former Mission Hall converted to 4 dwellings. East of the application site, on the north side of Nithsdale Drive, also across from the railway is a 4-storey red sandstone tenement. Down Nursery Lane are modern, 4-storey, brick clad flats. However, 3-storey tenements and terraces are the predominant built form surrounding the site.

Across the railway to the north, in East Pollokshields Conservation Area, are the Thomson and Turnbull, B listed 3-storey tenements at 84-112 Nithsdale Road, 256-280 Darnley Street and 281-289 Kenmure Street and 222- 224 Darnley Street and 1 Leven Street. Much of the character of this conservation area derives from the compact built form, uniformity of building lines and a consistent scale of varying densities.

The site sits in an area of High Accessibility to public transport within the Inner Urban Area. Sites in the Inner Urban Area may vary in density between 30 and 100 Dwellings Per Hectare (DPH) in Base Accessibility locations, whilst higher densities will be expected in High Accessibility locations and should be justified against the General Principles.

The General Principles state that the appropriate density of residential development will vary according to: location; context and setting; the scale and massing of adjacent buildings; and public transport accessibility & active travel opportunities. Development of infill sites will be assessed on merit with regard given to townscape considerations.

The application site sits in the Inner Urban Area in an area of high accessibility. The development proposal is for 100 dwellings on a 0.70 hectare site, which is a density of 143 dph. The site is suitable for consideration as an infill site, as it sits within an area defined by the traditional tenemental block layout. A design-led approach utilising the place principle has been adopted for this proposal through the submission of Design and Access Statements and the Heritage, Townscape Visual Impact Assessments, which demonstrate that local built form and characteristics were considered during the design process and have influenced the proposed design. Furthermore, the applicant has engaged with the Council through pre-application discussions, referral to the Urban Design Panel and been willing to discuss amendments to the scheme subject to consultations, design amendments and comments received from members of the public. This further engagement resulted in a slight reduction in overall flat numbers as well as changes to the overall design of the building.

As part of the applicants supporting statements, they have provided information regarding existing densities in the immediate area with specific reference to Salisbury Quadrant, 194 dph, a recently consented housing development on the corner of Nithsdale Drive and Pollokshaws Road, 278 dph and existing tenements/flats to the east, 142 dph. As such, the proposed density is not considered to be inconsistent compared to surrounding buildings, would not be out of context in the area and would not have a detrimental impact on existing infrastructure or community facilities. But density is only a single aspect of the assessment. Density can be led by the buildings scale, height, plot size and other factors such as site constraints. As such consideration must also be given to the buildings overall design, height and impact on the wider townscape.

Whilst not located within a conservation area, as explained, the site is located between both East Pollokshields and Strathbungo Conservation Areas acting as a gateway into both. There are various listed buildings in the immediate vicinity, the most notable being Moray Terrace and Salisbury Quadrant. NPF4 Policy 7 and CDP 9 both aim to protect the historic environment whether that relates to a listed building, conservation area or the setting of such. Given the complexity of the townscape in this location the application has been supported by a Heritage, Townscape and Visual Impact Assessment. The assessment considers the character of the area with respect to scale, design, detailing and materials. The assessment concludes that the proposed development would result in an enhancement of the setting that contributes to the significance of each of the listed buildings and non-designated heritage assets. Additionally, the proposed development's potential wider impacts on the two nearby conservation areas were assessed and it was concluded that there would be a positive impact upon the character and appearance of both areas.

The initial planning application submitted in August 2023 involved a design proposal which was designed, as the applicant explained, to echo the linear nature of the Category A listed Greek Thompson terrace at Moray Place. That design had the appearance of a continuous terrace with square pavilion ends. Pedestrian access was reduced to be taken from 4 cores, all from Nithsdale Drive. The scheme incorporated 100% dual aspect flats, taking light from two sides of the building and including south facing balconies.



Following representations and discussion with the applicant an updated design was submitted in 2024 which sought to address concerns regarding the quality of amenity space proposed within the development, the design and scale of the western end of the building, the design and scale of the northern projections and the design of the roof and mansard level. The amenity space provision was improved, partly by reducing the parking space provision. The overall number of units dropped from 104 to 101.

This revised design included a change to the treatment of the western end of the terrace, with a more curved form being incorporated to provide a softer termination at this location. This was a response to the curved elevation/corners of Salisbury Quadrant and Darnley Street on the opposite side of the railway line. To the rear of the building, the proposed projections were reduced in height, thereby ensuring that this elevation remained subservient to the primary elevations. This in turn enabled the provision of large private green roof gardens to the top floor flats. Lastly, a change to the design approach for the roof and mansard level of the building resulted in an angled roof form, reflecting the articulation of this level of the building on Salisbury Quadrant. The redesign of this level created a cranked roof profile meaning that the fifth-floor rooms contain roof lights and balconies recessed into the roof.

Most recently, in March 2025, discussions with the applicant led to further revisions to the design of the western end of the building with the overall apartment numbers dropping to 100. The mansard style roof was extended down, accommodating the front 4th and 5th floors and rear 5th and 6th floors, around the western curved endpiece to reduce its overall massing and impact on the street. The result of this meant that the stringcourse of the building was scaled and more relatable to the tenement block opposite and despite being a large building, assists in reducing its dominance.

To support the submission various design and heritage statements were provided as well as the production of a Vu City model which creates an interactive 3D of micro and macro views of the city. This 3D model has supported discussions with the applicant and assisted in the assessing the physical impacts of the development, at short, medium and long ranges as well as allowed the testing of various facade and scaling changes, resulting in the development now under consideration.

The scale and massing of the building is significant, but the site itself is significant in scale and with various terraces and larger modern buildings in the area a balance has to be struck between limiting a development to a traditional tenement height and the viability of what can be achieved on site particularly where there is a need to not only respect the scale and density of the area but also maintain high quality materials.

It was considered that the previous iterations of the development resulted in a large and dominant structure. However, through negotiations design changes to the roof and façade have helped improve the appearance and relationship of the building with its surroundings whilst maintaining its scale. To the rear the full 6 storeys of the building would be visible but within medium and long views towards the site the building would sit comfortably against other tenemental buildings in the area. The proposed height of the development is considered acceptable and respects the established and mixed development pattern of the street and wider area.

Overall, it is considered that the scale, massing and siting is in keeping with that of the street.

In response to the character of the existing stone tenements and balancing the need for a contemporary design the applicant is proposing the use of a facing brick across the building, with variations in its use,

stepping and orientation. This will create a hierarchy in the façade whilst adding visual interest and texture. The roof will be finished in zinc with a pre-cast string course and aluminium gutters and downpipes. The railings, windows and Juliet balconies will be colour matched to create a consistent appearance across the building. Conditions will be applied to ensure that final details of the materials are provided as well as a sample panel to control the overall quality of the development.

To assess the potential impacts on amenity a Daylight and Sunlight Analysis Report has been submitted alongside the application to test its potential effects on neighbours and assess daylight that will be achieved within the development. The analysis has been performed against the performance criteria set out within the Building Research Establishment (BRE) Site Layouts Planning for Daylight and Sunlight – A guide to Good Practice, 2022 edition (BR 209). Daylight is appraised using two methods. The first measures the Visible Sky Component (VSC) – this is the amount of sky seen from a window. Each window is measured separately regardless of whether there are several windows to a specific room – even when the windows are immediately adjacent or, such as with a bay window, might be in three parts. Where a window fails the VSC assessment then a second assessment is made for the room. This second assessment uses a methodology known as Illuminance Method. This

method takes account of the geographic and climatic characteristics of the development location against a dataset of daylight levels at hourly intervals across a typical year. The relevant rooms are assessed against recommended target levels for illuminance.

Sunlight is measured separately from Daylight. It is normal that a specific room or window in a development can pass the daylight assessments, but the room can fail the sunlight assessment because the windows have a northerly aspect – as is the case for the application proposal where many of the affected windows look north towards the site. The methodology for assessing sunlight is the 'Annual Probable Sunlight Hours' (APSH) and is measured for against recognised accepted levels.

Existing Buildings - The report finds that for the existing neighbouring properties of the 133 windows facing the site, 28 would fail the VSC assessment. These are largely on the ground floor with a small number of windows failing on the first floor, to the east. All the impacted windows face north and the impacts, shown in the assessment, fall slightly below the standard with the report concluding that any impact would not be perceivable.

Proposed Development – The report confirms that more than half of the windows in the new development would fail the VSC assessment. Of the 463 windows that fail they relate to 188 rooms with the majority facing north. Following assessment using the illuminance method 100% of the windows would pass. Coupled with the fact all the flats are dual aspect on balance, the proposed daylight and sunlight levels for individual flats are considered to achieve an acceptable standard within what is an infill development site in an urban environment. Externally the assessment confirms that spaces such as balconies and the large amenity space to the rear would exceed the minimum standards of sunlight and therefore pass.

The overall impact on daylight and sunlight has been considered and is deemed acceptable.

With respect to privacy and amenity, the windows which front onto Nithsdale Drive would be outwith 18 metres of any opposite windows (approximately 23 metres) with windows on the east elevation approximately 30 metres from any opposite windows ensuring the privacy of neighbours and new residents alike will be maintained. To the rear windows would look onto the communal garden spaces associated with the development.

In relation to the flats themselves, all would be dual aspect with access to a communal garden with some having private access to a balcony or roof garden. Policy 23 expects that development proposals which will have a positive effect on health will be supported. The use, as a residential development, close to a town centre and in an area of high accessibility, defined by tenemental properties, is not a use that would raise unacceptable noise issues.

To the rear, within the communal garden, the most significant changes have resulted in the scaling down of a parking court to improve the level of amenity space for residents and overall greenery across the site prioritising the provision of a well-designed private high quality shared amenity space. This provides areas for relaxation and recreation which would have positive benefits for the health and wellbeing of future residents. As this area is essentially the backcourt to the development, the ongoing maintenance would be carried out by arrangement between the residents. Conditions would control the final landscape design and ensure that any trees lost because of construction are compensated for within the site as well as improve the biodiversity of the site.

Walking and cycling are promoted through the provision of secure cycle storage and the location of the development within a 20-minute walkable neighbourhood. The proposal is also designed to reduce carbon emissions and to be energy efficient by using low and zero carbon generating technologies.

On this basis it is considered that the proposal is consistent with the six qualities of successful places and subject to conditions around the design would be in accordance with NPF4: Policy 7, Policy 14, Policy 15, Policy 23 and CDP1 & SG1.

### **Sustainability**

NPF4 Policies 1, 2 and 19 and CDP 5 & SG 5 of the Glasgow City Development Plan are important factors for determining the acceptability of the principle of the development, however these policies also seek to encourage, promote and facilitate development that addresses the global climate emergency and nature crisis, minimises emissions and adapts to the current and future impacts of climate change.

Policies 9 and 12 also seek to reduce the impact of development through the re-use of existing buildings, a focus on delivering new development on brownfield land and seeking to reduce, reuse, or

recycle materials in line with the waste hierarchy. Finally, Policy 22 and CDP8 aim to protect existing buildings from flood risk in light of climate change.

The application site is a brownfield site occupied by a vacant single storey car sales showroom and garage. The site has limited existing biodiversity value, and the property has lain vacant and empty since the business ceased trading from the property several years ago.

The existing building is not suitable for conversion to residential and the demolition is deemed to be justified in this case. To ensure as much of the existing building is salvaged for reuse and to minimise waste, a condition is proposed to require the applicant to take all possible steps to salvage materials for reuse and to submit a report detailing items salvaged for reuse.

The proposal, for the erection of a residential development, will generate waste when occupied and internal bin stores are proposed which include space for the range of GCC recycling bins in addition to the waste bin and space for future recycling storage should the City Council adapt the recycling arrangements. The internal stores are located at lower ground floor level, accessed via the vehicular access ramp, to assist the management of collection.

The site is in an area identified by the Coal Authority as 'High Risk' and the application has been supported by a coal mining risk assessment and site investigation report. Conditions are proposed to ensure that the site is made stable and remediation works are carried out prior to the commencement of construction works on site.

The application site is not within or adjacent to a Heat Network Zone. The application has met the City Development Plan requirement for a Statement on Energy, as required under CDP 5 and SG 5 'Resource Management'. The Statement on Energy has demonstrated that the intention is to use a fabric first approach and confirms that PV panels and air source heat pumps would be used to achieve a reduction in carbon emissions due to Low and Zero-Carbon Generating Technologies. The proposed development is not likely to generate waste or surplus heat.

The applicant has provided a Flood Risk Assessment and details of the proposed surface water drainage strategy. These have been self-certified and independently checked as required by the Councils' NRS Flood Risk Management section. Conditions are proposed to ensure that finalised details of the drainage design have been submitted and approved before the development is occupied. Scottish Water have not objected at this stage to the connection of the proposal to the public water mains.

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

Overall, the proposal is to redevelop the site to provide energy efficient housing within an established high-density area promoting sustainable transport choices. As assessed below the landscaped amenity space would provide for biodiversity enhancements and conditions are proposed to ensure their ongoing contribution to tackling the nature crisis.

The proposal is in compliance with NPF4: Policies 1, 2, 9, 12, 19 and 22, CDP5 and SG5 and CDP8 and SG8.

### **Landscape and Biodiversity**

Of most relevance to the overall biodiversity value and impact of new planting are Policy 3 of NPF4 and CDP7 and SG7 of the Glasgow City Development Plan, both of which require that where a protected or otherwise important species or habitat has been identified on, or adjacent to, the site, planning applications shall be supported by an appropriate level of information. Policy 3 has introduced an expectation that the biodiversity value of a development site should increase as part of the works. Site appraisals and surveys should be undertaken by a suitably qualified/experienced licensed ecologist, and with reference to the geodiversity surveys by BGS.

Biodiversity and the value of the natural environment are also rooted in many other policies within NPF4 and the City Development Plan, in particular Policy 14, Policy 20 and CDP1 & SG1.

The applicant has provided a Preliminary Ecological Appraisal (PEA), a Biodiversity Enhancement Plan, a Bat Activity Survey and a Tree Survey Report in support of the application.

The PEA recommends several measures to protect nesting birds as well as the treatment of Japanese knotweed. An updated PEA recommended that, should works not commence on site prior to 16th

October 2026 then further surveys should be commissioned. Trees to the west of the site have been lost because of rail infrastructure operations. Although the proposal would result in the felling of trees, also within the western section of the application site, the planting plan includes provision for replacement trees throughout the site. All proposed trees are to be offset by 10m from the outer rail of the adjacent railway line as advised by Network Rail.

The PEA identified potential roost features for bats, the Bat Activity Survey did not find any evidence of bat roosting within the building during the activity surveys. However, as the initial surveys were undertaken in 2021 and updated surveys were carried out in May 2023, this information requires to be updated. The applicant has confirmed that further surveys will be undertaken during the current bat activity season (May to September) and a suitably worded condition shall be applied to ensure that works take cognisance of the updated survey results.

As a brownfield site the existing site has limited biodiversity value with most of the site subject to some sort of development or infrastructure. The proposal is a major residential development and includes the creation of a high quality landscaped amenity space that would provide for biodiversity enhancements and conditions are proposed to ensure their ongoing contribution to tackling the nature crisis. The proposed residential development has prioritised providing a well-designed resident's rear amenity space with areas for play, relaxation and recreation which would have positive benefits for the health and wellbeing of future residents.

Furthermore, the proposed development will not result in loss or fragmentation of existing blue or green infrastructure. Proposals for landscaped amenity space will provide new green infrastructure which the ongoing maintenance and upkeep of will be carried out by arrangement with the residents and controlled by appropriately worded conditions.

The proposal therefore accords with NPF4: Policy 3 and CDP7 and SG7.

### **Parking and Accessibility**

NPF4 Policies 13 and 15 along with CDP 11 and SG 11 of the Glasgow City Development Plan are considered to be of most relevance when considering the proposed scheme's impact on parking and accessibility. Policy 13 states that development proposal will be supported where it can be demonstrated that the transport requirements generated have been considered in line with sustainable travel and investment hierarchies. Development proposals will also be supported where they set out ambitious targets in terms of low/no car parking, particularly in urban locations, well served by sustainable transport modes.

Policy 15 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.

Parking provision in new residential development is also considered against the standards set out in SG 11 where the basic minimum standard for new build residential is 125%. But variation of these standards can be justified in certain cases.

The application site is in an area of High Accessibility within the Inner Urban Area, which reflects the site's proximity to public transport. Both Pollokshields West and Queens Park train stations are under 800m walking distance. Various bus stops are located on Pollokshaws Road, Nithsdale Road, Darnley Road and within 400m of the application site. The section of Nithsdale Drive adjacent to the application site is one-way westbound for vehicle traffic.

In addition to the public transport facilities, the South City Way segregated cycle route linking Queens Park to the City Centre is within 350m of the application site. A new cycle route is proposed for Nithsdale Drive which would link a proposed new cycle route on Pollokshaws Road, along Nithsdale Road and linking up with the existing South West City Way segregated cycle route on St Andrews Drive.

The applicant proposes to provide 60 car parking spaces within the area to the rear of the building, to be accessed from Nithsdale Drive via a pend under the central part of the building. Safe, sheltered and secure resident's cycle storage is also to be provided internally to the block. The proposed cycle parking would be in the basement of the block with 125% provision.

The proposed level of car parking is below the standard set out in SG11 but the residential development would benefit from being interconnected within the existing neighbourhood. This includes local access to sustainable modes of transport and safe, high-quality walking, wheeling and cycling

networks. The site is in close proximity to various uses including employment, shopping, food and drink, health, education and open space.

Additionally, the reduced level of car parking has created the opportunity to increase the area of communal amenity space for residents and other opportunities for biodiversity therefore on balance the proposal accords with NPF4: Policy 13 and Policy 15 and CDP 11 and SG 11 of the Glasgow City Development Plan.

### **Financial Contributions**

NPF Policy 18, Policy 21 and Policy 23 as well as CDP6, SG6, CDP 12 and SG 12 of the Glasgow City Development Plan are of most relevance when considering the potential impacts of the new development.

Policy 18 states that the impacts of development proposals on infrastructure should be mitigated. Development proposals will only be supported where it can be demonstrated that provision is made to address the impacts on infrastructure. Where planning conditions, planning obligations, or other legal agreements are to be used, the relevant tests will apply.

Due to the siting and scale of the proposed development, it is not considered to have an adverse impact on infrastructure. There is currently no requirement in the Glasgow City Development Plan for financial contributions in relation to education or public health services.

Policy 21 of NPF4 states that 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. SG6 has recently been revised and includes the requirement for development contributions with respect to Open Space. In this case, the application submission predates the implementation of the revised SG6, therefore, the previous IPG12 guidance has been applied to this proposal. It should be noted that any further submissions on the site would be subject to the new SG6 guidance.

CDP 12 and its associated supplementary guidance IPG12 aim 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.

In terms of amenity space facilities, the application site is just outwith the 400 metre catchment from Queens Park. Queens Park is classified as a District Park. Using the methodology agreed for assessment of amenity space, the level of provision in this area is in deficit. In relation to children's play facilities, there are no play areas within 300 metres of the site, and so the level of provision is considered deficient.

With most of the proposed flatted dwellings being 2 bed properties, there is a likelihood that the development will be occupied by children. Within the tight constraints of this site, the proposal provides some level of informal play and relaxation space for residents, acting more as a private backcourt, characteristic of tenemental blocks in Glasgow. But overall, the full requirements for children's play, outdoor sport and allotments cannot be met on site. The shortfall in on-site provision can be mitigated by an equivalent financial contribution, calculated as follows:

Children's Play – On-site provision of 260 square metres (financial contribution of £29,160.00)  
Outdoor Sport (Formal) – No on-site provision (financial contribution of £39,400.00)  
Outdoor Sport (Informal) – No on-site provision (financial contribution of £15,760.00)  
Allotments – No on-site provision (financial contribution of £7880.00)  
Amenity space – On-site contribution of 2020 square metres (no financial contribution required)

The total financial contribution is therefore £92,200 and will be directed towards a qualitative improvement in local provision. A legal agreement will be required to secure this financial contribution, and the recommendation is therefore to approve the application subject to conditions and completion of a legal agreement.

Based on the above the proposal is considered to accord with Policy 18, Policy 21, CDP 12 and SG 12 of the Glasgow City Development Plan.

### **Summary**

Overall, it is considered that the applicant has provided sufficient information to support the change of use of the land as well as demonstrate and mitigate against the potential impacts of the development.

In terms of issue **(a)** 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)** other material considerations include the views of statutory and other consultees and the contents of letters of representations. In this case 25 representations were received with 23 of those objecting to the development. These representations are summarised and have been addressed in more detail within the main body of this report. However, a summary of responses to objections are provided below:

- The proposed design has evolved through the course of pre-application discussions as well as during the formal planning application phase. The proposed design has also been supported by a Design and Access Statement which has been updated and supported by various visualisations. The building eaves line and double cranked mansard seek to emphasise the dormer characteristic of the proposed 4<sup>th</sup> floor of the building. The proposed mansard level design and the pre-cast stone string courses relate to the tenements opposite and the density is consistent with that other tenemental blocks in the immediate area. Overall, after considerable design development, it is considered that this is an entirely appropriate design, density and height for its location.
- The applicant has submitted a Statement on Energy which outlines the proposed approach to be taken to satisfy the relevant development plan policy and this has been addressed above within the policy assessment.
- A Transport Statement has been submitted in support of the application and the proposal has been fully assessed against the relevant transport related development plan policies and determined to be fully compliant. The site is not located within a controlled parking zone but it is within a high accessibility area because of its close proximity to frequent bus and rail services.
- As a residential development within a mixed use area, it is not expected that the use would result in excessive noise for existing residents.
- Under CDP1 and SG1, the proposal has been considered for its impact existing properties in terms of sunlight, daylight and privacy.
- The application site is not located within a conservation area and the existing trees within the site are not subject to any statutory protection. It should be noted that a number of trees close to the western boundary of the site have been removed during rail infrastructure improvement works. As detailed above, the proposed landscaping plan for the development includes the planting of a number and variety of new trees.
- The proposed development has been assessed by both the Coal Authority and the Councils' relevant department in relation to site investigations. Appropriately worded conditions have been attached to this report and recommendation to ensure that the site is suitable for the proposed development prior to construction works commencing.
- In development plan policy terms, there is no requirement to provide affordable housing within this type of development in this area of the City. But it is noted that the landowner has sold two other former car showrooms in the area at Allison Street and Pollokshaws Road which were both for affordable housing.
- The application is supported by a Planning Statement which includes a full development plan policy analysis. The document includes a statement on community benefit referencing the inclusion of quality dual-aspect homes, its proximity to a variety of sustainable modes of transport and the inclusion of high quality landscaping. Overall, it concludes that the community benefits would be positive.
- Vibration as a result of construction is outwith the control of Planning and is therefore not a material planning consideration, but it is controlled by separate legislation and regulations overseen by the Councils' Building Standards section.

In relation to neighbour notification and consultation, as a major development the proposal has been subject to an enhanced process of community consultation with public events held prior to the submission of the application. The proposal has also been subject to two rounds of neighbour notification and advertising, one at the start of the process and a second following changes to the development, exceeding the minimum requirements set out in Legislation.

No objections were received from statutory consultees. With respect to (b) there are no other material considerations which would justify a refusal in this case.

## **CONCLUSION**

The above demonstrates that the proposed development complies with the relevant policies of the Development Plan, subject to conditions and a legal agreement. The legal agreement will secure a financial contribution of £92,200.

Other material considerations including the consultation responses and letters of objection have been considered; however these do not outweigh the proposal's accordance with the Development Plan.

Based on the foregoing, it is recommended that the application for planning permission be granted subject to the following suggested conditions.

## **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(1) of the Town and Country Planning (Scotland) Act 1997, as amended.

## **CONTAMINATED LAND**

- 02.** Unless otherwise agreed in writing with the Planning Authority, 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.

- 07.** No development shall commence (excluding the demolition of existing structures and site clearance) until remedial stabilisation works to address land instability arising from coal mining legacy have been carried out in full in order to ensure that the site is made safe and stable for the development proposed. The remedial works shall be carried out in accordance with authoritative UK guidance.

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

- 08.** Prior to the occupation of the development a signed statement or declaration prepared by a suitably competent person confirming that the site has been made safe and stable for the approved development shall be submitted to the Planning Authority for approval in writing. This document shall confirm the completion of the remedial works and any mitigatory measures necessary to address the risks posed by past coal mining activity.

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

## **CONSTRUCTION**

- 09.** The applicant shall take all possible steps to salvage materials for reuse and recycling shall, within 2 months of the completion of demolition works, submit to the Planning Authority a written report of items salvaged for reuse.

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

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

## **DESIGN**

- 10.** Prior to the commencement of above ground construction works, specifications and samples of all materials and their colours to be used on the external areas of the building, including: the external elevations; windows, doors, railing and other glazed areas, and; roof areas, roof surfaces and roof mounted plant rooms, shall be submitted to and approved in writing by the Planning Authority. This written approval shall be obtained for all external materials before their use on site. A sample panel of the facing brick(s) 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. If agreed



the development shall be completed in compliance with these details.

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

11. Prior to the commencement of above ground construction works, details of the structural design of the rooftop green roof system and its maintenance shall be submitted for the written approval of the Planning Authority. Thereafter the development shall be completed in compliance with these details prior to the first occupation of the development and thereafter maintained in situ. Any natural planting 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 enable the Planning Authority to consider this/these aspect(s) in detail.

12. Prior to commencement of above ground construction works for the new building on site, 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 first occupation of the element of the building to which they relate.

**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 on the building 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 internally 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 completed in compliance with these details.

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

14. Prior to the commencement of above ground construction works, elevational and sectional drawing(s) at 1:20 scale illustrating typical elevation bays, detailing the elevational treatments, the method of fixing of materials, the type of jointing and framing to be used and the incorporation of design measures to prevent premature weathering and staining, shall be submitted to and approved in writing by the Planning Authority and thereafter shall be compliance with these details.

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

15. Prior to the commencement of above ground construction works, drawings at 1:20 scale, illustrating the treatment of the connection of the base of the building with the street and/or public realm shall be submitted to and approved in writing by the Planning Authority and thereafter shall be completed in compliance with these details.

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

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

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

17. In relation to the proposed car parking adjacent to the railway boundary, an assessment for vehicle incursion must be carried out. Where a potential risk of vehicle incursion is identified the developer shall submit details of the proposed barrier/kerbing to be constructed to the Planning Authority for approval before development is commenced and the development shall be carried out only in full accordance with such approved details.

**Reason:** To ensure that there is not potential for vehicles to encroach on the railway should they collide with the boundary fencing.

## TRANSPORT PLANNING

18. Prior to the commencement of above ground works full details of the proposed private and visitor cycle parking shall be submitted for the written approval of the Planning Authority. These details shall include number and location as well ensuring they are safe, sheltered and secure. A minimum of 100 cycle spaces shall be provided for residents with a further 25% provided for visitors. If agreed the development shall be completed in compliance with these details and available for use prior to first occupation of the element of the building to which they relate.

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

19. Prior to the commencement of works detailed proposals for the reinstatement of footway and any works around the development site shall be submitted for the written approval of the Planning Authority. The footways fronting the site on Nithsdale Drive shall be re-surfaced to an adoptable standard, and any redundant accesses, paving and/or lighting columns, and/or signage shall be re-installed to the footway all to the expense of the applicant.

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

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

20. Passive electric vehicle charging provision is required for 100% of car parking spaces in new residential developments. Evidence shall be submitted to the Planning Authority confirming that passive provision has been provided for all vehicle parking spaces within the backcourt area.

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

## **PUBLIC HEALTH**

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

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

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

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

23. Prior to the commencement of the works on-site, details of refuse and recycling storage areas and bins for the development shall be submitted to and approved in writing by the Planning Authority. The approved facilities shall be completed and available for use prior to the occupation of the element of the building to which they relate.

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

## **FLOOD RISK**

24. No surface water runoff from the development shall be permitted to discharge to any watercourse without the prior written approval of Glasgow City Council.

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

25. Prior to commencement of site works, final details of the drainage design features shall be submitted to and approved in writing by the Planning Authority. Thereafter the development shall be implemented in accordance with these approved details.

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

## **LANDSCAPING & BIODIVERSITY**

26. The landscaping and planting shall be completed in accordance with approved landscape layout drawing 1940 / 10 Rev G submitted 28<sup>th</sup> July 2025 and shall be completed by the end of the next planting season after the occupancy of the dwellings, unless otherwise agreed in writing by the Planning Authority.

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

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

27. Before any landscaping works on the site is begun, a maintenance schedule for the landscaping scheme/open space, including a calendar detailing the maintenance of each component of the landscaping scheme and the number of operations within each month, and details of the responsibilities of relevant parties, shall be submitted to and approved in writing by the planning authority. The maintenance schedule will include measures for the enhancement of the biodiversity of the site and include details relating to grass-cutting, introduction of native and nectar-rich planting and the proposed use of herbicides.

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

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

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

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

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

30. Before any work on the site is begun, a scheme of biodiversity enhancements shall be submitted to and approved in writing by the Planning Authority. The scheme shall include details of the location of and number of swift nesting bricks. All biodiversity enhancements shall be completed in accordance with the approved scheme.

**Reason:** To protect and enhance the biodiversity of the area and to comply with City Development Plan policy CDP 7: Natural Environment.

31. Before any landscaping works on the site is begun, a Habitat Management Plan for a minimum of five years, to ensure the maximum biodiversity value is reached, shall be submitted to and approved in writing by the Planning Authority.

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

### **Reason(s) for Granting this Application**

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

### **Approved Drawings**

1. G2044-PPA-0-L0-DR-A-1001 REV B – LOCATION PLAN – Received 28 July 2025
2. G2044-PPA-0-L0-DR-A-1002 REV M – PROPOSED SITE PLAN – Received 28 July 2025
3. G2044-PPA-0-B1-DR-A-1003 REV P – PROPOSED LOWER GROUND FLOOR PLAN – Received 28 July 2025

4. G2044-PPA-0-L0-DR-A-1004 REV N – PROPOSED GROUND FLOOR PLAN – Received 28 July 2025
5. G2044-PPA-0-L1-DR-A-1005 REV L – PROPOSED FIRST FLOOR PLAN – Received 28 July 2025
6. G2044-PPA-0-L2-DR-A-1006 REV L – PROPOSED SECOND FLOOR PLAN – Received 28 July 2025
7. G2044-PPA-0-L3-DR-A-1007 REV M – PROPOSED THIRD FLOOR PLAN – Received 28 July 2025
8. G2044-PPA-0-L4-DR-A-1008 REV M – PROPOSED FOURTH FLOOR PLAN – Received 28 July 2025
9. G2044-PPA-0-L5-DR-A-1009 REV O – PROPOSED FIFTH FLOOR PLAN – Received 28 July 2025
10. G2044-PPA-0-R5-DR-A-1015 REV E – PROPOSED ROOF PLAN – Received 28 July 2025
11. G2044-PPA-0-XX-DR-A-1101 REV G – PROPOSED NORTH ELEVATION – Received 28 July 2025
12. G2044-PPA-0-XX-DR-A-1102 REV H – PROPOSED SOUTH ELEVATION – Received 28 July 2025
13. G2044-PPA-0-XX-DR-A-1103 REV G – PROPOSED EAST ELEVATION – Received 28 July 2025
14. G2044-PPA-0-XX-DR-A-1104 REV H – PROPOSED WEST ELEVATION – Received 28 July 2025
15. G2044-PPA-0-XX-DR-A-1105 REV D – PROPOSED COURTYARD ELEVATIONS – Received 28 July 2025
16. G2044-PPA-0-XX-DR-A-1106 REV A – PROPOSED FAÇADE DETAIL – EAST AND NORTH – 1:50 – Received 28 July 2025
17. G2044-PPA-0-XX-DR-A-1107 REV A – PROPOSED FAÇADE DETAIL – SOUTH 1:50 – Received 28 July 2025
18. G2044-PPA-0-XX-DR-A-1201 REV G – PROPOSED CROSS SECTION – Received 28 July 2025
19. G2044-PPA-0-XX-DR-A-1202 REV E – PROPOSED SECTION AT SALISBURY CRESCENT – Received 28 July 2025
20. G2044-PPA-0-XX-DR-A-1203 – PROPOSED SECTION AT CRANKED MANSARD ROOF – Received 28 July 2025
21. 1940 / 10 Rev G FINAL LANDSCAPE LAYOUT – Received 28<sup>th</sup> July 2025