



## Planning Applications Committee

Report by Executive Director of Neighbourhoods, Regeneration and Sustainability

**Item 1a**

**19th August 2025**

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<b>Application Type</b>	Full Planning Permission
<b>Recommendation</b>	Grant subject to Conditions

<b>Application</b>	25/00506/FUL	<b>Date Valid</b>	13.03.2025
<b>Site Address</b>	1660 Great Western Road Glasgow G13 1HH		
<b>Proposal</b>	Use of office building (Class 4) as flatted residential development (17 units) (Sui Generis) and associated works		
<b>Applicant</b>	Partick Housing Association 10 Mansfield Street Glasgow G11 5QP	<b>Agent</b>	Mast Architects Gavin Bell 51 St Vincent Crescent Glasgow G3 8NQ
<b>Ward No(s)</b>	14, Drumchapel/Anniesland	<b>Community Council</b>	02_008, High Knightswood & Anniesland
<b>Conservation Area</b>		<b>Listed</b>	
<b>Advert Type</b>		<b>Published</b>	
<b>City Plan</b>	City Development Plan		

### Representations/Consultations

In summary, a total of 23 representations were received including 3 letters of support, 18 objections and 2 neutral comments.

The key issues raised within the objections can be summarised as follows:

- Impact on residential amenity in respect of privacy: concerns raised regarding the raised first-floor communal deck, stating it will result in overlooking and loss of privacy to neighbouring flats, particularly to the rear of 1648 Great Western Road. Also, potential noise disturbance from its use.
- Increased pressure on parking: concerns raised that the lack of on-site parking (and reduction of existing parking) will exacerbate existing congestion in the Anniesland area and overflow parking will impact nearby residential streets.
- Lack of outdoor space: concerns raised that the proposal provides limited on-site private garden space for residents.
- Concern regarding safety of the community: concerns raised with regards to safety issues such as drug-related activities, break-ins, and antisocial behaviour.
- Poor waste management: concerns raised that waste storage arrangements may be inadequate for the number of proposed flats, leading to potential overflow, visual impact, odour, and collection issues. Additionally, location and management of waste facilities may cause disruption to neighbouring properties, particularly in relation to noise from collection vehicles and waste handling.

- Lack of biodiversity: concerns raised that the development provides minimal on-site planting or green space, offering limited opportunities to enhance local biodiversity.
- Overdevelopment: concerns raised that converting upper floors into 17 flats represents overdevelopment of the site, potentially leading to overcrowding, strain on local infrastructure, and reduction in residential amenity for occupants and neighbours.

The support comments can be summarised as follows:

- Provision of affordable housing
- Reuse of vacant building
- Increased vitality of the area

Two neutral comments raised concerns whether the application complies with the standard Housing Association (HA) application process.

## Site and Description

The property at 1660 Great Western Road is a modern four-storey structure constructed in the late 20th century, combining ground floor commercial units with primarily office accommodation above, located on the north side of Great Western Road within the designated Anniesland Town Centre.

The site occupies a prominent position at the junction of Great Western Road and Crow Road, featuring a flat roof and brick façade typical of mid-late 20th-century commercial architecture. There is on-site car parking at the rear, though not proposed for the current redevelopment. Surrounding buildings include early 20th-century red sandstone tenements with distinctive architectural details and heritage value and retail outlets clustered around Anniesland Cross. The greater Anniesland area benefits from a strong local retail offer, excellent public transport links via rail and bus, and nearby green spaces (including Victoria Park and Anniesland Meadow).

The property has a central public entrance from Great Western Road, providing access to an internal reception area, with a stairwell and lift servicing the upper floors. There is a fire exit door and a first-floor access door facing Crow Road. An existing car park is located to the rear of the building, accessed from Foulis Lane. The property's primary external finish is red brick, and it has single-glazed windows.

## Site History

The previous planning application associated with this property includes:

**19/02557/PRE** - Use of offices as residential development. Advise given 23 January 2020.

**20/02354/FUL** - Use of office building (Class 4) as flatted residential development (17 units) (Sui Generis) and associated works. Deemed refusal 03 March 2021. Refused by Local Review Committee under reference 21/00022/LOCAL (details below)

**21/00022/LOCAL** - Use of office building (Class 4) as flatted residential development (17 units) (Sui Generis) and associated works. Dismissed 25 May 2021.

## Proposal

The application seeks full planning permission to convert the upper floors of the building into 17 flatted residential units, all of which are proposed as social rent tenure. The existing ground floor retail/commercial use will be retained, maintaining active frontage on Great Western Road and Crow Road.

The proposal includes 17 flats, comprising a mix of eleven 1-bedroom and six 2-bedroom flats, located across the first, second and third floors. The flats would be accessed via the existing stair and lift core from Great Western Road. Fire escape and secondary access doors would be retained on the Crow Road elevation. Vehicular access to the site (for servicing and refuse collection) would remain via Foulis Lane. No resident parking is proposed. However, the existing vehicle area would be reduced to four spaces: two for the commercial units (Bank and Domino's Pizza) and two for electric vehicle charging. These charging spaces would be offered to a Car Club operating in the area and accessed via Foulis Lane at the rear of the property.

A raised, first-floor level communal deck would provide outdoor amenity space for residents to the

rear. Secure internal cycle storage is also proposed. Minimal external alterations would be made to the building fabric. The red brick finish and overall appearance would be retained, with window upgrades where appropriate.

Internally, all works would be contained within the existing building envelope, with no increase in footprint or height. At ground floor level, the existing reception area would be converted into an amenity space incorporating communal working and lounge areas for residents and the housing association. At first floor there are five flats proposed, including one dual-aspect flat and one corner flat; the remaining flats would be single aspect. All flats would be accessed via the corridor connecting the two stair cores. A raised deck area would be erected above the parking and bin store, accessed from the first floor through a new door formed from the window adjacent to the lift shaft. This would provide a level of amenity comparable to neighbouring tenement flats.

The second and third floors would each contain six flats, accessed via the existing main stair and lift core, as well as the escape stair in the northwest corner. Flats would be accessed off the corridor, similar to the first floor, with one corner flat and the remainder being single aspect.

The main stair and lift would provide access to the small fourth floor area incorporating a plant room and from which there is existing access to an expansive flat roof. The existing plant room would remain in use and incorporate a Landlord Store with roof access for maintenance. The roof would accommodate existing services, including a flue, telecoms equipment, and a mobile mast. While unsuitable as amenity space, it would support renewable technologies such as air source heat pumps and solar panels, with final panel numbers subject to energy assessments. Remaining roof space would be used for an expansive green roof to enhance biodiversity.

The floor area of flats are as follows:

Flat type	Glasgow Standard Required floor area in sqm	Achieved floor area in sqm
Flat 01	48.5m <sup>2</sup>	55.8m <sup>2</sup>
Flat 02	61.0m <sup>2</sup>	67.3m <sup>2</sup>
Flat 03	48.5m <sup>2</sup>	59.1m <sup>2</sup>
Flat 04	61.0m <sup>2</sup>	74.3m <sup>2</sup>
Flat 05	48.5m <sup>2</sup>	59.3m <sup>2</sup>
Flat 06	48.5m <sup>2</sup>	57.7m <sup>2</sup>
Flat 07	48.5m <sup>2</sup>	57.2m <sup>2</sup>

## Specified Matters

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

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

#### i. an environmental statement

Not applicable

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

Not applicable

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

A Design and Access Statement has been submitted with the proposal, covering the context; proposed uses; proposed building designs; amenity; landscape; and sustainability.

#### 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)**

Not applicable

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

A Section 69 Agreement would be required to cover a financial contribution of £16,976.31 towards the provision of off-site open space as detailed in the policy assessment below. There is not Section 75 Agreement.

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

These Regulations enable Scottish Ministers to give directions

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

Not applicable

### **ii.**

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

Not applicable

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

Not applicable

### **iii.**

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

Not applicable

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

Not applicable

## **Policies**

National Planning Framework 4 (NPF4) was adopted on 13<sup>th</sup> 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. Due to the scale, nature and location of the proposed development, the following policies are considered relevant:

**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 13** - Sustainable transport

**Policy 14** - Design, Quality and Place

**Policy 15** - Local Living and 20 Minute Neighbourhoods

**Policy 16** - Quality homes

**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 and associated supplementary guidance 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 Development

**CDP 4**              Network of Centres

**CDP 5**              Resource Management

**CDP 6/SG 6**      Green belt and open spaces

## 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 Act, the determination shall be made in accordance with the Development Plan unless material considerations indicate otherwise. In dealing with an application, the Planning Authority shall have regard to the provisions of the Development Plan so far as material to the application and to any other considerations.

The issues to be taken into account in the determination of this application are considered to be:

- (A) Whether the proposal accords with the Development Plan; and
- (B) Whether any other material considerations have been raised during the application process to outweigh the provisions of the statutory Development Plan.

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

### National Planning Framework 4

The application has been assessed against the relevant policies below.

**Policy 1 Tackling the Climate and Nature Crises** is an overarching policy which encourages, promotes and facilitates development that addresses the global climate emergency and nature crises. When considering all development proposals, significant weight will be given to the global climate and nature crises.

**Policy 2 Climate Mitigation and Adaptation** is another overarching policy which encourages, promotes and facilitates development that minimises emissions and adapts to the current and future impacts of climate change. Developments should be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible and be designed to adapt to current and future risks from climate change.

**Case Officer Comment:** As the proposal is to change the use of the existing building, it does not raise issue with regard to Policy 1 and 2. The site is well connected by rail (Anniesland Station), bus, and walking infrastructure. Reusing the structure reduces demolition waste and supports climate goals. The proposal also introduces an opportunity to improve biodiversity on site thereby responding positively to the Nature Crisis. The proposal is consistent with the aims and expectations of the policies.

**Policy 3 Biodiversity** intends to protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks. Proposals for local development will include appropriate measures to conserve, restore and enhance biodiversity, in accordance with national and local guidance. Measures should be proportionate to the nature and scale of the development.

**Case Officer Comment:** Although the scope for landscaping on-site is limited due to the urban, built-up context, the green roof will contribute to habitat creation, rainwater absorption, urban greening, and ecological resilience. This measure represents a proportionate and appropriate biodiversity response for a flatted development involving reuse of an existing building in a dense town centre location.

The development proposes the installation of a green roof, which is a welcomed biodiversity enhancement, subject to safeguarding conditions, the proposal is in accordance with Policy 3.

**Policy 9 Brownfield, vacant and derelict land and empty buildings** seeks to encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, reducing the need for greenfield development. Development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings will be supported. **NPF4 Policy 14 Design, Quality and Place** seeks to improve the quality of an area whether in urban or rural locations and regardless of scale. **CDP2 Sustainable Spatial Strategy** also supports sustainable development and seeks to guide the location and form of development to create a 'compact city' form.

**Case Officer Comment:** This proposal brings the upper floors of a vacant office building back into productive use, avoiding pressure on greenfield land and supporting a compact urban form, which is considered a sustainable and appropriate reuse of the property. Additionally, the proposal supports the wider aim of increasing residential provision within highly accessible town centre locations, contributing to local vitality and supporting the principles of Policy 9.

**Policy 13 Sustainable Transport** encourages, promotes and facilitates developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably. 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. They should provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation; be accessible by public transport, ideally supporting the use of existing services; and supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking. In reinforcing sustainable approaches towards parking provision Part D of the policy specifically encourages development proposals that are ambitious in providing low or no car parking, particularly in urban areas well-served by sustainable transport options like public transit, walking, wheeling, and cycling. This reflects a strategic shift away from traditional car-centric planning toward reducing car dependency.

**Policy 15 Local Living and 20 Minute Neighbourhoods** promotes the application of the Place Principle and creating connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably walking, wheeling or cycling, or using sustainable transport options.

**Case Officer Comment:** The application property is located within Anniesland Town Centre, the site benefits from exceptional public transport connectivity, including Anniesland railway station and several bus routes within walking distance, as well as established pedestrian and cycling infrastructure. While no off-street parking is proposed specifically for residents, this may be justified by the site's high accessibility, secure cycle storage provision, and the proposed provision of car club or managed spaces that are electric vehicle enabled.

It is recognized that the site has high accessibility by public transport, walking, and cycling. However, conditions are recommended to ensure the development aligns with local policies and mitigates potential impacts.

The proposal assumes residential use would generate less peak-hour traffic than the previous office use, reducing reliance on private cars. The site is a good example of urban intensification, adding vibrancy without the need for new infrastructure. Therefore, the proposal supports the principles of both Policy 13 and Policy 15.

**Policy 16 Quality Homes** encourages, promotes and facilitates the delivery of more high quality, affordable and sustainable homes, in the right locations, providing choice across tenures that meet the diverse housing needs of people and communities across Scotland. Development proposals for new homes that improve affordability and choice by being adaptable to changing and diverse needs, and which address identified gaps in provision, will be supported. Policy 16 notes that this could include homes for people undertaking further and higher education.

**Case Officer Comment:** The conversion would provide residential accommodation, which is encouraged in town centres as part of a strategic approach to increasing the resident population. All 17 residential units are proposed as social rent tenure, helping to meet local housing needs and aligning with Glasgow City Council's commitment to expanding the supply of affordable housing. The conversion makes effective use of an existing vacant building, delivering sustainable homes without the need for greenfield development.

Internal layouts demonstrate compliance with minimum space and daylighting standards, ensuring that residents benefit from good levels of amenity. While private outdoor space is limited, the inclusion of a communal first-floor deck provides external amenity, and the site's proximity to open spaces such as Anniesland Park and Temple Walkway further enhances the living environment. The development represents an appropriate balance of efficient reuse, affordability, and residential quality in an established and accessible urban setting, in line with the aims of Policy 16.

**Policy 27 City, Town, Local and Commercial Centres** encourages, promotes and facilitates the development in our city and town centres, recognising they are a national asset. It recognises centres not only as retail destinations, but as multi-functional places where people live, work, access services, and engage in community life. To be supported under Policy 27, proposals within town and local centres should demonstrate:

- Positive contribution to centre vitality and viability
- Compatibility with neighbouring uses (residential, commercial, etc.)
- Reinforcement of a walkable, accessible environment

- Enhancement or retention of active street frontage
- Delivery of community benefit (e.g. housing, services, public realm)

**Case Officer Comment:** The proposal demonstrates a strong alignment with Policy 27 through its contribution to the ongoing vitality and diversification of Anniesland Town Centre. By retaining the ground-floor commercial use, the development preserves an active frontage along Great Western Road and Crow Road, ensuring that the site continues to support footfall, visual interest, and passive surveillance at street level, all of which are essential for maintaining a lively and safe town centre environment.

Additionally, the conversion of the vacant upper floors into 17 affordable residential units contributes to increased town centre living, directly supporting Glasgow City Council's objectives to bring more people into centres to live, not just shop or work. This increase in residential population enhances the economic resilience of local businesses, helps sustain public transport and services, and contributes to a more balanced and vibrant local community.

Furthermore, the proposal enhances the mixed-use character of the centre and aligns with national objectives to create multi-functional, liveable urban environments. By introducing new residents, the development also supports local businesses and services through increased footfall, while avoiding pressure on greenfield land through the efficient reuse of existing built fabric in a highly accessible location.

### **Conclusion**

Having assessed the development against the aims of NPF4, the proposal is considered to be in accordance with NPF4 policies and their objectives.

### **Glasgow City Development Plan**

With regards to the Glasgow City Development Plan, the relevant Policy and Supplementary Guidance are listed below.

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 and associated supplementary guidance provide more details on specific land uses or environments which contribute to meeting the requirements of the overarching policies.

The following policies are considered particularly relevant to the application assessment:

#### **Policy CDP 1 The Placemaking Principle and SG 1 The Placemaking Principle**

Placemaking is underpinned by a design-led approach to planning. This approach is not restricted to influencing the appearance of a building, street or place; rather it is a holistic approach that considers the area's context and balances the range of interests and opportunities to create multiple interconnected benefits through a collaborative process.

**CDP 1** is a core policy within Glasgow's City Development Plan that promotes high-quality urban design and sustainable placemaking. It requires all development to contribute towards making Glasgow a more healthy, vibrant, and attractive city by enhancing the built environment and creating places that are distinctive, welcoming, adaptable, and resource efficient. **CDP 1** sets out six key qualities of place that all new development should demonstrate: Healthy, Pleasant, Connected, Distinctive, Sustainable, Adaptable.

This policy underpins all other policies in the development plan and is supported by more detailed guidance in **SG 1. SG1 (Part 2)** provides the following detailed guidance in relation to this proposal:

#### **Conversion and Subdivision to Residential Use:**

**General Standards:** all dwellings should ideally have dual aspect (flats with sole access into a parking court or shared rear area will generally be unacceptable); all habitable rooms should receive natural daylight and ventilation; a minimum of 18m should be provided between habitable room windows directly facing windows in building on adjacent sites, wherever possible; access to upper floors should be provided internally; there should be internal access from each dwelling to both front and rear of the building; and parking should accord with SG11 standards.

**Amenity:** Where the building and/or site makes the provision of garden space difficult, developers should look at the possibility of creative alternative solutions, such as shared roof gardens or private terraces or balconies for flats. Where little external common garden space is being provided,

developers will be expected to bring forward mitigation measures to improve internal amenity, such as larger flats, more generous room sizes and the maximisation of window sizes in all habitable rooms.

**Waste storage, recycling & collection:** All developments must include appropriate and well-designed provision for waste storage, recycling and collection. All waste/recycling areas must be located discreetly, so as to have no adverse visual impact or cause traffic/noise nuisance to neighbours. Applicants must provide full details of the provision for waste storage, recycling and collection.

**Sustainable Development:** SG 1 Part 2, Section 1 '*Sustainable Development – Energy Efficient Buildings*' identifies that resource efficient design is a key contributor in the placemaking approach, and that all new development will be expected to incorporate a range of measures to minimise energy consumption, reduce CO2 emissions and make best use of the City's natural resources.

**Case Officer Comment:** Whilst each development site presents unique opportunities and constraints, requiring proposals to be contextually responsive, the proposal shall result in town centre accommodation, it supports the ambitions to make town centres more vibrant and active. The development broadly complies with the principles of good placemaking and internal amenity. Matters relating to parking will be assessed against SG11 'Sustainable Transport' later in this report

- a) Dual Aspect & Daylighting: While not all units are dual aspect, the layout ensures that all habitable rooms benefit from natural daylight and ventilation, taking advantage of the existing window openings within the building envelope. Moreover, the surrounding properties are single-aspect buildings, and when viewed through the upper floor windows, greenery and open space would be visible, resulting in a high-quality outlook. In addition it is notable that the flat types are generously proportioned when compared to the Glasgow Standard outlined in the table above which outlines the flat floor areas. Therefore, the proposal is considered acceptable given the constraints of the existing built form, particularly given it is repurposing an existing building.
- b) Privacy Distances: Where possible, the internal layouts have been arranged to maintain an appropriate degree of privacy. Although the 18m window-to-window separation standard may not be fully met in all directions, with regards to the first-floor deck; this must be weighed against the urban context, reuse of an existing building, and provision of social housing. Additionally, the windows in the neighbouring property are angled, reducing direct overlooking. In light of the above, subject to condition, any potential overlooking can be addressed through appropriate screening.
- c) Internal Access: Access to all flats is provided via an internal stair and lift core, in accordance with the guidance. There is no external-only access to upper floors.
- d) Front/Rear Access: The proposal retains access to both the front (Great Western Road) and rear (via Foulis Lane and Crow Road), maintaining logical and legible access patterns.
- e) Amenity Space: While limited external garden ground is available, the scheme incorporates a communal first-floor deck, which provides a modest but usable shared amenity space. In line with SG 1, this has been supplemented by larger internal flat layouts, and the design appears to maximise window sizes in habitable rooms, helping mitigate the lack of private outdoor space.

Additionally, the proposal includes a communal lounge/co-working area designed to accommodate residents' meetings and sessions by the housing association and other partner organisations. The space can also be used to organise local community events in Anniesland, as well as social gatherings arranged by the residents themselves.

While the proposal involves residential use above retained commercial premises, no formal noise impact assessment has been submitted. However, given the town centre context and mixed-use character of the area, it is considered that the uses are broadly compatible. A condition is recommended to secure appropriate acoustic insulation between commercial and residential units in accordance with BS8233:2014 standards, to ensure acceptable internal noise levels for future occupants.

Given the urban context and limited external space options, the inclusion of a communal area is considered reasonable in principle. However, to safeguard residential amenity, a management condition is recommended to control the use of this space, including restrictions on hours of use, anti-social behaviour measures, and maintenance.

- f) Waste storage, Recycling & collection: Waste storage for the development is proposed to be located in an enclosure to the rear of the building, accessed via Foulis Lane. The design provides for separation between residential and commercial waste, which is consistent with SG 1. Final bin arrangements can be controlled via condition to be agreed with NRS Cleansing, but the proposed arrangement demonstrates waste and recycling provision is discreetly sited, with no anticipated adverse visual or amenity impacts.



- g) Sustainable Development: The proposal involves the reuse of an existing building, which represents an inherently resource-efficient and low-carbon approach. A green roof is proposed, supporting urban biodiversity and contributing to sustainable drainage and thermal performance. Each dwelling is proposed to have a dedicated air source heat pump with internal hot water storage, providing hot water and heating through wet radiators. An array of photovoltaic solar panels for electricity is proposed on the roof.

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

Policy CDP 2: Sustainable Spatial Strategy is a core component of the Glasgow City Development Plan, guiding the location and form of new development to support the city's long-term sustainability, compact urban structure, and regeneration priorities. It promotes compact city growth through optimal use of existing buildings, infrastructure, and urban land; directs development to sustainable, accessible locations well connected to public transport and active travel networks; and encourages the regeneration of underutilised and vacant buildings to minimise greenfield development. CDP 2 also supports low-carbon development that enhances place quality and delivers economic, social, and environmental benefits. Furthermore, it aligns with the broader spatial priorities of the Strategic Development Plan and integrates with other CDP policies, including placemaking, housing, and transport.

**Case Officer Comment:** The proposed conversion of vacant upper-floor office space into 17 social-rent residential units is a strong example of development that supports the overarching aims of CDP 2. The site is located within Anniesland Town Centre, which is already well served by public transport (including Anniesland Station and multiple bus routes), as well as walking and cycling infrastructure. Directing residential development to this highly accessible, urban location promotes sustainable travel behaviour and reduces reliance on private cars, in line with compact city principles.

The reuse of the existing structure also avoids the need for new land take and contributes to the city's goals of minimising carbon emissions and making efficient use of existing built fabric, supporting Glasgow's climate ambitions. The proposal contributes to regeneration by bringing long vacant floorspace back into productive use and by increasing residential footfall and activity in the town centre, helping to sustain nearby services, shops, and transport infrastructure.

By delivering affordable housing within a serviced and connected urban centre, the development provides social value, supports inclusive communities, and reflects the City's spatial planning priorities. Therefore, it fully accords with the aims of CDP 2 to deliver sustainable, accessible, and context-responsive development that supports Glasgow's long-term resilience and placemaking ambitions.

### **Policy CDP4 Network of Centre**

**CDP4** focuses on protecting and enhancing Glasgow's network of centres, which include town centres, district centres, local centres, and neighbourhood centres. The policy aims to:

- Support the vitality and viability of centres as hubs for retail, services, community uses, and employment.
- Encourage development that reinforces the role of centres in meeting local needs.
- Safeguard appropriate uses, including commercial and office uses, within centres to maintain a diverse and sustainable mix.

**Case Officer Comment:** The proposed residential development supports the regeneration of a currently underused building, bringing new life and activity to the area. Introducing residential units promotes a mixed-use environment, which is encouraged in centres to create sustainable and vibrant communities.

The addition of 17 residential units would increase footfall and support local services and amenities, helping to maintain and enhance the centre's vitality and viability in line with the objectives of CDP4.

The residential use would complement existing commercial, and service uses nearby without undermining the centre's role as a hub for employment and services. This balanced approach aligns with the policy's flexibility to support sustainable development.

CDP4 allows for changes of use where justified by market conditions and where the overall effect supports the network of centres' long-term health. In light of this, the proposal meets the criteria, balancing the protection of employment uses with the benefits of residential development.

### **Policy CDP5 Resource Management**

**CDP5** promotes the sustainable management and efficient use of resources in new developments. It encourages the reuse and refurbishment of existing buildings to minimise the need for new construction, thereby reducing environmental impact. The policy supports the incorporation of energy-

efficient design and low carbon technologies to lower carbon emissions. It also emphasises responsible waste management during construction and operation, including waste reduction and recycling. Furthermore, CDP5 promotes sustainable transport options such as walking, cycling, and public transport to reduce reliance on private vehicles. Overall, the policy seeks to protect natural resources and promote environmentally responsible development to contribute to climate change mitigation and enhance the city's sustainability.

**Case Officer Comment:** The conversion of the existing office building to residential use makes efficient use of the built environment, reducing the need for new construction on greenfield sites and minimising urban sprawl. Reusing a vacant or underutilised building supports sustainable development by conserving resources and reducing waste associated with demolition and new builds. The proposal incorporates electric vehicle charging spaces and other potential energy-efficient design features (if applicable), which contribute to reducing the overall carbon footprint of the development, supporting the council's wider climate change and sustainability goals.

The development's location within a network of centres encourages use of sustainable transport options such as walking, cycling, and public transit, further supporting resource management objectives.

Additionally, a green roof is proposed, supporting urban biodiversity and contributing to sustainable drainage and thermal performance. Each dwelling is proposed to have a dedicated air source heat pump with internal hot water storage, providing hot water and heating through wet radiators. An array of photovoltaic solar panels for electricity is proposed on the roof.

The proposal therefore promotes the efficient reuse of an existing building, minimises resource consumption, and supports sustainable transport modes. These measures demonstrate a strong commitment to sustainable development and responsible resource management, consistent with the objectives of CDP5. It should be noted that as a conversion project the proposal does not fall within the obligations set by SG5 in terms of using low and zero carbon generating technologies, however the proposal satisfies policy expectations, nevertheless.

#### **Policy CDP 6 and SG 6 Green Belt and Open Space**

**CDP6** states that standards for the provision of open space in new development will be brought forward through the City's OSS (Open space strategy) and that the contributions which may be sought will reflect any requirements based on application of these standards and identified local circumstances, as set out in the OSS. Part 5 sets out the standards and the identified local circumstances and guidance on when and how they will be applied. In essence, developer contributions may be taken for the following purposes:

- a) to meet the Quality and Accessibility Standards of the OSS and used to invest in a specific, identified subset of the City's open spaces ("Community Spaces") with a view to ensuring households, outwith the City Centre, have safe access to a good quality, multifunctional open space (providing opportunity for rest and relaxation, children's play, informal sport and biodiversity) within an easy walk of their home;
- b) to meet the Quantity Standard of the OSS and used to invest in the creation of new "publicly usable" open space (all open space other than outdoor sports facilities, allotment/growing spaces and cemeteries) in those parts of the City where there is an identified deficiency;
- c) to provide for open space in the City Centre (where the OSS standards do not apply) in line with open space, public realm and green/blue infrastructure requirements identified through work associated with the City Centre Strategy;
- d) to provide open space for food growing in line with the requirements for allotments identified in the Council's Food Growing Strategy; and
- e) to provide for outdoor sports provision in line with the requirements for outdoor sports identified in the Council's emerging Sports Pitch Strategy.

**SG6** sets out these Standards and the local circumstances under which contributions will be taken, as identified in the OSS. In summary, these are: • standards on which contributions will be based - Accessibility, Quality and Quantity standards for the City, outwith the City Centre; and • identified local circumstances when contributions will be required: - the provision of open space in the City Centre; - outdoor sports provision; and - food growing.

**SG 6** is Supplementary Guidance to CDP 6, and it sets out the Council's approach to protecting and enhancing Glasgow's network of open spaces, green corridors, and biodiversity assets. The guidance has two key objectives:

Green Belt Protection – To safeguard the character, function, and openness of Glasgow's green belt by strictly controlling development in designated green belt areas. It aims to prevent urban sprawl and ensure development occurs in a sustainable, compact manner within the existing urban footprint.

Green Network Enhancement – To promote the delivery, protection, and enhancement of an interconnected network of green infrastructure within the city. This includes parks, green spaces, woodlands, river corridors, green roofs, and sustainable urban drainage systems (SUDS).

SG 6 promotes the integration of green infrastructure into new development as a key element of placemaking and sustainable urban design. It supports the creation and enhancement of urban biodiversity and habitat networks, encouraging developments to contribute to the City's Green Network through thoughtful landscape design and ecological connectivity. A core objective is to ensure that all residents have access to high-quality open space, supporting health, wellbeing, and social inclusion. The guidance strongly advocates for the use of nature-based solutions, including features such as green roofs and green walls, which can deliver multiple benefits such as visual amenity, biodiversity enhancement, and improved building performance. SG 6 also emphasises the importance of Sustainable Urban Drainage Systems (SUDS) and measures that build climate resilience, ensuring that new development supports environmental sustainability and long-term urban adaptation.

**Case Officer Comment:** As detailed above, the proposed development includes a green roof which will be utilised for nature and water management. While the site offers limited traditional open space, the development incorporates a communal first-floor deck and proposes the installation of a green roof, which contributes to the green infrastructure network and supports the delivery of urban biodiversity. These elements serve as nature-based solutions that help mitigate the lack of on-ground landscaping by providing visual relief, enhancing habitat potential, and improving the building's environmental performance.

In addition, the site's close proximity to existing green spaces, such as Anniesland Park and Temple Walkway ensures residents will have easy access to quality public open space, satisfying SG 6's objectives for outdoor amenity provision. The proposal also supports climate resilience through the reuse of an existing structure and the integration of sustainable drainage and greening measures. Together, these features demonstrate that the development makes an appropriate and meaningful contribution to Glasgow's Green Network, in line with the intentions of SG 6. Although details regarding SUDS have not been submitted, these can be secured through a suspensive condition prior to approval.

The application site does not have a Community Space within a 400m walking distance and therefore a contribution is required to be taken for the Accessibility Standard and Quality Standard. Based on the calculations set out in SG6, i.e., the required contributions towards open space standards, allotments and outdoor sport, the proposed contribution is as follows:

A S69 Agreement is required to secure a contribution under SG6 for (outwith City Centre] as follows:-	
Accessibility and Quality Contribution:	£13,198.74
Allotment Contribution:	£1,251.60
Outdoor Sport Contribution:	£2,525.97
<b>Total Contribution:</b>	<b>£16,976.31</b>

In light of the above all, the proposal is considered in consistent with objectives and aims of CDP6.

#### **Policy CDP 10 Meeting Housing Needs**

**CDP 10** is a key policy in the Glasgow City Development Plan, aimed at ensuring that new residential development addresses the full range of housing needs within the city. The policy recognises that Glasgow's population is diverse, with varying requirements based on income, household type, age, and mobility. It promotes the delivery of a balanced housing supply, including:

- A mix of housing tenures (e.g. private, social rent, mid-market rent)
- A variety of house types and sizes
- Affordable housing provision
- Accommodation that supports inclusive, sustainable communities

**CDP 10** also supports proposals that reuse vacant or underutilised buildings or sites, particularly in sustainable locations where housing can contribute to regeneration and make efficient use of existing infrastructure. The associated Supplementary Guidance SG 10 (not formally adopted but used as a material consideration) further outlines how affordable housing contributions may be secured and

delivered through mechanisms such as partnership with registered social landlords (RSLs).

**Case Officer Comment:** The proposed development would result in the redevelopment of a vacant building and introduce new residential accommodation in a highly accessible location in close proximity to existing amenities and facilities. The housing would be delivered in partnership with a registered social landlord, ensuring long-term affordability, tenure security, and professional management. This directly supports Glasgow's strategy to increase the supply of social housing and address unmet housing needs across different demographic groups.

The proposed unit mix and layout make efficient use of the existing building and offer a viable alternative to new-build development, thus reducing land consumption and construction-related emissions. The site lies within Anniesland Town Centre, a location that benefits from excellent public transport connectivity, access to employment, local shops, education, and healthcare services, all factors that support sustainable living and align with CDP 10's goal of creating well-integrated communities.

Moreover, the proposal helps address the strategic objective of promoting residential intensification in town centres, contributing to local vitality and supporting services, while avoiding the loss of active frontage at ground floor level. The development is therefore not only consistent with the technical and policy criteria of CDP 10 but also contributes meaningfully to the social and spatial priorities of the city, including inclusion, regeneration, and climate resilience.

The proposal directly supports the delivery of affordable, accessible, and sustainable housing, consistent with the vision and spatial priorities outlined in CDP 10. The proposal enhances the city's housing supply, fosters a mixed and balanced community, and serves as a clear example of how underutilised urban sites can be effectively repurposed to address strategic housing needs.

#### **Policy CDP 11 and 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.

With regards to Cycle Parking, for mainstream Residential 1 space per unit is expected. Visitor parking to be provided at a rate of 0.25 spaces per unit in new residential developments where residents' cycle parking provision is provided communally.

**Case Officer Comment:** The proposal aligns well with CDP 11: Sustainable Transport and the accompanying SG 11 guidance, which seek to reduce dependency on private car use, support active travel, and promote sustainable modes of transport in new developments. The site at 1660 Great Western Road is exceptionally well served by public transport, located directly on a major bus corridor at Anniesland Cross and just a 4-minute walk from Anniesland railway station, which provides frequent connections to Glasgow Central, Queen Street, Milngavie, and Balloch.

In addition, National Cycle Route 754 is accessible approximately 650 metres away at the end of Crow Road, further enhancing sustainable travel options. The development has been designed as a car-free scheme, which is considered appropriate given its location within a controlled parking zone and its high level of accessibility to public transport and local services. This approach is consistent with SG 11's criteria for car-free development in town centre settings.

Although the existing rear car park is being reduced, the proposal would retain four parking spaces, of which two are allocated to the existing commercial units (Bank and Domino's Pizza) and two will be future proofed with electric vehicle charging. These two ECV-ready spaces are intended to be offered to a Car Club operator, providing a shared mobility option for both residents and the wider community, in line with SG 11's encouragement of innovative travel solutions.

Whilst this approach is supported it is proposed to manage the introduction of a car club through a condition which affords flexibility to the applicants should they be unable to implement the spaces as car club operated, in which case they would revert to being managed by the Housing Association and allocated to residents according to user requirements. This more flexible approach is considered appropriate due to the relatively low number of units in the proposal and uncertainty around whether a Car Club operator would be able to be found.

In terms of active travel infrastructure, the proposal includes secure cycle parking for 20 bicycles under the amenity deck and 6 visitor cycle spaces at the front entrance, complying fully with SG 11 standards.

The intended tenure as social rent and the expected tenant profile, many of whom may not own vehicles and may have mobility issues, supports the car-free nature of the scheme, which will be further enhanced by the use of the existing passenger lift. This mode shift toward active and sustainable travel not only reduces traffic impacts on surrounding streets but also supports the City's wider carbon reduction and low-carbon living objectives, making the proposal an exemplar of transport-led urban regeneration that is wholly compliant with the aims of CDP 11.

## **Conclusion**

Having assessed the development against the aims of Glasgow City Council's development plan and its supplementary guidance, the proposal is considered to be in accordance with the policies and their objectives.

## **Material considerations**

With regards to material consideration, a total of 23 representations were received including 3 letters of support, 18 objections and 2 neutral comments.

Impact on residential amenity in respect of privacy: concerns raised regarding the raised first-floor communal deck, stating it will result in overlooking and loss of privacy to neighbouring flats, particularly to the rear of 1648 Great Western Road. Also, potential noise disturbance from its use.

**Comment:** The internal layouts have been designed to maintain an appropriate degree of privacy for residents. Although the 18-metre window-to-window separation standard is not fully achieved in relation to the communal deck, this must be considered in the context of the site's urban setting and the benefits of reusing an existing building. The windows in the neighbouring property are angled, reducing direct overlooking. Any residual concerns regarding overlooking can be secured by condition such as privacy screening, suitable balustrade height, and landscaping features to limit direct views into neighbouring properties. In respect of noise disturbance, it is considered that any impact would be commensurate with a typical tenement backcourt and therefore compatible with a residential setting.

Increased pressure on parking: concerns raised that the lack of on-site parking (and reduction of existing parking) will exacerbate existing congestion in the Anniesland area and overflow parking will impact nearby residential streets.

**Comment:** Concerns regarding the limited on-site parking provision are noted. However, the proposal prioritises sustainable transport in line with CDP11 Sustainable Transport, with two electric vehicle spaces proposed for car club use. The site is well served by public transport and offers good opportunities for active travel, reducing the need for private car ownership. By limiting private parking provision, the development supports a shift away from car dependency and aligns with wider climate change and sustainability objectives.

Lack of outdoor space: concerns raised that the proposal provides limited on-site private garden space for residents.

**Comment:** While the site cannot deliver extensive ground-level private garden space, it includes a communal first-floor deck and is within walking distance of Anniesland Park (0.6 miles) and Victoria Park (0.8 miles). This meets the intent of SG 6: Green Belt and Green Network, which recognises that proximity to high-quality public open space can offset limited on-site provision.

Poor waste management: concerns raised that waste storage arrangements may be inadequate for the number of proposed flats, leading to potential overflow, visual impact, odour, and collection issues. Location and management of waste may cause disruption to neighbouring properties, particularly in relation to noise from collection vehicles and waste handling.

**Comment:** Residential and commercial waste would be stored separately, with collection access provided via Foulis Lane to minimise disruption. Additionally, a condition is applied requiring detailed management plan such as arrangements for the storage, segregation, and collection of waste and recycling, ensuring compliance with SG 1 and avoiding amenity impacts.

Lack of biodiversity: concerns raised that the development provides minimal on-site planting or green space, offering limited opportunities to enhance local biodiversity.

**Comment:** While the site has limited scope for traditional landscaping, the proposal includes a green roof which will enhance urban biodiversity, contribute to the City's Green Network, and improve building performance in line with NPF4 Policy 3 and SG 6.

Overdevelopment: concerns raised that converting upper floors into 17 flats represents overdevelopment of the site, potentially leading to overcrowding, strain on local infrastructure, and reduction in residential amenity for occupants and neighbours.

**Comment:** The conversion of existing floorspace into 17 flats achieves efficient reuse of a vacant building without increasing the building's footprint or height, thereby maintaining the established urban form. Internal layouts meet minimum space and daylighting standards, ensuring adequate residential amenity. The development is proportionate to the building's scale and location in a high-accessibility town centre, in accordance with CDP 1 and CDP 2.

## 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 construction works for each phase of the development on site, a construction method statement/site management plan, to include:
  - a. measures for the control and mitigation of noise, dust and vibration;
  - b. areas for the delivery and storage of equipment and materials;
  - c. traffic management plan;
  - d. proposals for contractors storage, in a manner that minimises disruption to the local community and associated road network and maintains the safe movement of pedestrians and traffic;
  - e. plant details, locations and lifting plans;
  - f. onsite sediment treatment and filtration systems, and;
  - g. details and method water quality monitoring in respect of construction activities.

in a manner that minimises disruption to the local community and associated road network, maintains the safe movement of pedestrians and traffic and ensures that water quality is unaffected by construction activities, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the approved measures shall be implemented in full for the duration of the construction works.

**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 construction works for each phase of the development 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 for the duration of the construction works.

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

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

4. Prior to occupation of the flats, the applicant shall submit a noise mitigation strategy demonstrating how residential units above commercial premises will meet the internal noise criteria outlined on BS8233:2014, for the written approval of the planning authority.

**Reason:** To protect residential amenity.

5. Prior to the occupation of the development, a Management plan for the use of the communal deck shall be submitted to and approved in writing by the planning authority. This shall include:
  - Details of noise mitigation and neighbour liaison
  - Maintenance arrangements

- Any physical measures (e.g. screening or planting) to limit overlooking and reduce noise transmission.

The communal deck shall thereafter be operated in full accordance with the approved management plan.

**Reason:** In order to safeguard the residential amenity of neighbouring properties from potential noise and disturbance arising from the communal amenity space.

6. Prior to the occupation of the development, full details of privacy screening along the perimeter on the east and north sides of the proposed deck shall be submitted to and approved in writing by the Planning Authority. The screening and balustrades shall be a minimum of 1.8 metres in height and, together with landscaping features, be designed to effectively limit direct views into neighbouring properties. The approved screening, balustrades, and landscaping shall be installed prior to occupation and maintained thereafter.

**Reason:** In order to safeguard the residential amenity of neighbouring properties.

7. Prior to the occupation of the development, full details of the proposed arrangements for the storage, segregation, and collection of waste and recyclable materials shall be submitted to and approved in writing by the planning authority. The details shall include the design, location, screening, and capacity of all waste and recycling enclosures for both the residential and commercial elements of the site. The approved arrangements shall be implemented in full prior to the occupation of any residential unit and shall be maintained thereafter in accordance with the approved plans.

**Reason:** To ensure that appropriate, well-designed, and discreet waste storage facilities are provided on site in the interests of residential amenity, visual appearance, and compliance with SG 1 (Placemaking) and City Plan waste and recycling guidance.

8. Prior to the commencement of development, detailed plans and specifications of the proposed solar panels and air source heat pumps shall be submitted to and approved in writing by the Planning Authority. The details shall include the number, type, location, orientation, appearance, and technical specifications of the solar panels. The development shall be carried out in accordance with the approved details and retained thereafter.

**Reason:** To ensure the solar panels are appropriately designed and installed in a manner that is visually acceptable, maximises energy efficiency, and is compatible with the character of the area, in accordance with relevant planning policies.

9. 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; and in 'sheffield' type racks. The cycle parking shall be available for use in accordance with the approved drawings before the development is occupied.

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

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

10. The parking space(s) not dedicated to the commercial premises shall be used only for the parking of private or car club cars and not for the parking of commercial vehicles.

**Reason:** In order to safeguard residential amenity.

11. All vehicles must be capable of entering and leaving the site in a forward gear. Car parking spaces shall be 2.5 metres wide and 5.0 metres in length, disabled parking spaces shall be a minimum of 3.3 metres wide and 6 metres in length.

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

12. Prior to occupation of the flats, details of a management plan for the two retained parking spaces not dedicated to the ground floor commercial units shall be submitted to and approved in writing by the Planning Authority. The management plan will detail arrangements for a car club to operate the two spaces, including details relating to how residents of the development will be having access to the car club vehicles. In the event that it is not possible to implement a car club operation then the management plan will detail permanent management arrangements for use of the spaces by residents of the development hereby approved. The details approved in the management plan will include allocation arrangements and will be implemented prior to the occupation of more than ten of the flats.

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

13. Prior to the occupation of the development, a noise assessment shall be submitted to and approved in writing by the Planning Authority to address any potential noise impact from the existing flue serving the Domino's premises, particularly on the adjacent bedroom window of the upper flat. Where necessary, details of appropriate noise mitigation measures to minimise disturbance to residents shall be provided and implemented prior to occupation. The approved mitigation measures shall be maintained thereafter.

**Reason:** In order to ensure that noise from the existing flue does not cause an adverse impact on the amenity of future residents, in accordance with policies protecting residential amenity.

14. Prior to the occupation of the development, full details of the design, construction, planting specification, and maintenance schedule of the proposed green roof shall be submitted to and approved in writing by the Planning Authority. The green roof shall be installed in accordance with the approved details prior to the occupation of the residential units and shall thereafter be retained and maintained in good condition for the lifetime of the development.

**Reason:** To enhance biodiversity, contribute to the City's Green Network, improve surface water management, and support climate resilience in accordance with SG 6 and NPF4 Policy 3.

15. Prior to the occupation of the development, a Management Plan for the communal ground floor amenity space shall be submitted to and approved in writing by the Planning Authority. The amenity space shall thereafter be managed in accordance with the approved Plan unless otherwise agreed in writing by the Planning Authority.

**Reason:** To ensure the amenity space is appropriately managed to safeguard the residential amenity of occupants and neighbouring properties in accordance with SG 1.

16. Prior to the installation of Air Source Heat Pump (ASHP) a Noise Impact Assessment shall be submitted to and approved in writing by the Planning Authority. The assessment shall demonstrate that:

- The rating level of noise emitted from the ASHP, when assessed in accordance with BS 4142:2014, will not exceed the existing background noise level by more than +3 dB at the nearest noise-sensitive receptor.
- Internal ambient noise levels within noise-sensitive rooms of neighbouring residential properties shall not exceed 35 dB LAeq,16hr during the daytime (07:00–23:00) and 30 dB LAeq,8hr during the night-time (23:00–07:00), when measured and assessed in accordance with BS 8233:2014.

The ASHP shall be installed, operated, and maintained in accordance with the approved details for the lifetime of the development.

**Reason:** To ensure that noise from the ASHP does not adversely affect the amenity of existing or future residents, in compliance with SG 1 and CDP 1.

### Advisory Notes to Applicant

1. The developer should advise each prospective purchaser that residents in this development may not be eligible to purchase a resident's on-road parking permit, in accordance with the provisions of the existing traffic order.



2. The applicant should contact Waste Management & Recycling regarding the collection of bins from the proposed residential development.
3. All servicing of the proposed development will be subject to traffic regulations and existing waiting and loading restrictions and any future amendments to same.
4. 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.

for Executive Director of Neighbourhoods, Regeneration and  
Sustainability

DC/MCH/23/07/2025