



Planning Applications Committee

Report by
Executive Director of Neighbourhoods, Regeneration and Sustainability

Contact: Paul O'Brien Phone: 0141 287 6009

Application Type	Full Planning Permission
Recommendation	Grant subject to Condition(s) and Sec 75 Agreement.

Application	20/03086/FUL	Date Valid	17.12.2020
Site Address	Site At Edmiston Drive/Paisley Road West/Skene Road/Hinshelwood Drive/ Broomloan Road Glasgow		
Proposal	Erection of flatted residential development (160 units) with associated works		
Applicant	Merchant Homes Partnerships Limited Merchant House Watermark Business Park 365 Govan Road Glasgow G51 2SE	Agent	Graeme Nicholls Architects Limited Per Graeme Nicholls Tay House Office 55- Spaces Charing Cross Tay House, 300 Bath Street Glasgow G2 4JR
Ward No(s)	05, Govan	Community Council	02_075, Ibrox & Cessnock
Conservation Area	N/A	Listed	N/A
Advert Type	Neighbour Notification	Published	8 January 2021
City Development Plan	CDP 1 – The Placemaking Principle CDP 2 – Sustainable Spatial Strategy		

CONSULTATIONS / REPRESENTATIONS

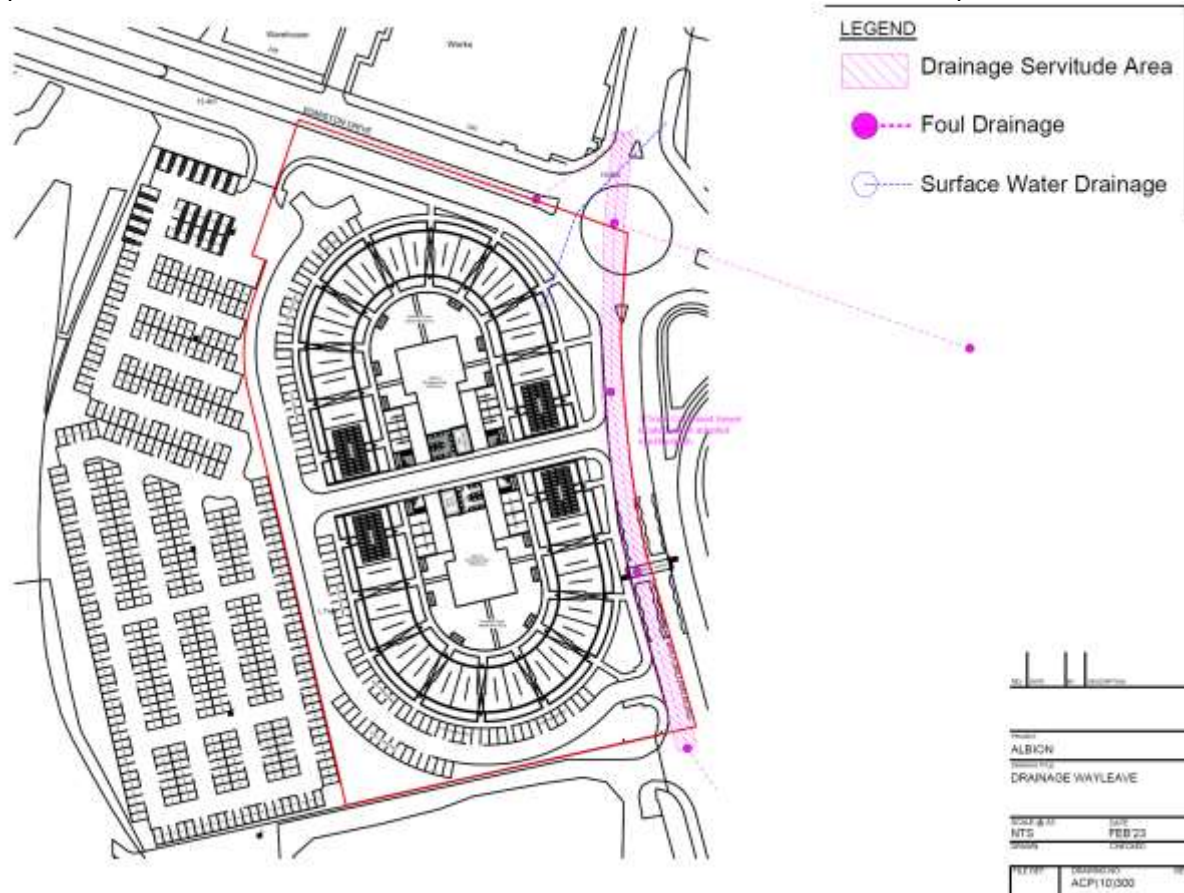
CONSULTATIONS UNDERTAKEN:

Scottish Water

Scottish Water Records indicate that there is a 375mm combined sewer within your location plan area. The Standoff Distance for this asset is 5 metres either side from the outside edge for the pipe. It is suggested that this distance may include garden areas but should not include inhabited structures.

Council Comment:

This was raised with the applicant who discussed the matter with Scottish Water. The sewer sits wholly within the adopted road/footpath and has no impact on the proposed development. This includes the 6 metre wayleave requirement. The diagram below shows the combined sewer and its location relative to the proposed development. The applicant has confirmed that they have obtained written technical approval from Scottish Water for connection of foul and surface water for this development to the sewer.



Health & Safety Executive

HSE would not advise against the granting of planning permission for the proposed development if the following condition were to be attached to the permission, so as to prevent the occupation of the residential units until the hazardous substances consent for the Helen Street Holder Station has been revoked:

The residential units must not be occupied until the hazardous substances consent for the Helen Street Holder Station (H1653) has been revoked in its entirety under the provisions of the Planning (Hazardous Substances) Act 1980, and written confirmation of the necessary revocation has been issued by the Hazardous Substances Authority.

Network Rail

After examining the proposal Network Rail considers that it will have no impact on railway infrastructure and therefore have no comments/objections to this application.

West of Scotland Archaeology Service (WoSAS)

The ground appears to have remained largely undeveloped until the construction of the Albion Greyhound Racecourse, which appeared on the OS map of 1933. Due to its late date of construction, WoSAS would not consider the greyhound track to be of archaeological significance and given that map regression suggests that the proposed development area does not encompass the site of any of the buildings of the former Ibrox House and Farm. WoSAS would not consider archaeological work to be required in relation to this application.

Strathclyde Partnership for Transport (SPT)

Having reviewed the proposal, we have no comment on the principle of development.

Transport Scotland

The Director does not propose to advise against the granting of permission.

REPRESENTATIONS RECEIVED:

There were 6 objections received from neighbouring residents following the neighbour notification process. The points of objection can be summarised as:

- Inadequate infrastructure assessment.
- Poor play provision.
- Inadequate parking provision.
- Lack of match day coach parking.
- Density and form too high.
- Determination of application should be delayed until outcome of Ibrox Event Controls public hearing is published.
- The application is for private housing not social housing.
- Loss of 450 parking spaces unacceptable and will cause further parking issues on match day.
- Cumulative impact of new residential developments within the vicinity.

SITE AND DESCRIPTION

SITING

The application site is a hard landscaped area which forms part of the existing Albion Carpark for Ibrox Stadium. The site measures approximately 1.76 hectares. The site is located within the Govan ward (ward 05) of the city and is bounded by Broomloan Road to the east and Edmiston Drive to the north.

The site is currently an underutilised area of car parking associated with Ibrox Stadium. The site contains no statutory designations, listed buildings or scheduled monuments and is not located within a conservation area. In terms of topography the site slopes is generally flat.

The wider area contains a mix of uses including high density residential to the south east and a mixture of employment uses and Ibrox Stadium. Opposite the site to the east is a small area of vacant brownfield land, south of this is a modern flatted residential development (Approved under planning reference 15/02858/DC). Immediately north of the site is the Woodville Street Economic Development Area with Ibrox football stadium to the northeast. To the west of the site is the remaining Albion Carpark with Helen Street Police station beyond that. Directly to the south of the site is a depot/storage yard owned by Caledonia Water Alliance with the M8 motorway and Bellahouston public park beyond that.

PROPOSAL:

The proposed development is for the erection of a residential development (160 units), associated landscaping, parking, vehicle, and pedestrian access. The development comprises of the following units:

FLAT TYPE A – 2 Bedrooms – 4 Bedspaces – Net Internal Floor Area 80.5sqm x 52 Units

FLAT TYPE B – 2 Bedrooms – 4 Bedspaces – Net Internal Floor Area 75 sqm x 92 Units

FLAT TYPE C – 2 bedrooms – 3 Bedspaces – Net Internal Floor Area 80.5 sqm – Wheelchair Adaptable x 12 units

FLAT TYPE D – 2 Bedrooms – 3 Bedspaces – Net Internal Floor Area 75 Sqm – Wheelchair Adaptable x 4 units.

The proposed development exceeds the Glasgow Standard in terms of net internal floor space. Each block would provide 8 wheelchair accessible units on the ground floor.

The flats would be arranged in two separate elongated semi-circular blocks creating a distinct racetrack bowl footprint. The layout takes its cues from a previous use of the land as a Greyhound Track (prior to being used as a training ground by Rangers FC) whilst incorporating a finish to complement the main stand at Ibrox with the recurring red-brick bay.

The form of the proposal consists of two u-shaped plan blocks built up of uniform brick bays featuring stacked windows with arched tops. Along with responding to the features in the stadium this form alludes to both the formal consistency of historic tenement blocks found in the vicinity.

Each block would be set back from the adjacent streets (Broomloan Road and Edmiston Drive) by wide strips of landscaping with additional defensible spaces between ground floor flats and the public footway. Open space amenity, children play, sheltered cycle parking and refuse and recycling facilities are to be located within the proposed backcourts.

The proposed development is four stories in height and addresses both Broomloan Road and Edmiston Drive. The elevations of the blocks of flats would be finished red facing brick smooth finish with colour matched mortar with timber windows, aluminium clad fully glazed entrance door and screen and powder coated steel Juliet balustrades to the balconies. A single ply membrane roof is also proposed.

Vehicular access would be taken from two access points on Broomloan Road, one being an existing access point with the second being at the southernmost point of the site. Parking will all be located within in the site via linear parking courts.

No boundary treatments have been proposed however these can be controlled by a condition.

PLANNING HISTORY AND BACKGROUND

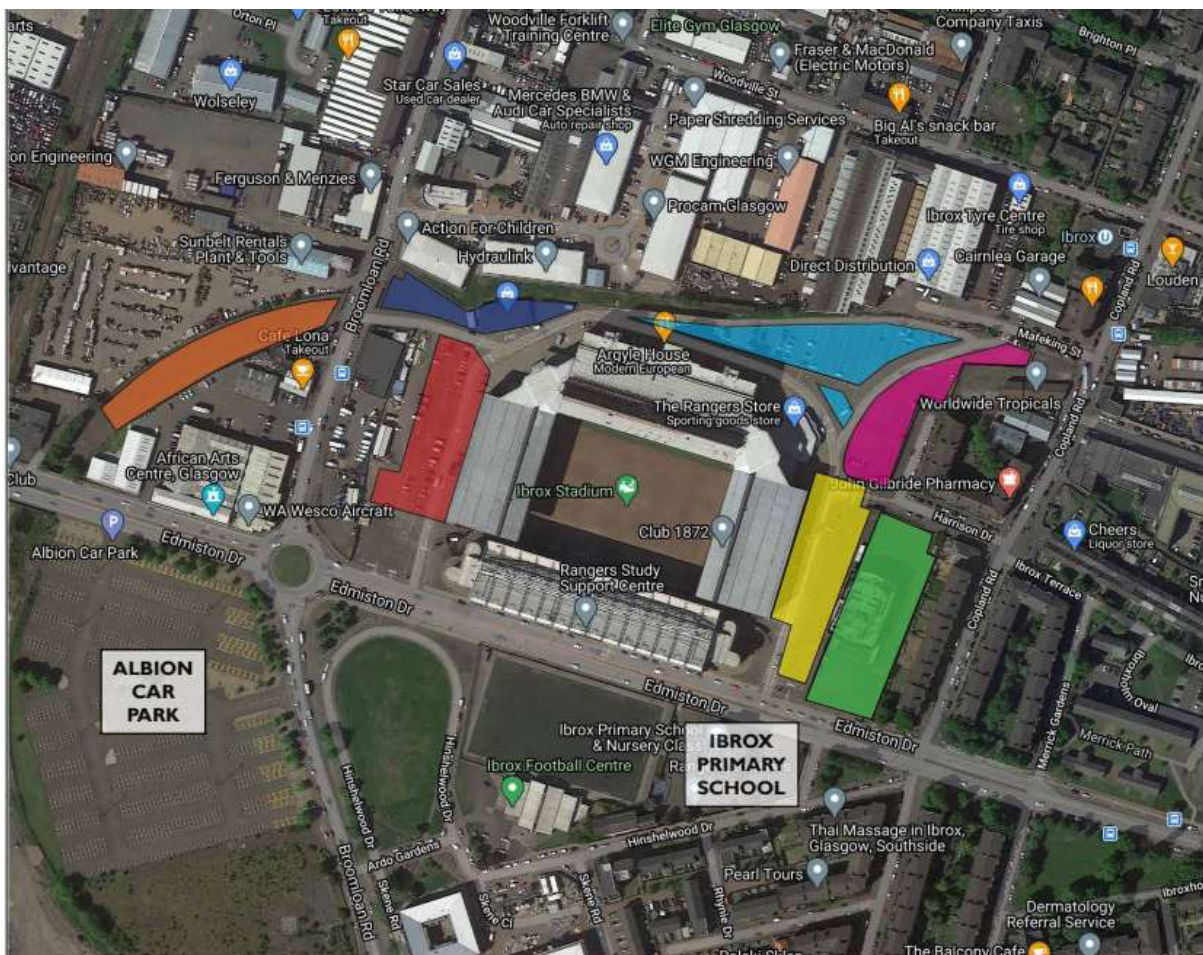
Planning Permission Ref: 89/03823/DC - *Alterations to main stand to form new upper deck and front deck and formation of vehicular accesses and car parking areas* - was granted subject to conditions and a legal agreement under Section 50 of the Town & Country Planning (Scotland) Act 1972, requiring provision for a 900-space car park. The applicant undertook the requirements of the legal agreement, creating a surface car park, known as the Albion Car Park, at the junction of Broomloan Road and Edmiston Drive, with a capacity for 900 vehicles.

The existing Albion Carpark is never used to its full capacity and Rangers Football Club undertook a review of all parking arrangements in and around Ibrox Stadium. This parking review has enabled Rangers FC to rationalise the spaces by making better use of other space available around the stadium. The review also highlighted that many patrons with a parking entitlement, do not use their parking space on match days. As such the site subject to this planning application was considered to be surplus to requirements).

REPLACEMENT CARPARKING SPACES

The reduction of the Albion carpark capacity has been addressed and Rangers FC intend to burden parcels of land within the stadium campus, ensuring these replacement spaces will be used in perpetuity for parking. Capacity will be reduced within the Albion carpark, with 355 spaces still being available for general parking and 100 accessible parking spaces (Total of 455 car parking spaces remain).

The replacement parking spaces will be spread across 5 separate car parks within the stadium campus:



- Carpark 1 - Green – 73 spaces
- Carpark 2 – Pink - 41 spaces
- Carpark 3 – Red - 20 spaces
- Carpark 4 – Dark Blue - 91 spaces
- Carpark 5 – Orange - 111 spaces

The replacement carparking provision will result in a total loss of 89 car parking spaces throughout the whole stadium campus. Although there will be a total overall loss of 89 car parking spaces, the reconfigured car parks will provide in total an additional 106 accessible car parking spaces.

The modification of the original planning obligation for the Albyn carpark has been approved in principle under planning reference 20/03297/MPO – as of 07 Dec 2022 and is awaiting a formal decision to be issued on this development prior to the formal MPO decision being released as both are interlinked.

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

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)

A Ground Investigation Report, Ecology Report, Transport Assessment, Statement on Energy, Flood Risk Assessment and Drainage Impact Assessment have been submitted in support of the application.

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

A S75 Legal Agreement is required for the following:

- To secure a financial contribution of £34,230 in lieu of on-site amenity provision (as per the provisions of Interim Planning Guidance IPG12 'Delivering Development' of the City Development Plan);
- The Proprietors shall only permit the Occupation of any of the Residential Units within the Development when heritable title to the Agreement Subjects has been transferred to a Registered Social Landlord and evidence thereof sufficient to satisfy the Council of such transfer has been exhibited to the Council;
- Developer to carry out and pay for relocation of Pedestrian Crossing as per Diagram 7.1 of submitted Transport Assessment by Dougall Baillie Associates (Feb 2021) Drawing Reference 18227-SK-03a;
- Developer to carry out and pay for widening and increased RADII on Broomloan Road (South) approach as per Diagram 7.1 of submitted Transport Assessment by Dougall Baillie Associates (Feb 2021) Drawing Reference 18227-SK-03a.

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 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
CDP 6 & IPG 6 - Green Belt and the Green Network
CDP 7 & SG 7 – Natural Environment
CDP 8 & SG 8 – Water Environment
CDP 11 & SG 11 – Sustainable Transport
CDP 12 & IPG 12 – Delivering Development

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

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:

Policy 1. Tackling the climate and nature crises

When considering all development proposals significant weight will be given to the global climate and nature crises.

The application site is an existing carpark finished in hardstanding. The proposal is to redevelop the site to provide energy efficient affordable housing and promotes sustainable transport choices. The landscape proposals will provide for biodiversity enhancements to ensure the ongoing contribution to tackling the nature crisis.

The proposal accords with Policy 1 on tackling the climate and nature crises.

Policy 2. Climate mitigation and adaptation

- a) Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible.*
- b) Development proposals will be sited and designed to adapt to current and future risks from climate change.*
- c) Development proposals to retrofit measures to existing developments that reduce emissions or support adaptation to climate change will be supported.*

The application site is an existing carpark finished in hardstanding. The proposal is to redevelop the site to provide energy efficient affordable housing and promotes sustainable transport choices. The application is supported by a Flood Risk Assessment and Drainage Impact Assessment which takes

into account the most recent SEPA advice regarding factoring for climate change.

The proposal accords with Policy 2 on climate mitigation and adaption.

Policy 3. Biodiversity

a) Development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible.

b) Development proposals for national or major development, or for development that requires an Environmental Impact Assessment will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity, including nature networks so they are in a demonstrably better state than without intervention. This will include future management. To inform this, best practice assessment methods should be used. Proposals within these categories will demonstrate how they have met all of the following criteria:

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

The application site is an existing carpark finished in hardstanding that does not contribute any existing landscaping or habitats to the local environment. The proposal is a major residential development and includes the creation of a landscaped backcourt that would provide for biodiversity enhancements. Conditions are proposed to ensure their ongoing contribution to tackling the nature crisis.

The proposal accords with Policy 3 on biodiversity.

Policy 9. Brownfield, vacant and derelict land and empty buildings

a) Development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. In determining whether the reuse is sustainable, the biodiversity value of brownfield land which has naturalised should be taken into account

b) Proposals on greenfield sites will not be supported unless the site has been allocated for development or the proposal is explicitly supported by policies in the LDP.

c) Where land is known or suspected to be unstable or contaminated, development proposals will demonstrate that the land is, or can be made, safe and suitable for the proposed new use.

The application site is an existing carpark. Whilst it is not technically brownfield, vacant or derelict it is an underutilised area of land. The site has little to no existing biodiversity value.

The application has been supported by a full site investigation report. Conditions are proposed to ensure the site is cleared of any known contamination and remediation works are carried out prior to the commencement of any construction works on site.

The proposal accords with Policy 9 on brownfield, vacant and derelict land and empty buildings.

Policy 12. Zero waste

a) Development proposals will seek to reduce, reuse, or recycle materials in line with the waste hierarchy.

b) Development proposals will be supported where they:

- *reuse existing buildings and infrastructure;*
- *minimise demolition and salvage materials for reuse;*
- *minimise waste, reduce pressure on virgin resources and enable building materials, components and products to be disassembled, and reused at the end of their useful life;*
- *use materials with the lowest forms of embodied emissions, such as recycled and natural construction materials;*
- *use materials that are suitable for reuse with minimal reprocessing.*

c) Development proposals that are likely to generate waste when operational, including residential, commercial, and industrial properties, will set out how much waste the proposal is expected to generate and how it will be managed including:

- *provision to maximise waste reduction and waste separation at source, and*
- *measures to minimise the cross contamination of materials, through appropriate segregation and storage of waste; convenient access for the collection of waste; and recycling and localised waste management facilities.*

The proposal, for the erection of a residential development, will generate waste when occupied and external bin stores are proposed which includes 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. This development provides in curtilage bin storage within the back courts of the development, to assist the management of collection.

The proposal accords with Policy 12 on zero waste.

Policy 13. Sustainable transport

b) Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:

- *Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;*
- *Will be accessible by public transport, ideally supporting the use of existing services;*
- *Integrate transport modes;*
- *Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;*
- *Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;*
- *Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;*
- *Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and*
- *Adequately mitigate any impact on local public access routes.*

e) Development proposals which are ambitious in terms of low/no car parking will be supported, particularly in urban locations that are well-served by sustainable transport modes and where they do not create barriers to access by disabled people.

The application site is in an area of High Accessibility within the Inner Urban Area, which reflects the site's location to public transport: 750m to Ibrox SPT Subway; 200m to Broomloan Road bus stop and 400 m to Paisley Road West bus stops.

Safe, sheltered and secure resident's cycle storage is to be provided and will be subject of a planning condition. A planning condition can be set requesting electric vehicle charging points in line with policy.

Overall the development would achieve good walking links to local amenities such as shops and schools and is capable of integration into the walking network in the area. Bus services are available within a walk-able distance providing links to a wide range of destinations. Ibrox Subway Station is ideally located to provide access to regular train services on the Glasgow Subway providing fast, frequent journey times

around the city centre and west end of Glasgow.

The proposal accords with Policy 13 on sustainable transport.

Policy 14. Design, quality and place

a) Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.

b) Development proposals will be supported where they are consistent with the six qualities of successful places:

- **Healthy:** Supporting the prioritisation of women's safety and improving physical and mental health.
- **Pleasant:** Supporting attractive natural and built spaces.
- **Connected:** Supporting well connected networks that make moving around easy and reduce car dependency
- **Distinctive:** Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.
- **Sustainable:** Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.
- **Adaptable:** Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.

c) 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.

The proposed residential development has prioritised providing a well designed resident's backcourt with areas for play, relaxation and recreation which would have positive benefits for the health and wellbeing of future residents. The proposed development is designed to be a distinctive feature corner building which replicates the tenemental scale of the local area.

The proposal is designed to be energy efficient and to reduce the carbon emissions of the use through the use of low and zero-carbon generating technologies. The proposal is for affordable housing which will be managed and maintained by a registered social landlord, allowing for adaptability of the building to meet the future needs of residents. The proposal is consistent with the six qualities of successful place.

The proposal accords with Policy 14 on design, quality and place.

Policy 16. Quality homes

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:

- *meeting local housing requirements, including affordable homes;*
- *providing or enhancing local infrastructure, facilities and services; and*
- *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:

- *self-provided homes;*
- *accessible, adaptable and wheelchair accessible homes;*
- *build to rent;*
- *affordable homes;*
- *a range of size of homes such as those*
- *for larger families;*

- *homes for older people, including supported accommodation, care homes and sheltered housing;*
- *homes for people undertaking further and higher education; and*
- *homes for other specialist groups such as service personnel.*

e) Development proposals for new homes will be supported where they make provision for affordable homes to 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, unless the LDP sets out locations or circumstances where:

- *a higher contribution is justified by evidence of need, or*
- *a lower contribution is justified, for example, by evidence of impact on viability, where proposals are small in scale, or to incentivise particular types of homes that are needed to diversify the supply, such as self-build or wheelchair accessible homes. The contribution is to be provided in accordance with local policy or guidance.*

f) Development proposals for new homes on land not allocated for housing in the LDP will only be supported in limited circumstances where:

- the proposal is supported by an agreed timescale for build-out; and*
- the proposal is otherwise consistent with the plan spatial strategy and other relevant policies including local living and 20 minute neighbourhoods;*
- and either:*

- *delivery of sites is happening earlier than identified in the deliverable housing land pipeline. This will be determined by reference to two consecutive years of the Housing Land Audit evidencing substantial delivery earlier than pipeline timescales and that general trend being sustained; or*
- *the proposal is consistent with policy on rural homes; or*
- *the proposal is for smaller scale opportunities within an existing settlement boundary; or*
- *the proposal is for the delivery of less than 50 affordable homes as part of a local authority supported affordable housing plan.*

The application site is not an allocated housing site in the City Development Plan. The proposal is for the erection of 160 properties for social rent, of which 16 would be wheelchair adaptable, that will meet a local housing requirement. The proposal has been designed, and amended, to protect the residential amenity of the surrounding area.

The applicants have advised that there is an agreement in place with a social housing provider who propose to apply to NRS for an Affordable Housing Investment Grant. The proposal is for the delivery of 160 social rent homes which may form part of Glasgow's Strategic Housing Investment Plan 2022/23 to 2026/27.

The proposal accords with Policy 16 on quality homes.

Policy 19. Heat and cooling

a) Development proposals within or adjacent to a Heat Network Zone identified in a LDP will only be supported where they are designed and constructed to connect to the existing heat network.

b) Proposals for retrofitting a connection to a heat network will be supported.

c) Where a heat network is planned but not yet in place, development proposals will only be supported where they are designed and constructed to allow for cost-effective connection at a later date.

d) National and major developments that will generate waste or surplus heat and which are located in areas of heat demand, will be supported providing wider considerations, including residential amenity, are not adversely impacted. A Heat and Power Plan should demonstrate how energy recovered from the development will be used to produce electricity and heat.

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 addressed below under CDP 5 and SG

5 'Resource Management'. The Statement on Energy has demonstrated a commitment to Low and Zero-Carbon Generating Technologies. The proposed development is not likely to generate waste or surplus heat.

The proposal accords with Policy 13 on heating and cooling.

Policy 21. Play, recreation and sport

d) 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.

f) New, replacement or improved play provision will, as far as possible and as appropriate:

- i. provide stimulating environments;*
- ii. provide a range of play experiences including opportunities to connect with nature;*
- iii. be inclusive;*
- iv. be suitable for different ages of children and young people;*
- v. be easily and safely accessible by children and young people independently, including those with a disability;*
- vi. incorporate trees and/or other forms of greenery;*
- vii. form an integral part of the surrounding neighbourhood;*
- viii. be well overlooked for passive surveillance;*
- ix. be linked directly to other open spaces and play areas.*

g) Development proposals that include new or enhanced play or sport facilities will provide effective management and maintenance plans covering the funding arrangements for their long-term delivery and upkeep, and the party or parties responsible for these.

The proposed flatted dwellings are all 2 bedroom flatted properties with 3 bedspaces in 16 flats and 4 bedspaces in the remaining 144 flats. As such, there is a likelihood that the development will be occupied by children. The landscaping proposal includes an area for informal children's play within a wider landscaped area suitable for recreation and relaxation. Within the tight constraints of this site, the proposal provides a suitable level of play, recreation and relaxation space for residents. As this area is the backcourt to the development, the ongoing maintenance would be carried out by appointed social landlord.

The proposal accords with Policy 21 on play, recreation, and sport.

Policy 22. Flood risk and water management

c) Development proposals will:

- not increase the risk of surface water flooding to others, or itself be at risk.*
- manage all rain and surface water through sustainable urban drainage systems (SUDS), which should form part of and integrate with proposed and existing blue-green infrastructure. All proposals should presume no surface water connection to the combined sewer;*
- seek to minimise the area of impermeable surface.*

d) Development proposals will be supported if they can be connected to the public water mains. If connection is not feasible, the applicant will need to demonstrate that water for drinking water purposes will be sourced from a sustainable water source that is resilient to periods of water scarcity.

The proposal is supported by a flood risk assessment and drainage impact assessment that have been self-certified, independently checked and reviewed by NRS Flood Risk Management. Subject to conditions, the proposal would address the rain and surface water appropriately. The introduction of the backcourt area introduces permeable soft landscaping where there is none currently. The proposal can be connected to the public water mains.

Subject to conditions, the proposal accords with Policy 22 on flood risk and water management.

NPF 4 CONCLUSION:

In conclusion, taking all the above into consideration the proposal is considered to fully comply with the relevant NPF 4 policies.

In addition to the above, the following City Development Plan policies are considered particularly relevant to the assessment of this planning application:

CDP 1 – The Placemaking Principle & SG 1 – Placemaking

This Policy aims to improve the quality of development taking place in Glasgow by promoting a design-led approach. This will contribute towards protecting and improving the quality of the environment, improving health and reducing health inequality, making the planning process as inclusive as possible and ensuring that new development attains the highest sustainability levels.

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

- It is distinctive;
- It is safe and pleasant;
- It is easy to move around and beyond;
- It is welcoming;
- It is adaptable; and
- It is resource efficient.

The application site is in an area of High Accessibility to public transport within the Inner Urban Area. Sites in the Inner Urban Area may vary between 30 and 100 Dwellings Per Hectare (DPH) in Base Accessibility locations, whilst higher densities will be expected in High Accessibility locations such as this site 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. Higher densities will generally be permitted in areas of high accessibility to public transport. Regard should be given, however, to townscape considerations.

The development proposal is for 160 dwellings on a 1.76-hectare site. This works out as 91 dwellings per hectare (DPH). This is of similar density to the adjacent modern residential development in situ to the south east of the site on Skene Road and results in a scale of development that is consistent with the wider townscape.

The site is located within an area defined as high accessibility with Ibrox Subway Station approximately 750m from the development site and existing bus stops on Broomloan Road and Paisley Road West which are all within reasonable walking distance (<400m) of the development. There is a Quality Bus Corridor which operates along Paisley Road West (270m to the south of the site). This corridor incorporates peak period bus, cycle and taxi lanes providing easy access to the City Centre and the National Cycle Route 7 which runs from the City Centre to Pollok Park. The site benefits from excellent access to a variety of public transport and active travel opportunities.

The scale and massing of the proposed flatted block have taken due consideration of the context and setting, proposing a development of four stories. Taking into account the General principles of residential development as per City Development Plan policy CDP 1 and corresponding supplementary guidance SG 1, it is considered that the proposed density is appropriate and does not constitute overdevelopment of the site.

All residential developments must take into account the Placemaking Principles set out in SG1 - Placemaking, Part 1, as well as the guidance and standards set out in the Residential Design Guide (RDG). The proposed layout addresses both Broomloan Road and Edmiston Drive and encloses an area providing for general amenity space, children's play, planting also with the potential to be used as emergency drying greens. The proposal incorporates 100% dual aspect accommodation. The open-ended gable ends which face each other will incorporate gable end windows for passive supervision of a central road running between the two blocks. These windows will be staggered so as not to result in privacy issues for occupants.

The proposed materials are red facing brick smooth finish with colour matched mortar with timber windows, aluminium clad fully glazed entrance door and screen and powder coated steel Juliet balustrades to the balconies. A single ply membrane roof is also proposed.

The incorporation of renewables, in accordance with policies CDP 5 and SG 5 as addressed below, will be minimally visible with the photovoltaic panels located on the roof behind the parapet.

It is deemed that the proposed density accords with the General Principles and each property has access to communal amenity space. The layout accords with the Residential Design Guide and the applicant has demonstrated a placemaking approach to the design and layout of the proposed development.

Communal bin stores are proposed within the back court, with access for bin collection onto Broomloan Road. A refuse vehicle will enter the site via the southern access and egress through the northern access point. Neighbourhoods, Regeneration and Sustainability (NRS) have raised no objections, with servicing of the site from this location.

The proposal accords with the Placemaking priorities for residential developments and accords with policies CDP 1 & SG 1.

CDP 2 – Sustainable Spatial Strategy & SG 2 – Sustainable Spatial Strategy

This policy 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. The Policy therefore highlights that Spatial Supplementary Guidance will be prepared for these priority areas in accordance with the Sustainable Spatial Strategy.

The Council will continue to focus on the regeneration and redevelopment of the existing urban area to create a sustainable City. In doing so, the Council will support new development proposals that utilise brownfield sites in preference to greenfield sites and will support higher residential densities in sustainable locations.

The proposed site is a car park for the adjacent sports stadium. The proposal is for a residential development but as identified in the assessment against CDP 1 & SG 1, the site is in a highly accessible, and therefore a sustainable location. The proposal is in accordance with CDP 2.

CDP 5 – Resource Management & SG 5 – Resource Management

Policy CDP5 Resource Management requires all new developments to be designed to reduce the need for energy from the outset. This can be done through careful siting, layout and design and should make the best use of energy efficiency techniques and materials.

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

A Statement on Energy (SoE) has been provided demonstrating that the intention is to meet Gold Hybrid. At the time of writing this report the applicant had not fixed on an energy solution for the development and presented 4 options all of which can meet CDP5 Gold Hybrid.

- **OPTION 1** - Individual gas combi boilers with Heat Recovery & Photovoltaics (PV);
- **OPTION 2** - Communal gas combi boilers with HR & PV;
- **OPTION 3** - Communal Air Source Heat Pumps (ASHP) & Heat Recovery; &
- **OPTION 4** – Combined Heat & Power (CHP) network with Waste Water Heat Recovery & PV.

As an example, the applicant has submitted a completed Statement Of Energy template for Option 2: gas fired CHP with PV showing that they will achieve 30.97% LZCGT.

The applicant has demonstrated a clear understanding of the CDP5 requirements. This has met the requirements of the first 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.

A condition requiring this is proposed and subject to this condition the proposal would accord with CDP 5 and SG 5.

CDP 6 – Green Belt and Green Network & IPG 6 – Green Belt and Green Network

These policies set out how development should protect, and make provision for the enhancement of, the Green Network. It sets out how development proposals in the Green Belt should be considered and how open space should be protected.

The proposed development is currently a car park and includes some landscaping (mainly hard landscaping surrounding individual trees) that is identified as "6.33 Amenity Greenspace - Transport". These areas are protected, as open space, by policy CDP6 of the City Development Plan.

IPG6 states that:

"there may be some circumstances in which the Council will permit development on open space, including where:

c) the proposal would be brought forward in conjunction with a proposal for an equivalent, or higher quality, new open space to replace that being lost".

In this instance, the existing trees provide the only open space value on the site.

The proposed landscaping will introduce additional open space and enhance the cities green network as such is considered to be sufficient to compensate for the loss of the areas of 'amenity greenspace transport' and the proposal can be justified against para 4.3 of IPG6.

Taking the above into consideration the proposed development is in accordance with City Development Plan Policy CDP 6 and Interim Planning Guidance IPG 6 – Green Belt and Green Network.

CDP 7 – Natural Environment & SG 7 – Natural Environment

Development shall not result in a loss of biodiversity or habitat connectivity. Wherever possible, development shall enhance biodiversity and/or habitat connectivity. New developments shall aim to incorporate existing habitats, enhance and expand them and/or help create new habitats as well as enhancing the ecosystem services that the development site currently supports, or could support. This can involve protecting and incorporating existing habitat features such as hedges, trees, ponds, streams, wetlands and even derelict areas into plans. These can be expanded and enhanced (such as by provision of bat and bird boxes, planting native species, green roofs etc) as part of the development proposal.

The vast majority of the trees on site are small in height (3-5m) with limited branch spread and are in relatively poor condition. They are all broadleaved, deciduous and suspected to be flowering cherry *Prunus* spp. trees. One tree, on the northern perimeter, was found to have the remnants of an old bird nest. As per the submitted tree survey, no other signs indicated potential breeding (seasonal or otherwise) and the habitat is not suitable for ground-nesting bird species. The trees were closely examined for their lichen coverage, with only common and pollution-tolerant crustose and foliose species found, particularly the abundant *Xanthoria parietina*.

There is no specific need or benefit from retaining any of the trees within or surrounding the proposed development area. As per the submitted ecology report, it is suggested that due to the poor condition of many of the trees and the hazardous situation where their roots are breaking through the surface of the pedestrian walkway – it may be better to remove the trees.

It is expected that there will be no significant or adverse impacts to birds, mammals (including bats), amphibians or reptiles from the proposed housing development. There were no signs of ground-nesting birds in the survey area and one suspected and seasonal tree nest. No rare or specially protected habitat types or plant species were found, including the trees and lichens on the trees.

The applicant has responded positively to the requirement to enhance biodiversity within the proposed development and it is noted that at present the site is entirely occupied by carpark of little habitat or biodiversity value.

The applicant proposes to include sedum / green roofs to the proposed plant and pump rooms to maximise bio-diversity opportunities on site.

The incorporation of green space and a biodiverse mix of planting is deemed to meet the requirements of SG 7 to enhance biodiversity and provide habitat features.

Subject to conditions ensuring the proposed landscaping is implemented, a suitable maintenance schedule adopted, and the inclusion of bat and bird boxes within the development the proposal is in

accordance with CDP 7 and SG 7.

CDP 8 – Water Environment & SG 8 – Water Environment

Planning applications of 5 or more dwellings will require to be accompanied by a completed Flood Risk Screening checklist to identify any potential flood risk to the proposal. The Council considers flood risk to be a key consideration which may significantly influence the acceptability, nature, design and capacity of a development.

If any flood risks are identified during the screening exercise, there will be a requirement to carry out a Flood Risk Assessment (FRA) in accordance with supplementary guidance. Where an FRA is deemed necessary, the Council will expect both the FRA to be undertaken and its findings to be incorporated into the proposed development. Where this is not the case, planning permission will not be granted.

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

The creation of a surface water drainage strategy is fundamentally important to the design development for any new development of 5 or more dwellings. This strategy will set out the key principles of the surface water drainage strategy and demonstrate appropriate spatial planning.

The site drainage strategy will require to set out the following: to which network/waterbody will surface water will be discharged; water quality treatment requirements (Sustainable Drainage Systems (SuDS)); strategy to manage in-curtilage, roads and open space drainage; percentage of permeable area within in the development; attenuation requirements; and attenuation measures.

The applicant will require to demonstrate that key principles of the proposed drainage strategy are acceptable to the relevant authorities (The Council, Scottish Water and SEPA).

The applicant has provided a Flood Risk Assessment and Drainage Impact Assessment which have been self-certified, independently checked and has met the requirements of DRS Flood Risk Management subject to conditions. These conditions are proposed in the list of conditions below.

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

CDP 11 – Sustainable Transport & SG 11 – Sustainable Transport

VEHICLE PARKING:

Table 3.1: Residential Parking

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

New Build

The basic minimum standard for parking provision is:

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

Exceptions can be made to the above parking standards when social housing is involved as the housing association can justify a reduced car ownership level within their customers.

In this instance the applicant is proposing 107 car parking spaces within to the rear of the development for 160 dwellings. As such the parking provision represents a 66% parking provision. The housing association can control the parking within the development.

ELECTRIC VEHICLE PARKING:

In new residential developments with communal off-street parking, 100% passive provision is intended to ease complications involved in managing use of, and access to, EV charging points.

All vehicular parking spaces will require passive electric charging points, and this shall be set by condition.

Cycle Parking:

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

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

This development proposes 168 sheltered cycle parking spaces. These sheltered cycle parking spaces are located adjacent to the rear backcourt areas. These areas offer the most supervision and are well overlooked. Whilst it does not fully meet the required 125% threshold as per policy, given the relatively constrained nature of the site a balance is required to struck between providing cycle parking, adequate refuse storage and adequate open space amenity. NRS Transport planning did not raise any objection to the 105% cycle storage provision.

Transport Assessment – Given the size of the proposed development (160 units) it was considered that the development is likely to generate a significant increase in the number of trips and as such a Transport Assessment was required.

The submitted Transport Assessment was reviewed by NRS Transport Planning who did not raise any objections. The following are the conclusions of the Transport Assessment:

- The development would be accessible by a range of sustainable transport modes, and pedestrian connections would be made to the existing local footway network on Broomloan Road. The existing pelican crossing on Broomloan Road will be relocated to address the change in pedestrian desire lines resulting from the proposed development and other development currently occurring in the area.
- There are existing bus stops on Broomloan Road and Paisley Road West which are all within reasonable walking distance (<400m) of the development.
- Rail services are accessible from Dumbreck and Cardonald Stations although both are approximately 1.4km from the site. More accessible to the development is the Ibrox Subway Station approximately 750m from the development site. This facility offers an efficient regular service to Glasgow City Centre included in the 14 destinations available from the Ibrox Station - It is expected that these facilities would offer a very attractive alternative to the private car for residents of (and visitors to) the proposed development.
- An improvement on the northbound approach to the Broomloan Road / Edmiston Drive roundabout has been identified that improves the operation of this approach reducing queuing and delay to below pre-development levels.

With regards to the last conclusion, following consultation with NRS Transport Planning two clauses with regards to transport shall be included within the accompanying Section 75 Legal Agreement:

- Developer to carry out and pay for relocation of Pedestrian Crossing as per Diagram 7.1 of submitted Transport Assessment by Dougall Baillie Associates (Feb 2021) Drawing Reference 18227-SK-03a;
- Developer to carry out and pay for widening and increased RADII on Broomloan Road (South) approach as per Diagram 7.1 of submitted Transport Assessment by Dougall Baillie Associates (Feb 2021) Drawing Reference 18227-SK-03a.

Taking all the above into consideration and following consultation with DRS Transport Planning the above proposal is considered to be in line with City Development Plan Policy CDP 11 and corresponding Guidance SG 11 subject to safeguarding conditions.

CDP 12 – Delivering Development & IPG 12 – Delivering Development

This policy aims to ensure that development contributes to a sustainable, economically successful City, through the provision of reasonable infrastructure and facilities that are necessary to mitigate the impact of change on Glasgow's resources, and that are appropriate to both the nature of the development and its location.

Through an approach which is informed by a full understanding of the site, and of the potential impact

that the development will have, the Council aims to meet The Plan's objectives of: re-shaping Glasgow's employment locations for a changing economy; providing high quality, accessible, residential environments and town centres; connecting to the green network; as well as meeting our aspirations for enhanced nature and biodiversity.

The Council will require developers to undertake an assessment of the proposal site and its surroundings in order to determine the need for, and the proposed response to, the requirements specified below in this policy. In some cases, it will be appropriate to incorporate these within the development. In other circumstances, the best solution may be to take advantage of opportunities out with the site, or to meet these requirements through the payment of a financial contribution or the transfer of land.

On Site Provision

This proposal is for 160 flatted residential units for social rent. The developer's layout shows some on-site provision although not all the areas shown will be suitable. The areas to be discounted from this assessment are considered to be purely perimeter and privacy landscaping and offer little / no recreational amenity value.

Existing Open Space Facilities

In terms of amenity space, there is one large park within the 400 metre threshold specified in the policy. This park is actually within City Plan Sector South and is therefore technically discounted for the purposes of this assessment as the site is contained entirely within the West City Plan Sector. As such, and using the methodology agreed for assessment of amenity space, the level of provision in this area is still considered to be deficient. However, the proximity to the park does serve to mitigate provision for prospective residents of the site.

In relation to children's play facilities, there are some play areas within the 300m threshold which are accessible from the proposal site. However, the overall level of provision within the area is still considered to be deficient.

PROPOSED PROVISION:

As the proposal is for social housing there is no requirement to provide formal outdoor sport provision.

Amenity:

The developer has provided 1,274 square metres of general amenity on site, allowing these spaces to be off-set against the amenity requirement, leaving a small shortfall of 6 square metres. This is considered to be acceptable, and no financial compensation will be required for this element.

Allotments:

In terms of provision for allotments/community gardens the requirement is for 128 square meters, however, this may be met by means of an equivalent financial contribution.

Children's Play:

In terms of children's play, the developer has incorporated 2 small play areas totalling 870 square metres and whilst the provision is welcomed, the requirement for this proposal at 1,792 square metres which results in a shortfall in provision of 922 square metres.

While the level of play facilities is considered deficient in the local area, the constrained nature of the site makes providing play facilities, which meet the criteria of IPG 12, difficult. It is considered appropriate to concentrate on the provision of a quality shared area of amenity and play which provides for a range of resident's needs, including play, and to secure a contribution for off-site play facilities. Given the proximity to Bellahouston Park this represents a viable but accessible off site opportunity.

OVERALL FINANCIAL CONTRIBUTION:

Whilst the location of this proposal is deficient the developer, has made an attempt to develop play spaces within the site boundary which is welcomed.

The equivalent financial contribution has been calculated at £34,230 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 this legal agreement.

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

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

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 regard to the Material considerations, these are as follows:

Consultation Responses:

Statements highlighted earlier in report.

Letters of Objection:

Inadequate infrastructure assessment.

Council Comment: The applicant submitted a Transport Assessment prepared by Dougall Baillie Associates in support of the planning application. This assessment took place in February 2021 and provides details on sustainable transport, development generation and distribution, parking and servicing arrangements, traffic flow figures and network and junction assessments. The submitted assessment was reviewed by NRS Transport planning and deemed acceptable.

Poor play provision.

Council Comment: The site is within the inner urban area as defined in City Development Plan. The developer has made every effort to provide usable amenity space and play provision on site, however it is not always possible in urban sites. In this instance the developer is required to enter into a legal agreement with the council to secure a financial contribution to offset the shortfall in amenity provision to be spent within the wider area.

Inadequate parking provision.

Council Comment: The developer is providing a total of 107 vehicle parking spaces. This equates to 66% provision. Whilst this is below the 125% parking provision required by City Development Plan there are exceptions when the housing provided is for social rent. Given that the development is for social housing within an inner urban area of high accessibility, a reduced parking provision is considered acceptable as parking can be controlled by the Registered Social Landlord (RSL), therefore not impacting on the adjacent road network.

Lack of match day coach parking.

Council Comment: This comment is not directly relevant to this planning application, however as stated above in the 'Planning History and Background' section of this report the reduction of the Albion carpark capacity has been addressed and Rangers FC intend to burden parcels of land within the stadium campus, ensuring these replacement spaces will be used in perpetuity for parking provision. This approach has been accepted by the Council.

Density and form too high.

Council Comment: In terms of density the site is located within an inner urban area of high accessibility. As per City Development Plan policy CDP 1 and corresponding supplementary guidance SG 1, in such areas a density in excess of 100 dph is permissible. This development of 160 residential units on a site of 1.76 ha equates to 91 dph.

In terms of form and massing the development is to be 4 storeys high of residential accommodation. This height and massing is not at odds with the local vernacular. Planning application 15/02858/DC approved by Planning Committee in August 2016 for the erection of a residential development (152 units), associated landscaping, parking, vehicle and pedestrian access (constructed circa 2018), sits adjacent to this development site and is of similar density, scale and massing.

Determination of application should be delayed until outcome of Ibrox Event Controls public hearing is published.

Council Comment: The Council withdrew the proposed TROs (and consequential hearings) for the Ibrox Stadium and Celtic Park & Emirates Arena on 10th May 2022. A TRO normally has to be made within 2 years of the order being first published, but subject to Scottish Ministers' approval, a maximum of 4 x 6 month extensions can be applied. Due to the significant detrimental impact the COVID pandemic had on the hearings to consider the objections received (in May 2018), it was deemed that this would leave insufficient time to complete the process of making the TRO should the hearing make a positive recommendation. The Council stated that it would seek to work with those affected by these parking and traffic management issues and all other interested parties to attempt to resolve those issues. Further information can be found on the following page on the Council website.

<https://www.glasgow.gov.uk/index.aspx?articleid=20479>

The application is for private housing not social housing.

Council Comment: The developer has informed the planning authority that there is an agreement in place with a social housing provider. The developer has agreed to enter into a Section 75 legal agreement to ensure the development is for social rent and not for private sale.

Loss of 450 parking spaces unacceptable and will cause further parking issues on match day.

Council Comment: As stated above in the 'Planning History and Background' section of this report the reduction of the Albion carpark capacity has been addressed and Rangers FC intend to burden parcels of land within the stadium campus, ensuring these replacement spaces will be used in perpetuity for parking provision. The replacement parking spaces will be spread across 5 separate car parks within the stadium campus.

The replacement carparking provision will result in a total loss of 89 car parking spaces throughout the whole stadium campus. Although there will be a total overall loss of 89 car parking spaces, the reconfigured car parks will provide in total an additional 106 accessible car parking spaces.

Cumulative impact on the road network of new residential developments within the vicinity.

Council Comment: As previously stated the applicant submitted a Transport Assessment prepared by Dougall Baillie Associates in support of the planning application. This assessment provided details on sustainable transport, development generation and distribution, parking and servicing arrangements, traffic flow figures and network and junction assessments. This assessment took place in February 2021. The submitted assessment was reviewed by NRS Transport planning and deemed acceptable. As part of this development the applicant has proposed to enter into a Section 75 Legal Agreement to carry out the following works to help with the current road infrastructure:

- Developer to carry out and pay for relocation of Pedestrian Crossing as per Diagram 7.1 of submitted Transport Assessment by Dougall Baillie Associates (Feb 2021) Drawing Reference 18227-SK-03a;
- Developer to carry out and pay for widening and increased RADII on Broomloan Road (South) approach as per Diagram 7.1 of submitted Transport Assessment by Dougall Baillie Associates (Feb 2021) Drawing Reference 18227-SK-03a.

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 letters of objection have been considered, however these do not outweigh the proposal's accordance with the Development Plan.

On the basis of the foregoing, it is recommended that the application for planning permission be granted subject to the following suggested conditions and a Section 75 legal agreement covering the matters highlighted earlier in this report.

Drawings

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

1. 489-16-03 - Proposed - Landscape Rev B Dated 01.01.2021 Received 29 January 2021
2. 2450-31 - Refuse Vehicle Swept Path Dated 28.01.2021 Received 29 January 2021
3. AL(90)502 - Amenity Space Layout Dated 01.01.2021 Received 29 January 2021

4. AL(90)501 - Courtyard Dated 01.01.2021 Received 29 January 2021
5. AL(00)101 - Proposed - Layout Rev A Dated 01.01.2021 Received 29 January 2021
6. 489-16-02 - Proposed - Landscape Rev B Dated 01.01.2021 Received 29 January 2021
7. AE(00)001 - LOCATION PLAN Dated 23.11.2020 Received 23 November 2020
8. AL(00)000-PROPOSED LOCATION PLAN C Dated 23.11.2020 Received 23 November 2020
9. AL(00)100- BLOCK PLAN- GROUND FLOOR E Dated 23.11.2020 Received 23 November 2020
10. AL(00)110 - GROUND FLOOR PLAN B Dated 23.11.2020 Received 23 November 2020
11. AL(00)112 - ROOF PLAN B Dated 23.11.2020 Received 23 November 2020
- 12.AL(00)150-FLAT TYPE LAYOUTS E Dated 23.11.2020 Received 23 November 2020
- 13.AL(00)151- FLAT TYPE LAYOUTS- WHEELCHAIR ADAPTABLE FLATS D Dated 23.11.2020 Received 23 November 2020
- 14.AL(00)201- ELEVATIONS- SHEET 1 OF 2 A Dated 23.11.2020 Received 23 November 2020
- 15.AL(00)500-CROSS SECTION A-A B Dated 23.11.2020 Received 23 November 2020
- 16.AL(00)501- CROSS SECTION B-B B Dated 23.11.2020 Received 23 November 2020
- 17.AL(00)502- CROSS SECTION C-C A Dated 23.11.2020 Received 23 November 2020
- 18.AV(00)002-TYPICAL BAY STUDY TO REAR COURT B Dated 23.11.2020 Received 23 November 2020
- 19.AL(00)112 -Roof Plan Dated 17.12.2020 Received 17 December 2020
- 20.AL(00)150-FLAT TYPE LAYOUTS Dated 17.12.2020 Received 17 December 2020
- 21.AL(00)151 - FLAT TYPE LAYOUTS- WHEELCHAIR ADAPTABLE FLATS Dated 17.12.2020 Received 17 December 2020
- 22.AL(21)001 -TYPICAL BAY STUDY TO STREET PLAN SECTION AND ELEVATION C Dated 17.12.2020 Received 17 December 2020
- 23.AL(21)002-TYPICAL BAY STUDY TO REAR COURT PLAN SECTION AND ELEVATION C Dated 17.12.2020 Received 17 December 2020
- 24.BLOCK PLAN- UPPER FLOORS-AL(00)101 F Received 10 February 2023
- 25.ELEVATIONS- SHEET 2_2-AL(00)202 A Received 10 February 2023
- 26.TYPICAL UPPER FLOOR PLAN - AL(00)111 C Received 10 February 2023

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

CONDITIONS AND REASONS

01. No development shall commence on site unless otherwise agreed with the Planning Authority, until a comprehensive contaminated land assessment has been submitted and approved by the Planning Authority. The assessment must determine the nature and extent of any contamination on the site, including contamination that may have originated from elsewhere. Assessments 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 should be determined. The contaminated land assessment must be approved in writing by the Planning Authority.

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

02. 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 prepared and submitted to the Planning Authority that sets 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 strategy must be agreed with the Planning Authority in writing prior to work starting on the development. The remediation strategy shall also include a timetable and phasing plan where relevant. The approved remediation scheme must be carried out in accordance with the proposals outlined within the remediation strategy, and as agreed by the Planning Authority, unless otherwise agreed in writing by the Planning Authority.

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

03. Upon completion of the remediation works, and prior to the any part of the development site being occupied, a remediation completion / validation report which demonstrates the execution and effectiveness of the completed remediation works in accordance with the approved remediation scheme shall be completed by a suitably qualified Engineer and submitted for approval in writing by the Planning Authority.

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

04. 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 by the Planning Authority in writing. A comprehensive contaminated land investigation and assessment shall be conducted to determine the revised contamination status of the site and a remediation strategy where required shall be prepared and agreed in writing with the Planning Authority before work recommences on site. Upon completion of the remediation works 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.

05. Upon completion of site investigations and gas monitoring and following agreement on the findings of these with the planning authority; all boreholes, probeholes or monitoring wells completed across the subject site are to be decommissioned (backfilled) and sealed in a manner that prevents them acting as a migration pathway. Works should 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.

06. The residential units must not be occupied until the hazardous substances consent for the Helen Street Holder Station (H1653) has been revoked in its entirety under the provisions of the Planning (Hazardous Substances) Act 1980, and written confirmation of the necessary revocation has been issued by the Hazardous Substances Authority.

Reason: In the interests of public safety from hazards and risks due to the possible presence of hazardous substances that require hazardous substances planning consent.

07. Prior to the commencement of above ground construction works on site, details of refuse and recycling storage areas and bins shall be submitted to and approved in writing by the planning authority. These facilities shall be completed before the development/the relevant part of the development is occupied.

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

08. Prior to commencement of site works, the applicant shall submit final construction Drawings of all Drainage and SUDS for the approval of the planning authority.

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

09. Appropriate 100 % passive electric vehicle charging shall be provided in accordance with SG11, for residential use and parking courts, of the City Development Plan.

Reason: In order to promote Sustainable Transport.

10. Vehicular access shall be taken via a dropped kerb footway crossing in accordance with Figure 5.8 of the Glasgow City Council Design Guide New Residential Areas.

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

11. Provision shall be made in the design of the development for the parking of cycles. This provision shall be in accordance with the requirements of Glasgow City Council City Development Plan, Supplementary Guidance 11: Sustainable Transport, Section 4 Cycle Parking: locations; minimum levels; safe, sheltered, and secure; and in 'sheffield' type racks. The cycle parking shall be available for use in accordance with the approved drawings before the development is occupied.

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

12. Vehicular accesses to the site to be taken via dropped kerb footway crossings in accordance with the Design Guide New Residential Areas.

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

13. Any access gates shall open inwards only.

Reason: To ensure that gates do not obstruct pedestrian or vehicle movement or create a safety hazard.
14. Prior to occupation of the first unit, a Residential Travel Plan including maps detailing public transport stops, timetables and estimated journey times, walking / cycle routes to key destinations, health benefits of walking / cycling etc. shall be submitted for the written approval of the Planning Authority. Thereafter, the approved Residential Travel Plan shall be issued to the new owners of each unit prior to their occupation.

Reason: To ensure that the development is accessible to all in accordance with the principles of inclusive design.
15. The car parking area(s) shall be permeable but shall exclude loose material. Car parking spaces (each space measuring 2.5 x 5.0 metres) and aisles (6 metres wide) shall be clearly delineated on the ground. The car parking area(s) shall be available for use before the development/the part of the development served by the car parking in question, is occupied.

Reason: To attenuate drainage from the site in the interest of flood control; to keep the road free of loose material in the interests of pedestrian and vehicular safety; and to ensure that car parking is available for the occupiers/users of the development.
16. Detailed proposals for the reinstatement of footway around the development site shall be submitted to the Planning Authority for approval, prior to the commencement of works. The footways fronting the site at Edmiston Drive and Broomloan Road shall be re-surfaced to an adoptable standard, and any redundant accesses and/or lighting columns, and/or signage shall be re-installed to the footway.

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

Reason: In the interests of pedestrian safety.
17. Arrangements for the allocation of parking spaces shall be submitted to and approved in writing by the Planning Authority and these arrangements shall be retained for the duration of the occupation of the development unless otherwise agreed in writing by the Planning Authority. Dwellings without an allocated parking space shall be marketed and advertised to prospective occupiers as car free.

Reason: In order to support sustainable transport.
18. When submitting the required Building Warrant application for this development an updated Statement on Energy (SoE) shall be submitted to and approved in writing by the planning authority. The SoE shall demonstrate how the development will incorporate low and zerocarbon generating technologies to achieve at least a 20% cut in CO2 emissions and that the Gold Hybrid Standard are to be met, as per City Development Plan policy CDP 5: Resource Management & accompanying Supplementary Guidance SG5: Resource Management. The development shall thereafter be constructed in compliance with the approved SoE. Formal confirmation of the constructed development's compliance with the SoE, carried out by a suitably qualified professional, shall be submitted to and approved in writing by the planning authority before the development/the relevant part of the development is occupied.

Reason: To 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.
19. 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.
20. 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.

21. Prior to the commencement of above ground construction works on site, a programme for the implementation/phasing of the landscaping in relation to the construction of the development shall be submitted to and approved in writing by the planning authority.

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

22. Prior to the commencement of above ground construction works on site, a scheme of landscaping shall be submitted to and approved in writing by the planning authority. The scheme shall include hard and soft landscaping works, boundary treatment(s), details of trees and other features which are to be retained, and a programme for the implementation/phasing of the landscaping in relation to the construction of the development. All landscaping, including planting, seeding and hard and soft landscaping, shall be completed in accordance with the approved scheme. The landscaping scheme shall include opportunities to enhance ecology on site by the introduction of bat and bird boxes within the development.

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

23. An updated Tree Survey shall be undertaken and submitted in support of the scheme of landscaping as required by condition 22. This survey will identify trees capable of retention within the site that are compatible with the approved layout. This amended survey and landscaping scheme shall be submitted to and approved in writing by the Planning Authority prior to the commencement of any works on site.

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

24. No external fittings including gas and water pipes, gas and water meter boxes, balanced flues, solar panels, wind turbines, burglar alarms, security lights and cameras, air conditioning and ventilation plant, grilles or ducts shall be installed on the Broomloan Road or Edmiston Drive elevations unless otherwise agreed in writing by the planning authority.

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

25. Samples of all external materials including boundary treatments shall be submitted to and approved by the planning authority in writing in respect of type, colour and texture. Written approval shall be obtained by the Planning Authority before the materials are used on site.

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

26. Prior to above ground construction works commencing on site, elevational and sectional drawing(s) at a scale of 1:20, illustrating a typical elevation bay for all elevations, 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 implemented in the approved manner.

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

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.

ADVISORY NOTES TO APPLICANT

01. The applicant should submit confirmation Technical Approval from Scottish water to confirm that a surface water connection to their system has been granted.
02. The proposed development lies within an area that has been defined by The Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place. It is recommended that information outlining how the former mining activities affect the proposed development, along with any mitigation measures required (for example the need for gas protection measures within the foundations), be submitted alongside any subsequent application for Building Standards approval (if relevant). Your attention is drawn to The Coal Authority Policy in relation to new development and mine entries available at: <https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries> Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action. Property specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com If any of the coal mining features are unexpectedly encountered during development, this should be reported immediately to The Coal Authority on 0345 762 6848. Further information is available on The Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority
03. Prior to implementation of this permission, the applicant should contact Development and Regeneration Services (Transport) at an early stage in respect of legislation administered by that Service which is likely to have implications for this development.
04. I would advise that the applicant will require to apply to this office (and be granted) approval under Section 56 of the Roads (Scotland) Act 1984 prior to any work commencing on site.
05. 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.
06. It should be noted that presently or in the future servicing of the proposed development could be subject to traffic regulations and possible changes to existing waiting and loading restrictions.
07. Prospective tenants should be informed if there is no allocated parking associated with their dwelling. Allocation of parking to be managed by the Housing Association.
08. The developer and each prospective resident should be made aware, by means of an advisory note on the decision letter / tenancy agreement, that any potential future residents without an allocated parking space will not be eligible to purchase residents' on-road parking permits if such a scheme is introduced.
09. Neighbourhoods, Regeneration and Sustainability Cleansing to be consulted on access to site.

ADVISORY NOTES TO COUNCIL

The completion of a satisfactory Agreement in terms of Section 75 of the Town and Country Planning (Scotland) Act 1997 is a pre-requisite to the issue of planning permission by the planning authority. Please consult the planning authority regarding the detailed terms of the Agreement.

for Executive Director of Neighbourhoods, Regeneration and Sustainability DC/ POB/11/02/2023

PLEASE NOTE THE FOLLOWING:

Any Ordnance Survey mapping included within this report is provided by Glasgow City Council

under licence from the Ordnance Survey in order to fulfil its public function to make available Council-held public domain information. Persons viewing this mapping should contact Ordnance Survey Copyright for advice where they wish to license Ordnance Survey mapping/map data for their own use. The OS website can be found at www.ordnancesurvey.co.uk

If accessing this report via the Internet, please note that any mapping is for illustrative purposes only and is not true to any marked scale.