



**PLANNING APPLICATIONS COMMITTEE**

**Report by Executive Director of Development and Regeneration Services**

**Contact: Ms K Rattray Phone: 0141 287 6063**

**ITEM 1 (b)**  
**29th November 2011**

<b>APPLICATION TYPE</b>	Full Planning Permission
<b>RECOMMENDATION</b>	<b>Grant Subject to Condition(s)</b>

<b>APPLICATION</b>	11/01092/DC	<b>DATE VALID</b>	01.09.2011
<b>SITE ADDRESS</b>	Site At Belsyde Avenue Glasgow		
<b>PROPOSAL</b>	Formation of 45 parking spaces: Potentially contrary to Development Policy Principle DEV 11 Greenspace of City Plan 2.		
<b>APPLICANT</b>	Glasgow Housing Association Granite House 173 Trongate Glasgow G1 5Hf	<b>AGENT</b>	Curious Design And Architecture Per Kirsty Wilson 64 64 Waterloo Street Glasgow G2 7Da
<b>WARD NO(S)</b>	14, Drumchapel/Anniesland	<b>COMMUNITY COUNCIL LISTED</b>	02_002, Drumchapel
<b>CONSERVATION AREA</b>			
<b>ADVERT TYPE</b>	Contrary to Development Plan	<b>PUBLISHED</b>	16 September 2011
<b>CITY PLAN</b>	Residential		

**REPRESENTATIONS/ CONSULTATIONS**

DRS Transport Planning - No objection subject to conditions

One letter of objection has been received from The Architectural Heritage Society of Scotland. The grounds of objection are summarised as follows:

Need for the parking space is not clear. Offsetting the parking spaces from the road means the view from the green space will be the fronts and back of cars. This will be dominant and remove the delineation between the road and green space. A single conventional or small multi-storey car park could be more acceptable.

**SITE AND DESCRIPTION**

The site forms part of grassed amenity green space that borders Belsyde Avenue in Drumchapel. The opposite side of Belsyde Avenue is bounded by 3-storey post-war tenements which are raised above street level with their front entrances accessed by stairs. There is a public footway on one side of the road only, next to the tenements.

The tenement flats have no off-street parking and there is no space available to form parking spaces within their curtilage. There are no on-street parking restrictions. Belsyde Avenue is subject to an advisory 20 miles per hour speed limit. The carriageway is 6 metres wide and the footway 3 metres wide.

The site is owned by Glasgow City Council and, with Garscadden Burn Park, forms part of a Site of Special Landscape Importance. It is located in an area of base accessibility for public transport.

## **PROPOSAL**

The proposal is to form 45 parking spaces, including 6 parking spaces for disabled people, set out in 6 bays along the edge of the grassed amenity green space opposite 8 to 16 Belsyde Avenue and 30 to 40 Belsyde Avenue.

Following negotiations with the applicant the proposal has been amended to improve road safety so that the parking spaces would be at right angles to the road. Each parking space would be 2.5 metres wide x 6 metres long, and each disabled parking space would have an additional 1 metre strip along two sides. The parking bays would be delineated from the adopted road

by a flush flat top kerb and separated from the grassed area by a kerb upstand and, to attenuate drainage from the site, would be surfaced with permeable tarmac. A 1 metre wide strip of carriageway would be resurfaced in front of the bays.

In addition, the proposal includes associated improvement works to areas of amenity green space, including the games pitch, that adjoin Belsyde Avenue.

## **SUPPORTING INFORMATION**

The applicant (GHA) has submitted a planning statement and supporting information on community consultation undertaken prior to submission of the application.

GHA states the flats on Belsyde Avenue were built in the late 1950s/early 1960s and do not lend themselves to the high volume of traffic and car ownership that now exist in the area. As a result, the area is blighted with parking issues with many car owners forced to park on adjacent green verges and on the pavement with pedestrians often forced to use the carriageway so endangering themselves and motorists.

Due to pressure from constituents, Councillor Paul Carey called two public meetings on 9<sup>th</sup> and 30<sup>th</sup> November 2010, in Stonedyke Neighbourhood Centre, to discuss parking issues. At the second meeting, there was a vote in favour of approaching GHA to help fund additional off road parking. GHA's funding application to the West Area Committee was approved on 27<sup>th</sup> April 2011.

GHA held a further public meeting on 22<sup>nd</sup> August 2011. Residents who attended were asked to sign a register detailing car ownership. GHA sent 138 letters to tenants and owners, which asked them to confirm whether they owned a car and, if yes, how many were owned and invited additional comments.

62 residents replied: 39 confirmed they owned a total of 52 cars; of the 23 who did not own a car, 9 stated they thought the proposed parking beneficial. However, 1 resident wrote the potential for joy riders was a concern and she does not want to look out on to car parks; another noted there were only 3 car owners in their close and expressed concern at losing 'green belt' so other people can park their cars but get to keep their green belt area, and a third asked whether a tree would be removed.

GHA have stated they have endeavoured to offset the green space that would be lost to the parking bays, by enhancing two nearby demolition sites in Glenkirk Avenue, which have been levelled and grassed for use by local people. They have also committed funding to improve an existing play area in Belsyde Avenue by increasing its size and adding new equipment. This follows a public meeting which consulted on play provision. In addition, they have improved the backcourt areas of nearby Cloan Avenue, removing a disused, vandalised play area and making it into a recreational green space for tenants. The properties in Belsyde Avenue have undergone external fabric works and have had new kitchens and bathrooms installed.

## POLICIES

The Development Plan comprises the Glasgow and the Clyde Valley Joint Structure Plan and the Glasgow City Plan 2. There are no policies of relevance to the application proposal in the Structure Plan. The following City Plan Policies are considered relevant to this application:

DEV 11 Green Space  
ENV 1 Open Space Protection  
ENV 7 National, Regional and Local Environmental Designations  
DG/ENV 4 Development Affecting Environmental Designations  
TRAN 4 Vehicle Parking Standards

## SPECIFIED MATTERS

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

- A. Summary of the main issues raised where the following were submitted or carried out
- i. An environmental statement - Not applicable to this application.
  - ii. An appropriate assessment under the Conservation (Natural Habitats etc.) Regulations 1994 - Not applicable to this application.
  - iii. A design statement or a design and access statement - Not applicable to this application.
  - iv. Any report on the impact or potential impact of the proposed development (for example the retail impact, transport impact, noise impact or risk of flooding) - Not applicable to this application.
- B. Summary of the terms of any Section 75 planning agreement
- Not applicable to this application.
- C. Details of directions by Scottish Ministers under Regulation 30, 31 or 32
- These Regulations enable Scottish Ministers to give directions
- i. With regard to Environmental Impact Assessment Regulations (Regulation 30) - No direction has been made by Scottish Ministers/Not applicable.
  - ii.
    1. Requiring the Council to give information as to the manner in which an application has been dealt with (Regulation 31) - No direction has been made by Scottish Ministers/Not applicable.
    2. Restricting the grant of planning permission - No direction has been made by Scottish Ministers/Not applicable.
  - iii.
    1. Requiring the Council to consider imposing a condition specified by Scottish Ministers - Not applicable to this application.
    2. Requiring the Council not to grant planning permission without satisfying Scottish Ministers that the Council has considered the condition - Not applicable to this application.

## ASSESSMENT AND CONCLUSIONS

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that when an application is made, it shall be determined in accordance with the Development Plan unless material considerations dictate otherwise.

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

- 1) whether the proposal accords with the Development Plan;
- 2) whether any other material considerations have been satisfactorily addressed. These include the content of the letter of objection.

In respect of **1)** above, the development plan comprises the Glasgow and the Clyde Valley Joint Structure Plan 2006 and the Glasgow City Plan 2. There are not considered to be any relevant policies in the Structure Plan.

The application site is designated by the City Plan as a Development Policy Principle DEV 11 Green Space area. These areas are generally the city's larger permanent green/open spaces. Together with smaller open spaces they form the City's green network and contribute to biodiversity. All green/open space areas (regardless of size or purpose) are important elements of Glasgow's green infrastructure.

Consequently, the application must be assessed against policy ENV 1 Open Space Protection, which aims to ensure areas of open space are protected from inappropriate development, in order to maintain and enhance quality of life, health, well-being and amenity of the communities they serve, and to promote sustainability and biodiversity. Both DEV 11 and ENV 1 contain a strong presumption in favour of retaining all public and private green/open space.

In addition, the Glasgow Open Space Map identifies the site as amenity green space and as a Site of Special Landscape Importance; the latter is an environmental designation afforded additional protection under policy ENV 7 National, Regional and Local Environmental Designations.

Where exception is made for development on open space, the development should either be directly related to the current use of the open space or better serve local community needs by the provision, in the local area, of an area of equivalent, or higher quality open space, to directly replace the type of open space that would be lost (this will require the developer to consult with the local community using consultation methods agreed with the Council).

The development should provide for appropriate habitat creation, landscape treatment and maintenance of the retained or newly created open space; and not have a negative impact on the connectivity of the green network or distribution of open space in the surrounding area or have an adverse effect on the character of the SSLI. An application for development on an SSLI should demonstrate how the proposed development will enhance the landscape characteristic of the SSLI.

In this case, although the consultation methods for the community consultation were not agreed with the Council, they are considered satisfactory. Of the 134 households on Belsyde Avenue 46% responded to the consultation. In their consultation responses 3 residents expressed concerns about: loss of green space and looking on to parked cars, possible removal of a tree and the potential for joy riders.

With regard to the loss of green space, the parking spaces would occupy a 6 to 7 metres deep strip along the road verge. The combination of the new amenity green spaces on Glenkirk Drive, the enhanced play space on Belsyde Avenue and the improvement works to the amenity green space on Belsyde Avenue that form part of the application proposal are considered sufficient to offset the open space that would be lost, and it is considered the proposed development would not have a significant impact on the character of the SSLI.

It is considered that the proposal will not give rise to a significant loss of visual amenity as the parking spaces will serve cars that are already parked on the road, pavement and grass verge, and the ground floors of the neighbouring tenements are above street level. There are no proposals to remove trees but a stump would be removed from land opposite 26 Belsyde Avenue. It is not considered that the proposed parking spaces would increase the potential for joy riders.

Therefore, the development is considered to meet the aims of Development Policy Principle DEV 11 and of policies ENV 1 and ENV 7 and development guide DG/ENV 4 and thus accords with the Development Policy Principle designation.

In respect of **2)**, the issues raised in the letter of objection are summarised, with appropriate comment, as follows:

Need for the parking space is not clear. Offsetting the parking spaces from the road means the view from the green space will be the fronts and back of cars. This will be dominant and remove the delineation between the road and green space. A single conventional or small multi-storey car park could be a more acceptable alternative.

**Comment:** Need for the parking spaces was made clear in the supporting information submitted after the application was validated. While the proposal would mean the fronts and backs of cars would be visible from the green space, it is observed that currently cars parked along the road, pavement and grass verge are also visible from the greenspace. It is considered that the alternative parking arrangements suggested by the objector would require a greater take up of land and have a greater impact on their surroundings.

## CONCLUSION

In conclusion, given the provision in the local area of equivalent open space to replace the type of open space that would be lost, the formation of 45 parking spaces: potentially contrary to Development Policy Principle DEV 11 Greenspace of City Plan 2 would accord with the Development Policy Principle's aim and with the relevant policies of the adopted Glasgow City Plan 2. Other material considerations, namely the points raised in the letter of objection, have been satisfactorily addressed and do not outweigh the Development Plan. Accordingly, it is recommended that planning permission is granted, subject to the following conditions.

## CONDITIONS AND REASONS

01. The development shall be implemented in accordance with drawing number(s)

(D) 007 Revision A Location Plan  
(D) 001 Revision A proposed Site Layout

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

**Reason:** As these drawings constitute the approved development.

02. The parking space(s) shall be used only for the parking of private cars and not for the parking of commercial vehicles.

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

03. The car parking spaces shall be formed at right angles to the carriageway (each space measuring 2.5 X 6.0metres) and shall be clearly delineated on the ground.

**Reason:** To ensure that the design and size of the parking spaces allow the provision of safe parking for vehicles.

04. The car parking spaces shall be permeable but shall exclude loose material.

**Reason:** To attenuate drainage from the site in the interests of flood control and to keep the road free of loose material in the interests of pedestrian and vehicular safety.

05. The car parking areas shall be constructed, as shown on the approved drawings, adjacent to the currently adopted road.

**Reason:** To ensure that the car parking provision is clearly separated from the carriageway and that it does not have an adverse effect on road safety.

#### REASON(S) FOR GRANTING THIS APPLICATION

01. The proposal was considered to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's accordance with the Development Plan.

#### REASONS FOR CONSENT CONTRARY TO DEVELOPMENT PLAN

01. The proposed development is not contrary to the DEV 11 Green Space Development Policy Principle of the development plan. The development is considered to meet the requirements of the Development Policy Principle and relevant development plan green/open space policies as: community consultation was undertaken; equivalent or higher quality open space is provided in the local area to mitigate the loss of green space created by the proposal; the development does not have a negative impact on the connectivity of the green network or distribution of open space in the area and; the proposed development would not have a significant impact on the character of the SSLI.

#### ADVISORY NOTES TO APPLICANT

01. Prior to implementation of this permission, the applicant should contact Land and Environmental Services (Roads) at an early stage in respect of legislation administered by that Service which is likely to have implications for this development



for Executive Director of Development and Regeneration Services

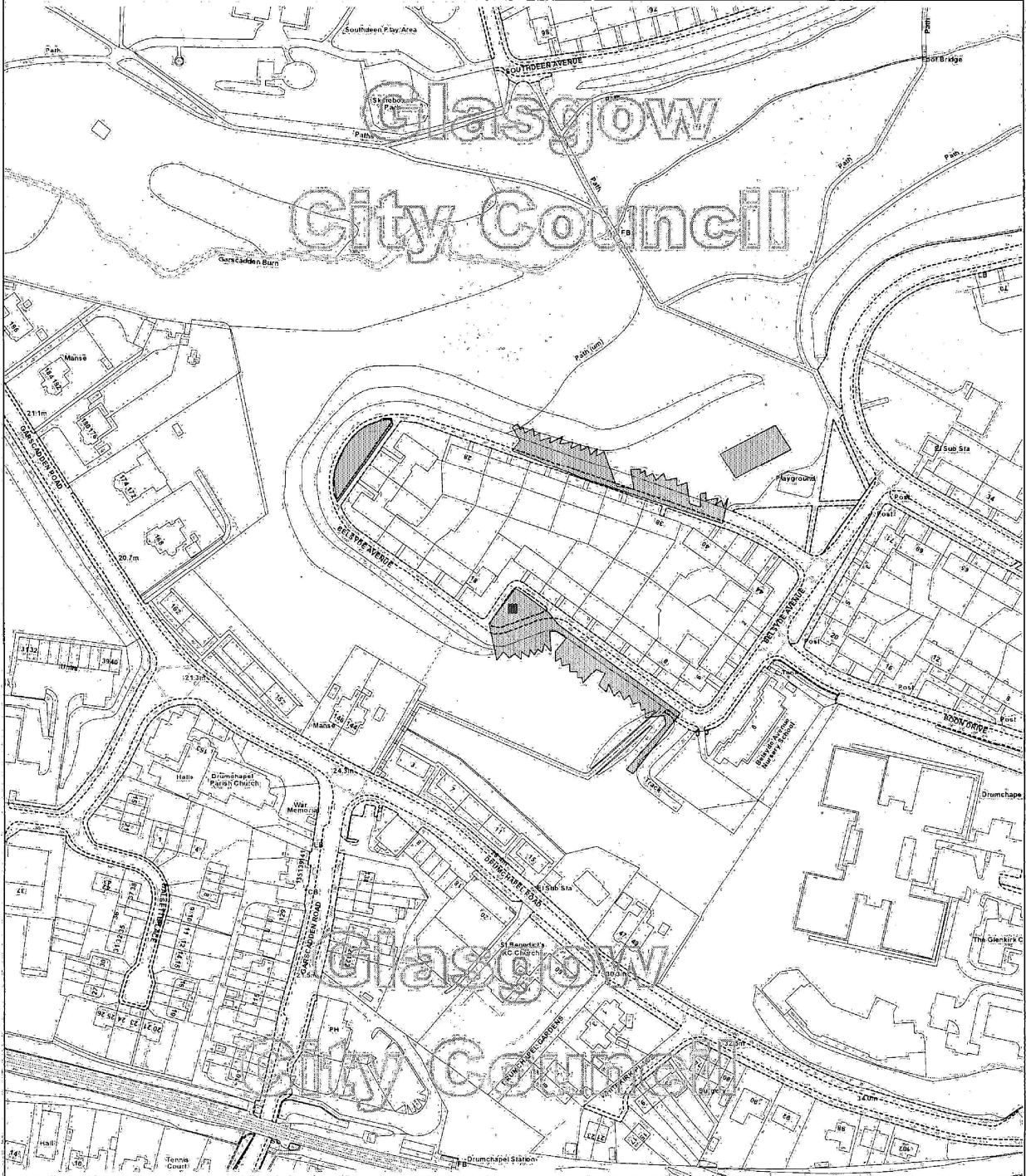
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Address : <b>Site At Belsyde Avenue</b>		Ward : <b>14</b> 
Scale : 1:2500	<b>Indicative Site Location</b>	



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 Location of Site  
(For details, refer to Report)