



## Planning Applications Committee

Report by  
Executive Director of Neighbourhoods, Regeneration and Sustainability

Contact: David Haney Phone:

Item 1

1st October 2024

**Application Type** Full Planning Permission

**Recommendation** Grant Subject to Conditions and a Section 75

<b>Application</b>	23/00769/FUL	<b>Date Valid</b>	30.03.2023
<b>Site Address</b>	21 Herschell Street Glasgow G13 1HT		
<b>Proposal</b>	Redevelopment to site of former office buildings, with erection of 113 build to rent units (Sui generis), includes amenity, access, car parking, landscaping and associated works.		
<b>Applicant</b>	Calmont Ventures Ltd And M&M Anniesland LLP Stonebridge House 28-32 Bridge Street Leatherhead Surrey KT22 8BZ	<b>Agent</b>	Iceni Projects Ltd Kara Harrison 177 West George Street Glasgow G2 2LB
<b>Ward No(s)</b>	14, Drumchapel/Anniesland	<b>Community Council</b>	02_008, High Knightswood & Anniesland
<b>Advert Type</b>	Bad Neighbour Development	<b>Published</b>	19 May 2023

### REPRESENTATIONS/CONSULTATIONS

#### REPRESENTATIONS

The application received 91 representations of which 82 were in objection, 8 in support and 1 neutral.

The grounds of objection are summarised as follows:

Accessibility of Anniesland Train Station  
Affordable housing  
Air quality and pollution  
Architecture and design  
Biodiversity, ecology and wildlife  
Community fund  
Daylight, sunlight and overshadowing  
Flooding and drainage  
Impact on local property values  
Impact on local services, amenities and infrastructure  
No children's play area included in proposal  
Noise  
Parking, transport, traffic, road safety and congestion  
Privacy and overlooking  
Public consultation process and neighbour notification  
Size, scale, massing, density and overdevelopment of site  
Tenure and unit mix

The grounds of support are summarised as follows:  
Access to public transport, shops and services  
Contribution to meeting housing targets  
Contribution to reducing car usage  
Redevelopment of brownfield site

The representations have been addressed in the assessment below.

## **CONSULTATIONS**

### The Coal Authority

No objections subject to conditions.

### Network Rail

No objections subject to conditions.

### Scottish Water

No objections.

## **Site and Description**

### **SITING**

The application relates to a 0.5ha vacant site in Anniesland Town Centre. The site is on Herschell Street and bounded by Anniesland train station to the east and Anniesland Retail Park to the west and north. The site is within the Anniesland Local Town Centre zone. It is not located within a Conservation Area nor are there any listed buildings on or adjacent to it.

The site previously contained a 4 storey 1970s office building that was used as a job centre. The building was demolished circa 2021. It is now predominantly hardstanding with some leftover landscaping from the previous building. There is a vehicle access off Herschell Street at the south of the site. The site contains strips of designated open space around its perimeter. These spaces are categorised by the Council's Open Space Map as either 'Amenity Greenspace – Transport' or 'Green Corridor - Green Access Route'. A row of cherry trees runs along Herschell Street adjacent to the west boundary of the site.

The built form in Anniesland Town Centre is varied. Great Western Road comprises tenements with ground floor commercial premises. The retail park contains a supermarket and 'big box' units with large amounts of car parking. The Category A listed Anniesland Cross lies at the west end of the Town Centre. Outwith the Town Centre, to the east of the railway line, there is a housing estate largely comprised of two-storey detached houses.

### **PLANNING HISTORY**

Planning permission 16/00438/DC was granted subject to conditions and a Section 69 agreement to convert the now demolished office building to residential. The development description was:

*Conversion of office building to 48 residential flats, associated external alterations, car parking and landscaping*

Consent was given to vary Condition 1 (relating to approved planning drawings) of the above by planning permission 18/01670/FUL.

These consents were never implemented and the office building was demolished circa 2021.

### **PRE-APPLICATION PROCESS**

This proposal is a Major Development as defined by the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 and as such Pre-Application Consultation was carried out in accordance with legislation.

A Proposal of Application Notice (PAN - 22/00747/PAN) was submitted by Icen Projects Ltd on behalf of the applicant. The PAN was submitted to Glasgow City Council on 25<sup>th</sup> March 2022 stating that an interactive web-based event would be held on the 11<sup>th</sup> May 2022. In accordance with the Act, the PAN provided a description, in general terms, of the development to be carried out; a site address; an outline plan of the site; contact details for the applicant a list of the parties who received a copy of the PAN and details of the proposed consultation methods.

The Planning Authority confirmed on 20<sup>th</sup> April 2022 that the PAN was satisfactory and no further actions were required in addition to the proposed consultation set out in the PAN. A Pre-Application Consultation Report was prepared and submitted with the application fully detailing the steps taken by the applicant to consult the local community as well as Councillors/MSPs/MPs. It compiles comments and seeks to answer concerns and representations made in this pre-app process.

The applicant engaged in formal pre-application discussions with the Planning Authority relating to the principle of development, design and layout, amenity other detailed policy requirements of the City Development Plan.

## PROPOSAL

The proposal is for a build to rent development of 113 flatted dwellings with associated access, amenity space, landscaping and car parking.

The development comprises two seven storey blocks referred to as Block A and Block B. Block A will be sited at the north end of the site with Block B adjacent to the south. Communal outdoor amenity space would be provided at ground level. Four roof terraces would be provided within Block A and four within Block B. A car park with 38 spaces would be provided to the east and south of Block B and would use the existing access at the south of the site. Communal indoor amenity space will be provided across both buildings.

Block A will contain 53 dwellings and 173 sq/m of communal space. Block B will contain 60 dwellings and 170 sq/m of communal space. A mix of one- and two-bedroom units would be provided as detailed below:

Unit Type	Bedrooms	Floor Area	Private Outdoor Space
Type A	1	45.2 sq/m	Yes
Type B	1	48.9 sq/m	Yes
Type C	2	67.3 sq/m	Yes
Type D	2	66.6 sq/m	No
Type E	1	45.8 sq/m	Yes

The units will be split across Block A and B as follows:

Unit Type	Block A amount	Block B amount	Total amount
Type A	20	19	39
Type B	5	12	17
Type C	10	23	33
Type D	13	0	13
Type E	5	6	11
<b>Total</b>	<b>53</b>	<b>60</b>	<b>113</b>

In total, there would be 67 one-bedroom flats and 46 two-bedroom flats across the development. The internal communal space includes facilities including co-working space and a gym.

The original planning submission contained 123 flatted dwellings and this was reduced to the current total of 113 in order to increase the amount of amenity space.

## SPECIFIED MATTERS

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

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

i. An Environmental Statement.

Not applicable to this application.

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

A Preliminary Ecological Appraisal by Wild Surveys Ltd dated 17 October 2023 was submitted. The applicant submitted an Ecological Appraisal update and Biodiversity Net Gain Assessment on 01 July 2024 in response to comments from the Planning Authority.

iii. A Design Statement or a Design and Access Statement.

A Design and Access Statement by Elder and Cannon Architects was 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).

The following reports were submitted with the application:

Daylight Statement by Atelier Ten dated September 2023  
Drainage Strategy Report dated 16 February 2023 by Goodson Associates  
- Drainage Strategy revisions submitted on 26 September 2023 and 15 August 2024  
Herschell Street Concept Design Report by LDA Design dated February 2023  
Noise & Vibration Impact Assessment dated 22 February 2023 by Bureau Veritas UK Limited  
Planning Statement by Icen Projects Limited dated May 2023  
- Supplementary NPF4 Compliance Statement submitted on 12 October 2023  
Pre-Application Consultation Report by Icen Projects Limited dated March 2023  
Report on Site Investigations by Mason Evans dated July 2018  
- Site Investigation Study by Goodson Associates submitted on 29 July 2023  
Statement on Energy dated 28 February 2023 by Carbon Futures (Consultancy) Ltd  
Transport Statement by Icen Projects Limited dated March 2023  
- Car Parking Briefing Note submitted on 28 June 2024

B. Summary of the terms of any Section 75 Planning Agreement

A financial contribution of £95,400.00 is required towards Interim Planning Guidance IPG 12 Open Space Provision requires to be secured. This would be split between children's play and outdoor sport as outlined later in the report.

A management arrangement is also required to be put in place through the legal agreement in order to secure the long-term management and maintenance of the building in operation for Build to Rent.

Prior to first occupation, the Proprietor will provide evidence to GCC demonstrating that appropriate arrangements have been put in place with car club operator to fund the provision of car club vehicles in accordance with details to be agreed with the Planning Authority.

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

These Regulations enable Scottish Ministers to give directions.

i. With regard to Environmental Impact Assessment Regulations (Regulation 30).

Not applicable to this application.

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

No direction has been made by Scottish Ministers/Not applicable.

2. Restricting the grant of planning permission.

No direction has been made by Scottish Ministers/Not applicable.

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

Not applicable to this application.

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

Not applicable to this application.

## **Policies**

The Development Plan comprises National Planning Framework 4 and the Glasgow City Development Plan.

National Planning Framework 4 (NPF4) was adopted on 13 February 2023. NPF4 is the national spatial strategy for Scotland. It sets out spatial principles, regional priorities, national developments and national planning policy for Scotland. The following policies from NPF4 are considered to be relevant to the application assessment:

Policy 1 Tackling the Climate and Nature Crises  
Policy 2 Climate Mitigation and Adaptation  
Policy 3 Biodiversity  
Policy 9 Brownfield, vacant and derelict land and empty buildings  
Policy 12 Zero Waste  
Policy 13 Sustainable transport  
Policy 14 Design, Quality and Place  
Policy 15 Local Living and 20 Minute Neighbourhoods  
Policy 16. Quality Homes  
Policy 18 Infrastructure first  
Policy 19 Heating and cooling  
Policy 22 Flood Risk and Water Management  
Policy 23 Health and Safety  
Policy 27. City, town, local and commercial centres

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

CDP 1 & SG 1 The Placemaking Principle  
CDP 2 Sustainable Spatial Strategy  
CDP 4 & SG 4 Network of Centres  
CDP 5 & SG 5 Resource Management  
CDP 6 & IPG 6 Green Belt and Green Network  
CDP 7 & SG 7 Natural Environment  
CDP 8 & SG 8 Water Environment  
CDP 10 & SG 10 Meeting Housing Needs  
CDP 11 & SG 11 Sustainable Transport  
CDP 12 & IPG 12 Delivering Development

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

## Assessment and Conclusions

Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997 requires that where an application is made under the Planning Acts, it shall be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The 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.

### A) DEVELOPMENT PLAN

#### National Planning Framework 4

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

*The policy intent is to encourage, promote and facilitate development that addresses the global climate emergency and nature crisis.*

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

**Comment:** The proposal has been assessed against the relevant NPF4 and CDP policies below. This includes specific policies on energy, biodiversity, transport and nature. Overall, it is considered the proposal accords with Policy 1 on Tackling the climate and nature crises.

##### **Policy 2. Climate mitigation and adaptation**

*a) Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible.*

*b) Development proposals will be sited and designed to adapt to current and future risks from climate change.*

*c) Development proposals to retrofit measures to existing developments that reduce emissions or support adaptation to climate change will be supported.*

**Comment:** A Statement on Energy Checklist has been submitted which confirms that the building would achieve a Gold sustainability level. This has been assessed in more detail under CDP 5 and SG 5 below. Overall, it is considered that the proposal would provide energy efficient accommodation. The proposal accords with Policy 2 on Climate mitigation and adaptation.

##### **Policy 3. Biodiversity**

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

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

- i. the proposal is based on an understanding of the existing characteristics of the site and its local, regional and national ecological context prior to development, including the presence of any irreplaceable habitats;*
- ii. wherever feasible, nature-based solutions have been integrated and made best use of;*
- iii. an assessment of potential negative effects which should be fully mitigated in line with the mitigation hierarchy prior to identifying enhancements;*
- iv. significant biodiversity enhancements are provided, in addition to any proposed mitigation. This should include nature networks, linking to and strengthening habitat connectivity within*

- and beyond the development, secured within a reasonable timescale and with reasonable certainty. Management arrangements for their longterm retention and monitoring should be included, wherever appropriate; and*
- v. *local community benefits of the biodiversity and/or nature networks have been considered.*

**Comment:** The applicant submitted a Biodiversity Enhancement Statement and indicative landscaping drawings. The proposal would increase the amount of soft landscaping across the site at ground level and on the upper floor terraces. The small parts of the site which are designated as 'Green Corridor - Green Access Route' will be retained. Additional tree planting is proposed along the boundary adjacent to Green Corridor. The Council's Natural Environment Officer has confirmed that the development would provide biodiversity enhancement in line with NPF4 if the measures detailed in the applicant's Biodiversity Net Gain Assessment are implemented. Landscaping and biodiversity enhancements will be controlled by condition. The site is in a swift flocking area and it is therefore considered that the incorporation of swift bricks into the development should be controlled by condition.

The proposal accords with Policy 3 on Biodiversity.

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

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

*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.*

**Comment:** The former office block has been demolished and the site has lain vacant since. A high density residential scheme in a Town Centre location with good public transport links is considered to be a sustainable use of the site. The site has not naturalised and has very little biodiversity value. It is recommended that the applicant's site investigation and remediation proposals be controlled by conditions as recommended by GCC Geotechnical Services. Part of the site is in a high-risk coal mining area however the Coal Authority has no objections to the proposal subject to conditions.

Subject to conditions, the proposal accords with Policy 9 on Brownfield, vacant and derelict land and empty buildings.

### **Policy 12. Zero waste**

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

*b) Development proposals 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:*

- i. provision to maximise waste reduction and waste separation at source, and*
- ii. 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.*

**Comment:** The site has been cleared meaning that no demolition is required. Internal bin stores will be provided in both blocks and the applicant has demonstrated that refuse vehicles can enter the site and stop within 20 metres of the stores. Waste and recycling bins would be provided to encourage waste separation to be carried out at source. Final details of the waste storage areas will be subject to condition.

The proposal accords with Policy 12 on Zero waste.

### **Policy 13. Sustainable transport**

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

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

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

**Comment:** The site is in a highly accessible Town Centre location. Frequent bus services and Anniesland train station can be accessed from Great Western Road. Anniesland Town Centre contains a mix of shops, services and amenities within walking and wheeling distance. In accordance with NPF4 Policy 15 (see below), the proposal is consistent with local living and 20 minute neighbourhood ambitions. The development would provide 152 secure and sheltered cycle parking spaces.

The proposal includes 38 car parking spaces and will therefore provide a high proportion of no car housing. The level of car parking proposed is below GCC policy requirements. The proposal is therefore considered to be ambitious in terms of low/no car parking. The site is highly accessible to local shops, facilities and public transport and the development would provide sufficient cycle parking spaces. It is therefore considered to be a suitable location for a low car development.

The car parking spaces in the development will have passive provision for electric vehicle charging and this will be controlled by condition. Two car parking spaces would be allocated to car club vehicles for residents of the development. The applicant is committed to the initial set up and running of the car club and this will be controlled by a Section 75 agreement.

Subject to conditions and a legal agreement, the proposal accords with Policy 13 on Sustainable transport.

#### **Policy 14. Design, quality and place**

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

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

**Healthy:** *Supporting the prioritisation of women's safety and improving physical and mental health.*

**Pleasant:** *Supporting attractive natural and built spaces.*

**Connected:** *Supporting well connected networks that make moving around easy and reduce car dependency*

**Distinctive:** *Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.*

**Sustainable:** *Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.*



**Adaptable:** Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.

c) Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported.

**Comment:** The design of the proposal has evolved following discussions with the Council's design team and is considered appropriate for the site and surrounding area. Design and amenity are considered in more detail under CDP 1 and SG 1 below. The proposal would enhance the quality of the environment and built form in Anniesland Town Centre. Overall, it is considered that the proposal is consistent with the six qualities of successful places and accords with Policy 14 on Design, quality and place.

### **Policy 15. Local living and 20 minute neighbourhoods**

a) Development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development with the surrounding area, including local access to:

- sustainable modes of transport including local public transport and safe, high quality walking, wheeling and cycling networks;
- employment;
- shopping;
- health and social care facilities;
- childcare, schools and lifelong learning opportunities;
- playgrounds and informal play opportunities, parks, green streets and spaces, community gardens, opportunities for food growth and allotments, sport and recreation facilities;
- publicly accessible toilets;
- affordable and accessible housing options, ability to age in place and housing diversity.

**Comment:** The development will provide high density housing on a prominent town centre site with high public transport accessibility. The proposal is a low car development and residents will be encouraged to use active travel and public transport. Residents will be near to a range of shops, amenities and services in the town centre and will be able to meet their daily needs within walking and wheeling distance. The development will improve the quality of environment and increasing footfall in the area. It is therefore considered that it would contribute to the vitality and viability of Anniesland Town Centre.

The proposal is consistent with the aims of Policy 15 on Local living and 20 minute neighbourhoods.

### **Policy 16. Quality Homes**

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.

e) Development proposals for new homes will be supported where they make provision for affordable homes to meet an identified need. Proposals for market homes will only be supported where the contribution to the provision of affordable homes on a site will be at least 25% of the total number of homes, unless the LDP sets out locations or circumstances where:

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

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

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

iii. and either:

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

**Comment:** A Statement of Community Benefit has been provided as an appendix to the Planning Statement. It is considered that it meets the criteria set out in Policy 16.

Utilising a long-term vacant site, the proposal will be constructed to a high standard contributing to emissions targets and will not have a detrimental impact on the character or environment. The proposed development would provide a range of accommodation consisting of one- and two- bedroom flats. The development would provide a mix of private and shared outdoor amenity spaces. The application site is in Anniesland Town Centre and the proposed flats would have good access to a range of shops, facilities, amenities and public transport.

Although not classed as 'affordable housing', the development will introduce a 'Build to Rent' offer that is not prevalent in the Anniesland area thereby diversifying the existing range of tenure. The long-term management and maintenance of the building in operation for Build to Rent will be controlled by a Section 75 agreement.

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 City Development Plan has determined that affordable housing should be met through the Strategic Housing Investment Programme rather than a specific affordable housing policy. This is an established position of the Council and has overseen significant investment in affordable housing throughout the city. It is therefore the case that the policy goals are being met through the extant City Development Plan.

Therefore, it is not considered appropriate to apply a percentage affordable housing requirement relative to NFP4 for the time being, until the Council has agreed in more detail how this can be applied across different areas in the City, based upon need.

Subject to conditions, the proposal accords with Policy 16 on quality homes.

#### **Policy 18. Infrastructure first**

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

**Comment:** The development is required to make a financial contribution towards off-site open space for outdoor sports, allotments and children's play. This will be secured by a Section 75 planning agreement.

Advisory notes will be attached to any decision notice to ensure that the development does not adversely impact Network Rail infrastructure.

Subject to the necessary agreement, the proposal accords with Policy 18 on Infrastructure.

#### **Policy 19. Heating and cooling**

*f) Development proposals for buildings that will be occupied by people will be supported where they are designed to promote sustainable temperature management, for example by prioritising natural or passive solutions such as siting, orientation, and materials.*

**Comment:** The proposed building has been designed in line with current and emerging energy efficiency requirements. A Statement on Energy has been submitted which identifies a range of low and zero carbon generating technologies that could be utilised in the development, including All-

Electric Systems; Air Source Heat Pumps; Photovoltaics; and Heat Recovery Systems. This will be investigated further at building warrant stage and subject to condition. In addition, the building will utilise a fabric first approach including maximising the performance of the components and materials that make up the building fabric.

Subject to conditions, the proposal accords with Policy 19 on heating and cooling.

## **Policy 22. Flood risk and water management**

*c) Development proposals will:*

- i. not increase the risk of surface water flooding to others, or itself be at risk.*
- ii. 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;*
- iii. 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.*

**Comment:** Flood Risk Management are satisfied with the Drainage Strategy Report. The development will meet its flooding and drainage requirements subject to a condition requiring the agreement of final details. The landscaping scheme will incorporate SUDS throughout, the final details of which will be controlled by condition. This includes Subject to conditions, the proposal accords with Policy 22 on Flood risk and water management.

## **Policy 23. Health and safety**

*a) Development proposals that will have positive effects on health will be supported. This could include, for example, proposals that incorporate opportunities for exercise, community food growing or allotments.*

*f) Development proposals will be designed to take into account suicide risk.*

**Comment:** The proposal includes high quality indoor and outdoor amenity spaces which will benefit the mental and physical health of residents. This includes areas for exercise such as the gym and pétanque court. The development is also required to make a financial contribution towards off-site open space for outdoor sports, allotments and children's play in the local area. This will be secured by a Section 75 planning obligation.

The development would have to meet the requirements of the Scottish Building Regulations as part of the Building Warrant process. Consequently, it will be designed to ensure suicide risk is minimised.

The proposal accords with Policy 23 on Health and safety.

## **Policy 27. City, town, local and commercial centres**

*a) Development proposals that enhance and improve the vitality and viability of city, town and local centres, including proposals that increase the mix of uses, will be supported.*

*e) Development proposals for residential development within city/town centres will be supported, including:*

- i. New build residential development.*
- ii. The re-use of a vacant building within city/ town centres where it can be demonstrated that the existing use is no longer viable and the proposed change of use adds to viability and vitality of the area.*
- iii. The conversion, or reuse of vacant upper floors of properties within city/town centres for residential.*

*f) Development proposals for residential use at ground floor level within city/town centres will only be supported where the proposal will:*

- i. retain an attractive and appropriate frontage;*
- ii. not adversely affect the vitality and viability of a shopping area or the wider centre; and*
- iii. not result in an undesirable concentration of uses, or 'dead frontages'.*

**Comment:** The proposal would replace a vacant brownfield site with a high-quality residential development. The ground floor flats would not impact the existing retail units within Anniesland Town Centre, which are predominantly located on Great Western Road and within the retail park. The additional residents would increase footfall whilst the architecture and landscape design would improve the quality of the environment on a key route through the Town Centre. For these reasons, it is considered that the proposal will contribute to the vitality and viability of Anniesland Town Centre.

The proposal accords with Policy 27 on City, town, local and commercial centres.

## **City Development Plan**

### **CDP 1 – The Placemaking Principle & SG 1 – Placemaking**

Policy CDP 1 aims to improve the quality of development taking place in Glasgow by promoting a design-led approach. This will contribute towards protecting and improving the quality of the environment, improving health and reducing health inequality, making the planning process as inclusive as possible and ensuring that new development attains the highest sustainability levels.

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

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

SG 1 takes forward the aims of CDP1 and provides the necessary detail to explain how these policy aims will be achieved. SG 1 is comprised of two parts of which Part 1 provides the fundamental Placemaking principles and Part 2 provides the supporting detail.

In line with the six qualities of place as defined in Scottish Planning Policy, SG 1 Part 1 sets out general placemaking principles on character and identity; ease of movement; successful open space; legibility and safety; vibrancy and diversity; and character and identity.

SG 1 Part 2 provides detailed guidance on new development including layouts; scale and massing; design; amenity including daylight, sunlight and privacy; materials; flatted development; and waste storage and collection.

**Comment:** In respect of the above criteria, through the pre-Application process, PAC process, as well Design and Access Statement and development of the scheme in collaboration with the Planning Authority the proposal has been design led from the early stages.

The built environment in Anniesland Town Centre lacks coherence. It comprises a mix of architectural styles and development patterns, including traditional Glasgow tenements with ground floor commercial units on Great Western Road; Anniesland Retail Park; and the Category A listed Anniesland Court. On the east side of the railway line, there is a housing estate largely comprised of detached 2 storey dwellings arranged in a typical volume housebuilder layout. There are a wide variety of scales, densities, architectural styles, layouts and land uses within the Town Centre and its immediate surroundings.

Herschell Street is a key route through Anniesland Town Centre linking Great Western Road (including the train station) with the retail park. This section of Herschell Street is bordered by the vacant application site to the east and the side elevation of a big box retail unit and a car park to the west. Consequently, it is unwelcoming for pedestrians as there are no active frontages and few opportunities for passive surveillance.

The proposal represents an opportunity to redevelop a prominent brownfield site and significantly improve the quality of the built environment in Anniesland Town Centre. The design of the proposal has been assessed in more detail below. Overall, it is considered that the introduction of an attractive, high-density residential development will have a positive impact on the character of Herschell Street and the wider town centre. The proposal has been designed to be resource efficient and will

incorporate a range of low and zero carbon generating technologies (see CDP 5 and SG 5). The proposal is considered to be consistent with the six qualities of place.

#### Size, scale and density

The office block which previously occupied the site was approximately 14 metres high and 80 metres wide. The site is therefore established as a location for a building of scale. The site is in a busy town centre which is dominated by the retail park and associated car parking. The reintroduction of a residential building of scale will help enclose Herschell Street and increase passive surveillance.

The scale and massing of the development will be broken up by the gap between the buildings and staggered building line. Existing and proposed landscaping will help mitigate the scale of the buildings from street level.

SG 1 states that the appropriate density of residential development will vary according to its location; context and setting; the scale and massing of adjacent buildings; and public transport accessibility and active travel opportunities. The site is in a highly accessible Town Centre location with excellent public transport links. There is a mix of shops, services and amenities within walking and wheeling distance. It is considered that the proposed density of 246 dwellings per hectare is appropriate for this location.

#### Design, layout and materials

The buildings have been orientated to respond to and respect the surrounding network of streets providing a strong visual focus as you approach from Great Western Road and creating a building edge along Herschel Street. They will provide passive supervision for pedestrians using these streets. The seven storey buildings will provide enclosure to the streets and be softened by a landscaped edge.

The modern architecture comprises simple rectangular buildings with large picture windows and roof terraces. The buildings will be finished in a brindle grey facing brick and windows and balconies finished in a matching anodised aluminium or steel.

#### Residential amenity

SG 1 sets out additional standards for flatted dwellings for communal private garden space, privacy and aspect. Where a site's configuration or particular characteristics limits the ability to provide private garden space, SG 1 encourages creative alternative solutions (e.g. shared roof garden, usable balconies).

Outdoor amenity space would be provided at ground level surrounding the buildings and on communal upper floor terraces. Indicative landscape drawings show a range of planting, hard and soft surfaces, seating areas and a pétanque court. The amount of outdoor amenity space accords with IPG 12 requirements. The development would also provide internal amenities for residents including a gym, co-working spaces and a residents' lounge. Overall, it is considered that the development will provide a diverse mix of high quality amenity spaces for residents.

SG 1 states that, ideally, all flats should have dual aspect. Where single aspect is proposed, developers will require to show that the amenity enjoyed by the flats is similar, if not better than that of dual aspect flats in a similar location. This will include consideration of the flat's outlook.

Of the 113 flats proposed, 67 single aspect flats would be provided. Of these 20 would be single aspect plus with a small window giving an additional side aspect. These flats would be one-bedroom properties with a floor area of 45.2sq/m (Type A), 48.9 sq/m (Type B) or 45.8 sq/m (Type E). They would have expansive, full height windows and a private balcony (or terrace for the ground floor flats). The balcony would provide private outdoor space in addition to the communal gardens surrounding the buildings and on the upper floor terraces. The site is in Anniesland Town Centre and has good access to nearby shops, amenities and public transport. For these reasons, it is considered that the single aspect flats would benefit from a high level of amenity.

#### Daylight, sunlight and privacy

SG 1 specifies that the Council's tool for assessing daylight and sunlight is the Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: a guide to good practice'.

Specifically, three sequential tests are used to assess whether daylighting impacts are acceptable: the 25 degree angle test, the Vertical Sky Component (VSC) test and the No Sky Line (NSL) test. This sequential approach represents the standardised test for assessing daylighting impacts on habitable rooms. SG 1 defines a habitable room as 'all rooms other than halls, landings, bathrooms, toilets and small utility rooms.'

The applicant submitted a daylight assessment which carried out modelling using the VSC and NSL tests. Given these are the second and third sequential tests, this approach is considered to be consistent with the BRE guidance. The analysis shows that all of the proposed flats would receive acceptable levels of daylight. With regard to neighbours, there are no residential properties close enough to the application site to receive an adverse daylight impact from the proposal.

To consider any sunlight impacts, the calculation recommended by the BRE guidance is the Annual Probable Sunlight Hours (APSH). The analysis shows that the proposed development does not impact on direct sunlight to neighbouring gardens and that sunlight to open spaces in the proposed development comply with the BRE guidance.

The nearest residential properties are over 40 metres from the site on the other side of the railway line which has mature planting along its embankments. Consequently, there will be no adverse overlooking of these properties. Within the development itself, there are no direct window-to-window relationships that would result in adverse overlooking.

### Waste Storage and Collection

SG 1 requires that all new developments must include appropriate and well-designed provision for waste storage, recycling and collection.

Internal bin stores would be provided on the ground floor at the rear of each block. In accordance with SG 1, the bin stores will be located discretely within the development and will have little visual impact.

Refuse vehicles will be able to access the site and park within 20 metres of each block in accordance with SG 1. Final details of the waste storage areas will be subject to condition.

### **CDP 2 Sustainable Spatial Strategy**

The Council will continue to focus on the regeneration and redevelopment of the existing urban area to create a sustainable City. To achieve this, CDP 2 aims to influence the location and form of development to create a 'compact city' form which supports sustainable development. It will also help to ensure that the City is well-positioned to meet the challenges of a changing climate and economy, and to build a resilient physical and social environment which helps attract and retain investment and promotes an improved quality of life.

**Comment:** The proposal would replace a vacant brownfield site with a high-quality residential development. The site is in a prominent position on a key route through Anniesland Town Centre. In accordance with CDP 2, the proposal would contribute to a compact city form by delivering high residential densities on a site that has excellent access to shops, services and public transport. The additional residential population would contribute to the vibrancy of the Town Centre and local economy. The development would incorporate low and zero carbon generating technologies and biodiversity enhancements. Overall, the proposal is consistent with the aims of CDP 2.

### **CDP 4 & SG 4 Network of Centres**

CDP 4 supports the function of each Local Town Centre by maintaining an appropriate balance of uses. SG 4 contains a set of principles that will guide the management of development in Town Centres:

- Support local services in accessible locations
- Maintain an appropriate balance between retail and other uses
- Promote local distinctiveness and the quality of the physical environment
- Encourage enterprise and accommodate new local businesses
- Protect them from development elsewhere that would undermine their vitality and viability

**Comment:** The proposal will redevelop a prominent brownfield site on a key route through Anniesland Town Centre. The architecture and landscape design will significantly improve the quality of the physical environment within and around the site. The development will not result in the loss of any retail floorspace. The additional residents would help increase footfall and support the viability and

vitality of retail and services in the Town Centre. For these reasons, the proposal accords with CDP 4 and SG 4.

### **CDP 5 & SG 5 Resource Management**

Policy CDP 5 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.

The proposal is required to comply with the Gold level in each of the 8 aspects in the Technical Handbook and includes a minimum 20% carbon dioxide emissions abatement through the use of LZCGT.

**Comment:** A Statement on Energy has been submitted which confirms that the development would meet Gold standard as required by CDP 5 and SG 5. In order to achieve this, the building will utilise a fabric first approach including maximising the performance of the components and materials that make up the building fabric. The use of mechanical or electrical building services systems will be considered. Consideration will be given to energy efficiency measures by providing building services equipment over the Building Standards recommendation. The Statement identifies a range of LZCGT that will be investigated during the detailed design of the project, including All-Electric Systems; Air Source Heat Pumps; Photovoltaics; and Heat Recovery Systems.

An updated Energy Report will be submitted at Building Warrant stage and a planning condition will require that this is also submitted to the Planning Authority for approval. Subject to this condition, it is considered that the proposal accords with CDP 5 and SG 5.

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

CDP 6 seeks to ensure the development and enhancement of Glasgow's Green Network. Development that is likely to adversely impact on open spaces identified on the Council's Open Space Map and/or on the existing Green Network will not be supported unless it includes appropriate mitigation.

There is a strong presumption in favour of the retention of publicly usable open space. There may be some circumstances in which the Council will permit development on open space, including where the open space has little open space value or the proposal would be brought forward in conjunction with a proposal for an equivalent, or higher quality, new open space to replace that being lost.

**Comment:** The Council's Open Space Map designates strips of land around the perimeter of the site as 'Amenity Greenspace – Transport' and 'Green Corridor - Green Access Route'. The amenity greenspace covers the north, west and south sides of the site. The green corridor runs down the east side of the site adjacent to the railway line.

The open space will be retained and enhanced as part of the development. The existing security fence along the west boundary of the site will be removed which will enhance the landscape value and accessibility of the amenity greenspace. It is considered that root protection areas for the cherry trees on Herschell Street should be subject to condition as it is likely that their roots will extend beneath the application site and could be damaged during construction. The development will provide additional open spaces for use by the development that will further enhance the landscape and biodiversity value of the existing open spaces. Amenity space will be provided for residents of the development in accordance with IPG 12. The proposal accords with CDP 6 and IPG 6.

### **CDP 7 & SG 7 Natural Environment**

CDP 7 seeks to protect and enhance the natural environment including habitats, protected species, biodiversity and trees. Where development, which may have an impact on such assets, is permitted, it should be designed to minimise adverse impacts and, where these cannot be avoided, suitable mitigation should be provided.

SG 7 supports CDP 7 by providing guidance on the natural environment, including protected sites and species and the enhancement of biodiversity.

Where relevant, the Council will require surveys to be submitted with the application which demonstrate the proposal would not have an adverse impact on the natural environment. SG 7 provides detail on what is expected from ecological surveys.

**Comment:** The Preliminary Ecological Appraisal concludes that the site may support roosting, foraging and commuting bats, badger and nesting birds. The condition of the habitats and individual trees within the site vary from poor to good. There is connectivity from the site along the railway embankment which provides a corridor for wildlife.

The applicant's Biodiversity Net Gain Assessment sets out measures that will be taken to provide biodiversity enhancements. This includes native planting, wildflowers, swift bricks, hedgehog highways and boxes for bats, bird and insects. The Council's Natural Environment Officer has advised that the development will have a positive impact on biodiversity if the measures set out in the Assessment are implemented. Final details of landscaping, including biodiversity, will be controlled by condition. The site is in a swift flocking area and it is therefore considered that the incorporation of swift bricks into the development should be controlled by condition.

It is likely that the roots of trees outwith the site will extend into the site boundary. These include the row of cherry trees on Herschell Street and trees within the green corridor. It is considered that root protection areas during construction should be controlled by condition to ensure that these trees, as well as trees within the site, are not damaged.

Subject to condition, the proposal accords with CDP 7 and SG 7.

#### **CDP 8 & SG 8 Water Environment**

CDP 8 requires applicants to demonstrate that development proposals will contribute to minimising and reducing flood risk; avoid increased risk of flooding from any source either within the development site or outwith the site as a consequence of the development; and avoid any increase in the quantity and rate of surface water run-off from the site. Proposals must make satisfactory provision for Sustainable Urban Drainage Systems (SUDS). SG 8 provides more detailed guidance.

**Comment:** An updated Drainage Strategy Report and accompanying drawings were submitted following comments from the Council's Flood Risk Management service that the development should incorporate more SUDS. Following the amendments to the scheme, Flood Risk Management are satisfied that the development will meet its flooding and drainage requirements subject to a condition requiring the agreement of final details.

The proposal accords with CDP 8 and SG 8 subject to conditions.

#### **CDP 11 & SG 11 Sustainable Transport**

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

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

**Comment:** The development will provide a total of 38 car parking spaces. This will comprise 28 spaces allocated for residents; 6 visitor spaces; 2 car club spaces for private use by residents only; and 2 service drop off spaces.

The Council will only be able to control parking in the surrounding area when developments are located well within existing Restricted or Controlled Parking Zones. In order for the policy to apply, developments that are to be car free must be located within one of these areas. The site is not within a Controlled Parking Zone and therefore the car parking standards set out in SG 11 will apply.

SG 11 specifies that the basic minimum standard for car parking provision for mainstream housing for sale/rent 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 development will provide 113 flatted dwellings which equates to a car parking requirement of 141 spaces. This comprises 113 allocated spaces and 28 unallocated visitor spaces. The provision of 38 spaces is therefore significantly less than policy requirements.

There are some degree of parking control in the surrounding area. There is no parking on Herschell Street, the car park serving the retail park is privately operated and controlled, and there is restricted parking on the A82 Great Western Road (pay & display) from Ascot Avenue junction to Anniesland Cross. Furthermore, the site is highly accessible by bus and rail whilst the shops, services and facilities in Anniesland Town Centre are within walking and wheeling distance. The development proposal is consistent with 20 minute neighbourhood and placemaking ambitions and the ambitious low car approach is supported by NPF4.

The applicant has submitted a Car Parking Briefing Note which confirms that car parking will be allocated to those residents who rent on an individual basis by way of a licence agreement. Spaces will be numbered and managed by on site staff. The lease agreements will specify which flats are car free and this will be made clear to potential residents prior to them signing. Information on the car club and a public transport travel pack will be provided to all residents.

The development will provide 152 secure and sheltered cycle parking spaces which would meet the requirements of SG 11.

### CDP 12 & IPG 12 (SG 12) Delivering Development

CDP 12 sets out the policy context for development contributions. It 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.

IPG 12 supports CDP 12 by providing guidance on the contributions that developers will be expected to make to ensure that the City's infrastructure can accommodate new development.

**Comment:** With regard to open space, the development would provide on-site amenity space through ground level open space and roof terraces in accordance with IPG 12. The size constraints of the site limit the extent to which other types of open space could be delivered on-site. It is therefore considered that financial contributions should be sought for off-site investment as set out in the table below. These contributions can be secured by a Section 75 legal agreement between the applicant and the Council.

Open Space Category	Open Space Requirement (sq/m)	On-site Provision (sq/m)	Equivalent Financial Contribution
Amenity Space	636	Ground Floor – 875 5 <sup>th</sup> Floor Terraces – 120 6 <sup>th</sup> Floor Terraces – 322	N/A
Children's Play	445	0	£44,520.00
Outdoor Sports	223	0	£44,520.00
Allotments or Community Gardens	64	0	£6,360.00
<b>TOTAL</b>	<b>1,368</b>	<b>1317</b>	<b>£95,400.00</b>

The proposal accords with CDP 12 and IPG 12 subject to the completion of the Section 75 agreement

### B) MATERIAL CONSIDERATIONS

The letters of representation are material considerations and should be taken into account in making a decision on the planning application. The representations are summarised and addressed as follows:

#### Objection Comments

- Accessibility of Anniesland Train Station

**Comment:** An application to erect two lift towers at Anniesland Station to improve accessibility (one for each platform) has been approved (ref: 23/01783/PAP). Development is underway and is due to complete in Autumn 2024.

- Affordable housing

**Comment:** The City Development Plan has determined that affordable housing should be met through the Strategic Housing Investment Programme rather than a specific affordable housing policy. This is an established position of the Council and has overseen significant investment in affordable housing throughout the city. It is therefore the case that the policy goals are being met through the extant City Development Plan.

- Air quality and pollution

**Comment:** There is no evidence that the development will adversely impact air quality or increase pollution. A comprehensive landscaping scheme will be provided that will have a positive impact on air quality.

- Architecture and design

**Comment:** The proposal has been design-led from the outset and is considered to be consistent with the placemaking principles of the Development Plan.

- Biodiversity, ecology and wildlife

**Comment:** The proposal will result in biodiversity enhancements through a comprehensive landscaping scheme and other measures such as bat and bird boxes, swift bricks, etc.

- Community fund

**Comment:** It is unclear what the representations raising the 'community fund' are referring to. The planning obligation tests and Development Plan policies on developer contributions do not allow for a community fund contribution to be sought through the planning application process.

- Daylight, sunlight and overshadowing

**Comment:** The impact of the development on daylight, sunlight and overshadowing has been assessed above. The applicant has demonstrated that the proposed apartments will all receive good daylight and the development is so remote from existing residential properties that it will not have an adverse impact on them.

- Flooding and drainage

**Comment:** The drainage strategy has been amended to ensure that the development incorporates more SUDS in line with Development Plan requirements. The development will meet its flooding and drainage requirements subject to the agreement of final SUDS and drainage details. This will be controlled by condition.

- Impact on local property values

**Comment:** The impact of the development on property values is not a material planning consideration and therefore has not been assessed.

- Impact on local services, amenities and infrastructure

**Comment:** The proposed increase to the residential population in Anniesland Town Centre will help support the viability of local services and amenities. In addition, the development will provide amenities for residents including social areas, a gym and outdoor landscaped areas. Where open space requirements cannot be met on site, the development will make a financial payment towards local infrastructure in the form of an open space contribution.

- No children's play area included in proposal

**Comment:** The development is required by IPG 12 to make a financial contribution to off-site open space. As part of this, a financial contribution of £44,520.00 towards children's play will be secured via Section 75 agreement. This will be invested by the Council in the local area.

- Noise

**Comment:** A condition will ensure that the development will be constructed in accordance with the recommendations of the Noise Impact Assessment. A method statement/site management plan will be required by condition to ensure that noise and vibrations during construction are kept to an acceptable level.

- Parking, transport, traffic, road safety and congestion

**Comment:** The car parking spaces will have passive provision for electric vehicle parking and this will be secured by condition. It is acknowledged that the proposal does not meet the level of car parking provision required by policy. For the reasons set out in the above assessment, it is considered that an exception to policy requirements can be made in a highly accessible town centre location. There is no evidence that the development will have an adverse impact on traffic, road safety or congestion.

- Privacy and overlooking

**Comment:** The proposal will be a over 40 metres from the nearest residential properties and will not adversely impact their privacy.

- Public consultation process and neighbour notification

**Comment:** As required by the Planning etc. (Scotland) Act 2006, the applicant carried out a pre-application consultation in accordance with the procedures outlined within the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. Neighbour notification was carried by the Planning Authority in accordance with the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013.

- Size, scale, massing, density and overdevelopment of site

**Comment:** The size, scale and massing of the proposal would respect the surrounding built form and would not dominate or overwhelm the area. The proposed residential density is considered appropriate for a brownfield site in a highly accessible town centre.

- Tenure and unit mix

**Comment:** The development will introduce a 'Build to Rent' offer that is not prevalent in the Anniesland area thereby diversifying the existing range of tenure.

### **Support Comments**

- Access to public transport, shops and services

**Comment:** The application site is in Anniesland Town Centre and has good access to public transport, shops and services.

- Contribution to meeting housing targets

**Comment:** The development will provide 113 build-to-rent flats which will contribute to tackling the housing emergency.

- Contribution to reducing car usage

**Comment:** The proposal will be a low car development and a high proportion of the properties will be marketed as car free. The application site has good access to bus and rail services. The development will provide sheltered and secure cycle parking.

- Redevelopment of brownfield site

**Comment:** The Development Plan supports the redevelopment of brownfield sites. The proposal is consistent with this policy ambition.

## CONCLUSION

The application presents a major opportunity to redevelop a long-standing vacant brownfield site in a prominent town centre location. The proposal has been design-led from the outset and is considered to be a high-quality proposal that will deliver homes with good levels of amenity for future residents. The proposal would deliver 113 new build-to-rent homes to help meet demand and address the housing emergency.

NPF4 supports development proposals which are ambitious in terms of low/no car parking in urban locations that are well-served by sustainable transport modes. The application site has excellent access to public transport as well as the range of facilities, shops and services in Anniesland Town Centre. 113 new homes will contribute to the vitality and viability of Anniesland Local Town Centre.

The proposed development has been assessed against and found to comply with the policies of NPF4 and the Development Plan and the points raised in the representations have been addressed. It is therefore recommended that planning permission is granted subject to conditions and the successful conclusion of a Section 75 legal agreement.

## Conditions and Reasons

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

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

2. Prior to the commencement of development on site, a method statement/site management plan, to include:
  - a) measures for the control of noise dust and vibration,
  - b) areas for the delivery and storage of equipment and materials
  - c) management of site traffic

in a manner that minimises disruption to the local community and associated road network and maintains the safe movement of pedestrians and traffic, shall be submitted to and approved in writing by the planning authority. The construction works shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the planning authority.

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

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

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

4. Unless otherwise agreed in writing with the Planning Authority, no development shall commence on site until a comprehensive contaminated land assessment has been submitted to and approved in writing by the Planning Authority.

The assessment shall determine the nature and extent of any contamination on the site, including contamination that may have originated from elsewhere. The site is located in or close to a Coal Authority Development High Risk Area and therefore the potential for mine gas must be included within the assessment. The assessment shall be conducted and reported in accordance with current recognised codes of practice and guidance and shall include a risk assessment of all relevant pollutant linkages, as required by Planning Advice Note PAN33 - Development of Contaminated Land. Any potential risks to human health, property, the Water Environment and designated ecological sites shall be determined.

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

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

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

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

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

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

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

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

8. Unless otherwise agreed in writing with the Planning Authority, no development shall commence on site until all boreholes, probholes 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, probholes or monitoring wells should be decommissioned (backfilled) and sealed in a manner that prevents them acting as a migration pathway and evidence of this provided to the Planning Authority. Works shall be completed in accordance with Scottish Environment Protection Agency 2014 good practice guidance and BS 8576: 2013.

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

9. Final construction drawings, details and calculations for the proposed surface water drainage design and SuDS (Sustainable urban Drainage Systems) features shall be submitted to Glasgow City Council and approved in writing by the planning authority prior to works commencing on site. Information shown on the drawings should contain a sufficient level of detail to convey the drainage plans, floor and ground levels, drainage cover levels and invert levels, and also allow direct linkage to the final design calculations. In addition, a final maintenance schedule covering all drainage elements must also be included.

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

10. A copy of the Scottish Water Technical Approval / Audit of the final Detailed Design, confirming that there is sufficient capacity available in their drainage network and that they agree to the proposed arrangements, shall be submitted to Glasgow City Council and approved in writing by the planning authority prior works commencing on site.

Reason: To confirm the proposed development can be suitably and sustainably drained.

11. Prior to the commencement of above ground construction works for the building on site, specifications and samples of all materials to be used on the external areas of the building, including: the external

elevations; windows, doors and other glazed areas, and; roof areas, roof surfaces and roof mounted plant rooms, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the buildings shall be completed in accordance with the approved details prior to occupation.

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

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

12. Prior to the commencement of above ground construction works for the building on site, a sample panel of the materials to be used on the external elevations of the buildings shall be erected for the inspection by and written approval of the Planning Authority. Full details of the design of the sample panel shall be submitted for the written approval of the Planning Authority. The approved sample panel shall remain in place throughout construction, where practicable, unless otherwise agreed in writing with the Planning Authority.

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

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

13. Prior to the commencement of above ground construction works on site, elevational and sectional drawing(s) at 1:20 scale illustrating a typical elevation bay for the front, side and rear elevations, detailing the elevational treatments, entrances, balconies, the method of fixing of materials, the type of jointing and framing to be used and the incorporation of design measures to prevent premature weathering and staining, shall be submitted to and approved in writing by the Planning Authority and thereafter shall be implemented in the approved manner prior to occupation of the associated building.

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

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

14. Prior to the commencement of construction works on site, elevational and sectional drawings, details at an appropriate scale of all roof treatments including plant, screening and communal terraces shall be submitted to and approved in writing by the Planning Authority and thereafter implemented in the agreed manner prior to occupation of each building.

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

15. Prior to the commencement of above ground construction works for each of the new buildings on site, ventilation proposals and a strategy for the positioning of discrete ventilation locations shall be submitted to, and approved in writing by, the planning authority and thereafter shall be implemented in the approved manner. For the avoidance of doubt, no vents, flues, aerials or other such external fittings are approved on the external elevations without the prior written agreement of the planning authority.

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

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

16. Prior to the commencement of above ground construction works for each of the new buildings on site, details of refuse and recycling storage areas and bins for both the accommodation and commercial uses shall be submitted to and approved in writing by the planning authority. These facilities shall be completed before the relevant part of the development is occupied.

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

17. Prior to the commencement of above ground construction works on site, details of an architectural lighting scheme for the development shall be submitted to and approved in writing by the Planning Authority and thereafter shall be implemented in the approved manner before the relevant part of the development is occupied.

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

18. Prior the commencement of above ground construction works on site, a vibration survey

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

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

19. Prior the commencement of above ground construction works on site, a noise survey demonstrating the impact of rail traffic noise on the development using the principles set out in "Calculation of Railway Noise" (DoT, HMSO, 1995) shall be submitted to and approved in writing by the planning authority. closed, of 45 dB(A) daytime and 35 dB(A) night time when measured as LAeqT, these shall be specified in the survey report. The approved mitigation measures shall be completed before any of the dwellings are occupied. The survey shall also demonstrate that the dwellings will be designed and constructed to ensure that noise arising from railway movements will be no more than 45 dB LA max(fast) within any bedroom in accordance with World Health Organisation Community Noise Guidelines for sleep disturbance.

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

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

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

21. Before any work on the site is begun, a detailed plan which shows the root protection area (RPA) of all existing trees on the site and trees outwith the site whose roots are likely to extend beneath the site, the location and details of a method of tree protection and temporary works, including scaffolding and access routes, to comply with BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations shall be submitted to and approved in writing by the planning authority. The approved protection shall be in place prior to the commencement of any work on the site and shall be retained in place until completion of the development.

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

22. Before any above ground construction works on the site begin, a scheme of landscaping shall be submitted to and in writing by the planning authority. The scheme shall include hard and soft landscaping works and boundary treatment(s) together with a programme for the implementation/phasing of the landscaping in relation to the construction of the development. All landscaping, including planting, seeding and hard landscaping, shall be completed in accordance with the approved scheme prior to occupation of the development.

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

Reason: In order to safeguard residential amenity.

23. Before any above ground construction works on the site begin full details of the design of the amenity spaces and roof terraces including their hard surfaces, landscaping, lighting, street furniture, fencing and handrails shall be submitted to and approved in writing by the Planning Authority and thereafter implemented in the approved manner.

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

24. Full details of privacy measures for flats that are located on roof terraces shall be submitted for the written approval of the Planning Authority prior to the completion of the roof terraces and installed prior to the occupation of the units.

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

25. Prior to the completion of the construction works full details of the specification and facilities for the internal amenity areas shall be submitted for the written approval of the Planning Authority. Thereafter the facilities shall be completed on site prior to the occupation of the building.

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

26. Prior to the commencement of above ground construction works, details of biodiversity improvement measures with an emphasis on native species shall be submitted for the written approval of the Planning Authority and thereafter shall be implemented in the approved manner prior to occupation of the building.

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

27. Provision of Swift bricks suitable for the nesting of the common swift shall be integrated into the external walls for the new buildings. Prior to the commencement of above ground construction works, full details of the extent and location of swift bricks and their format and finish shall be submitted for the written approval of the planning authority and thereafter, shall be implemented in the approved manner.

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

Reason: To meet the requirements of the Glasgow City Local Species Action Plan on Swifts and to ensure

28. Prior to the occupation of any dwelling, a maintenance schedule for the biodiversity and habitat enhancement measures and the landscaping scheme along with details of maintenance arrangements, including the responsibilities of relevant parties, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the agreed measures shall be implemented in full throughout the lifespan of the development.

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

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

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

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

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

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

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

32. Provision shall be made in the design of the development for the parking of cycles. This provision shall be in accordance with the requirements of City Development Plan, Supplementary Guidance 11: Sustainable Transport, Section 4 Cycle Parking: locations; minimum levels; safe, sheltered and



secure. The cycle parking shall be available for use in accordance with the approved drawings before the development is occupied.

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

33. Each off-road car parking space shall be allocated to a specific dwelling, with dwellings without an allocated off-road car parking space sold / let on a 'car free' basis and be applicable for all subsequent future owners / tenants. The car parking areas shall be permeable but shall exclude loose material. Car parking spaces (each space measuring 2.5 x 5.0 metres) and aisles (6 metres wide) shall be clearly delineated on the ground. The car parking areas shall be available for use before the development/the part of the development served by the car parking in question, is occupied.

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

Reason: To attenuate drainage from the site in the interest of flood control; to keep the road free of loose material in the interests of pedestrian and vehicular safety; and to ensure that car parking is available for the occupiers/users of the development.

34. The developer shall provide suitable lighting to public areas before any of the housing units there are occupied. Before any work on the site is begun, details of positions and types of lighting, and of maintenance and management arrangements shall be submitted to and approved in writing by the planning authority.

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

35. During the construction period, wheel washing equipment shall be provided at all egress points and kept in operation during all times when vehicles are leaving the site. Before any work on the site is begun, details of the type of equipment shall be submitted to and approved in writing by the planning authority.

Reason: To ensure, in the interests of traffic and pedestrian safety, that mud from the site is not carried onto any road.

36. No part of the development shall be occupied until that part is accessible by pedestrians and vehicles in accordance with the approved drawings.

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

37. Prior to the occupation of the development the applicant shall submit a car parking management plan detailing the allocation of car parking spaces, to be approved in writing by the planning authority.

Reason: To ensure effective management of the allocated car parking spaces.

38. Prior to occupation of the first unit, a Residential Travel Pack including maps detailing public transport stops, timetables, links to travel website, estimated journey times, walking/cycle routes to key destinations, health benefits of walking / cycling etc. shall be submitted for the written approval of the Planning Authority. Thereafter, the approved Residential Travel Pack shall be issued to the new owners of each unit prior to their occupation.

Reason: In order to promote Sustainable Transport

39. All new housing units with dedicated allocated spaces shall have passive electric vehicle charging provision in accordance with the City Development Plan, Supplementary Guidance 11: Sustainable Transport, Section 7 Electric Vehicles.

Reason: In order to promote Sustainable Transport

40. External doors must not open onto the public footway and door thresholds must be compatible with existing footway levels.

Reason: In the interests of pedestrian and vehicle safety

41. All vehicles must be capable of entering and leaving the site in a forward gear.

Reason: in the interests of pedestrian and vehicular safety

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

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

43. No lift housing, plant or equipment to project through beyond parapet/roof profile.

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

### **Advisory Notes to Applicant**

1. Prior to implementation of this permission, the applicant should contact Development and Regeneration Services (Transport) at an early stage in respect of legislation administered by that Service which is likely to have implications for this development.
2. The applicant should contact Waste Management & Recycling regarding the collection of bins from the proposed residential development.
3. 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
4. All servicing of the proposed development will be subject to traffic regulations and existing waiting and loading restrictions and any future amendments to same.
5. 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
6. The applicant should consult with Land and Environmental Services (Environmental Health) concerning this proposal in respect of legislation administered by that Service which is likely to affect this development.
7. Before the ventilation system for the disposal and treatment of cooking odours from the premises is installed, the applicant should submit certification from a member of the Heating and Ventilating Contractor's Association, or other suitably qualified person, to the Planning Authority, confirming that the proposed system will satisfy the requirements of sections (a) and (b) of the condition relating to the disposal of cooking odours/fumes.
8. 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.
9. All servicing will be subject to the existing waiting and loading restrictions and to any future amendments
10. Before the lighting system is installed, the applicant should submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the Planning Authority confirming that the proposed system will satisfy the requirements of the light pollution condition.
11. Before the use commences, the applicant should, following the testing of the installed lighting system, submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the Planning Authority confirming that the system complies with its design specification.
12. The applicant should consult Scottish Water concerning this proposal in respect of legislation administered by that organisation which is likely to affect this development. In particular, sustainable drainage systems (SUDS) should be designed and constructed in accordance with the vestment standards contained in "Sewers for Scotland", 3rd edition 2016.

13. The applicant is advised that, where drainage systems including SUDS are not vested in Scottish Water, it is the applicant's/developer's responsibility to maintain those systems in perpetuity or to make legal arrangements for such maintenance.
14. 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.
15. Prior to the commencement of construction work, the applicant is advised to contact Network Rail's Asset Protection

**Network Rail Asset Protection Engineer**  
**151 St. Vincent Street, GLASGOW, G2 5NW**  
**E-mail: [AssetProtectionScotland@networkrail.co.uk](mailto:AssetProtectionScotland@networkrail.co.uk)**

To agree the following:

- lifting plans showing proposed plant positions and movements
- details of any proposed piling works that adhere to Network Rail vibration limits
- track/structure monitoring during any proposed piling works
- lighting scheme that must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains.

Network Rail advise that construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any embankments and supporting structures which are in close proximity to their development.

Details of all changes in ground levels, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

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

None.

for Executive Director of Neighbourhoods, Regeneration and Sustainability

DC/DHAN/27/08/2024

#### **BACKGROUND PAPERS**

**PLEASE NOTE THE FOLLOWING:**

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