



Planning Applications Committee

Report by
Executive Director of Neighbourhoods, Regeneration and Sustainability

Contact: Sean McCollam Phone: 0141 287 6021

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| Application Type | Planning Permission in Principle |
| Recommendation | Grant subject to conditions and S.75 |

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| Application | 21/01186/PPP | Date Valid | 27.04.2021 |
| Site Address | Site At Yorkhill Quay Glasgow | | |
| Proposal | Erection of mixed-use development (residential, hotel, leisure and commercial (to include Class 1, Class 2, Class 3, Class 4, Class 10 and Class 11) uses) and to include all access, landscaping and other required infrastructure | | |
| Applicant | Glasgow Harbour Ltd 16 Robertson Street Glasgow G2 8DS | Agent | McInally Associates Ltd Scott Graham 16 Robertson Street Glasgow G2 8DS |
| Ward No(s) | 10, Anderston/City/Yorkhill | Community Council | 02_021, Yorkhill & Kelvingrove |
| Conservation Area | | Listed | |
| Advert Type | Bad Neighbour Development | Published | 7 May 2021 |
| City Plan | Mixed Development | | |

REPRESENTATIONS/CONSULTATIONS

Representations

Following the statutory neighbour notification process and publishing of the weekly list, nine objections were received by the final date for receipt of representations on 27th May 2021. The salient points of submissions received are summarised as follows;

- Inappropriate scale, massing, density and appearance of development which is incompatible with the River Clyde Strategic Development Framework, the Govan Partick Strategic Development Framework and Designing Streets guidance.
- The scale of development proposed is incompatible with health living patterns and gives rise to social issues.
- The area is already saturated by student housing with resultant pressures on local services.
- The proposals do not make provision for affordable or socially rented housing despite an acute shortage within the locality.

- Minimal engagement with the local community and restricted to online means which has effectively excluded many residents.
- Negative impacts on daylight provision to flats on Centurion Way and to SWG3 creative industry at Eastvale Place.
- Views from existing flats on Centurion Way will be impacted on and will have a negative effect on property values.
- Insufficient detail on how the principles of 'agent of change' will be met for premises on Eastvale Place.
- Insufficient north-south connections which don't overcome the Clydeside Expressway as a barrier to movement.
- Insufficient walking and cycling routes and potential space conflict between these users.
- Insufficient details on access by users with restricted mobility and pushchairs.
- Greater provision of amenity, culture and recreation provision needed within the development which should be available to non-residents.
- Commercial uses should be targeted at small independent businesses and social enterprises.
- Greater focus needed for on-the-water activities and infrastructure, including pontoons.
- No heritage interpretation provision.
- No new development of waterfront housing should be approved until a strategic assessment of the river corridor has been undertaken.
- Insufficient viewing opportunities on top floors of buildings.
- Insufficient details on the sustainable development aims of the proposal.
- Insufficient amenity space.
- Insufficient parking provision.
- The site is vulnerable to flooding.

Consultations

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| Scottish Environment Protection Agency | No objection. |
| Scottish Water | No comments offered. |
| Glasgow Humane Society | No comments offered. |

Relevant Planning History

The application site has an extensive planning history, although the following applications are of specific interest to the current application;

22/01896/FUL: Formation of roundabout and reconfiguration of car park and associated infrastructure to the east of the current application site. Decision pending.

20/02342/FUL: Erection of opening bridge over the River Clyde with associated path connections, landscaping, lighting and drainage to the west of the Riverside Museum. Granted subject to conditions

18/01993/MS: Erection of mixed use development comprising retail, office, leisure (including cinema/casino), commercial, education, bars/restaurants, hotel and residential floorspace together with public open space, associated access, servicing, infrastructure, parking and landscaping:- Approval of Matters Specified in Conditions 01 and 02 of Planning Consent 17/00610/DC).

17/00610/DC: Erection of mixed use development comprising retail, office, leisure (including cinema/casino), commercial, education, bars/restaurants, hotel and residential floorspace together with public open space, associated access, servicing, infrastructure, parking and landscaping (Planning Permission in Principle). Application under Section 42 of the Planning Act to delete conditions 3 and 4 of Planning Consent 08/02395/DC relating to duration of permission and commencement of development. Granted subject to conditions and S.75 agreement.

08/02395/DC: Erection of mixed use development comprising retail, office, leisure (including cinema/casino), commercial, education, bars/restaurants, hotel and residential floorspace together with public open space, associated access, servicing, infrastructure, parking and landscaping

(Planning Permission in Principle) (EIA). Granted subject to conditions and S.75 agreement although has since lapsed.

SITE AND DESCRIPTION

Site

The application site forms part of Yorkhill Quay, located on the north bank of the River Clyde, with the Riverside Transport Museum and the confluence of the River Kelvin to the west and Clydeside Distillery and SEC immediately to the east. To the north is the conjoined transport infrastructure of Stobcross Road, Clydeside Expressway and an elevated railway line, beyond which lies residential flats, a creative industries and music venue and student accommodation at Yorkhill. On the opposite bank of the River Clyde are residential flats at Govan and the Govan graving docks.

The site is brownfield in nature and is currently cleared, vacant ground largely secured by perimeter fencing over its greater part. A section of the site to the west is currently being used as informal overflow car parking for the Riverside museum which also incorporates a turning circle. There is currently an application seeking the revised layout of the westernmost (formal) section of the car park to provide a bus stop and turning area. The total site area is quoted as 4.46 hectares. The site currently accommodates National Cycle Route 7 along its northern boundary.

Planning History

Planning Permission in Principle (PPP) was approved in 2012 for a mixed use development on the north bank of the River Clyde, immediately west of the SEC car park and extending up to the eastern boundary of the existing Glasgow Harbour Phase 1 housing. The range of uses approved in principle by that permission included retail, restaurants and bars, offices, hotel use, health club, adult learning, casino, cinema and other assembly and leisure's uses with associated access, servicing, infrastructure, parking and landscaping (08/02395/DC).

A revised application was approved under Section 42 of The Town & Country Planning (Scotland) Act 1997 (17/00610/DC) in August 2017 for a three year period and repeated the terms of the Section 75 agreement. With the extension on the duration of planning permission brought about by the Scottish Government coronavirus related legislation, this permission remains extant until 31st March 2023.

Following this, detailed matters were subsequently approved by application 18/01993/MS for development west of the River Kelvin (part of application 17/00610/DC). This approval includes details for the delivery of 20,078m² retail floorspace (Class 1), 10,339m² of leisure uses (Class 11) and 3,680m² of restaurant/bars (Class 3) in a format referred to by the applicant as 'urban lifestyle outlets'.

The current application is a standalone application for planning permission in principle which seeks to agree a more residential focussed development on the area east of the River Kelvin and includes proposals for supporting commercial uses at ground floor, a standalone commercial leisure development and a hotel. Siting of the proposals would be on the area of the casino and offices approved by 17/00610/DC.

Application Proposal

The proposals seek to establish the principle of a mixed-use development comprising residential, hotel, leisure and commercial uses, to potentially include Class 1 Shops, Class 2 Financial, professional and other services, Class 3 Food and drink uses, Class 4 Business uses, Class 10 Non-residential institutions and Class 11 Assembly and leisure uses. Other supporting development contained in the proposals include vehicular and pedestrian access, a riverside walkway, public realm and landscaping measures.

The proposals comprise five distinct development plots indicating the following allocation of development;

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| Plot 1 | Residential Flatted Development: 500 Private Rented Sector (PRS) homes with commercial use on ground floor. |
| Plot 2 | Residential Flatted Development: 400 Co-living homes with commercial use on ground floor. |
| Plot 3 | Residential Flatted Development: 200 flats for sale with commercial use on ground floor. |
| Plot 4 | Leisure Development with a plot size of approximately 2,950m ² . |
| Plot 5 | Hotel comprising 200 bedrooms. |

For the avoidance of doubt, these figures are considered to represent the maximum unit numbers and floorspace proposed. Full design considerations, including the layout of the site and siting of buildings and other structures and the design and external appearance of buildings and other structures would need to be considered in full through future application(s) for matter specified in conditions. Testing will also be required to ensure that each plot can deliver an appropriate level of amenity open space for residents and that indicative unit numbers can be delivered largely within the conceptual building envelopes.

Indicative information provided within the application shows that residential plots will all have an enhanced ground floor podium with upper floors of accommodation arranged on a north-south axis, end on to the River Clyde and the Clydeside Expressway and with intervening first floor private terraces. The ground floors will be used for any of the proposed Class 1, 2, 3, 4 and 10 uses to help activate the surrounding public spaces as well as for bicycle storage provision and will not contain any residential units

All residential buildings would have an initial 18 metre high frontage incorporating an enhanced ground floor frontage plus 4 storeys, which is considered to be a typical Glasgow tenement scale and would offer a suitably scaled pedestrian environment. Buildings would then step up in tiers to significantly higher levels ranging from ground floor plus 10 storeys to ground floor plus 12 storeys on Plot 1, ground floor plus 10 storeys to ground floor plus 18 storeys on Plot 2 and ground floor plus 7 storeys to ground floor plus 18 storeys on Plot 3.

The leisure use on Plot 4 is located on the western end of the site beside the Transport Museum and facing onto the river. For the avoidance of doubt, the floorspace figure quoted within the application relates to the area of the plot rather than the proposed floorspace.

It is expected to offer family golf focused activities but will also support a diverse programme of daytime and evening activities, such as community markets, temporary events and play and is therefore principally an open-air use.

The proposals note the intention to include a pavilion building to mark the entry into the plot from the western gateway into the site.

The proposed hotel on Plot 5 will be located at the eastern end where the site is at its narrowest, measuring approximately 40 metres from the edge of Stobcross Road to the quay walls. Layering in the constraints of the route of Clyde Fastlink, National Cycle Route 7 and the delivery of the new walkway, limited space is left for the development footprint for the hotel and associated vehicular access and servicing arrangements. The indicative details provided show the hotel having an east west orientation and sited in close proximity to the proposed riverside walkway.

Whilst the main finished floor level of the hotel is indicated as being elevated above the walkway, part of its ancillary commercial floorspace will have a lowered ground floor level to help activate the riverside walkway and to avoid a dead frontage.

The hotel building scale is shown as an enhanced ground floor frontage plus 8 storeys over the greater part of the buildings length, stepping down to an 18 metre tenemental scale on its extreme eastern end.

Each of the residential plots will have dedicated car parking provision located behind and below the commercial frontages and sitting beneath amenity space. The breakdown of provision comprising 125 spaces within Plot 1, 100 spaces within Plot 2 and 100 spaces within Plot 3. Both Plots 1 and 2 will have separate vehicular access directly onto Stobcross Road, whereas Plot 3 will be accessed from the private road to the west. As noted in the planning history above, application 22/01896/FUL seeks planning permission to extend the private road into this development.

North-south connectivity through the site will be available at intervening spaces between the boundaries of plots and will incorporate public realm consisting of 'river rooms' and green corridors.

POLICIES

Clydeplan Strategic Development Plan 2017

Spatial Development Strategy – Clyde Waterfront.

Glasgow City Development Plan 2017:

CDP1 The Placemaking Principle

CDP2 Sustainable Development Strategy

SG1 The Placemaking Principle

SG2 Sustainable Development Strategy

CDP5 Resource Management
CDP6 Green Belt and the Green Network
CDP7 Natural Environment
CDP8 Water Environment
CDP11 Sustainable Transport
CDP10 Meeting Housing Needs
CDP12 Delivering Development

SG5 Resource Management
IPG6 Green Belt and Green Network
SG7 Natural Environment
SG8 Water Environment
SG11 Sustainable Transport
SG10 Meeting Housing Needs
SG12 Delivering Development

Pre-Application Consultation

As the proposals represent a Major application, a Pre-Application Consultation (PAC) Report has been submitted, which shows the statutory requirements for community consultation have been met. It summarises the consultation undertaken, the pre-application feedback received and the applicant's response.

SPECIFIED MATTERS

Schedule 2 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 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 the Committee Report. The remainder of the information and a response to each of the points to be addressed, consist of the following;

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

i. An Environmental Statement.

Under the EIA regulations the proposal does not constitute a Schedule 1 development. Schedule 2 of the Regulations lists those schemes with applicable thresholds and criteria for which an Environmental Impact Assessment may be required. Under the heading of Infrastructure Projects, 'urban development projects' may require EIA if the site area of the scheme is more than 0.5 hectares.

The proposals were subject to a screening opinion where it was determined that the nature of the proposals did not represented EIA development.

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

Whilst the site is not affected by any statutory environmental designations, an ecological constraints survey and desk study has been provided, along with suggested mitigation measures.

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

High level matters relating to design and access have been considered by the applicant in the Design and Access Statement submitted as part of the application and includes indicative plot guidance.

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

The following technical reports were submitted in support of the proposals;

- Flood Risk Assessment
- Drainage Strategy
- Extended Phase 1 Habitat and Protected Species Survey
- Landscape Design Report
- Transportation Assessment
- Design Statement
- Visual Impact Assessment
- Phase 1 Geo-environmental Risk Assessment (Please note that Appendix C: Enviro Check
- Pre-Application Consultation Report
- Planning Statement
- Acoustic Appraisal
- Statement on Energy

- Archaeological Desk Based Assessment

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

A section 75 agreement will be required to capture;

- Delivery of a Clyde Walkway between the SEC and the Riverside Museum on completion of Phase 1
- Management of PRS/co-living residential accommodation, and
- An appropriate interim bus service.

C. Details of directions by Scottish Ministers under Regulation 30, 31, 32 or 33 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations or under regulation 5(11) or 45 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011, details of such direction in respect of that decision.

With regard to the development management regulations, these enable Scottish Ministers to give directions:

- i requiring a planning authority to consult with such authorities, persons or bodies as are specified in the direction before granting or refusing an application (Regulation 30)
Not applicable.
- ii requiring the Council to give information as to the manner in which an application has been dealt with (Regulation 31)
Not applicable.
- iii restricting the grant of planning permission (Regulation 32)
Not applicable.
- iv. (a) requiring the Council to consider to consider imposing a condition specified by Scottish Ministers.
Not applicable.
- (b) requiring the Council not to grant planning permission without satisfying Scottish Ministers that the Council has given consideration to the condition and that it will either be imposed or need not be imposed.
Not applicable.

In terms of the EIA regulations, The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 are now in force with the effect that Regulation 5(11) and 45 referred to above are now superseded by Regulation 7(5) and 50 respectively. These regulations allow for Scottish ministers to direct that;

- i. a particular development of a description mentioned in Column 1 of the table in Schedule 2 is EIA development in spite of the fact that none of the conditions contained in sub paragraphs (a) and (b) of the definition of "Schedule 2 development" in regulation 2(1) is satisfied in relation to that development Regulation 7(5).
The Council is satisfied that the proposals in this instance do not represent EIA development.
- ii development which is both of a description set out in Column 1 of the table in schedule 2, and of a class described in the direction, is EIA development for the purposes of these Regulations (Regulation 50).
Not applicable.

ASSESSMENT AND CONCLUSIONS

Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997, as amended, 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 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.

(A) Development Plan Policy Considerations

The Development Plan consists of Clydeplan Strategic Development Plan 2017 (SDP) and the Glasgow City Development Plan 2017 (CDP).

CLYDEPLAN STRATEGIC DEVELOPMENT PLAN 2017

The Strategic Development Plan is aligned with the policy context set out in both the National Planning Framework (NPF 3) and Scottish Planning Policy (SPP). These are based around four planning outcomes of places that are: successful and sustainable; low carbon; natural and resilient; and connected.

The Strategic Development Plan sets out the broad principles for the future of the city region through a Spatial Development Strategy, focussing on a 'Development Corridor' largely following the River Clyde and M8 Corridor. One of the key strands of the strategy is Clyde Waterfront, a long-term strategic regeneration partnership that includes a focus on Govan and Partick. The Plan acknowledges the significant reserves of vacant and derelict land along the corridor and recognises the opportunities these can present, including the following;

- reconnect the adjacent communities with the River Clyde, and connections across it;
- recycle and reuse vacant and derelict land;
- support increased development densities so as to lower the unit cost for infrastructure and public transport and to support local services and facilities, including schools, retail, healthcare and recreation; and,
- generate large-scale economic activity maximising the opportunities for sustainable travel between work and home.

Indicative forms of development that are considered to be in line with the strategy include economic activity, housing, visitor economy, fixed and green infrastructure, culture, leisure, education, health and active travel and public transport.

The principle of the uses outlined in this application are considered to be fully compatible with the aims of the SDP.

GLASGOW CITY DEVELOPMENT PLAN 2017

The City Development Plan consists of high level policies (in line with Scottish Government guidance), with statutory Supplementary Guidance providing further information or detail in respect of these policies.

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

CDP 1: The Placemaking Principle and SG 1: The Placemaking Principle

CDP1 The Placemaking Principle 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:

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

The Council expects new development to contribute towards making the City a better and healthier environment to live in and aspire towards the highest standards of design while protecting the City's heritage. Development should make the City an appealing place to live, work and visit; create healthy and more equitable environments and promote healthy lifestyle opportunities; deliver sustainable buildings, areas and spaces that are attractive and enhance the quality of life for everyone; respect the historic and natural environment by responding to its qualities and character and encouraging their appropriate use; provide high quality amenity to existing and new residents of the City; and promote connectivity and active travel/public transport use rather than private car use.

SG 1: The Placemaking Principle supports CDP1 to promote the application of the Placemaking Principle to all development in the City and comprises two parts. Part 1 provides the context and approach of Placemaking established in Policy CDP1 whilst Part 2 contains detailed assessment criteria relating to physical design.

In terms of Part 1, the City Development Plan has chosen to move away from the traditional land use based approach of previous local plans and instead promotes a broader 'place' based approach based on the Scottish Government's Qualities of Place. It reiterates that all new development should be primarily design-led and should be determined by the nature of a site, the wider site context and the City's broad urban design objectives.

New development should not have an undue adverse impact on the amenity of adjacent land or property but should relate and respond to its surroundings. It should have a high quality contemporary design and sympathetic palette of materials. It should help to reinforce the legibility of local areas by responding to local features and characteristics and reflecting a clear understanding of neighbouring urban forms.

New development should be well connected, prioritise active travel and impact positively on quality of life. It should demonstrate the highest standards of sustainable design and construction and be able to respond and adapt positively to changing circumstances. Housing, leisure facilities and places to work and meet should be well-connected and form identifiable, walkable mixed neighbourhoods that provide a variety of experiences and opportunities.

The onus will be on developers to fully consider, evaluate and apply the principles of Placemaking to individual schemes, as appropriate and to demonstrate how their proposals meet these requirements along with relevant local development plan policies and associated supplementary guidance.

The Council will expect to see a site appraisal submitted for all new major residential, leisure, educational, social and commercial developments. Applicants and developers should be able to demonstrate what characteristics of the proposal have been influenced by the Site Analysis, Urban Design Strategy and, where appropriate, local community engagement in developing the design concept.

For major development proposals and potential development in sensitive areas, the design should be developed in response to engagement with the Council and local communities and when submitted, it should be presented in the form of a design statement which fully demonstrates how placemaking principles have been incorporated.

Comment: As this is an application for Planning Permission in Principle, specific design details including siting of buildings and their design and external appearance, energy efficiency, microclimate, waste and recycling arrangements, privacy and daylight along with the full requirements of SG1 (or any superseding policy requirements) will require approval through further applications(s) for matters specified in conditions.

The applicants Design and Access Statement includes a significant level of historical and contextual analysis, as well as drawing from extensive public consultation from both the local and wider community and demonstrates an awareness of the strategic principles promoted by the City Development Plan in order to achieve a successful place based solution for the site.

The development potential of the site is inhibited by the extent of the functional floodplain that encroaches onto the site, the need to maintain a vista of the Riverside Museum looking west along the river frontage and the protected route of Clyde Fastlink along the northern boundary. These combined factors have informed the development platform and indicative layout of development included in the application.

The proposals are relatively close to the residential neighbourhoods of Partick and Yorkhill and following completion of the Govan Partick pedestrian and cycle bridge, will have excellent links to Govan. Subject to enhancements to local transport connectivity, the site will benefit from good access to the combined bus and underground network at Govan and Partick as well as the train network accessed from Partick.

The applicant engaged in extensive discussions with NRS Planning to communicate the development brief, their vision for the site and anticipated development phasing. This in turn has led to further development and evolution of their concept for a residential-led, mixed use development through a series of meetings and collaborative design workshops. Although the proposals are for planning permission in principle, the Design and Access Statement demonstrates an understanding of the placemaking principles. It provides an outline framework on how the proposed quantum of development can be accommodated whilst ensuring the wider principles of scale and massing can be successfully absorbed by each plot and the wider context, despite the constraints affecting the site. The statement also highlights an understanding of the need for an ordered approach to scale and design and includes an indicative architectural design strategy and palette of materials. It also acknowledges the need for activation of ground floor frontages.

Part 2 of Supplementary Guidance SG1 provides more detailed guidance on a number of topic based aspects of development. In particular, it establishes guidance for the design, layout, density, amenity, building materials, waste and recycling storage and energy efficiency of new buildings. All new development in Glasgow should be primarily design led and should be determined by the nature of a site, the wider site context and the City's broad urban design objectives.

Again, as this application is for planning permission in principle, subsequent applications for matters specified in conditions will need to fully demonstrate compliance with the detailed criteria of SG1, Part 2. However, the relevant sections of the guidance are as follows:

Energy Efficient Buildings

Paragraph 1.63 of SG1 confirms that all new development in Glasgow will be expected to incorporate a range of resource efficiency measures in order to minimise energy consumption, reduce CO2 emissions and make best use of the City's natural resources, in conjunction with the requirements at SG5. In order to achieve a resource efficient development, developers should consider the following:

- a) Development and Building Layout;
- b) Building Design; and
- c) Landscaping.

Comment: As discussed at CDP5/SG5, the submitted Statement on Energy confirms that buildings will be designed in accordance with requirements of Building Standards and SG5, to achieve a minimum of Gold Active standard in accordance with the Scottish Technical Standards 2019 for Domestic & Non Domestic buildings. The proposals will adopt the fabric first approach before applying with specific low and zero carbon generating technologies. As the application is for planning permission in principle, full details will need to be prepared for the specific building designs and approved within future MSC applications.

Residential Development

When assessing daylight and sunlight impacts of proposals, Paragraph 2.10 of SG1 confirms that the Council will apply the methodology established in The Building Research Establishment (BRE) document 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' will be used to assess any impact upon daylight or sunlight.

Comment: The indicative proposals show the arrangement of flats on a north south axis which will help to maximise daylight provision into plots. Initial daylight and sun path modelling has been undertaken using BRE guidance and considers the potential impact on the nearest residential properties and the daylight performance of the proposed flats.

These initial findings confirm that there are no neighbouring residential receptors, either existing, consented or currently proposed, that would be adversely affected by the proposed illustrative massing. In terms of the proposed flats, the vast majority of flats have been found to achieve compliance with the Vertical Sky Component. Tested external spaces exceed BRE recommendations, with the exception of one terrace located on the north side of the central residential block. Whilst these initial findings are reassuring, it will be necessary to conduct a full daylight assessment on the specific design proposals when they emerge through future MSC applications.

Residential Layouts

In order to meet placemaking principles, Paragraph 2.39 of SG1 confirms that the Council will seek to promote the delivery of high quality residential environments that:

- a) are informed by a design-led approach that promotes sustainable development objectives;
- b) promote the creation of safe and integrated neighbourhoods that offer choices of movements/travel for all users and support healthy active lifestyles; and
- c) encourage overall quality and provide distinctiveness in new developments.

Comment: The Design and Access Statement demonstrates the key criteria that have informed the layout and format of development, including an understanding of key vistas, local site constraints such as Clyde Fastlink, flooding and drainage considerations and the CDP policy requirements.

Paragraphs 2.40 and 2.41 of SG1 highlight the General Standards that all residential developments must take into account to meet the Placemaking Principles set out in SG1 - Placemaking, Part 1, comprising:

- a) take a design-led approach towards aspect and orientation to maximise daylight and sunlight, reduce energy use, and prevent overlooking and loss of privacy, particularly when providing balcony and/or garden spaces (see RDG, Page 60 and the BRE 'Site Layout Planning for Daylight and Sunlight');
- b) make appropriate provision for refuse and recycling storage areas;
- c) wherever possible, retain all significant trees on sites, unless removal is necessary, e.g. for good arboricultural reasons;
- d) have roads designed to the standards set out in RDG;
- e) incorporate a SUDS strategy to take account of the space and design requirements of the required SUDS scheme; and
- f) ensure that all new homes do not have upper rooms, balconies etc which directly overlook adjacent private gardens/backcourts.
- g) ensure sufficient permeability through the provision of walking/cycling routes and open spaces connected to the wider paths network and other community facilities. Off road paths should be located centrally and be overlooked in order to promote public safety.

Comment: Again, whilst the proposals are in principle, the indicative layout of buildings have been orientated to maximise daylight provision. The Design and Access Statement confirms that refuse and recycling arrangements will be accommodated internally within each building, although careful siting and will be required away from visually sensitive locations. The site is brownfield in nature and does not contain any significant trees. Limited road provision will be delivered as part of the proposals, although this will be to the required standard. As discussed at SG8, a SUDS strategy has been prepared and has been crucial in informing the layout of development. As the proposals have not been designed in detail, it is not yet possible to consider the potential impacts on amenity, but this will also be subject to full review at MSC stage. Connectivity and permeability have been key considerations from the outset and will see a significant extension to the riverside walkway and onward east-west connections.

Paragraph 2.43 confirms the Additional Standards for Flatted Developments - In terms of communal private garden space, flatted developments should:

- a) provide usable communal private garden spaces as "backcourts". Design and layouts should ensure privacy, particularly for ground floor residents (see RDG for guidance) ; and
- b) where a site's configuration or particular characteristics limits the ability to provide private garden space, then developers will be expected to:
 - i. provide creative alternative solutions (e.g. shared roof garden, usable balconies); and
 - ii. bring forward mitigation measures to improve internal amenity (e.g. more generous room sizes).
 - iii. make outside provision for clothes drying, in areas screened from public view and not subject to excessive overshadowing.

Comment: Although the indicative proposals have been prepared in some detail, specific details on amenity provision are not available at this stage and will be reviewed in full at MSC stage. Arising

from the existing constraints on the site, including the extent of the functional floodplain, the route of Clyde Fastlink and National Cycle Route 7, it will be challenging to achieve the full amenity space provision required by supplementary guidance but it should be noted that the proposal does include a substantial area of public realm in the form of the Riverside Walkway which will also include areas of public amenity space formed to manage and mitigate flood risk. In any case, future applications for MSC will be encouraged to look at inventive ways of achieving meaningful amenity provision where challenges arise. The balance of provision that cannot be met on site will need to be met by developer contribution and secured by a Section 75 agreement.

Paragraph 2.44 of SG1 sets out the following privacy and aspect requirements for flatted development:

- a) 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);
- b) privacy is also important to the rear of flats, where ambient noise levels are lower. Habitable rooms, therefore, should be set back from public or common footpaths or areas of open space, parking or waste storage (this could be secured, for example, by the formation of private garden space between habitable rooms and any such use); and
- c) flatted development, built on existing street frontages, should maintain established building lines and window patterns. Where there is no established building line, development should be set back from the pavement to ensure privacy for ground floor habitable rooms.

Comment: With regard to (a), in the absence of detailed building design, this level of information is not yet known. In terms of (b), no flats will be included in ground floor areas. Building lines (c) are informed by existing view corridors, including the need to maintain an aspect of the Riverside Museum when viewed from the east.

Residential Density

Paragraphs 2.45-2.50 of SG1 Part 2 seeks to ensure that all new development has an appropriate urban scale and townscape form which will consolidate and/or enhance the traditional urban structure and contribute towards creating high quality, sustainable, new environments. Paragraph 2.46 highlights the general principles that will apply and confirms that the appropriate density of residential development will vary according to:

- a) location;
- b) context and setting;
- c) the scale and massing of adjacent buildings; and
- d) public transport accessibility and active travel opportunities.

As discussed at Paragraph 2.47, variations in the general density standards may be permitted where a justification is provided based on the factors listed above or for developments of exceptional urban design quality, provided that other CDP and SG standards are met. The guidance should be read in the conjunction with SG1 – Placemaking, Part 1, in particular the Character Environments section and in conjunction with SG11 - Sustainable Transport. In terms of the latter, the Public Transport Accessibility Zones Map identifies different parts of the City; these are explained in the General Standards which provide more detailed guidance below.

The General Density Standards discussed at paragraph 2.48 acknowledge that within the Inner Urban Area where the site is located, density may vary between 30 and 100 DPH in base accessibility locations, whilst higher densities will be expected in high accessibility locations and should be justified against the General Principles outlined above. Account will also be taken of the availability and capacity of broader infrastructure and community facilities to accommodate increased use.

Comment: In this instance, the combined area of designated residential plots (Plot 1, 2 and 3) equates to 2.766ha and with a proposed maximum upper provision of 1,100 flats, the proposals would equate to a residential density of 398 dwellings per hectare.

Whilst it is agreed that delivery of a strong and defined urban scale along the River Clyde is a prerequisite to achieving appropriate placemaking at this location, acceptance of the density proposed is aligned with a requirement to address the 'below base' public transport accessibility by enhancing active travel and bus service provision to connect the new flats with the City Centre and Partick Interchange, as discussed at CDP 11/SG11: Sustainable Transport below.

In order to meet SG1 requirements on residential density, it shall therefore be necessary to safeguard an active travel and bus service provision through a legal agreement under with Section 75 of The Town and Country Planning (Scotland) Act 1997.

Regarding future MSC applications, it is important to clarify that density is just one of the factors that inform the extent and format of development. Future applications for detailed proposals will need to balance the competing demands of density and other policy requirements, including the on-site residential amenity requirements discussed at CDP12/IPG12.

Noise

Paragraphs 4.4 and 4.5 of SG1 advise that further guidance on Noise Management will help to ensure that developers:

- a) understand the impact not only of noise but also vibration on the community; and
- b) realise the role they can play in mitigating the intrusion of such nuisance on a development's surroundings, in order to reduce the loss of any public amenity.

This further guidance will:

- a) give developers the relevant information on noise and vibration when dealing with the planning process;
- b) takes account of current policy and legislation in relation to planning and noise; and
- c) provide information about undertaking a noise assessment, where this is required to determine a planning application.

Comment: It is noted that the proposed development is located in close proximity to road and rail infrastructure immediately to the north of the site. The submitted acoustic appraisal confirms that the dominant noise source affecting the proposed development site is likely to be road traffic on the A814 Pointhouse Road (Clydeside Expressway). The appraisal notes the requirement for further detailed analysis of the specific design proposals that will follow at MSC stage. However, it has been confirmed that the development will be designed acoustically to meet the Council's requirements.

Whilst a full understanding of the above noise requirements can only be informed by a detailed design of development, it is important to comment at this stage on Section 41A 'Conditional grant of planning permission: noise-sensitive developments' of The Town and Country Planning (Scotland) Act 1997. This update to the Act takes on board the Agent of Change principles previously issued by Scottish Government.

Based on the provision of Section 41A and due to the proximity of the site to the established music venue at SWG3 on Eastvale Place approximately 70 metres to the north, the residential component is a potential noise sensitive development that could be affected by significant noise from this existing noise source.

When determining noise sensitive developments, Section 37 of the Act requires the planning authority to take particular account of whether the development includes sufficient measures to mitigate, minimise or manage the effect of noise between the development and the noise source. In doing so, the planning authority cannot impose conditions on a noise source that would result in additional costs relating to acoustic design measures to mitigate, minimise or manage the effects of noise.

It therefore falls to the applicant of a noise sensitive development to incorporate sufficiently robust measures that will mitigate the adverse effects of noise from a noise source.

As there are no design details before the planning authority at this stage, it is not possible to assess the potential for impacts and so this matter will need to be safeguarded through an appropriately worded condition of planning permission.

It is noted that the applicant's Acoustic Appraisal recognises the above requirements and confirms that detailed designs at MSC stage will satisfactorily mitigate against potential noise implications according to the agent of change principle. Subject to a safeguarding condition, it is not envisaged that any of the other development components will generate or be subject to adverse noise impacts.

Building Materials

Paragraphs 5.2 and 5.3 of SG1 specifically focus on requirements for building materials for new developments.

The variety of materials, colours and textures seen throughout the City's built environment contributes to the overall character and attractiveness of Glasgow's commercial and residential districts, as described in SG 1 - Placemaking, Part 1. All new development will be expected to respect and enhance Glasgow's existing identity and character through its overall design, the choice of materials and the way in which these materials are used.

It is expected that all new development, depending on the nature and scale of the development, will:

- a) employ high quality facing and roofing materials that complement and, where appropriate, enhance the architectural character and townscape quality of the surrounding area;
- b) use robust and durable materials that fit their context and are capable of retaining their appearance over time and in Glasgow's climate; and
- c) acknowledge the local architectural and historic context through the use of appropriate materials.

Comment: Whilst material details are not yet known, the applicants Design and Access Statement confirms that the proposed development will incorporate high quality materials throughout that have longevity and will demonstrate the highest standards of sustainable design and construction, incorporating long term plans for effective management and maintenance. Materials will be reserved by condition for consideration at MSC stage.

Tall Buildings

Paragraphs 5.16 – 5.26 of SG1 provide detailed supplementary guidance for 'Tall Buildings'. It is an absolute prerequisite that tall buildings are restricted to locations that can accommodate their dominant built form, that protect areas of sensitive urban character, achieve excellent design quality and enhance the City's image. SG1 defines a tall building is a building (including roof top structures and masts) that significantly exceeds general building heights in the immediate vicinity and which alters the skyline.

Paragraph 5.22 confirms that tall buildings should be located;

- (a) within sustainable areas (e.g. the City Centre Western and Northern Fringes, the International Financial Services District, selected parts of the River Frontage from the Clyde Gateway westwards to the Clyde Tunnel and south of the Clydeside Expressway) and in areas with appropriate above and below ground infrastructure, public transport links and pedestrian accessibility;

Comment: The location of the site on the River Clyde frontage represents one of the sustainable locations in the city where tall buildings can generally be supported.

- (b) to avoid areas of Sensitive Urban Character unless it is demonstrated, to the satisfaction of the Council, that the particular qualities of the area would be retained;

In establishing whether an area is of Sensitive Urban Character, consideration will be given to local characteristics such as topography, location in or relative to a conservation area and/or proximity to listed building(s).

Comment: Whilst the site is not within a conservation area and there are no listed buildings within the immediate area, the riverside setting of the site does bring a high degree of sensitivity, particularly in relation to design and quality of development, rather than density. The indicative format of development has been developed to take account of the Riverside Museum and key vista of the site.

The submitted Design and Access Statement notes that the indicative layout of development will see buildings strategically placed across the site to ensure key views from the Riverside Museum, Clydeside Distillery, University of Glasgow, Govan Docks and the Science Centre are considered. It also confirms the intention to focus on arrival views from the east and west of the site, particularly on the view along Kelvinhaugh Street, which creates an important opportunity to terminate a vista with a building of great design and sensitivity.

Waste Storage, Recycling and Collection

Paragraphs 7.1 to 7.4 of SG1 set out the requirements for onsite provision, location and collection arrangements for waste services.

In particular, paragraph 7.1 confirms that all new developments must include appropriate and well-designed provision for waste storage, recycling and collection which meets the City's wider placemaking objectives, see also SG 1 - Placemaking, Part 1. 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 in the initial submission for planning permission.

Furthermore, paragraph 7.2 requires that housing developers should provide all refuse bins, of a design acceptable to the Council, prior to the occupation of any dwelling, with recycling bins being provided by the Council. Provision should be made such that where bins are to be located temporarily for kerbside collection, there remains adequate space for continued use of the footway/road.

With regard to flatted development, the following guidance from paragraph 7.4 applies:

- a) the bins/recycling stores should be as unobtrusive as possible. Large wheeled containers should be located conveniently in relation to where the collection vehicle will park. This should ideally be no more than 20 metres from the location of the waste containers. External stores should be constructed in materials to match the flats;
- b) to calculate the area required for recycling, communal recycling bins will usually be allocated by the Council on the basis of 3 x 240 litre bins per traditional close and up to 2 x 1,280 litre communal waste bins per new build flatted stairway. 2x Blue 240lt bins for mixed recycling and 1 x Grey 240lt bin for food waste;
- c) advice should be sought from the Council's Land and Environmental Services, prior to drawing up details of the waste/recycling area;
- d) developers are encouraged to consider one of the underground systems, where the waste/recycling containers are underground beneath waste and recycling bins and the underground containers are elevated to ground level for vehicular collection. Again, advice should be sought from the Council's Land and Environmental Services prior to drawing up details of these systems; and
- e) privacy is important to the rear of flats, where ambient noise levels are lower. Habitable rooms should not be located immediately above waste/recycling storage areas.

Comment: As discussed at Residential Layouts above, the Design and Access Statement confirms that refuse and recycling arrangements will be accommodated internally within each building, although careful siting and will be required away from visually sensitive locations. No specific details have been offered in terms of collection arrangements. However, this is best informed by a detailed layout of development at MSC stage.

In terms of general placemaking requirements, development of the leisure use on Plot 4 will require very careful consideration, given its sensitive location immediately beside the River Clyde and the Transport Museum. Taken in conjunction with its position forward of the proposed main building line, the acceptability of any building at this location will be dependent on the proposal being very discreet, nominal in scale and footprint and of the highest design quality. The use of physical barriers on the perimeter of the plot that could counteract the open nature of the public realm at this location and would also not be appropriate.

Outline information submitted with the application suggests the inclusion of a pavilion building to mark the entry into the plot from the western gateway into the site. The indicative imagery included shows a large two storey building which would be wholly inappropriate and visually intrusive at this location. In this regard, discussions during the review of the application noted the civic importance of the riverside frontage and the need to maintain uninterrupted east-west vistas along the walkway. With this in mind, it has been confirmed with the applicant that the citing of a standalone pavilion of any significant scale at this location or the provision of features such as boundary fencing or floodlighting, were considered to have questionable merit and were unlikely to be supported.

CDP 2 Sustainable Spatial Strategy and SG2 Sustainable Spatial Strategy

Policy CDP2 aims to influence the location and form of development to create a compact city form which supports sustainable development. Specifically, CDP2 seeks to support higher residential densities in sustainable locations, in order to make most efficient use of the City's infrastructure and services.

In order to help achieve this, CDP2 identifies 6 priority areas where a strategic approach is needed to co-ordinate development activity, direct investment and address emerging opportunities, including the areas of Govan/Partick and the River Clyde Development Corridor.

Adopted supplementary guidance under SG2 includes The River Clyde Development Corridor Strategic Development Framework and the Govan – Partick Strategic Development Framework.

The River Clyde Development Corridor SDF outlines the vision, priorities, outcomes, approaches and timeframe for delivery of the action programme over the next 30 years. As part of the suggested outcomes, the SDF seeks to facilitate a vibrant river corridor that is an attractive destination and supports inclusive economic growth. Other intended outcomes include A Sustainable River that will balance environmental, social and economic pressures to create liveable, inclusive and distinctive places; A Connected River that will be well-connected and link people, places and natural habitats.

and A Green & Resilient River that will provide integrated, high quality green, blue and grey infrastructure that helps deliver climate change adaptation and promotes health and wellbeing.

In order to achieve these outcomes, the key focus will be on realising the potential of the corridor and unlock development opportunities; promotion of a new approach to growing the place; and activating the water.

The SDF highlights several key development sites that are intended to contribute towards a vibrant river, including the application site which forms part of what has been labelled the wider Glasgow Harbour Masterplan. The neighbouring impending Govan Partick pedestrian and cycle bridge is also one of the identified key development.

Appendix B of the SDF highlights specific river room placemaking guidance for Yorkhill Quay, and acknowledges that it largely remains undeveloped, with the Riverside Museum and the Whisky Distillery being relatively isolated visitor destinations. The enhancement of pedestrian and cycle connectivity on the river frontage seen as being imperative to unlocking the potential of development sites. A finer grain of mixed use development with attractive, flexible open spaces, high quality public realm and the realignment of the walkway to the river's edge will enhance connectivity to the wider area.

The Govan – Partick SDF follows similar principles as the River Clyde Development Corridor SDF by promoting a Vibrant Place with a Growing Economy, a Thriving and Sustainable Place to Live and Work; a Connected Low Carbon Place; and a Green Place with an Urban Structure which Promotes Wellbeing.

The application site is again recognised as a strategic development opportunity with potential as a Cultural Cluster Development Site and a Major Development Site Offering Opportunities for Urban Restructuring. Again, increased connectivity and enhanced active travel are important elements in unlocking development potential, with the delivery of the riverside walkway and the approved Govan Partick Bridge identified as specific priorities.

Comment: By facilitating the range of uses and public realm enhancements proposed and in an appropriate format, the proposals will assist in the delivery of a strategic Council priority. The principle of the proposal is therefore compatible with CDP2 and SG2.

CDP5 Resource Management and SG5 Resource Management

CDP 5 aims to ensure that Glasgow supports energy generation from renewable and low carbon sources; promotes energy efficient design and use of low and zero carbon generating technologies in new development; makes efficient use of energy generation by supporting combined heat and power systems and district heating networks; manages its waste to minimise landfill and help meet national targets; and benefits from secure supplies of low carbon energy and heat.

All developments should 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 efficient techniques and materials.

All new domestic developments are required to make use of low and zero carbon generating technologies in order to contribute to meeting greenhouse emission targets and to meet the appropriate sustainability level. A Statement on Energy is required for all new build properties, demonstrating how the development meets the energy reduction and renewables requirements of the policy.

Comment: Notwithstanding the in principle nature of the application, the applicant has submitted a Statement on Energy, confirming that the buildings are to be designed in accordance with both the Domestic & Non-Domestic Technical Handbook (2019) and will comply with SG5, to achieve a minimum of Gold Active standard in accordance with the Scottish Technical Standards 2019 for Domestic & Non Domestic buildings. Buildings will employ the fabric first approach to reducing energy demand before considering the use of low and zero carbon generating technologies. The specific details will follow within future applications for matters specified in conditions and will require compliance with CDP5 and SG5.

CDP6 Green Belt and Green Network and SG6 Green Belt and Green Network

Policy CDP6 of the Plan aims to ensure the development and enhancement of Glasgow's Green Network by protecting and extending the Green Network and link habitat networks; providing for the

delivery of multifunctional open space to support new development; protecting the Green Belt; and supporting development proposals that safeguard and enhance the Green Network and Green Belt.

The River Clyde as designated in the City Plan as a Green Corridor. Paragraph 2.10 of IPG6 confirms the Council expectations that development proposals will not have an adverse effect on the Green Network, with new developments expected to deliver green infrastructure enhancements through measures such as landscaping, private amenity space in residential developments, green roofs, green walls or SuDS solutions, as an integral part of their design. Alternatively, proposals can contribute to the delivery of green infrastructure off-site where otherwise appropriate. Table 2 of IPG6 includes considerations for development design, following the headings of Open Spaces/Green Network, Enhancing Biodiversity, Landscape and orientation and Topography and Drainage.

Comment: Whilst the application site does not form part of the Green Corridor designation, it is important to ensure that construction related impacts and the operational nature of development will not impact on their integrity. As mitigation measures and working practices will largely be contingent upon an understanding of the specific design format of the proposals, the detailed requirements of IPG6 will need to be applied to the assessment process for future MSC applications.

Similarly, the creation of meaningful green infrastructure enhancements will need to form part of future applications and will be subject to full assessment of IPG6.

CDP7 Natural Environment and SG7 Natural Environment

The River Clyde is designated as a city-wide Site of Importance for Nature Conservation (cSINC). This is a non-statutory designation, albeit afforded protection through the City Development Plan. Paragraph 3.8 of SG7 confirms the Councils presumption against development that would have an adverse effect, directly, indirectly or cumulatively, on a SINC, unless it can be clearly shown that:

- a) the objectives and integrity of the area will not be compromised, including, where appropriate, objectives for water quality; or
- b) there are social or economic benefits to be gained from the development that are of city-wide importance and clearly and significantly outweigh the conservation interest of the site – in such circumstances, suitable mitigation shall be provided.

Comment: As the cSINC does not include the application site, the key consideration here will be ensuring that the construction related impacts of the proposals will not adversely affect the integrity of the designation. As this will be a matter for consideration at the detailed MSC stage when the precise format of development is known, it will be necessary to include a safeguarding condition to allow full consideration of construction impacts.

With regard to the operational development, the proposals will deliver habitat creation which will assist strengthen biodiversity value and environmental quality of the river corridor.

CDP8 Water Environment and SG8 Water Environment

CDP8 clarifies that local authorities are required by The Flood Risk Management (Scotland) Act 2009 to manage and reduce flood risk and promote sustainable flood risk management, which will entail working with responsible authorities and stakeholders, such as SEPA, to meet legislative requirements.

This will require action to assess and address flood risk in new development, including restricting development in certain areas of flood risk and designing new development to reduce flood risk at the development site and impact elsewhere. It also entails an assessment of flood risk across the City, as a basis for the identification and implementation of flood risk management measures.

All proposals are required to make satisfactory provision for Sustainable Urban Drainage Systems (SUDS) and to safeguard the development from the risk of flooding. In addition, proposals for new development should ensure that it does not adversely impact on the water environment, does not increase the probability of flooding elsewhere and does not interfere with the storage capacity of the flood plain.

SG8, Section 6 confirms that where flood risks are identified as part of the screening of development proposals, a detailed Flood Risk Assessment (FRA) will be required.

The FRA must clearly identify specific flood risks and quantify issues that need to be addressed. It must demonstrate that the flood mitigation strategy can be delivered, taking on board the relevant

legislative requirements of Scottish Planning Policy, the Flood Risk Management (Scotland) Act 2009 and SEPA.

All development identified to be at risk of flooding using the Council Flood Risk Framework, must incorporate a 'freeboard allowance' and/or the use of water resistant materials and forms of construction which must be appropriate to its function, location and planned lifetime.

SG8, Section 7 confirms the Scottish Planning Policy presumption against land raising within a functional flood plain. Any proposed development within a functional flood plain should be designed to be commensurate with the potential flood risk, in line with Section 6, without the need to raise or defend land. Consequently, the majority of development proposed within a functional flood plain (inclusive of fluvial and pluvial flooding) is likely to be inappropriate.

Only in exceptional circumstances will land raising or defence of a functional flood plain be considered for new development. Where land raising or land defending is to be accepted, equivalent compensatory storage plus 10% must be provided and a drainage impact assessment will be required to demonstrate that there will be no increase in water level of the relevant watercourse. To ensure safe means of access and egress, land raising should not create islands of development.

The exceptional circumstances in which the Council may consider land raising or defence of a functional flood plain, in support of new development, include:

- Critical infrastructure
- Major regeneration projects
- Recreational facilities (sports fields, golf courses, cycleways etc.)
- Where this would have a neutral or positive effect on the probability of flooding elsewhere.

Comment: Notwithstanding the 'in principle' nature of the proposals, the assessment process needs to ascertain whether the site will be subject to a risk of flooding and whether the full extent of the site can be accepted as a development platform.

An updated River Clyde Tidal Flood Model was completed in 2020 using and replaces The River Clyde Flood Management Strategy 2005 interim planning guidance. The applicants Flood Risk Assessment (FRA) takes account of this latest information. The FRA highlights that a 1 in 200 year flood level at the section of the River Clyde adjacent to the site equates to 4.88m AOD.

Whilst levels vary across the site, minimum ground levels along the southern edge have been surveyed at approximately 4.52m AOD. On this basis, a 1 in 200 year flood event would result in a corridor of land along the southern boundary of the site being inundated by the River Clyde and this represents the functional floodplain.

A proportion of the applicants intended development platform extends into the functional floodplain and a high proportion of the balance of the site is considered to be within the 1 in 200 year plus climate change flood envelope, with the exception of the higher land along the north western border of the site.

The proposals are considered to represent a major regeneration project that will help to facilitate a strategic development opportunity identified in The Govan – Partick SDF and The River Clyde Development Corridor SDF (SG2). It therefore represents one of the identified exceptions where land raising or defence of the functional flood plain can be facilitated, subject to delivery of compensatory storage plus 10% of the volume of floodplain being lost, demonstration of no increase in water level of the River Clyde and ensuring that islands of development are not created.

Compensatory storage: The FRA confirms that the extent of the functional floodplain within the application site extends to 10,315m² and equates to a total volume of approximately 1,671m³. It also estimates that, based on the indicative proposals outlined in this application, displaced floodplain volume equates to 343m³. The FRA envisages this to be a conservative estimate, as the majority of the encroachment will be at the edge of the floodplain, where depths are lower than average, while the greater depths towards the quay wall would remain largely unaltered by the design levels of the riverside walkway.

Commentary in the FRA confirms that the majority of the required floodplain storage will be provided in external areas on the site, with the remainder to be provided within the low vulnerability car parking areas within Plots 1, 2 and 3. In this regard, the indicative proposal would see a lower car parking zone within the podiums at a level of approximately 4.78m AOD, and a higher parking zone,

approximately 0.9 meters above the lower zone with a finished level above the 1 in 200 year flood level plus climate change.

The FRA confirms that these parking areas will have a minimum floor area of 3,570m² and the average depth of storage required within them to compensate for displacement of 343m³ is confirmed to be less than 100mm in depth. Consequently, these combined measures are considered to be sufficient to provide safe, dry access and egress for the lower parking areas, and accommodate flood sensitive infrastructure, such as ground mounted vehicle charging bays, building access points, etc.

Information published by UK Government (The Department for Environment, Food and Rural Affairs) notes that for a water depth of 100 mm, a velocity of 9 metres per second would be necessary to make cars unstable. The modelled results for a 1 in 200 year scenario are less than 0.2 metres per second. This relatively shallow depth of flood water would therefore limit the hazards to vehicles in the event of a flood.

The development will be designed to ensure its long-term preservation, including a detailed maintenance and operations plan, use of flood resilient design and materials for the car park to withstand potential flooding incidents and ensuring free flowing connectivity between the river and the lower car parking areas.

As the River Clyde is tidal at this location, SEPA are able to forecast associated flood risks in advance of any occurrence. The development, including the leisure plot, will utilise the SEPA Floodline flood warning service as part of its management protocol and will ensure that the riverside walkway and car park areas are closed in advance of a flood event.

No increase in River Clyde water level: As the applicant has demonstrated that the proposals can be designed to facilitate the amount of floodplain volume displaced by the proposed development, there will be no impact on the River Clyde water level.

No islands of development created: In light of the proposed positioning of development within the functional floodplain, the indicative development methodology includes the formation of raised ground floor podiums for the residential blocks on Plots 1, 2 and 3 with no residential uses on ground floor. The hotel would also have a partially raised ground floor with less sensitive space, embedding flood resilient design, positioned at walkway level. No specific details or information have been provided on the leisure plot, although given the outlined nature of use, it can be suitably managed through the SEPA Floodline flood warning service.

Whilst notional finished floor levels are identified on some of the submitted drawings, neither the Flood Risk Assessment of the Design and Access Statement specify design floor levels at this stage. Instead, they confirm that future specific development proposals will need to be compatible with the Tidal Clyde Development Masterplan Principles agreed by the Council and SEPA. This will ensure that emergency pedestrian access/egress routes will have a minimum level above the 1 in 200 year plus climate change.

The Tidal Clyde Development Masterplan Principles mentioned above have developed as part of the Tidal River Clyde Flood Model and are intended to help inform the preparation of development masterplans along the tidal Clyde corridor. The principles seek to balance regeneration that achieves a compact urban form and placemaking, with the objective of not increasing flood risk.

1. No net loss of functional floodplain as identified by 0.5% Annual Event Probability (AEP) (1:200yr) flood extent.
2. No 'highly vulnerable' uses (residential / hotel accommodation) with a finished floor level below 0.5% AEP (1:200yr) flood extent + climate change + 0.9m freeboard.
Comment: No residential accommodation will be incorporated at ground floor on any block.
3. Emergency pedestrian access / egress routes from 'highly vulnerable' uses to be above 0.5% AEP (1:200yr) flood extent + climate change.
4. Buildings providing accommodation for 'least vulnerable' uses shall adopt resilient design principles where the finished floor level is below 0.5% AEP (1:200yr) flood extent + climate change + 0.9m freeboard.
5. Masterplans that include proposals for buildings where the finished floor level is below 0.5% AEP (1:200yr) flood extent + climate change shall demonstrate how these spaces would be adapted for climate change.
6. The developer and any future owners, factor and occupier of the site shall sign up to the existing flood warning service. The site shall have an emergency plan to be followed when a flood warning is issued. The emergency plan may include building areas below 0.5% AEP (1:200yr) flood extent + climate change level being closed to the public during a Flood Warning for the tidal River Clyde.

7. Where elevated buildings are proposed, the underside of the building should be unused in perpetuity as per SEPA's position statement on elevated buildings in areas of flood risk. Where there are no alternative options for car parking, bin storage etc. within the development site, a risk-based approach may be considered. This will only apply to sites where the flood risk is tidal and flood risk events can be predicted in advance.

The FRA confirms that the overall development proposals will be designed to accord with the above principles to ensure that they are safe from flooding and do not have a detrimental impact on flood risk elsewhere. These requirements will therefore be safeguarded through a condition of planning permission in principle.

CDP10 Meeting Housing Needs

CDP 10 aims to ensure that the City's growing and diverse population has access to a choice of housing of appropriate quality and affordability across all tenures. The Council will:

- Aim to deliver the land for housing identified in Table 6, and as set out in the Schedule of Housing Sites that forms part of this Plan;
- Maintain a five-year supply of effective housing land at all times;
- Monitor the housing land supply annually through the annual Housing Land Audit and the Action Programme;
- Work with the house building industry and the Scottish Government to address site constraints and infrastructure issues in the established housing land supply.

Where an audit identifies that the five-year effective supply is not being maintained, the Council will support housing development proposals for all tenures that can be delivered in accordance with the approach set out in Strategy Support Measure 10 of the Strategic Development Plan 2012. Such sites will be supported if they:

- are capable of delivering completions in the next five years;
- can address infrastructure constraints;
- are in a sustainable location as guided by Diagram 4 of the Glasgow and the Clyde Valley Strategic Development Plan; and
- are capable of complying with other relevant policies and proposals in the Plan, and any relevant Supplementary Guidance.

Comment: As part of the larger approved Glasgow Harbour masterplan, provision has already been established in principle for 190 flats and was included in the Councils housing land audit. The current application has also been included in the latest audit (Glasgow City Council Housing Land Audit 2021) as a potential housing site for 1100 units. The proposals do not give rise to any issues for housing land supply.

CDP11 Sustainable Transport and SG11 Sustainable Transport

CDP 11 aims to ensure that Glasgow is a connected City, characterised by sustainable and active travel, by: supporting better connectivity by public transport; discouraging non-essential car journeys; encouraging opportunities for active travel; reducing pollution and other negative effects associated with vehicular travel and optimising the sustainable use of transport infrastructure.

The Council will direct major development to locations well served by existing public transport services and active travel routes or will seek contributions for the provision or enhancement of such services/routes on sites where this is not the case. New developments shall require to be designed to promote and facilitate walking and cycling. Development proposals should protect/enhance the quality and continuity of cycle routes and core paths and take account of rights of way and other significant paths.

Comment:

Clyde Fastlink: As discussed at CDP1 above, the proposals seek to deliver 1,100 residential flats in a part of the inner urban area with below base accessibility to public transport and would have a residential density of 398 dwellings per hectare. SG1 confirms that density of this magnitude can be supported in high accessibility locations. Reliance on the 'Clyde Fastlink' reservation to provide future public transport accessibility is therefore more critical and, in this regard, the proposals confirm that the reservation will be protected. The proposals will therefore require Clyde Fastlink developer contributions based on the detailed requirements of SG12 Delivering Development, Annex 1

(Identification of Scale Factors) and calculated against Zone 1 of Annex 2 (Level of Contributions) as follows;

The Fastlink calculation for residential uses is based on bedroom numbers, which isn't available for the proposals at this stage. However, based on the 1,100 residential units proposed, the development could range from Scale Factor 10 (1024-1136 units) to Scale Factor 15 (1592-1705 units), beyond which larger developments will be negotiated separately. The former of these scale factors would generate a Fastlink contribution of £207,000 whilst the upper defined level would generate £322,000.

The 200-bed hotel development would represent Scale Factor 2 and would generate a Fastlink contribution of £23,000 when calculated on bedroom numbers alone. Additional contributions would apply where the hotel includes a public restaurant, public bar or function suite.

Based on the limited information available on the proposed Class 11 leisure use, proposals with an overall plot size of approximately 2,950m² would represent Scale Factor 1 and would generate a Fastlink contribution of £9,000.

As floorspace figures or seating capacity is not available for the proposed Class 1 shops, Class 2 Financial, professional and other services, Class 3 Food and drink uses, Class 4 Business uses or Class 10 Non-residential institutions, it is not possible to provide details on the level of Fastlink contributions arising for those uses.

It is accepted that the precise amount of contributions arising can only be established from an understanding of detailed floor areas. Therefore, it shall be necessary to secure these contributions through planning obligations as they arise within future MSC applications.

Until such times as Clyde Fastlink is in operation and in order to ensure that the area can function as a high accessibility location to support the extent of development proposed, and to relieve pressure on critical road junctions already approaching capacity, it shall be necessary for the applicant and/or developer to fund the operation of a suitable bus service along Stobcross Road that will connect the new flats with the City Centre and Partick Interchange. The submitted Travel Plan confirms that discussions between the applicant and First Glasgow has identified that such a bus service could be provided on an interim basis.

Active Travel and Cycle Parking: As the proposed flats are in excess of 800 metres from public transport and community infrastructure, enhanced active travel provision will also be required and shall be safeguarded by condition.

The proposals generate the following requirements for cycle parking provision;

- Plot 1 – 500 PRS homes. 1 space per unit and 0.25 visitor spaces per unit.
- Plot 2 – 400 Co-living homes. 1 space per unit and 0.25 visitor spaces per unit.
- Plot 3 – 200 flats for sale. 1 space per unit and 0.25 visitor spaces per unit.
- Plot 4 – Leisure plot of approximately 2,950m².
- Plot 5 – 200 bedroom Hotel. 1 space per 10 staff and 1 visitor space per 10 bed spaces. Additional contributions would apply where the hotel includes a public restaurant or public bar.

The final cycle parking demands will be large scale, however, given the size of the site and scale of buildings proposed it is not envisaged that there will be any difficulty at MSC stage in accommodating the minimum provision required.

Car Parking: In terms of car parking provision, the residential flats would theoretically generate a requirement for 1 car parking space per flat and 0.25 spaces per flat for visitor parking. Variation below these standards require justification against site specific criteria. The indicative car parking provision outlined in the accompanying Transport Assessment comprises of the following;

- Plot 1 – 500 PRS homes. 125 parking spaces in total, equating to 25% parking provision.
All flats would remain in the possession of a landlord and rented out to tenants. Parking spaces can be attached to specific units or be included in a lease agreement at the tenant's request. By doing this, specific units or tenants would have an allocated parking space available only to them.
- Plot 2 – 400 Co-living homes. 100 parking spaces equating to 25% parking provision.
These would also remain under landlord ownership and leased to tenants. Similarly, parking controls can be enforced by the landlord and breaches of parking restrictions can be prevented.

- Plot 3 – 200 flats for sale. 100 of the units would be allocated a single parking space, equating to 50% parking provision. Marketing material will clarify which units are entitled to a car parking space and this provision will be reflected in title deeds. Physical parking enforcement solutions will be employed at the allocated parking spaces to prevent other residents or visitors parking in a private space.

As all residential parking spaces will be accommodated at ground and lower ground floors within the footprint of the buildings, access to the parking areas can be controlled by fob access and restricted to residents with allocated spaces. Those residents not paying for car parking will have agreed not to park vehicles on site as part of their tenancy agreement. Given that streets in the vicinity of the development site are subject to no waiting or loading restrictions, it is not envisaged that residents without a car parking space will generate any additional car parking pressures in the wider area.

Workable visitor parking arrangements for the residential flats have not been provided in the Transport Assessment and as with the residents parking, it will be considered in full at MSC stage.

Provision will also be made within the development to accommodate a Car Club parking space and allows non-car owning residents to have ready and convenient access to a car should they require it.

As part of the intended measures to encourage modal shift, it will be necessary to provide a residential travel plan pack to residents and can be safeguarded by condition.

In terms of the 200-bed hotel development, SG11 allows for a maximum provision of 1 space per bedroom in base accessibility areas, rising to 1 space per 2 bedrooms in high accessibility areas. With the introduction of an interim bus service, the lower figure of would apply (100 parking spaces maximum). The Transport Assessment envisages a provision of 20 guest car parking spaces.

For the leisure development, in the absence of a specific end-user, it is not been possible to offer an overview of car parking provision in the Transport Assessment and this shall again be considered at the MSC application stage. Similarly, the servicing arrangements for all aspects of development will need to be demonstrated in full and agrees as part of future applications.

Clyde Walkway: The proposed extension of the Clyde Walkway represents one of the safeguarded infrastructure projects identified in CDP11, Figure 18 requirement and again in SG11, paragraph 3.12. The applicant has confirmed that the walkway will be delivered along the frontage of the riverside site as part of the proposed development.

The design of the walkway should take suitable cognisance of the increased cycle activity that will follow with the opening of the Govan-Partick bridge and a minimum clear width of 6m should be provided for efficient shared use. The proposals will also need to ensure that National Cycle Route 7 is accommodated within the footprint of development through a dedicated route. Specific requirements on all path widths, active travel works and connecting infrastructure will also need further consideration at MSC stage.

On the basis of the above, it is accepted that the proposals will comply with CDP1 on the proviso that an interim bus service is put in place to support the level of development proposed, until such times as Clyde Fastlink is fully operational and that active travel arrangements can be agreed and delivered.

CDP12 Delivering Development and SG12 Delivering Development

CDP12 and the corresponding SG12 establish that residential developments of 10 or more dwellings or flats will be expected to provide open space standards based on 1.25 hectares of recreational open space per 1,000 population, comprising 0.35 hectares for children's play, 0.35 hectares for outdoor sport and 0.55 hectares for amenity open space/parkland (including 0.05 hectares for allotments or community gardens).

Comment: In the absence of detailed bedroom numbers, it is not possible to calculate the levels of open space generated by the development. However, in light of the extent of unit numbers proposed and the flooding constraints on the site, it is envisaged that the full provision on-site could be challenging, however, as noted above, a substantial area of walkway and landscaped public realm will also be delivered as part of the overall development of the site. Any balance of amenity provision would need to be met by developer contribution.

It shall therefore be necessary to secure these contributions through planning obligations as they arise within future MSC applications.

(B) MATERIAL CONSIDERATIONS

With regards to (B), whether any other material considerations have been raised during the application process to outweigh the provisions of the statutory Development Plan, the representations received are summarised and commented on as follows;

- Inappropriate scale, massing, density and appearance of development which is incompatible with the River Clyde Strategic Development Framework, the Govan Partick Strategic Development Framework and Designing Streets guidance.

Comment: Whilst the proposals are for planning permission in principle, the design and access statement does provide a convincing framework context from which the extent of development proposed can be facilitated. The riverside location is also an appropriate location for the support of higher density development, subject to improved access to public transport and active travel options. Subsequent applications for matters specified in conditions will be assessed against the full range of policy requirements, including the residential design standards contained in SG1.

- The scale of development proposed is incompatible with health living patterns and gives rise to social issues.

Comment: The City Development Plan promotes a compact city form that supports higher residential density at sustainable locations, such as the River Clyde corridor. Subject to enhancements to public transport accessibility and active travel arrangements, the density of development proposed can be supported, where it can meet the balance of the residential standards required by SG1 at MSC stage.

- The area is already saturated by student housing with resultant pressures on local services.

Comment: Student housing is not one of the development types proposed.

- The proposals do not make provision for affordable or socially rented housing despite an acute shortage within the locality.

Comment: The City Development Plan does not have any specific requirements for social or affordable housing provision and accordingly, the applicant is not obliged to make any provision. The tenure of the proposed flats is not a material consideration in this instance.

- Minimal engagement with the local community and restricted to online means which has effectively excluded many residents.

Comment: The statutory Pre-Application Consultation period took place during the Coronavirus outbreak, at which time public events were prohibited. Scottish Government made allowances to facilitate Pre-Application Consultation through online events, as conducted by the applicant.

- Negative impacts on daylight provision to flats on Centurion Way and to SWG3 creative industry at Eastvale Place.

Comment: The flats at Centurion Way are in excess of 140 metres from the closest part of the application site and SWG3 is approximately 50 metre away, to the north of the elevated railway infrastructure. Given these considerable distance the proposals will not have any impacts on the daylight provision.

- Views from existing flats on Centurion Way will be impacted on and will have a negative effect on property values.

Comment: As this is not a material planning consideration, it cannot be taken into account in the assessment process.

- Insufficient detail on how the principles of 'agent of change' will be met for premises on Eastvale Place.

Comment: The applicant is aware of the Agent of Change principle and has provided comments in their acoustic report. They are aware that the development should be developed to ensure that future residents are not affected by noise from an established noise source. The applicant has also confirmed that noise will be fully assessed as part of all subsequent applications for matters specified in conditions. It is important to note that live music events at

SWG3 on Eastvale Place are largely held indoors, with a time limited planning permission allowing for some scheduled outdoor events subject to an agreed scheduling. Notwithstanding the agent of change principle, the outdoor events at SWG3 would still be subject to noise and nuisance criteria from environmental noise regulations should any noise complaints arise.

- Insufficient north-south connections which don't overcome the Clydeside Expressway as a barrier to movement.

Comment: The proposals do not include any additional connections across the Clydeside Expressway, however, they will be required to deliver enhanced public transport connectivity to the City Centre and Partick, as well as enhanced active travel measures, details of which will be reviewed within future MSC applications.

- Insufficient walking and cycling routes and potential space conflict between these users.

Comment: The development will deliver a new riverside walkway along the full riverside frontage, which can facilitate cycle traffic and will connect to the Govan Partick bridge when complete. It will also facilitate the existing NCR7 cycle route.

- Insufficient details on access by users with restricted mobility and pushchairs.

Comment: As the application is for planning permission in principle, there are no specific details on access. However, access for all will be a key consideration within the subsequent MSC applications.

- Greater provision of amenity, culture and recreation provision needed within the development which should be available to non-residents.

Comment: The Council is obliged to assess the application as submitted and it is considered that the mix of uses proposed are entirely compatible with the area and can be supported.

- Commercial uses should be targeted at small independent businesses and social enterprises.

Comment: As this is not a material planning consideration, it cannot be taken into account in the assessment process.

- Greater focus needed for on-the-water activities and infrastructure, including pontoons.

Comment: The application does not propose to introduce any uses on the river. However, the proposals include a range of commercial uses and indicative design details provided with the application show the intention to accommodate these adjacent to the proposed riverside walkway, which will help to activate the river frontage.

- No heritage interpretation provision.

Comment: As this is an application for planning permission in principle, this level of detail is unknown at present, but can be considered in future MSC applications.

- No new development of waterfront housing should be approved until a strategic assessment of the river corridor has been undertaken.

Comment: The Council has already carried out reviews of parts of the river corridor, with both the River Clyde Development Corridor Strategic Development Framework and the Govan – Partick Strategic Development Framework promoting the site for redevelopment purposes.

- Insufficient viewing opportunities on top floors of buildings.

Comment: As this is an application for planning permission in principle, this level of detail is unknown at present.

- Insufficient details on the sustainable development aims of the proposal.

Comment: As this is an application for planning permission in principle, this level of detail is unknown at present, but will be fully considered as part of the future MSC applications.

- Insufficient amenity space.

Comment: As this is an application for planning permission in principle, this level of detail is unknown at present, but will be fully considered as part of the future MSC applications.

- Insufficient parking provision.

Comment: As this is an application for planning permission in principle, this level of detail is unknown at present, but will be fully considered as part of the future MSC applications.

- The site is vulnerable to flooding.

Comment: The Flood Risk Assessment submitted with the application fully considers the flooding potential of the site and sets out a methodology to facilitate development whilst managing flood risk. Consequently, SEPA have no objections to the proposals.

Conclusion

Taking account of the above considerations and the relevant policies in the City Development Plan, it is concluded that the proposals would accord with the objectives and policies of the Development Plan.

Any other material considerations, including the matters raised in the consultation responses and letters of representation, have been satisfactorily addressed. The matters raised in the consultations and the letter of representation have been given due consideration within this assessment, but do not outweigh the proposal's acceptability at this stage. Further detailed consideration of many of these matters will be deferred to further applications (Matters Specified by Conditions).

It is therefore recommended that this application is approved, subject to conditions.

CONDITIONS AND REASONS

- 01.** The development to which this permission in principle relates shall be begun no later than the expiration of five years beginning with the date of grant of this permission.

Reason: The application is in principle only and to comply with section 59(2A)(a) of the Town and Country Planning (Scotland) Act 1997.

- 02.** The submission of the first application for the approval of matters specified in conditions under condition 02 above shall be accompanied by the following information:

- (a) a sustainable drainage strategy for the development, including SUDS features, outfall structures and sewage connection points;
- (b) a surface water management plan for the development complying with both Scottish Water and Glasgow City Council's requirements;
- (c) a landscaping and public realm strategy for all open spaces and routes through and around the site;
- (d) a lighting strategy for the site, including street lighting, lighting of buildings and public realm, and;
- (e) a way-finding strategy for the site;
- (f) a public art strategy and delivery programme for the site;
- (g) details of the development programming and subsequent phasing for the site to enable determination as to which parts of the infrastructure will require to be completed prior to commencement of construction and prior to occupation of that part of the development, so that the appropriate parts of the infrastructure can be included within the relevant application.

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

- 03.** Prior to the commencement of construction works for each phase of the development on site, an application relating to that phase, detailing the following matters, shall be submitted to and approved by the Planning Authority by the issuing of a decision notice:-

- (a) all buildings to be constructed on the site including the siting, design and external appearance of all buildings and other structures and their relationship to landscaping/public realm, means of access, car parking, cycle parking and servicing arrangements;
- (b) a signage strategy for the building(s) within that phase of the development;
- (c) lighting proposals for the building(s) and amenity space/public realm within that phase of

the development;

- (d) landscaping of the site, which shall include a programme for the implementation/phasing of the landscaping in relation to the construction of the development, a maintenance schedule for the landscaping scheme/open space, and details of maintenance arrangements. Landscaping proposals shall demonstrate appropriate habitat creation in order to improve biodiversity on the site. Landscaping means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes boundary treatments, screening by fences, walls or other means, the protection of existing trees during construction, the planting of trees, hedges, shrubs or grass, the formation of banks, terraces or other earthworks, the laying out or provision of gardens, courts or squares, water features, sculpture, or public art, children's play and other amenity provision;
- (e) existing and proposed site levels, levels of all accesses and finished floor levels, including anticipated levels across the site;
- (f) means of access to the site, meaning inclusive access for pedestrians, cycles and motor vehicles;
- (g) the proposed use class, gross floor area, siting, and hours of operation for all non-residential uses;
- (h) details of ventilation from kitchens or other food premises in each of the buildings, which should be accommodated within an internal service core, and a ventilation strategy for each of the buildings that does not rely on the creation of vents or flues on external elevations of the buildings;
- (i) refuse and recycling proposals for each of the buildings, including the identification of internal storage areas and collection points;
- (j) details of all services serving the site, (i.e. water, sewerage, electricity, street and footpath lighting, gas and telephone);
- (k) details of the siting, design and enclosure of any structure for the supply of gas, electricity, or water on site;
- (l) a written scheme of investigation which has been agreed by the West of Scotland Archaeology Service, where appropriate to that phase of the development. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service.
- (m) facilitation and access to the National Cycle Route 7,
- (n) a suitable reservation for Clyde Fastlink,
- (o) direct access to the riverside walkway, and
- (p) detailed public art proposals in accordance with the agreed public art strategy to be delivered prior to occupation of the relevant phase.

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

Reason: The application is in principle only and to comply with section 59(1) of the Town and Country Planning (Scotland) Act 1997 and regulations 12 and 28 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013.

- 04.** The submission of each application for the approval of matters specified in conditions under condition 03 above shall be accompanied by and set within an updated masterplan which re-affirms an overall vision for the wider site and its immediate hinterland, set within a clear urban design and infrastructure framework that reflects the aims and policies of the Glasgow City Development Plan, or any subsequent approved Plan. The form and content of the updated masterplan shall be agreed in writing with the Planning Authority and thereafter implemented in the agreed manner. The masterplan may be subject to further review in the event that several applications for approval of matters specified in conditions are sought.

Reason: To ensure that the scale of the development respects its context.

Reason: To provide an urban design context for future development proposals and to enable the Planning Authority to monitor the implementation of the development.

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

- 05.** The submission of each application for the approval of matters specified in conditions under condition 02 above shall be accompanied by a Statement on Energy (SoE).

The SoE shall analyse the energy and CO2 savings that can be achieved in the development by utilising energy efficient design, practice and technologies. It shall demonstrate how the

development will incorporate low and zero-carbon generating technologies to achieve at least a 20% cut in CO2 emissions and the 'Gold' sustainability label, or better, as per the Building Standards Technical Handbook Section 7: Sustainability.

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.

- 06.** The submission of the first application for the approval of matters specified in conditions under condition 02 above shall be accompanied by the following information and development shall not be begun until the content, conclusions and potential measures have been agreed in writing with the Planning Authority:

- (a) A Flood Storage Schedule setting out for each development plot the baseline functional floodplain storage, proposed loss of storage due to development and compensatory storage. The total compensatory storage shall be a minimum of 10% greater in volume than the total functional floodplain storage volume lost to development. The cumulative volume of compensatory storage shall always exceed by 10% the loss of functional floodplain storage volume during development. Each development plot shall adhere to the Flood Storage Schedule.
- (b) A Flood Risk Assessment for each development plot setting out the peak water levels generated by the 2020 River Clyde Model Update relevant to each vulnerability category to demonstrate that all the Tidal Clyde Development Masterplan Principles and Flood Storage Schedule requirements continue to be fully satisfied.
- (c) Details of the proposed drainage design (with supporting calculations), SUDS (Sustainable Urban Drainage Systems) features and outfall structures, promoting above ground management of surface water and consequently, underground storage of surface water will be limited. The required storage volume shall take into account the drainage system being unable to discharge during a high tide cycle. Storage is not required to be provided to attenuate flows into the River Clyde.
- (d) All submitted assessments are verified by an independent check process and must be completed by an organisation which is entirely independent from the author.
- (e) The applicant or the suitably qualified agent shall certify that the Flood Risk Assessment and/or Drainage Impact Assessments have been carried out in accordance with GCC guidance, relevant documents and legislation and shall be suitably indemnified. a landscaping and public realm strategy for all open spaces and routes through and around the site;
- (f) a lighting strategy for the site, including street lighting, lighting of buildings and public realm,
- (g) a way-finding strategy for the site, and
- (h) details of the development programming and subsequent phasing for the site to enable determination as to which parts of the infrastructure will require to be completed prior to commencement of construction and prior to occupation of that part of the development, so that the appropriate parts of the infrastructure can be included within the application.
- (i) Details of types and positioning of water safety equipment to be provided within the development.

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

- 07.** Prior to the commencement of construction works for each phase of the development on site, a method statement/site management plan relating to that phase, to include:

- (a) measures for the control of noise dust and vibration;
- (b) areas for the delivery and storage of equipment and materials;
- (c) temporary barricades, which will include measures to prevent fly-posting;
- (d) management of construction related traffic, and;
- (e) protocol for consultation in relation to any necessary 'out of hours' working and site deliveries 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.

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

08. No work, which would cause light, noise or vibration in the waters of the River Clyde, should take place during the hours of darkness. As far as reasonably practicable, all such work should be timed to avoid the period between March and May (inclusive).

Reason: To avoid disturbing migrating nationally important species, such as Atlantic salmon, lamprey and otter movements.

09. Before any work on the site is begun, an assessment of the impact of emissions to air from or associated with the development, including associated road transport, construction and demolition, carried out by a method agreed by the planning authority shall be submitted to and approved in writing by the planning authority. The assessment report shall make reference to the standards and objectives of the National Air Quality Strategy. Where the development is assessed as having an adverse impact on local air quality, including that of any Air Quality Management Area, mitigation measures shall be specified in the report. The approved mitigation measures shall be completed before the use of the development commences.

Reason: To ensure that local air quality is maintained.

10. Before any work on the site is begun, an assessment of the impact of local air quality on residents of the proposed development carried out by a method agreed by the planning authority shall be submitted to and approved in writing by the planning authority. The assessment shall make reference to the standards and objectives of the National Air Quality Strategy. Where an adverse impact on residents is identified, mitigation measures shall be specified in the report. The approved mitigation measures shall be completed before any of the dwellings are occupied.

Reason: To protect residents in the development from air pollution.

11. Before any work on each phase of the site commences, a comprehensive site investigation for ground contamination relating to that phase shall be submitted to and approved in writing by the Planning Authority. The investigation shall be completed in accordance with a recognised code of practice such as British Standards Institution "The investigation of potentially contaminated sites - Code of Practice" (BS10175:2001). The investigation report shall include a risk assessment of all relevant pollutant linkages, as required by Planning Advice Note PAN 33 Revised 2000 Development of Contaminated Land. Where a risk assessment identifies any unacceptable risk or risks, it shall include a detailed remediation strategy. The approved remediation works shall be carried out prior to the commencement of development relating to that phase other than that required to carry out remediation.

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

12. In the event that any previously unidentified contamination is found at any time when carrying out the approved development, it shall be reported in writing to the planning authority within one week. A comprehensive contaminated land investigation, including risk assessment and remediation strategy, shall be carried out as required by the planning authority. The approved remediation works shall be carried out prior to the recommencement of development on the affected part of the site.

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

13. On completion of the approved remediation works for each phase of the development and prior to occupation of that phase, a verification report confirming that the works have been carried out in accordance with the approved remediation strategy shall be submitted to and approved in writing by the Planning Authority.

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

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

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

15. Acoustic/amplified music from any premises within the development shall not give rise to a noise level, assessed with windows closed, within any dwelling or noise sensitive building in excess of that equivalent to Noise Rating Curve 35 between 0700 and 2200, and Noise Rating Curve 25 at all other times.

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

16. Before any work on the site is begun, a noise survey demonstrating the impact of road traffic noise on the development using the principles set out in "Calculation of Road Traffic Noise" (DoE/Welsh Office, HMSO, 1988) shall be submitted to and approved in writing by the planning authority. The survey shall identify the Noise Exposure Category specified in Planning Advice Note PAN 56 Planning and Noise within which the development will fall. Where mitigation measures are required to achieve internal noise levels, with windows 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.

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

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

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

18. Light from the development shall not give rise to:

- (a) An "Upward Waste Light Ratio" (maximum permitted percentage of luminaire lux that goes directly to the sky) in excess of 15%
- (b) A "Light Into Windows" measurement in excess of 10Ev (lux). (Ev is the vertical luminance in lux.)
- (c) "Source Intensity" measurement in excess of 100 Kcd (kilocandela). (Source Intensity applies to each source in the potentially obtrusive direction out of the area being lit.)

Reason: In the interests of limiting the effects of light pollution on the environment and the users of surrounding developments, and of energy efficiency.

19. Notwithstanding the submitted information, no retail unit shall exceed 1,000 square metres in gross floor area.

Reason: To ensure the proposed retail stores are provided at a scale which do not impact on the vitality and viability of existing retailing within any Town Centres.

20. Prior to work commencing on each phase of the development, details of positions and types of street lighting and lighting of the public realm for that phase, including maintenance and management arrangements, in accordance with the lighting strategy for the site, shall be submitted to and approved in writing by the Planning Authority and thereafter implemented in the approved manner prior to the occupation of each phase.

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

21. Vehicular access shall be taken via a dropped kerb footway crossing in accordance with the Design Guide for New Residential Areas and taking suitable cognisance of the Clyde Fastlink route reservation.

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

22. Clear delineation between the public (adopted) and private (non-adopted) areas shall be provided by means of a flush heel kerb, with any steps / ramps being located in private (non-adopted) areas.

Reason: In the interests of pedestrian safety.

23. All pedestrian and vehicular access levels shall be compatible with existing footway levels, with appropriate footway gradients and crossfalls provided. All doors / gates shall open inwards or be recessed and not open outwards over the public footway, in line with Section 67 of the Road (Scotland) Act 1984.

Reason: In the interests of pedestrian safety.

24. Existing street furniture (including signs, lighting columns, electrical control boxes etc) shall be maintained / relocated to suit the new footway / access arrangements as appropriate and to the approval of Neighbourhoods and Regeneration Services (Transport).

Reason: To enable the Planning Authority to monitor the implementation of the development.

25. A Travel Plan for the residential and commercial elements of the development shall be submitted to and approved by the Planning Authority; and shall thereafter be implemented in accordance with the approved details. The Travel Plan(s) shall be submitted to and approved by the Planning Authority prior to occupation of the first phase of residential or commercial development. The Travel Plan(s) shall detail measures to encourage sustainable (non-car) travel to and from the development.

Reason: To ensure that sustainable transport outcomes are achieved.

26. Prior to occupation of the residential development, a travel pack containing maps detailing the location of public transport stops, timetable and estimated journey times, walking / cycle routes to key destinations and health benefits of walking / cycling shall be submitted to and approved in writing by the Planning Authority. The applicant shall provide the approved 'residential travel pack' for each dwelling prior to occupation. Thereafter, monitoring reports for both the Residential Travel Plan and the associated Car Parking Management Plan process shall be submitted 3 months after occupation of each phase and 1 year after full occupation / completion of the overall development. The monitoring reports shall identify the take-up of car parking spaces within the development complex and effectiveness of the EV pool cars / bike schemes (and other sustainable transport measures).

Reason: To encourage sustainable means of travel in accordance with the requirements of Scottish Planning Policy.

- 27.** Each car parking space shall be allocated to a specific tenant, who acquires it as part of their tenancy agreement. To lessen the need for car ownership and for the benefit of future residents, a mutually agreed proportion of the spaces (with future growth potential) shall be allocated to EV 'pool cars' managed by a suitable car club operator. A car parking management plan shall be submitted to and agreed with the Planning Authority to confirm how the rental flat operator will manage the limited supply of on-site car parking and lessen the risk of overspill car parking.

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

- 28.** 'Passive' electric vehicle charging provision shall be provided for 100% of car parking spaces in new residential developments with communal off-street parking provision in accordance with SG11 of the City Development Plan. The design should ensure a 20% capacity / take-up in the electricity network, capability in providing individual metered fuse boxes for each EV space and providing ducting for future cabling.

Reason: In order to promote Sustainable Transport.

- 29.** Safe secure and sheltered cycle parking (along with suitable shower and changing facilities for the employment / commercial element) shall be provided in accordance with Policy TRANS 6 of the Glasgow City Plan. Such details shall be submitted to and approved in writing by the Planning Authority in accordance with condition 02 above.

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

- 30.** 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 building users have safe access to the premises.

- 31.** Prior to the commencement of construction works for each phase of development on site, details shall be submitted for the written approval of the planning authority, demonstrating that the development can be suitably and adequately serviced and is capable of accommodating all expected servicing vehicles. Thereafter, the agreed details shall be implemented in full before that phase of development is occupied.

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

Reason: In the interest of traffic safety at the locus

- 32.** As soon as practicable after each phase of development is completed, the person carrying out the development shall give notice of that completion to the planning authority.

Reason: To enable the Planning Authority to monitor the implementation of the development.

ADVISORY NOTES TO APPLICANT

- 01.** Prior to implementation of this permission, the applicant should contact GCC Neighbourhoods, Regeneration & Sustainability (Transport) at an early stage in respect of legislation administered by that Service which is likely to have implications for this development.
- 02.** The developer should advise each prospective purchaser that residents in this development will not be eligible to purchase a resident's on-road parking permit, in accordance with the provisions of the existing traffic order.
- 03.** Measures to maintain street lighting levels should be identified before any work begins on site. Street lighting levels should be agreed with GCC Neighbourhoods, Regeneration & Sustainability, and be in place and operational before any of the dwellings are occupied.

04. The Scottish Transport Projects Review 2 (STPR2) by the Scottish Government (Transport Scotland) includes a potential Glasgow City Region 'Clyde Metro' intervention. As the development site lies within the river corridor and is in proximity to the key public transport hub of Partick Interchange, it will be within an area of focus for more detailed investigation. The STPR2 ministerial / parliamentary decision is expected later this year and should it progress, the joint Transport Scotland, Glasgow City Region and SPT project team will engage / liaise with the applicant.
05. The developer should liaise with the Council's Active Travel and the City Deal Govan-Partick bridge project teams to secure appropriate external cycle route links onto the proposed riverside / quayside walkway. The development programme shall ensure that the continuous operation of National Cycle Route 7 is protected, with its eventually relocation onto the proposed riverside / quayside walkway.
06. It is recommended that a number of car parking spaces (in particular the rental flats / co-living block) are allocated for an appointed 'car club' operator, to further lessen the need for car ownership and accommodate any potential short term need those residents of the development may have for use of a vehicle.
07. Early engagement should be undertaken with the Roadworks Control team of GCC Neighbourhoods, Regeneration & Sustainability on agreeing a suitable construction methodology / mitigation strategy.
08. 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.
09. 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.

for Chief Executive, Glasgow City Council

DC/ SML/20/09/2022

BACKGROUND PAPERS

PLEASE NOTE THE FOLLOWING:

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