



## Planning Applications Committee

Report by Executive Director of Neighbourhoods,  
Regeneration and Sustainability

Contact: Suzanne Cusick Phone: 0141 287 7993

### Item 1(b)

17th September 2024

**Application Type** Full Planning Permission

**Recommendation** Grant Subject to Conditions / S75 Agreement

<b>Application</b>	24/00247/FUL	<b>Date Valid</b>	16.02.2024
<b>Site Address</b>	Site To the West Of Carstairs Street On French Street Glasgow		
<b>Proposal</b>	Erection of residential development (173 units) with associated car parking, amenity space and landscaping.		
<b>Applicant</b>	CCG Homes 1 Cambuslang Road Glasgow G32 8NB	<b>Agent</b>	Pasi Planning 57 Kirklee Road, Glasgow G12 0SS
<b>Ward No(s)</b>	09, Calton	<b>Community Council</b>	02_127, Bridgeton & Dalmarnock
<b>Conservation Area</b>	n/a	<b>Listed</b>	n/a
<b>Advert Type</b>	Neighbour Notification	<b>Published</b>	23 February 2024
<b>City Plan</b>	Strategic Economic Investment Location (Clyde Gateway Swanston Street) Masterplan Location (Clyde Gateway)		

Under the terms of National Planning Framework 4 (National Developments – 13 Clyde Mission), this application is a 'National' development and requires to be determined by the Planning Applications Committee.

### Representations/Consultations

#### Representations

The application received 3 no. representations within the statutory consultation period: from Bridgeton and Dalmarnock Community Council and from 2 local residents. A late objection was submitted by the director of a local business after the consultation period expired. The late representation will not be considered with regard to the Council's scheme of delegation, but the relevant points have been considered and addressed in the assessment.

The representations from residents included one objection, and one in support of the principle of the development but with comments on the detailed design. The main grounds of objection and concern may be summarised as follows, and will be discussed in the Assessment and Conclusions section of this report:

- Building design and materials lack interest and individuality from existing development.

- Loss of daylight and overshadowing of dwellings opposite on Carstairs Street.
- Proposals require improved public realm with seating at communal areas.
- Active upper floor windows should be introduced on terraced gables for Increased passive surveillance.
- Development will add pressure to parking provision in local area.

The representation from Bridgeton and Dalmarnock Community Council (BDCC) is supportive of building more housing in Dalmarnock, but with comments on the detailed proposals:

- BDCC often discusses the lack of local amenities in Dalmarnock itself, be it retail stores, a community hub, cafes, pubs and restaurants. There is some concern that this development comprises all housing.
- BDCC wants reassurance that the amenity space to be delivered on plot 9 of Clyde Gateway's wider masterplan will be delivered as a phase of the residential development.
- Detailed recommendations about the design of the amenity space on plot 9.
- Queried why the private housing comprises solely terraced housing, with no flats.
- Queried aspects of the architectural approach and materials palette
- Recommended installation of public bins and glass recycling.
- Opposed the felling of semi-mature and mature trees along French Street.
- Made detailed comments about SUDs design and energy efficiency.

Late representation from director of Spotmix (Scotland) Ltd:

- Objection that changes to the existing road layout will result in large vehicles not being able to make deliveries to the existing concrete mixing business at 99 Carstairs Street, leading to its closure.
- Objection to overdevelopment of the site, out of keeping with the new low-level housing on Carstairs Street, and with parking issues and traffic impacts.
- Concerns about site contamination, not being suitable for residential development.

## CONSULTATIONS UNDERTAKEN

### **Scottish Power Energy Networks (SPEN)**

Confirm no objection to the principle of the proposals, however, confirm the presence of the Substation with HV and LV underground cables within the vicinity of the proposals, and right to protect and/or deviate our apparatus at the applicant's expense.

**Comment:** Following joint agreement between Clyde Gateway Developments Limited and SPEN the substation will be relocated north across French Street as part of the planned Eastworks car parking improvements. A separate planning application for the substation relocation and parking improvements underpin this application.

### **The Coal Authority (TCA)**

Confirm the application site falls partly within the defined Development Low Risk Area, with no additional comments.

**Comment:** Noted.

### **Background - South Dalmarnock Integrated Infrastructure Masterplan**

The site is within the area covered by the South Dalmarnock Integrated Urban Infrastructure Framework Masterplan. The Masterplan provides a vision that aims to unlock the development potential of the area by adopting long term and sustainable approaches to infrastructure development and in particular urban drainage issues.

The Framework was prepared in partnership with Glasgow City Council (GCC) and overseen by a Project Board comprising Clyde Gateway (CG), Scottish Environmental Protection Agency (SEPA), Scottish Water (SW), the Glasgow and Clyde Valley Green Network Partnership (GCVGNP) and private landowners. The Framework was also the subject of extensive community engagement in 2009/2010.

The original Framework, was approved by the Executive Committee on the 15<sup>th</sup> of March 2012. It has since been used as the foundation to support the delivery of a range of projects and against which Planning Applications are assessed.

Clyde Gateway identified in summer 2023 that a refresh of the Framework was required to support

revised development proposals and reflect recent works carried out by CG and progression of design development.

Specifically, this refresh considered delivered projects and revised development activities including:

- Completion of Riverside Park delivering 4,400 m sq of parkland adjacent to the river Clyde
- Residential proposal by developer CCG Scotland partnering with Thenue Housing Association to build circa 173 new homes across a total of 5 plots. These units will take the form of terraced houses and flats and will be a mix of private residential and social rented housing.
- The introduction of a central amenity space providing additional informal play space for both the CCG and future developments (Plot 9).
- A Deed of Conditions that allows CGDL to tie in future developments and developers, including EastWorks to the overall long-term maintenance of the Dalmarnock Masterplan area. The Deed of Conditions will be changed to reflect Plot 9 becoming amenity space.
- EastWorks completion delivering five standalone business studios within the existing structure and a total of 2,970 sqm of business space across ground and mezzanine levels, and an additional 29 space carpark.

An NRS report was presented to the Economy, Housing, Regeneration and Transport Policy Committee on Tuesday 4<sup>th</sup> June 2024. The report updated the Committee on the changes to the Masterplan since the last refresh and noted that the masterplan refresh would be a material consideration in the assessment of planning proposals within this area. The report was positively received, and members supported the refresh.

### **Site and Description**

The site is an L-shaped area of vacant brownfield land of approximately 2.5ha made up of 5 plots (plot 14 to 17 and 23) within the South Dalmarnock Clyde Gateway Infrastructure Masterplan. The site is bordered by Carstairs Street, French Street, Solway Street and Colvend Street and Reid Street. The site was occupied by industrial use towards the south and residential tenement blocks along French Street. The site has been vacant since demolition works in the 1970's but has been subject to extensive infrastructure developments by CGDL (Clyde Gateway Developments Limited) including site remediation, Sustainable Urban Drainage infrastructure providing designed landscaped rain gardens on Carstairs Street and Colvend Street. The recently installed District Heating Network is within close proximity for connection by developers to renewable heat source.

The area is a high accessibility public transport area and very well connected by several frequent bus services, Dalmarnock Train Station, and a network of cycle paths and cycle hire facilities all within 100 metres. The Clyde Walkway Core Path is 100m south of the site.

The site is designated as Clyde Gateway Strategic Economic Industrial Location (SEIL) centrally located within the aforementioned South Dalmarnock masterplan. The Clyde Gateway masterplan had originally identified this area with potential to attract Business and Financial Services/Distribution. However, in response to the current housing demand there has been a pivot in the masterplan from commercial/industrial to residential that has resulted in the marketing of these plots for residential use. This refresh of the Masterplan has received Council approval (June 2024).

There is a row of mature street trees along French Street, that once fronted the now-demolished tenement blocks. Recently installed landscaping including rain gardens and trees border the site on Colvend Street, Carstairs Street and Solway Street. The site has no environmental designations and has a generally flat topography.

As a result of the ongoing regeneration process the surrounding development is a mix of commercial, industrial and residential. The Police Scotland headquarters development is further west of the application site on French Street overlooking the Clyde Gateway. The recent Keepmoat residential development is east of the site on Carstairs Street, and the showpeoples' residences are further east on Swanston Street. The old John Brown Weaving factory and the Red Tree East commercial building opposite on French Street are occupied by a range of Class 3, 4 and 5 commercial /business uses including creative workshops, offices, a café, bakery and a gym. The area to the south at Carstairs Street is more industrial with Class 5 and 6 uses including Spotmix Concrete, precision engineers, Spectrum Self-Storage. A small number of gap brownfield plots to the south west of the site have been identified as suitable for commercial development.

This application proposes to develop the L-shaped site for a mixed tenure residential development with associated parking, amenity space and SUDS. However, it was established at pre-application stage that the amenity open space requirement for this development was not being adequately met on-site or in the local area. The policy tension was resolved when CGDL identified an additional plot to the east of

the site on French Street adjacent Dalmarnock the Train Station for development as a local multi-functional landscaped amenity area. This area will serve the amenity requirements of this development and future phases of residential development within the Masterplan area.

The red line boundary thus includes this plot (plot 9) for development as functional public open space for residents of this development and the emerging community. A separate planning application (ref: 24/01047/FUL) has also been submitted by CGDL for the plot. This provides the details of the amenity area and will ensure the timely delivery of a biodiversity rich landscaping, amenity space, equipped natural play spaces, informal sport, feature lighting and seating. This application is under assessment by NRS and will be determined under the scheme of delegation.

A further associated application submitted by CGDL (ref: 24/01582/FUL) proposes the relocation of the existing Scottish Power electricity substation at French Street/Carstairs Street to the Red Tree Eastworks car park opposite. This is to address the significant impediment the substation posed to residential amenity overlooking by prospective residents and its location on a visually prominent, gateway corner. This application is also under assessment by NRS and will be determined under the scheme of delegation.

## **PROPOSAL:**

The site area was subject of a design-led competitive bid process by Clyde Gateway Developments Limited (CGDL) for the delivery of dwellings and flats of mixed tenure. The development is a joint delivery of 54no. dwellings for private sale by the developer and 2no. 4/6 storey blocks comprising 114 flats and 5no. dwellings for social rent by Thenue Housing Association.

The proposed development is for the erection of a residential development (173 units) of mixed tenure.

### **Private Sale:**

26 x 3 bedroom terraced dwellings  
28 x 4 bedroom townhouses

54 units total

### **Social Rent:**

5 x 3 bedroom terraced dwellings  
21 x 1 bedroom flats  
79 x 2 bedroom flats  
14 x 3 bedroom flats

119 units total

The layout seeks to reinforce the existing established street grid pattern by structuring the streets between blocks at right angles to one another. A traditional perimeter block layout arrangement has been adopted with the terraced blocks and flatted blocks presenting a continuous frontage along French Street, Carstairs Street, Reid Street, Solway Street. Private gardens and communal courtyard areas are situated to the rear, providing enclosure and privacy.

Vehicular access into the north part of the site is from French Street by the existing Rockcliffe Street and a new access point to create a looped access arrangement. Access to the development in the southern part is taken from Colvend Street and Solway Street. Reducing traffic through the site and maximising open space amenity has been carefully considered by the applicant. The tertiary street rear of the terraced blocks in the north and Solway Street between terraced blocks and the flats in the south are designed with Home zone principles. Shared surfaces and landscaped chicanes allow vehicular access but naturally slow vehicle speeds. This loosening of the layout has also allowed increased back gardens and quality of amenity space within the site. To facilitate this layout, access to Rockcliffe Street at Colvend Street and access to Solway Street from Carstairs Street will be subject to stopping up orders. Rockcliffe Street is subject to approval of this planning application. Stopping Up of Solway Street is a separate stopping-up application currently under review.

All dwellings and flats have dual aspect with front and rear access. Dwellings have front and rear gardens with sufficient space for cycle parking and the required waste facilities. Residents of the flats have direct access to landscaped private communal rear courts designed with areas for clothes drying, sitting out and leisure activities. Cycle parking and waste recycle facilities have been accommodated within the ground floor level of the blocks to maximise the provision of external amenity areas.

The dwellings have been arranged into 10 terraced blocks of 3 to 8 dwellings. At the north, 7 of the blocks are positioned around French Street, Reid Street and Colvend Street and in the south part three

blocks, including one block for social rent, overlook Solway Street and Carstairs Street. The townhouses and dwellings vary between 9 metres to 11.5 metres high and are arranged to present a variety of heights along the street front. The three storey townhouses feature mono pitched roofs to increase the appearance of height along street fronts and between the 4/6 storey flatted blocks. Two storey dwellings are primarily located on tertiary streets and rear of the flatted blocks.

The proposed 114no flats are contained within two blocks, sited towards the south east and north east corners of the site along French Street, Carstairs Street and Solway Street with two landscaped courtyard amenity spaces to the rear. The flatted blocks are primarily 4 storeys in height with the added six storey height at key gateway entrance corners to respond to the higher scale of the higher Turkey Dyeworks building and John Brown building at these areas.

Car parking for the flatted social housing is provided in landscaped allocated parking bays rear and side of the blocks accommodating 53 spaces, including 5 wheelchair compatible car spaces. The parking provision is 46%. Figures submitted by the housing association confirmed car ownership of tenants in recent local new-build development as 40% for households with the vast majority having just 1 vehicle. It is generally accepted that the level of RSL tenants' car ownership is lower than average. Suitable conditions are recommended to ensure the parking for the flatted development is allocated by the Housing Association.

For the private housing, 100% parking provision is proposed, with 1 allocated parking space for each dwelling to the rear within the plot or end terraced parking courts. To maximise rear gardens of dwellings on Reid Street dwellings a small number of parking to the front gardens has been accepted. The visual impact and residents outlook will be offset with high quality landscaping and trees between parking spaces.

Visitor Parking is provided at a rate of 15% of the total units (25 spaces, including 4 wheelchair compatible spaces).

During the application process plans were revised to incorporate additional ground floor gable windows on terrace dwellings to improve passive surveillance of public areas, and brickworks articulation was added to gables to avoid blank walls at important entrance corners. The Homezone spaces were altered to further maximise constrained rear garden space for terraced dwellings on French Street. The overall design concept seeks to draw on elements of the surrounding industrial architecture in terms of high, vertically proportioned windows to provide a consistent rhythm and complementary finishing materials/colour tones.

With respect to the materials palette, all buildings shall be predominantly a tumbled red facing brick with black feature brickwork around window areas, and anthracite windows and door entrances. The rooftop canopies to the flatted blocks take a cue from the industrial character of the area with a simple profiled metallic cladding. The rich and varied material palette and types of finishes aims to add a contemporary approach that stays dominant to the mix of existing traditional and modern development.

The loss of 36 existing street trees on French Street is regrettable and was subject to intense scrutiny throughout the pre-application process. The Tree Survey, Biodiversity Net Gain assessment and the Protected Ecological Assessment submitted confirmed these early mature trees as non-native in poor and/or moderate condition. The findings were scrutinised and accepted by NRS Landscaping and NRS Biodiversity officers. These trees were also subject of a request for a Tree Protection Order (TPO) in September 2023. NRS Tree officers could not support the TPO, scoring the trees 1 out of 10 in terms of amenity value with low retention value due to their poor condition/health.

To balance the delivery of the family homes with the biodiversity amenity qualities of the site, a strategy of high quality landscaping/tree planting with biodiversity measures (bird and bat boxes) has been accepted as suitable measures to offset the loss of the trees. To compensate for the removal and provide a gain in biodiversity, approximately 77 new trees (heavy standard, nursery stock extra heavy standard) will be planted throughout the site as street trees. The tree planting will strengthen connections to the Central Scotland Green Network (CSGN) woodland to the south (Clyde Walkway).

The existing rain gardens and street trees along Carstairs Street, Colvend Street and Solway Street remain integral part of the development. A programme of biodiversity rich landscaping will deliver a series of well-defined landscaped spaces throughout the site. The two- and three-sided apartment blocks will enclose two communal landscaped courtyards. Both areas feature extensive tree planting that will be sited around formal seating for shaded areas in warmer months while retaining sufficient open space for informal leisure activities and clothes drying.

The development has been designed with dual aspect in all flats and houses for good ventilation and aspect. The glazing is in proportion with habitable rooms orientated to capture a good level of sunlight and daylight. A Building Research Established (BRE) sunlight/daylight analysis submitted during the application process assesses daylight and sunlight achieved into the proposed terraced and flatted blocks and the existing dwellings 101 Carstairs Street and 120-121 Carstairs Street. The tests used include the Vertical Sky Component (VSC) and No SkyLine/Daylight Distribution report that measures the amount of sky that is visible from the vertical centre of the window; a good level of natural daylight is achieved to a room if the VSC to the main window is 27% or greater. The results for the VSC test show a 100% pass rate for the existing dwellings located to the east of Carstairs Street post-development. This test showed the windows in the proposed development meets and/or exceeds the recommended VSC in 94% of the 950 windows assessed. The windows below 27% are secondary windows.

A Noise Impact Assessment received with the application submission showed that noise from the Spotmix Concrete business on Carstairs Street and traffic noise from the Clyde Gateway road would exceed acceptable noise levels in a small number of rooms in the south block, top floor only, and the upper rooms of one terraced house on Carstairs Street. The NIA recommended installation of acoustic glazed windows to these properties as effective noise mitigation measures. NRS Environmental Health has reviewed and accept the findings of the NIA.

In summary, the key features of the proposal are:

- Three points of access from French Street to the north blocks and two access points to blocks at the south forming a loop route through site, and a simple street hierarchy.
- Formation of two homezone areas to naturally reduce traffic speeds and increased on site amenity
- pedestrian access points throughout the site connecting with existing neighbourhood and transport links.
- New neighbourhood of mixed-tenure homes positioned to provide an attractive and welcoming gateway arrival into the site, creating a clear sense of place, with a unifying palette of materials.
- Positive frontage overlooking all surrounding streets areas with views over landscaped amenity areas, acoustic mitigation for habitable rooms and private and communal garden area.
- A variety of house types, providing an attractive streetscape
- Landscaped amenity areas and new tree planting maintaining a buffer separation between new dwellings and road.
- Street trees and rain gardens retained on Colvend Street, Carstairs Street and Solway Street with new tree planting on surrounding streets, internally, at site edges providing an attractive streetscape to complement the new public landscaped amenity open space at plot 9.
- Passive surveillance of adjacent roads with improved access for the local community to the train station, Clyde walkway and the Core Path network.
- Large scale public functional amenity space on Plot 9, with feature lighting, seating and equipped play within walking distance of the new homes
- High quality landscaping and biodiversity strategy proving greenspaces, green corridors, areas of soft and hard landscaping, tree retention on surrounding streets and tree planting.
- A SuDS basin providing attenuation of surface water run-off, discharging to the watercourse at greenfield rates.
- Car parking provided at a rate of 1 space per dwelling for private houses, provided either on plot or within end of terrace allocated bays.
- Car parking for social housing at a rate of 45%, provided in landscaped allocated parking bays adjoining the properties (53 spaces, including 5 wheelchair compatible car spaces).
- Car parking for visitors provided at a rate of 15% of the total units (25 spaces, including 4 wheelchair compatible spaces).
- 125% cycle parking provided in a range of different formations, ensuring that streets are not dominated by vehicles, and adding to sense of place.

## **Specified Matters**

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

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

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

The proposal was screened (19/02158/SCR) as a Schedule 2 development as per The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 and it was established that an Environmental Impact Assessment is not required.

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

Not applicable

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

A Design & Access Statement has been submitted.

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

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

### **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 £71,600.00. in lieu of on-site amenity provision (formal sport, as per the provisions of Interim Planning Guidance IPG12 'Delivering Development' of the City Development Plan);

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

These Regulations enable Scottish Ministers to give directions

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

Not applicable

#### **ii.**

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

Not applicable

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

Not applicable

#### **iii.**

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

Not applicable

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

Not applicable

## **Policies**

### **National Planning Framework 4**

Policy 1. Tackling the climate and nature crises  
Policy 2. Climate mitigation and adaptation  
Policy 3. Biodiversity  
Policy 9. Brownfield, vacant and derelict land and empty buildings  
Policy 12. Zero waste  
Policy 14. Design, quality and place  
Policy 15: Local Living and 20 minute neighbourhoods  
Policy 16. Quality homes  
Policy 19. Heat and cooling  
Policy 21. Play, recreation and sport  
Policy 22. Flood risk and water management

### **City Development Plan Policies**

CDP 1 & SG 1 – Placemaking  
CDP 2 – Sustainable Spatial Strategy  
CDP 5 & SG 5 – Resource Management  
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)  
South Dalmarnock Clyde Gateway Masterplan (Updated June 2024)

## **Assessment and Conclusions**

This major development is within 500m of the River Clyde. NPF4 adopted February 2023 identifies the Clyde Mission (part 13 of the NPF4) as one of six National Developments. The Clyde Mission Statement of Need sets out that the status applies to the "The River and land immediately next to it (up to up to around 500m from the river)" and specifies that any Major application falling within this geographical area and matching a broad set of characteristics is automatically deemed to be redesignated as a National Development as defined in the Hierarchy of Developments. The Council's current Scheme of Delegation sets out that all National Developments are to be determined by the Planning Applications Committee and are not subject to delegated authority for officers to determine.

The Council is also required to offer a pre-determination Hearing to the applicant and to people who made representations. No-one wished to take up this offer.

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:**

Climate related mental and physical health effects will be addressed in particular by policies 1 and 2 by ensuring future development minimises emissions and is built to reflect the future risks of climate change. The policies seek to encourage, promote and facilitate development that minimises emissions and adapts to the current and future impacts of climate change.

### **Policy 1. Tackling the climate and nature crises**

When considering proposals significant weight will be given to development that seeks to reduce emissions and adapt to current and future risks of climate change

### **Policy 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.*

In terms of siting, the development is highly accessible by a range of public transport modes. Regular bus services, Dalmarnock train station, a network of cycle paths and a cycle hire station are all within close proximity of the development. The development has been designed to actively encourage the uptake of sustainable travel modes and a shift from private vehicle use lessening impact on carbon emissions.

125% cycle parking is provided. Houses have lockable cycle stores in rear gardens and flatted blocks have communal cycle stores at ground levels. The development is pedestrian-orientated with shared surfaces and level footpaths throughout the site for accessible connection to community facilities, local shops and the Clyde Walkway.

The proposal provides energy-efficient housing. The development will have solar photovoltaic panels and connection to the existing District Heat Network to achieve the required reduction in carbon emissions. No natural gas will be deployed within the scheme which is in line with the NPF4 policy aims and Council's Climate Plan. All flats and dwellings are dual aspect with glazing in proportion for good ventilation and orientated to avoid overheating.

Biodiversity and green infrastructure is considered essential for limiting emissions and adapting to climate impacts. The proposed comprehensive biodiversity rich landscape and tree planting programme will make a valuable contribution to help mitigate climate change through natural cooling and shading and a positive effect on carbon sequestration.

The proposed development demonstrates a proactive approach to sustainable design and efficient energy methods. The development is considered to comply with the climate mitigation and adaption policy aims.

### **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 long term retention and monitoring should be included, wherever appropriate; and  
v. local community benefits of the biodiversity and/or nature networks have been considered.*

A comprehensive strategy of landscaping proposes a series of landscaped amenity spaces throughout the site including 2no communal residential courtyards comprising biodiversity rich native planting, semi mature trees. This was informed by a Preliminary Ecological Appraisal submitted with the application that provides an assessment of the ecological features present or potentially present within the development site and its environs and a Biodiversity Net Gain (BNG) Assessment used to calculate the change in biodiversity units (including habitat units and hedgerow units) and the overall percentage of gain/loss achieved. With exception of the street trees on French Street, the site is roughly landscaped and relatively sparse of biodiversity planting/vegetation. Based on the Biodiversity Metric calculations, the site habitat baseline (pre-development) consists of a total of 13.94 habitat units and 0.00 hedgerow units of which 58 habitat units will be retained and protected. The grassland, ornamental SUDs pond shrubs and the non-native early mature trees (French Street) are in poor and/or moderate condition. Only the SUDs ponds having any ecological value. Overall, it was assessed that the existing site provides very low suitability for any protected species (bats, newts, otters) and of low ecological value.

66 trees within the site area will be retained and protected. To compensate for the removal of the 36 on French Street and provide a gain in biodiversity, 56 extra heavy standard street trees and 15 nursery advanced nursery stock street trees will be planted in addition to 6 extra heavy standard trees on Carstairs Street, resulting in a total of approximately 77 new trees. The tree planting will help strengthen and contribute to the Central Scotland Green Network (CSGN) woodland to the south nature network.

New homes for bats and birds will also be incorporated into the development design. It is considered that given the low ecological value and low distinctiveness habitat of the majority of the site, the biodiversity units gained from the additional native hedgerows, tree compensation, pollinator planting and the bird/bat boxes will have a demonstratable positive effect on biodiversity, in line with NPF 4 Policy 3.

The proposal is considered to accord 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 policy seeks to unlock the development potential of vacant and underused sites in the area to repair the urban fabric, bridge gaps, add density, and support further economic development in the area, while also offering opportunities for greening and enhancing biodiversity.

The vacant site is part of an agreed masterplan for the strategic regeneration of the wider area, identified as suitable for mixed use development and delivery of 200+ dwellings. The residential development of this long term brownfield site comprising flats and houses of mixed tenure would attract new residents, new jobs and positively contribute to the regeneration by making the wider location attractive to investment in key sectors.

The site is an area historically characterised by heavy industry and will inevitably be subject to a degree of ground contamination. The comprehensive Site Investigation report and Remediation report identifies and addresses the ground contamination issues that enables the delivery of well-designed low carbon family homes. The proposed landscaping strategy will enhance biodiversity with an overall Biodiversity Net Gain.

Conditions are proposed to ensure that all contamination is identified and appropriate remediation works are carried out to make the site safe and suitable for the proposed development.

The proposal is considered to accord with the aims of Policy 9

## **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 domestic 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 gardens and within the flatted blocks of the development, to assist the management of collection.

The proposal is considered to accord with Policy 12 on zero waste.

## **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 development incorporates design solutions (dual aspect, active gables) to ensure the footpaths, parking and amenity areas have a good level of natural passive surveillance. The direct access to communal amenity space within the site area as well as the equipped play areas, informal sport/leisure facilities at the public landscaped amenity area plot 9 provides opportunity to improve physical and mental wellbeing.

The proposed residential development has prioritised providing well-designed landscaped areas with areas for play, relaxation and recreation which would have positive benefits for the health and wellbeing of future residents. The biodiversity-rich planting and trees and the drainage strategy help mitigate climate change through natural shading and water management.

The development is within walking distance of public transport links, cycle paths networks and hire stations, local shops and community facilities. To actively encourage the use of sustainable modes of transport and lessen carbon emissions the development provides residents and visitors with electric vehicle (EV) charging infrastructure and 125% secure cycle parking.

The built form and layout display symmetry and legibility. The layout responds positively to the surrounding built context by establishing strong and logical building lines along all streets bordering the site. The range of mixed height terraced, and townhouse dwellings and the flatted blocks are arranged with increased scale and active gables to identify important corners and entrance points resulting in legible vistas, prominence and architectural interest. The development considers the established design form and materiality of the predominantly industrial character of the area. A contemporary urban treatment using a range of high-quality materials including red corbeled brickwork, metallic cladding and anthracite window fenestrations complements the existing traditional and modern buildings on French Street and Carstairs Street.

The building design provides low carbon heat and hot water to the homes and dual aspect in all flats and houses for good ventilation to avoid overheating. The BRE Sunlight/Daylight analysis confirmed the glazing is in proportion with all habitable rooms orientated to capture a good level of sunlight and daylight.

Noise impact assessments consider the potential impacts from the adjacent industrial development with suitable mitigation measures proposed to protect residential amenity while allowing existing businesses to continue operating. NRS Environmental Health accept the findings of the reports subject to suitable safeguarding conditions including installation of acoustic vent windows

The development provides a range of houses and flats of mixed tenure all sustainably designed and located including wheelchair compatible flats to ensure inclusive affordable housing provision for all residents.

Overall it is considered the proposal is consistent with the six qualities of successful place and would have a positive visual impact transforming the visual blight of vacant land on the surrounding community and street scene.

The proposal is considered to accord with Policy 14 on design, quality and place.

### **Policy 15: Local Living and 20 minute neighbourhoods**

*To encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options.*

The development will be located within a high accessibility public transport area. There are regular bus services and a train station within walking distance that provide access to the city centre and the surrounding areas. A range of community, leisure and shopping facilities, primary and secondary education, sport and leisure centres are within walking distance.

The proposal is considered to accord with Policy 15.

### **Policy 16. Quality homes**

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

- a) *Development proposals for new homes on land allocated for housing in LDPs will be supported*
- b) *Development proposals that include 50 or more homes, and smaller developments if required by local policy or guidance, should be accompanied by a Statement of Community Benefit. The statement will explain the contribution of the proposed development to:*
  - i. *meeting local housing requirements, including affordable homes;*

- ii. *providing or enhancing local infrastructure, facilities and services; and*
  - iii. *improving the residential amenity of the surrounding area*
- c) *Development proposals for new homes that improve affordability and choice by being adaptable to changing and diverse needs, and which address identified gaps in provision, will be supported. This could include: i. self-provided homes; ii. accessible, adaptable and wheelchair accessible homes; iii. build to rent; iv. affordable homes; v. a range of size of homes such as those for larger families; vi. homes for older people, including supported accommodation, care homes and sheltered housing; vii. homes for people undertaking further and higher education; and viii. homes for other specialist groups such as service personnel*
- d) *Development proposals for new homes will be supported where they make provision for affordable homes meet an identified need. Proposals for market homes will only be supported where the contribution to the provision of affordable homes on a site will be at least 25% of the total number of homes*

At present, the local City Development Plan has established a position that affordable housing should be met through the Strategic Housing Investment Programme and that viability implications have meant that it would not be appropriate to apply an affordable housing policy. Therefore, it is not considered appropriate to apply a percentage affordable housing requirement relative to NFP4 for the time being, until we have agreed in more detail how this can be applied across different areas in the City, based on need.

The application site is identified on the 2023 Housing Land Audit as part of a site with potential for 100 units and is part of an agreed masterplan for the strategic regeneration of the wider area, identified as suitable for mixed use development and delivery of 200+ dwellings. The Statement of Community Benefit received in support of the development summarises the benefits;

- Meeting the Councils recent 2023 Housing Emergency declaration
- Delivery of range of high quality, energy efficient homes and tenure within an existing 20-minute neighbourhood
- Providing and enhancing infrastructure, facilities and services
- Improving the Residential Amenity of the Surrounding Area
- remediation and redevelopment of a significant area of derelict land within east end of Glasgow
- financial contribution for off-site formal sport pitch provision will enhance local sport provision
- Enhanced greenspace provision, including passive amenity, growing spaces and natural play
- Connection to various public transport modes to reduce reliance on the private car and improve amenity.

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

In terms of spatial strategy requirements, the NPF4 also specifically identifies the Clyde Gateway Masterplan as a strategic regeneration project in transforming communities with significant potential to accelerate change, attract investment and achieve wider benefits for communities.

The proposal seeks for the erection of residential development to provide 54 private units & 119 social rented tenure units with a range of sizes, along with associated works that includes biodiversity and landscaping enhancement, new of new play areas and equipment, appropriate access and parking and Sustainable Urban Drainage Systems ('SuDS') treatment.

The proposed development has been designed to integrate new family housing development for the area with the site's existing environmental assets and to enhance the accessibility, biodiversity and health of retained open spaces and trees. Measures to improve habitats for birds, bats and bees are also proposed.

The delivery of the larger public landscaped amenity space as part of the development is regarded a major community asset. This plot is located at an important gateway corner at Dalmarnock Train Station and will be enhanced with high quality biodiversity planting, wooded pockets, equipped play areas, informal leisure activities, seating and a network of footpaths having linkage to the wider area.

Overall, it is considered that the proposed residential development of a vacant site with opportunity will bring a range of significant community benefits (social, economic and environmental) and will restore

the site to contribute to an attractive, modern and energy-efficient new neighbourhood that makes the most of adjacent environmental assets and improves the residential amenity of the area.

The proposal is considered to accord 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 adjacent to a Heat Network Zone. The applicant has made a commitment to investigate the connection to the 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. A suitable condition shall ensure details are approved confirming connection at the Building Warrant stage.

The proposal is considered to accord with Policy 19 on heating and cooling.

### **Policy 20. Blue and Green Infrastructure**

*Blue and green infrastructure are an integral part of early design and development processes; are designed to deliver multiple functions including climate mitigation, nature restoration, biodiversity enhancement, flood prevention and water management.*

*b) Development proposals for or incorporating new or enhanced blue and/or green infrastructure will be supported. Where appropriate, this will be an integral element of the design that responds to local circumstances. Design will take account of existing provision, new requirements and network connections (identified in relevant strategies such as the Open Space Strategies) to ensure the proposed blue and/or green infrastructure is of an appropriate type(s), quantity, quality and accessibility and is designed to be multifunctional and well-integrated into the overall proposals.*

*"e) Development proposals that include new or enhanced blue and/or green infrastructure 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."*

A detailed landscaping strategy, preliminary ecological appraisal, and Biodiversity Net Gain Assessment has informed the blue and green opportunities and biodiversity assets of the site. The development includes a series of green features including biodiversity rich landscaped communal courtyards, front and rear gardens, street trees, wooded pockets, wildlife habitats and the 'blue' features SUDS ponds, rain gardens. A nature orientated approach integrates these new green open spaces and infrastructure with the existing landscaping, trees and rain gardens to retain and provide routes for people and wildlife. A statement confirms existing SUDS features, additional attenuation, tree pits and porous paving will manage the flooding and water treatment aspects of drainage and ensure that the community and wildlife are considered in SUDS design.

It is considered this meets part e) of policy 20.

## **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 residential development will be occupied by children. The proposal includes development of plot that adjoins the residential blocks to the north east as a local multi-functional landscaped amenity area comprising equipped play areas suitable for children of all ages. This public amenity area offers children's play within a wider landscaped area suitable for recreation and relaxation.

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 flood risk and surface water drainage appropriately.

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.

The Council seeks to create new places throughout the City; new places that look good, function well and appeal to everyone. The SG1 is intended to inspire all those involved in the development process and to help create new buildings and spaces that contribute to the sense of place and provide high quality of life

Policy CDP1, The Placemaking Principle mirrors NPF Policy 14 in seeking that new development should aspire to achieve the six qualities of place and the basic Placemaking Principles apply to all development proposals in Glasgow; Character and identity; Successful Open Space; Legibility and Safety; Ease of Movement; Vibrancy and Diversity and Adaptability and Sustainability

The application site is in an area of high accessibility to public transport within the Inner Urban Area where density can vary between 30 and 100 DPH in base accessibility locations. A higher density may be expected in high accessibility locations. On sites of 5+ hectares, identified Masterplan areas or other areas of significant change the density of development may be detailed in guidance provided in a development brief or masterplan. However, 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. While a higher density may be accepted in locations with high accessibility to public transport regard should be given to townscape considerations, existing urban massing and scale, legibility, vistas, streetscape, green infrastructure, connectivity.

The site in total measures 3.2 hectares and will contain 114 flats and 59 dwellings (a mix of terraced houses and town houses) for private sale and social rent. This development proposes 173 dwellings on a 3.2 hectare site- approximately 54 dwellings per hectare (DPH). This density is well within policy guideline thresholds.

The scale and massing of the proposed development has taken due consideration of the context and setting, proposing a development of mixed scale of two and three storey dwellings and flats 4 to 6 storeys that understands and reinforces the context of the site and surrounding built form.

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 for the local context.

All residential developments must consider 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 development layout continues the established street pattern along French Street and Carstairs with a perimeter block providing an active street frontage and rhythm to the streetscape. A continuous edge and activation and articulation to gables and corners provides surveillance and legibility. The development has been arranged with consideration of scale and varied roofscapes at important corners and entrances to identify the primary viewpoints of the development and increase legibility. Enclosure of rear amenity private gardens and landscaped courtyard space by the dual aspect development clearly defines the private and public areas and provides good surveillance. Public spaces, shared surface home zone area and level routes throughout the site link with the wider community ensure good accessibility, permeability and connectivity for all to community facilities and transport links.

Materials will be consistent across the whole site and are in keeping with the local context. Primary elevational materials will comprise red facing brick and roofs will have dark grey concrete tiles to complement the industrial traditional character of the existing built form.

The material to streets throughout the proposal will be consistent throughout, in line with placemaking strategies and according to the street hierarchy. The primary route will be finished in a black-top tarmac, similar to Carstairs Street and French Street. The driveways and shared surfaces will be block paving, differentiating from the primary road to highlight pedestrian access and differentiation of routes.

The incorporation of renewables, in accordance with policies CDP 5 and SG 5 as addressed below. will be minimally visible. Suitable conditions regarding all external vents and pipes etc connecting to the District Heat System are sited and designed to minimise impact on the streetscape.

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



With regards to refuse collection, refuse and recycling storage will be provided for with in-curtilage outdoor storage provided in rear gardens before being presented for kerb side collection. The layout of streets has been designed to ensure that refuse vehicles can access all homes and flats.

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 site is also in the Inner East Local Development Framework as Vacant and Derelict Land (VDL) with opportunity for redevelopment.

In summary, the proposed development is considered to comply with CDP 2 in so far as the proposed development will help strengthen the regeneration of the wider area and utilise an existing brownfield site.

## **CDP 3: Economic Development & IPG3 Economic Development**

Although residential development within a SEIL is normally resisted, Interim Planning Guidance (IPG) 3, underpinning CDP3 Economic Development, confirms that where proposals are outwith classes 4, 5 and 6, but part of an agreed masterplan for the regeneration of the wider area, consideration is given to how it may impact on the character of the economic development area and the operation of adjoining businesses.

The Inner East LDF also acknowledges much of the Dalmarnock area is classified as a Strategic Economic Investment Location (SEIL) but the Council will continue to review the potential to accommodate different uses through managed process. Future development should be brought forward as part of a placemaking approach that seeks to integrate and reconnect with this emerging community. The proposed development is fully consistent with and supported by the updated South Dalmarnock Masterplan.

It is considered the residential development of this key site within the South Dalmarnock Clyde Gateway masterplan would attract new residents, new jobs and positively contribute to the regeneration by making the wider SEIL location attractive to investment in key sectors.

The proposed development is considered to comply with CDP 3

## **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.

In terms of energy efficiency design measures, the houses and flats will be designed with a 'fabric first' approach in mind. The application site is adjacent to a Heat Network Zone. The applicant has made a commitment to the connection to the Heat Network Zone.

In terms of LZCGT photovoltaics, and Heat Exchange & Recovery Systems are well established technologies and would be a cost effective solution for meeting the policy requirements.

The Statement on Energy advises that the proposal will incorporate measures to meet the Gold Standard of the Technical Handbook, with carbon dioxide emissions abatement through the use of low and zero carbon generating technologies. This is the level of detail that can reasonably be expected at planning stage.

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 7 – Natural Environment & SG 7 – Natural Environment**

CDP 7 aims to ensure that Glasgow's natural environments, including its ecosystems and protected species, are safeguarded and, wherever possible, enhanced through development.

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 site has no national or local environmental designations. With exception of the street trees on French Street, the site area is roughly landscaped and relatively sparse of biodiversity planting/vegetation. The landscaping and biodiversity qualities of the site will be considerably enhanced through the retention of street trees, on Carstairs Street and Colvend Street and the comprehensive tree (no77) and shrub planting throughout the site with wildflower meadows. The biodiversity enhancements include bird nesting boxes, bat boxes and bug hotels, swift and sparrow boxes and bee bricks. A landscaping strategy proposes a series of amenity spaces throughout the site including 2 no communal residential courtyards comprising biodiversity rich native planting and semi mature trees.

The proposed development creates several benefits to the surrounding area, such as a central amenity space providing additional informal play space for this and future developments (Plot 9), improved path connections and contribute to the Central Scotland Green Network (CSGN) woodland to the south nature network. Through the creation of native species-rich hedgerows and tree planting this creates more foraging opportunities for mammals, bats and birds, and improved connectivity to other green areas such as the adjacent River Clyde Walkway

This proposal is also supported by a Preliminary Ecological Appraisal and a Biodiversity Net Gain (BNG) Assessment. Subject to conditions ensuring the proposed landscaping is implemented, a suitable maintenance schedule adopted, the development of plot 9, and the inclusion of bat and bird boxes within the development the proposal is in accordance with CDP 7 and SG 7.

The proposal is considered to comply with CDP 7 and SG 7 Natural Environment.

### **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 National Planning Framework 4, 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 proposed foul discharge will flow to the existing combined sewers in the vicinity of the site and surface water will discharge to the storm sewer network in the vicinity of the site, with the surface water being discharged via appropriate on site Sustainable Urban Drainage, SUDs, measures, and existing strategic SUDs measures previously constructed to facilitate the South Dalmarnock masterplan. Regeneration site. The proposed SUDs treatment for parking and roof areas is provided at source via permeable paving, suitably placed in parking areas to treat the surface water runoff

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.

The developer proposes 100% parking for the 54no dwellings for private sale through a mixture of in-curtilage and courtyard parking arrangements.

A parking rate of 45% for social housing is proposed in landscaped allocated parking bays rear and side of the blocks accommodating 53 allocated spaces, including 5 wheelchair compatible car spaces. Figures submitted by the housing association confirm low car ownership of their tenants at 40%). The site is extremely well connected by Dalmarnock Railway Station, several bus routes, the Clyde Walkway / Cycle Route recent local new build development. Suitable conditions ensure the parking for the flatted development is allocated by the Housing Association.

13no visitor parking spaces and 4no visitors parking for wheelchair user are provided within the site. A further 22no on-street demarcated parking spaces for visitors will be provided on French Street and Solway Street.

This is in line with Council policy.

### **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.

Secure covered cycle storage for dwellings will be provided in all house plots. Communal cycle racks within the flatted blocks will provide residents parking for 166 bikes. 6no. visitor cycle racks are evenly distributed throughout the site with direct access to flats and dwellings.

Key features of the Design and Access Statement include the following.

- The site consists of an area of approximately 3.2ha. Two vehicular accesses are shown off French Street, with one vehicular access off Solway Street.
- pedestrian and cycle routes will connect the site to the Clyde Walkway, a National Cycle Route 75 which connects Leith in Edinburgh with Portavadie on the Cowall Peninsula in Argyll and passes through Glasgow.
- There are lit footways adjacent to all the existing roads adjacent to the proposed development. The development allows for safe points of access into the site from surrounding streets and new pedestrian connections towards the bus stops, public cycle hire scheme and railway station. Tesco Extra Dalmarnock, Main Street Medical Centre, Bridgeton Dental Practice and schools (Dalmarnock Primary School, Whitehill Secondary School, Sacred Heart RC Primary School and St Mungo's RC Academy) are within 20 minutes walking distance.
- The site is developed with priority given to the movement of pedestrians and cyclists. Shared surfaces Homezone layouts are proposed with the intention that these will provide children's play space and allow free movement un-hindered by vehicles as far as possible. The masterplan allows for safe points of access into the site from surrounding streets and new pedestrian connections towards the river and railway station
- Shared surfaces with attractive planted traffic calming features will ensure that residents and visitors vehicles are restricted to very slow speeds. Traffic calming measures will be developed with planting which will make it clear that these are primarily pedestrian spaces.
- Cycle storage is proposed at an increased level of provision relative to normal standards in response to the strategy for reduced levels of car parking provision.
- A review of the site and surrounding road network has been undertaken and it is considered that the volumes of traffic associated with the proposals can be accommodated on the surrounding road network without impacting on the operation or safety of the routes.
- The additional traffic generated, and movement associated with the 173 affordable houses were low when compared with existing traffic levels nearby and capacity analyses of nearby junctions show insignificant effects created by development traffic. In transportation terms, this Transport Statement demonstrates that the proposed development satisfies all policy requirements.

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 173 residential dwellinghouses and flats for mixed tenure private sale. As the proposal includes private housing there is a requirement to provide all categories of onsite provision where possible. As discussed, plot 9 will be developed as a local multi-functional landscaped amenity area that would serve the amenity requirements of this development and the future phases of residential development. However, as it is not feasible for plot 9 to accommodate the delivery of outdoor formal sport a financial contribution by the developer is required to offset the shortfall.

A summary of the amenity requirements for the 173 units that will be delivered as part of the development of plot 9. The proposed solution is considered acceptable.

#### **Amenity**

Flats requirement - .0888Ha 888sqm

Dwellings requirement –0.0317Ha 317sqm – Social Rent

Dwellings requirement –0.0716Ha; 716sqm - Private Sale

#### **Allotments/Community Garden**

Flats requirement – 0.0089Ha; 89 sqm;

Dwellings requirement – 0.0014Ha; 14 sqm; – Social Rent

Dwellings requirement– 0.0143Ha; 143 sqm;- Private Sale

#### **Children's Play**

Flats requirement – 0.1234Ha;1234 sqm

Dwellings requirement – 0.0101Ha;101 sqm – Social Rent

Dwellings requirement– 0.1002Ha; 1002sqm; - Private Sale

#### **Outdoor Sport**

Private Dwellings requirement

INFORMAL requirement – 0.716Ha; 716sqm;

FORMAL requirement – 0.1718Ha; 1718sqm; **Equivalent Financial Obligation – £71,600.00**

#### **OVERALL FINANCIAL CONTRIBUTION:**

The equivalent financial contribution for the shortfall in formal outdoor sport has been calculated at **£71,600.00** 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.

#### **CITY DEVELOPMENT PLAN CONCLUSION**

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

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

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

## Representations Responses:

### 2 representations of Objection / Concern from local residents:

- Building design and materials lack interest and individuality from existing development

**Comment:** As discussed above in relation to NPF Policy 14. Design, quality and place and SG1: Placemaking Principle, the overall design concept takes reference from the surrounding industrial architecture in terms of height, vertically proportioned windows and harmonising red facing brick materials/colour tones. The rooftop canopies are designed to reflect the scale and materials of the existing built form on French Street and Carstairs Street with profiled metallic cladding. The design evolved to include additional ground floor gable windows to improve passive surveillance of public areas and brickwork articulation to activate gables avoiding blank walls at important entrance corners. It is considered that the simple contemporary approach and complementary palette of robust high-quality materials is a distinctive in its own merit that stays dominant to the mix of existing traditional and modern development.

- Loss of daylight and overshadowing of dwellings opposite on Carstairs Street.

**Comment:** As discussed above, A Building Research Established (BRE) sunlight/daylight analysis included the daylight and sunlight achieved into the dwellings 101 Carstairs Street and 120-121 Carstairs Street. The tests used include the Vertical Sky Component (VSC) and No SkyLine/Daylight Distribution report that measure the amount of sky that is visible from the vertical centre of the window; a good level of natural daylight the VSC of the main window to a room is 27% or greater. The results for the VSC test show a 100% pass rate for the neighbouring building located at 120-121 Carstairs Street post-development.

- Proposals require improved public realm with seating at communal areas.

**Comments:** Public realm and amenity is addressed under the Site Description and NPF4 policies 3, (Biodiversity), 14 (Design, Quality, Place) and CDP policies 1 (Placemaking), 7 (Natural Environment) and 12 (Delivering Development). As well as the lit landscaped private communal rear courts, a 0.7ha plot at Dalmarnock Train Station will be developed as a local multi-functional landscaped amenity area comprising biodiversity rich landscaping, amenity space, equipped natural play spaces, informal sport, feature lighting and seating. This will serve the amenity requirements of this development and the future phases of residential development.

- Active upper floor windows should be introduced on terraced gables for Increased passive surveillance.

**Comments:** Passive surveillance of public spaces, footpaths and amenity spaces is addressed under NPF policy 14 (Design Quality, Place) and CDP1 (Placemaking Principle). The development has been carefully designed with dual aspect homes and flats at levels providing good passive surveillance amenity, parking courts and footpaths. Gables adjacent public spaces and footpaths have been revised to include activated windows on both levels.

- Development will add pressure to parking provision in local area.

**Comments:** Parking provision has been addressed elsewhere in this report. 100% parking for the private dwellings for are provided in-curtilage and in courtyard parking, and 39 spaces for visitors to the development are provided within the site and on street demarcated parking spaces. With regards to flats for social rent, 45% allocated parking is provided in a parking court arrangement. However, a lower level of car parking for social housing tenants is generally accepted and supported with figures from Thenuue Housing Association confirming car ownership of their tenants as 40% with the majority having just 1 vehicle. In terms of location, the site is extremely well connected to a range of public transport modes all offering frequent regular services within walking distance. The design has also been carefully considered so that residents and visitors benefit from the public transport connections, cycle paths, cycle hire stations with 125% secure covered cycle parking and Electric Vehicle charging facilities. There will inevitably be increased traffic generated to the development however the Transport Assessment confirmed the additional traffic associated with the 173 affordable houses were low when compared with existing traffic levels nearby. It is considered the development provides an acceptable level of off street

allocated parking and measures for travel by sustainable transport that would minimise any significant impact on surrounding streets

### **Representation from Bridgeton and Dalmarnock Community Council (BDCC)**

- BDCC often discusses the lack of local amenities in Dalmarnock itself, be it retail stores, a community hub, cafes, pubs and restaurants. There is some concern that this development comprises all housing.
- BDCC wants reassurance that the amenity space to be delivered on plot 9 of Clyde Gateway's wider masterplan will be delivered as a phase of the residential development.
- Detailed recommendations about the design of the amenity space on plot 9.
- Queried why private housing comprises solely terraced housing, and not flats
- Queried aspects of the architectural approach and materials palette
- Recommended installation of public bins and glass recycling.
- Opposed the felling of semi-mature and mature trees along French Street.
- Made detailed comments about SUDs design and energy efficiency.

### **Comments:**

In response to lack of amenities and this application solely for residential development we would highlight this area is part of a rolling strategic Masterplan regeneration project to transform communities accelerate change, attract investment and achieve wider benefits for communities. The recent changes to the masterplan to include residential development responds to the Council recent housing emergency and members supported the refresh. It should also be noted that as well as this development for mixed tenure family homes the planning service has recently approved a range of commercial uses within the surrounding locale including Class 4 Bakery and Class 3 Café, 103 French Street (22/02275/FUL), cafe (Class 3), Eastworks Building, French Street (23/03020/FUL), Erection of Class 1 retail unit (Lidl,) (21/03181/FUL) Dalmarnock Road/Springfield Road.

Delivery of the amenity open space in terms of function, quality, type and timescales will be conditions of this application and also planning application (24/01047/FUL). The proposed detail including all soft and hard landscaping and infrastructure, biodiversity qualities, type of amenity, design features, connections is currently under assessment by NRS Planning.

The development provides an appropriate mix of housing types and tenures in response to the demands of the local area and Housing Association demand assessment.

The response to architectural approach and materials palette are discussed above and under NPF Policy 14. Design, quality and place and SG1: Placemaking Principle. It is considered that the design concept is a creative contemporary interpretation of the surrounding industrial architecture and mixed scale development. The rich tones of the red facing brick, metallic cladding and anthracite finishing taking reference from the industrial character of the area and existing built form as well as the more contemporary dwelling opposite. Increased scale at key gateway entrance points and corners has been considered for important wayfinding vistas and views from arrival points; Dalmarnock Train Station and Dalmarnock Cross. The development is considered to be a high quality, sustainable and contemporary building, innovatively designed, distinctive and responds to the surrounding built form and wider area.

Recommended installation of public bins and glass recycling.

The installation of public recycling bins will be arranged by the Council Environmental Waste/Recycling officers as part of the ongoing regeneration process and growth of the wider community.

As discussed above under NPF4 policies 3 (Biodiversity) and CFP policies 1 (Placemaking, and 7 ((Natural Environment) the loss of the French Street trees to accommodate the delivery of the houses was key consideration since the pre-application stage. The Tree Survey, Biodiversity Net Gain assessment and the Protected Ecological Assessment submitted confirmed the early mature trees as non-native in poor and/or moderate condition. The findings were scrutinised and accepted by NRS Landscaping and NRS Biodiversity officers. To balance the delivery of the family homes with the biodiversity amenity qualities of the site, a strategy of high quality landscaping/biodiversity/ tree planting with biodiversity measures (bird and bat boxes) was accepted as suitable measures to offset the loss of the trees. As confirmed, to compensate for the removal and provide a gain in biodiversity, approximately 77 new trees (heavy standard, nursery stock extra heavy standard) will be planted throughout the site as street trees. The tree planting will strengthen connections to the Central Scotland Green Network (CSGN) woodland to the south (Clyde Walkway). It should also be noted the French Street trees were subject of a proposed Tree Protection Order (TPO) (September 2023). NRS Park Arboriculturist officers

could not support the TPO scoring the trees 1 out of 10 in terms of amenity value with low retention value due to their poor condition/health.

The site is part of the South Dalmarnock Integrated Urban Infrastructure Framework Masterplan that has included substantial strategic infrastructure development in particular urban drainage including SUDS garden ponds and tree pits that are included as part of the drainage strategy for the site. The Flood Risk Assessment and Drainage Impact Assessment submitted in support of the development are self-certified, independently checked and have met the requirements of DRS Flood Risk Management subject to conditions. The proposed foul discharge will flow to the existing combined sewers in the vicinity of the site and surface water will discharge to the storm sewer network in the vicinity of the site, with the surface water being discharged via appropriate on site Sustainable Urban Drainage, SUDs, measures and existing strategic SUDs measures previously constructed intrastate aforementioned. The proposed SUDs treatment for parking and roof areas is provided at source via permeable paving, suitably placed in parking areas to treat the surface water runoff.

Policy 19 (Heating and Cooling) and CDP5 (Resource Management) discuss energy efficient measures. A Statement on Energy (SoE) has been provided demonstrating that the intention is to meet Gold Hybrid. Photovoltaics, Heat Exchange & Recovery Systems, Ground Source Heat Pumps and Air Source Heat Pumps were identified as suitable in terms of the LZCGT measures. Nonetheless, the applicant has made a commitment to the connection to the nearby Heat Network Zone. 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.

#### **Late representation from director of Spotmix (Scotland) Ltd**

- Objection that changes to the existing road layout will result in large vehicles not being able to make deliveries to the existing concrete mixing business at 99 Carstairs Street, leading to its closure.
- Objection to overdevelopment of the site, out of keeping with the new low-level housing on Carstairs Street, and with parking issues and traffic impacts.
- Concerns about site contamination, not being suitable for residential development.

#### **Comments:**

Access arrangements for the delivery vehicles to the Spotmix business are noted however Solway Street is not exclusive to any business as a turning area. It is a public adopted road available for all road users and pedestrians. The Stopping Up Order proposing the closure of Solway Street/Carstairs Street junction is to facilitate the proposed homezone layout to reduce traffic and increase residents' safety. The Stopping Up Order is a legal order independent to the assessment of the planning application. It is understood that Clyde Gateway is in ongoing dialogue with Spotmix (Scotland) Ltd to address their specific operational concerns.

The scale and design have been discussed above under NPF policy 14 (Design Quality Place) policy CDP1 (Placemaking). The site area is bordered by buildings of mixed scale and height. The development provides mix of 2 and 3 storey houses and flatted properties in keeping with the scale of the surrounding built form.

Parking and traffic implications has been addressed at under Site Description, NPF4 policy 14 (Design, Quality Place), CDP1 (Placemaking) and 11 (Sustainable Transport). There is 100% parking for the dwellings with 39 spaces for visitors to the development. The lower level of car parking for social housing tenants is supported by figures from Thenu Housing Association confirming car ownership of their tenants as 40% with the majority (38%) having just 1 vehicle. The development is also extremely well connected to public transport modes. It is considered the development provides an acceptable level of off street allocated parking and measures for travel by sustainable transport that would minimise any significant impact on the surrounding streets and road network.

Policy NPF9 (Brownfield, Vacant and Derelict Sites) addresses ground conditions of the site. The comprehensive Site Investigation report and Remediation report identifies and addresses the ground contamination issues that enables the delivery of well-designed low carbon family homes. Conditions 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.



## 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.

### Approved Drawings

1. E12711/0501 A SITE LOCATION PLAN
2. (PL) 019 C MASTERPLAN BOUNDARY TYPE PLAN FULL SITE
3. (PL) 003 G MASTERPLAN SITE REFERENCE PLAN HOUSE TYPE
4. (PL) 004 H MASTERPLAN SITE REFERENCE PLAN PARKING A...
5. (PL) 005 F MASTERPLAN SITE REFERENCE PLAN BINS AND ...
6. (PL) 018 A MASTERPLAN SITE REFERENCE PLAN BIRD AND ...
7. 1671-HLA-XX-XX-DR-L-90-0001 F LANDSCAPE LAYOUT SHEET 1 OF 3
8. 1671-HLA-XX-XX-DR-L-90-0002 G LANDSCAPE LAYOUT SHEET 2 OF 3
9. 1671-HLA-XX-XX-DR-L-90-0003 E LANDSCAPE LAYOUT SHEET 3 OF 3
10. (PL) 101 E HOUSE TYPE B1 GABLE PLANS, ELEVATIONS + SECTION
11. (PL) 100 D HOUSE TYPE B1 MID-TERRACE PLANS, ELEVATIONS + SECTION
12. PL 102 D HOUSE TYPE B2 MID-TERRACE PLANS, ELEVATIONS + SECTION
13. PL 105 G HOUSE TYPE D1 GABLE PLANS, ELEVATIONS + SECTION
14. PL 103 F HOUSE TYPE D1 MID-TERRACE PLANS, ELEVATIONS + SECTION
15. PL 104 F HOUSE TYPE D2 MID-TERRACE PLANS, ELEVATIONS + SECTION
16. PL 106 F HOUSE TYPE E1 MID-TERRACE PLANS, ELEVATIONS + SECTION
17. PL 107 G HOUSE TYPE E2 GABLE PLANS, ELEVATIONS + SECTION
18. PL 108 E HOUSE TYPE G1 MID-TERRACE PLANS, ELEVATIONS + SECTIONS
19. PL 109 F HOUSE TYPE G2 GABLE - PLANS ELEVATIONS AND SECTIONS
20. 149 PL AN 401 D NORTH APARTMENT BLOCK - EAST ELEVATION
21. 149 PL AN 400 D NORTH APARTMENT BLOCK - NORTH ELEVATION AND COURTYARD ELEVATION
22. 149 PL AN 402 D NORTH APARTMENT BLOCK - SOUTH ELEVATION AND SOUTH COURTYARD ELEVATION
23. 149 (PL) AS 403 C NORTH APARTMENT BLOCK - WEST ELEVATION AND WEST COURTYARD ELEVATION
24. 149 (PL) AS 401 D SOUTH APARTMENT BLOCK - EAST ELEVATION
25. 149 PL AN 400 D SOUTH APARTMENT BLOCK - NORTH ELEVATION AND NORTH COURTYARD ELEVATION
26. 149 (PL) AS 402 D SOUTH APARTMENT BLOCK - SOUTH ELEVATION
27. 149 (PL) AS 403 C SOUTH APARTMENT BLOCK - WEST ELEVATION AND WEST COURTYARD ELEVATION
28. PL) 450 D TERRACE 1 ELEVATIONS - TYPE B HOUSES
29. PL) 451 D TERRACE 1 ELEVATIONS - TYPE D HOUSES - SHEET 1 OF 2
30. PL) 451-1 B TERRACE 2 GABLE ELEVATIONS - TYPE D HOUSES - SHEET 2 OF 2
31. PL) 452 D TERRACE 3 ELEVATIONS - TYPE B HOUSES
32. PL) 453 D TERRACE 4 ELEVATIONS - TYPE B HOUSES
33. PL) 453-1 B TERRACE 4 GABLE ELEVATIONS - TYPE E HOUSES - SHEET 2 OF 2
34. PL) 454 D TERRACE 5 ELEVATIONS - TYPE B HOUSES
35. PL) 455 D TERRACE 6 ELEVATIONS - TYPE D HOUSES
36. PL) 456 D TERRACE 7 ELEVATIONS - TYPE E HOUSES
37. PL) 457 D TERRACE 8 ELEVATIONS - TYPE B HOUSES
38. PL) 458 E TERRACE 9 ELEVATIONS - TYPE G HOUSES
39. PL) 459 D TERRACE 10 ELEVATIONS - TYPE E HOUSES - SHEET 1 OF 2
40. PL) 459-1 B TERRACE 10 GABLE ELEVATIONS - TYPE E HOUSES - SHEET 2 OF 2
41. E12711/1001 REV B PROPOSED LEVELS LAYOUT SHEET 1 OF 2
42. E12711/1002 REV B PROPOSED LEVELS LAYOUT SHEET 2 OF 2
43. 59783-TO-SH01 REV 00 TOPOGRAPHIC SURVEY 00
44. 59783-TO-SH02 REV 00 TOPOGRAPHIC SURVEY 00
45. 59783-TO-SH03 REV 00 TOPOGRAPHIC SURVEY 00
46. 59783-TO-SH04 REV 00 TOPOGRAPHIC SURVEY 00
47. E12711/2006 PROPOSED ALTERATIONS TO EXISTING RAINGARDEN LAYOUT AND DETAILS
48. E12711/2001 REV B PROPOSED DRAINAGE LAYOUT SHEET 1 OF 2
49. E12711/2002 REV B PROPOSED DRAINAGE LAYOUT SHEET 2 OF 2
50. 1671-HLA-XX-XX-DR-L-90-0004 C SOFT WORKS OUTLINE SPECIFICATION

### Reason for Decision

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.

### Conditions

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

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

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 that the site is free of contamination in the interests of the amenity and wellbeing of future users of the site.

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 that the site is free of contamination in the interests of the amenity and wellbeing of future users of the site.

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 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 that the site is free of contamination in the interests of the amenity and wellbeing of future users of the site.

05. 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

**Reason:** To ensure that the site is free of contamination in the interests of the amenity and wellbeing of future users of the site.

06. Before development commences on site, final construction drawings and discharge rate calculations of all drainage and SUDS for the development shall be submitted to and approved in writing by the Planning Authority. The drainage and SUDS shall thereafter be implemented as approved.

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

07. Before development commences on site, evidence that Scottish Water has agreed in principle to vest the end of line SuDS Pond at Colvend Street that receives surface water drainage from the development shall be submitted to and approved in writing by the Planning Authority. This shall include confirmation from Scottish Water of the agreed discharge rate to the SuDS pond.

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

08. All buildings within the approved development shall be placed at or above the agreed finished floor levels as detailed in the self-certified 'French Street/Carstairs Street, Glasgow - Flood Risk Assessment (December 2023)'. Prior to occupation of the development details confirming that the development has been implemented in accordance with the agreed finished floor levels shall be submitted to and approved in writing by the Planning Authority.

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

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

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

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

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

Buildings and ancillary structures:

Facades and walls: primary brick red/brown tumbled finish, secondary brick black tumbled and untumbled finishes, profiled and unprofiled aluminium cladding finished in Bronze PPC

Balustrades: dark grey powder coated galvanised steel flat bar.

Glazing and doors: double glazed UPVC in anthracite with concrete cills,

Roofing: Single ply membrane in dark grey

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

**Reason:** In order to safeguard the property itself and the amenity of the surrounding area.

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

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

similar fixings shall be implemented in the approved manner prior to occupation of the development.

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

**Reason:** To safeguard the amenity properties and the amenity of the surrounding area.

12. Before any development commences on this aspect, full details of the proposed sub-station and its enclosure to the rear of the north block shall be submitted to and approved in writing by the planning authority. The development shall thereafter be implemented in the approved manner prior to occupation of the development.

**Reason:** To enable the Planning Authority to consider these aspects in detail in the interest of the visual quality of the area.

13. Prior to implementation of this aspect, full details of the proposed boundary treatments shall be submitted to and approved in writing by the planning authority. Thereafter the boundary treatments shall be erected at the affected area in accordance with the approved Boundary Plan PL 019 C BOUNDARY PLAN FULL SITE prior to occupation.

**Reason:** To ensure the provision of appropriate boundary treatments in the interests of the visual amenity of the surrounding area.

14. Before any development commences on site, a detailed scheme of landscaping for Plot 9 shall be submitted to and approved in writing by the Planning Authority. This shall comprise native planting and trees, equipped play areas, informal sport/leisure areas, community gardens/allotments, seating, feature lighting and public artwork and shall include:

- a) details of the type and location of all play equipment including the natural play equipment, outdoor gym equipment, seating, lighting and litter bins;
- b) details of the surface treatment of the play areas, including the location and type of safety surface to be installed.
- c) details of all boundary treatments within and at site edges and around the play areas,
- d) details of a range of play that is suitable for all ages, accessible independently including those with a disability.
- e) details of the phasing of these works.

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

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

15. Prior to occupation of the 100th flat and/or dwellinghouse within the development hereby approved, details shall be submitted to and approved in writing by the planning authority confirming that all works approved under the terms of condition 14 for the provision of amenity open space in Plot 9 have been fully implemented to the satisfaction of the planning authority.

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

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

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

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

17. Prior to any development commencing on site, details by a qualified Arboriculturist confirming the tree protection identified in the Tree Removal, Retentions and Protection Plan 1671-HLA-XX-XXDR-L-90 REV B shall be submitted to and approved in writing by the Planning Authority. The tree protection shall thereafter be put in place prior to any other development commencing on site and remain in place throughout the construction of the development.

**Reason:** To ensure a high quality of visual amenity and appropriate biodiversity benefits and to protect the retained trees within the site.

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

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

**Reason:** To ensure a high quality of visual amenity

19. Stopping Up Orders (SOU) are required as part of the Homezone layout works. The access to Solway Street from Carstairs Street and the access to Rockcliffe Street from Colvend Street shall be stopped up. No work on the development shall begin until the affected areas have been stopped up under the provisions of the Town and Country Planning (Scotland) Act 1997.

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

20. Prior to this aspect of the development commencing, full details, including samples and/or product literature, of the design and the finishing materials to be used in the construction of the streets, footways, junctions, parking courtyards, driveways and connection to adjacent streets (French Street; Carstairs Street, Solway Street, Colvend Street, Reid Street) shall be submitted to and approved in writing by the Planning Authority. The development shall thereafter be completed in accordance with the approved details prior to occupation.

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

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

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

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

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

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

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

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

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

25. Prior to the occupation of the flatted block at French Street, the existing Scottish Power substation on the corner of Carstairs Street/French Street shall be permanently removed from site.

**Reason:** In the interests of the proper planning of the area, and of visual amenity.

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

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

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

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

28. Prior to occupation of the development, confirmation that the approved details of the scheme of landscaping and biodiversity enhancements, have been fully completed shall be submitted to and approved in writing by the Planning Authority following an on-site inspection.

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

29. Prior to occupation of the development, written confirmation from a suitably qualified person with Membership of the Institute of Acoustics confirming that noise mitigation relating to the acoustic glazing has been installed as detailed in Appendix 6 (page 28) Noise Impact Assessment - Rev 00 FRENCH STREET RESIDENTIAL DEVELOPMENT Report Reference: 7715-00-00 (27/12/23) carried out by New Acoustics shall be submitted to and approved in writing by the Planning Authority.

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

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

**Reason:** To protect the local residents from unacceptable noise pollution

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

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

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

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

32. Prior to any occupation of the development, details of the waste and recycling bins shall be submitted to and approved in writing by the Planning Authority. Thereafter the approved facilities

shall be completed and available for use prior to occupation of the development.

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

33. The minimum depth of topsoil shall be 150mm for grass areas, 450mm for shrub areas and 900mm for trees on clean subsoil free from builder's rubble and other deleterious materials. Topsoil shall be free from pernicious weeds and shall have a pH value of approximately 7.0. Any trees or plants which die, are removed or become seriously damaged or diseased within a period of five years from the completion of the development shall be replaced in the next planting season with others of similar size and species.

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

34. All drop kerb footway crossings at driveways and entrance to rear lanes shall be in accordance with figure 5.6 of the Design Guide New Residential Areas.

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

35. Any gates if fitted shall not open outwards over the public footway.

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

36. Driveways shall be a minimum of 6 metres in length and 3.5 metres in width over their entire length.

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

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

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

#### Advisory Notes to Applicant

01. Prior to implementation of this permission, the applicant should contact NRS (Transport) at an early stage in respect of legislation administered by that Service which is likely to have implications for this development
02. Measures to maintain road drainage should be identified and agreed with NRS before any work begins on site. The applicant is advised that it is not permissible to allow water to drain from a private area onto the public road and to do so is an offence under Section 99(1) of the Roads (Scotland) Act 1984.
03. Measures to maintain street lighting levels should be identified before any work begins on site. Street lighting levels should be agreed with NRS (Transport) and be in place and operational before any of the dwellings are occupied.
04. Early engagement should be undertaken with the Roadworks Control team of NRS on agreeing a suitable construction methodology / mitigation strategy.
05. It is recommended that the applicant should consult with Building Services Operations and Safety (Development and Regeneration Services) as a Building Warrant may be required for the development.
06. The applicants are reminded of the following policies of Land and Environmental Services (Cleansing):  
REFUSE CONTAINMENT It is the responsibility of the developer/owner to purchase the agreed means of refuse containment.  
WHEELED BIN REFUSE COLLECTION where the developer is planning a wheeled bin method of refuse containment and collection, the conditions governing this system must be complied with, i.e. that the wheeled bin is presented at/and collected from, the agreed location (kerb side, air space etc) on the advised day of refuse collection by the owner/tenant/caretaker etc.

07. Construction and/or demolition work associated with this development should conform to the recommendations/standards laid down in BS5228 Part 1: 1997 "Noise and Vibration Control on Construction and Open Sites". Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 should be employed at all times to ensure noise levels are kept to a minimum.
08. In order to protect local residents' amenity, noise associated with construction and demolition works in residential areas should not occur before 0800 or after 1900 Monday to Friday, and not before 0800 or after 1300 on Saturdays. Noise from construction or demolition works should be inaudible at the site's perimeter on Sundays and public holidays. The planning authority should be notified of necessary works likely to create noise outwith these hours.
09. Clear delineation is required between the public/private areas.
10. If as a result of the RCC approval process, the site layout requires to be altered in respect of the horizontal geometry of the roads, footway and footpath locations and design, on-street lay-by car parking and traffic calming, then a revised drawing shall be submitted to and for the approval of the Planning Authority.

#### **Advisory Notes to Council**

Prior to decision, a financial payment of £71,600.00 towards off-site amenity provision requires to be secured through a Section 75 Legal Agreement.

for Executive Director of Neighbourhoods, Regeneration and sustainability

#### **BACKGROUND PAPERS**

##### **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](http://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.*