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Supporting Planning Statement

Erection of flatted residential development,
landscaping and associated works at 23 Burgh Hall
Street, Glasgow, G11 5LN

Iceni Projects Limited on behalf of
Cruden Homes (West) Ltd

February 2021

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Supporting Planning Statement
ERECTION OF FLATTED RESIDENTIAL
DEVELOPMENT, LANDSCAPING AND ASSOCIATED
WORKS AT 23 BURGH HALL STREET, GLASGOW, G11
5LN

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APPENDICES

- A1. COPY OF PUBLIC NOTICE PUBLISHED IN THE EVENING TIMES
- A2. SCREENSHOT OF ONLINE PUBLIC CONSULTATION

1. INTRODUCTION

- 1.1 This Supporting Planning Statement ('the statement') has been prepared by Icen Projects Ltd on behalf of Cruden Homes (West) Ltd ('the Applicant') to accompany an application for Planning Permission submitted to Glasgow City Council ('GCC').
- 1.2 An application for planning permission has been submitted to Glasgow City Council for the erection of a flatted residential development at 23 Burgh Hall Street, Glasgow, G11 5LN ('the site'). The description of development is: *'Erection of flatted residential development (35 units) with access, landscaping and associated works'* ('the proposed development').
- 1.3 The proposed development constitutes "Local" development under the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 due to the scale of the proposed development and the size of the site. There is no statutory requirement to undertake pre-application consultation, however, the Applicant elected to carry out public consultation in advance of submitting an application for planning permission in order to share the proposals for the site and to obtain any feedback at an early stage.
- 1.4 In addition to public consultation, the Applicant submitted a formal pre-application planning enquiry to GCC. Pre-application feedback from officers has been taken on board in preparing the application for planning permission and has informed the design evolution.
- 1.5 The application for planning permission is accompanied by the following reports which should be read alongside this Supporting Planning Statement:
- Architectural Plans – ISA Architecture;
 - Design Statement including Daylight & Sunlight Assessment – ISA Architecture;
 - Site Investigation Report and Gas Addendum Letter – Mason Evans Partnership;
 - Drainage Statement & SUDS Strategy – InDev Consulting Engineers;
 - Flood Risk Assessment – Terrenus Land & Water Ltd;
 - Landscaping Strategy – Keith Wood Landscape Design;
 - Transport Statement – ECS Transport;
 - Noise Impact Assessment – KSG Acoustics;

- Statement on Energy – Henderson Warnock;
- Bat Inspection Report – Nigel Rudd Ecology.

2. THE SITE

Site Introduction and Surrounding Uses

- 2.1 The site address is 23 Burgh Hall Street, Glasgow, G11 5NL. The site is located in the Partick neighbourhood in the West end of Glasgow.
- 2.2 The site is roughly rectangular in shape and is 0.16ha in size. It is located on the corner of Burgh Hall Street and Peel Street. The site is currently occupied by a single storey red brick and harled render warehouse which is proposed to be demolished.
- 2.3 It is bound to the west by the railway line which connects Partick and Hyndland stations, to the north by Burgh Hall Street and flatted residential development on the north side of Burgh Hall Street. Peel Street is to the east of the site and Peel Street Medical Centre is located to the south east of the site. To the south of the site there are tenements with ground floor commercial units on Dumbarton Road.
- 2.4 The site sits within an area of residential and supporting uses. The site is surrounded by a mix of traditional tenements and modern flatted developments. Other uses in the vicinity of the site include the Peel Street Medical Centre, commercial units including retail shops, cafes, restaurants and other services on Dumbarton Road, West of Scotland Cricket Club to the north east of the site, Crow Road Retail Part to the north east of the site on the opposite side of the railway line and Morrisons supermarket approximately 170m to the south east of the site.

Transport and Accessibility

- 2.5 The site is located in a high public transport accessibility area, as defined by Glasgow City Development Plan (2017).
- 2.6 The site is well-located in relation to a range of public transport options. The table below indicates the nearest transport nodes and distance from the site. The accompanying Transport Statement provides a summary of the services and frequency of the services offered at each of these transport options. This demonstrates that the site is very well connected via a range of frequent public transport options.

Transport Mode	Distance from Site	Time (walking) from Site
Partick Subway	300m	3 minutes

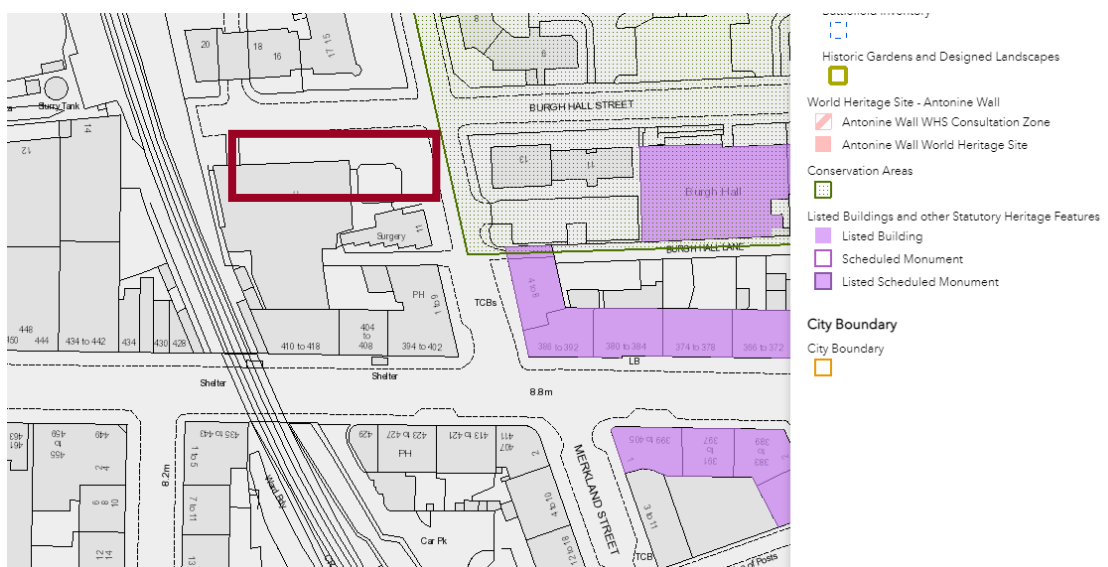
Partick Rail Station	300m	3 minutes
Partick Bus Interchange	215m	2 minutes
East-bound bus stop on Dumbarton Road	100m	1 minute

2.21 The site is well located in relation to the existing footway network with a wide range of services and amenities accessible within 1600m walk from the site (equivalent of approximately 20 minute walk). Figure 2 in the submitted Transport Statement demonstrates this, whilst Figure 3 shows the cycle facilities in the vicinity of the site.

Environmental Designations

Conservation and Heritage

2.22 The site is not located within the Conservation Area, nor is it subject to any historic designations. The site is located to the west of the boundary of the Glasgow West Conservation Area, as shown on the screenshot below. The nearest listed buildings to the site are located on the opposite side of Peel Street, category B listed tenements at 360-392 (Even Nos) Dumbarton Road, 4-8 (Even Nos) Peel Street, 1-13 (Odd Nos) Fortrose Street and 1 Burgh Hall Street. The category B listed Partick Burgh Halls is located approximately 55m to the east of the site.



Extract from City Development Plan Proposals Map showing approximate site location bound in red and adjacent Glasgow West Conservation Area boundary

Air Quality

- 2.23 The site is not located within an Air Quality Management Area.

Flood Risk

- 2.24 The SEPA online flood risk maps show a high likelihood of surface water to the east of the site at the junction between Burgh Hall Street and Peel Street. A Flood Risk Assessment is submitted with the application for planning permission. This confirms that the local rainfall runoff will be captured by the existing road gullies and enter the Scottish Water sewer network. Any excess overland flow is likely to be shallow and will generally be confined within the road corridors even with the relatively low local kerb heights. It is concluded that the site is at Low to Medium Risk of flooding from surface water due to the presence of road drainage gulleys and drainage network in the local area. The findings of the flood risk assessment have informed the development design.

Ecology

- 2.25 The site is not subject to any ecological designations. The nearest locally designated sites to this site are the River Clyde Site of Interest for Nature Conservation (SINC) and the Queens Dock SINC, these are over a 1km from the site.
- 2.26 The existing building on the site will be demolished prior to the development commencing. A bat inspection survey has been undertaken and this found no features on the existing building which offer bat roost potential.

3. PRE-APPLICATION CONSULTATION

Public and Stakeholder Consultation

- 3.1 The proposed development constitutes “Local” development under the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 due the scale of the proposed development and the size of the site. There is no statutory requirement to undertake pre-application consultation, however, the Applicant elected to carry out public consultation, to share the proposals and offer an opportunity for members of the public to comment on the proposals prior to the application being submitted.
- 3.2 The format of the public consultation broadly followed that set out in the Scottish Government Coronavirus (COVID-19): planning guidance on pre-application consultations for public events, published in April 2020. The following activities took place:
- An advert was placed in The Evening Times online and in the printed version on advertising the online consultation (Appendix A);
 - An email was sent to all Partick East / Kelvindale and Victoria Park Ward Councillors, MPs for Glasgow North and Glasgow North West, the MSP for Glasgow Kelvin, Partick and Thornwood Community Councils and Friends of Glasgow West informing them of the proposed consultation;
 - A website was set up – www.23burghhallstreet.co.uk - and this was live between 8th December 2020 and 15th January 2021 (a period of over 5 weeks to reflect this taking place over Christmas). The website contained details about the site and the proposals as well as an opportunity to provide feedback or to contact Iceni Projects for further information about the proposals (Appendix B);
 - A dedicated email address was provided and a phone number given so that any queries could be directed to Iceni Projects for a response;
 - A feedback form was provided online for comments and responses.
- 3.3 The website traffic statistics indicate a high level of visitors to the website with 545 visitors to the main webpage.
- 3.4 In total, three feedback emails were received – all three respondents ticked that they support the principle of the development.
- 3.5 The following comments were received through the feedback forms. We have responded to the comments in blue:

- *I am a local resident and I am strongly in favour of this development being built – but only if it remains car-free. The creation of homes on the site would be an enormous improvement on the current wasteland.*

Thank you for your feedback and agree that this site is a suitable location for a sustainable, car-free development.

- *Additional raised planters/greenery on the Peel Street exterior would be welcome, otherwise this side may look somewhat cold and uninviting.*

We have included raised planters to the Peel Street frontage as shown on the submitted landscaping plan.

- *Greatly improved by housing*

Thank you for you comment.

- *They look good. Good quality materials important.*

Thank you for your comment – high quality materials are proposed to be in keeping with the site surroundings and further information is provided in the submitted Design Statement.

- *You cannot present a largely blank elevation to Peel Street. If you revise plans so that more windows face are part of the elevation it would vastly improve, not just the architecture, but also provide a much better contribution to the neighbourhood and the urbanism of the project. This would help with community aspect and character, as well as give additional security and animation to Peel Street. It will also make the properties more attractive and desirable.*

These properties have a south facing window rather than east facing to maximise the sunlight received to these rooms throughout the day.

3.6 We understand that details of the consultation had been shared on social media by some notified parties. Although only three feedback forms were completed, it is clear that a number of people have taken interest in the proposals, shown by the 545 hits to the website. No queries about the proposals were received direct from members of the public or from local Councillors.

3.7 100% of respondents agreed with the principle of the proposed development at this site.

Planning Authority Pre-Application Enquiry

3.8 A formal pre-application planning enquiry was submitted to Glasgow City Council in respect of the proposed development and was given pre-application reference 20/01165/PRE. Pre-application comments were received from the Planning and Roads Officers in respect of the proposals.

- 3.9 The feedback received confirmed that the principle of residential development can be supported at the site. The design has been updated to respond to pre-application comments to ensure that the established building line along Burgh Hall Street is continued and private garden space has been provided to the Burgh Hall Street frontage. Requested surveys have been prepared and submitted with the planning application including a noise report, daylight and sunlight analysis, townscape and visual analysis and drainage statement.
- 3.10 Glasgow City Council's Neighbourhoods and Sustainability – Traffic and Road Safety department has also provided comment in relation to the car-free aspect of the proposed development. The site is located within the Partick Restricted Parking Zone and officers advised that a parking control scheme for Thornwood and Broomhill, adjacent to the Partick Restricted Parking Zone, is currently being developed. Public engagement on the proposed Thornwood and Broomhill parking controls is programmed to commence in Spring 2021 with the implementation date circa Summer 2023.
- 3.11 A noise impact assessment has been completed and the scope of this was agreed with GCC Environmental Health department. It was also agreed that an assessment of vibration levels from the railway was unlikely to be necessary.

4. THE PROPOSED DEVELOPMENT

4.1 The proposed development involves the redevelopment of a brownfield site to provide a flatted residential development. In summary, the proposed development comprises the following aspect:

- 35 residential flats for private sale – comprising 9 x 1 bedrooms; 22 x 2 bedrooms and 4 x 3 bedrooms.
- Cycle Parking – 59 secure cycle parking spaces for residents and visitors will be provided, split between blocks B and C and accessible via secure entry from Burgh Hall Street. Visitor cycle parking spaces will be provided to the rear to the site and accessible from Peel Street.
- Servicing – the development will be serviced via Peel Street with bin stores located within block A on the eastern side of the building. GCC confirmed the size and quantity of bins required for the proposed development and the bin store reflects this agreement;
- Access – Pedestrian access to the development will be from the two entrances to Blocks B and C on Burgh Hall Street and the Block A entrance on Peel Street. Flats will be accessible via stairs and a lift from each block entrance.
- Landscaping and Open Space – private front gardens are to be provided to Burgh Hall Street and to the rear, private gardens are provided for ground floor flats as well as communal open space with seating, BBQ area, landscaping and growing spaces, accessible to all residents.

4.2 The proposed development will continue the building line set by the residential properties to the east of the site on Burgh Hall Street, with the ground floor residential properties set back from the pavement and private front garden provided for ground floor flats. The proposed development will complete the perimeter block and is of a height and scale similar to the existing buildings surrounding the site. The proposed development sits lower than the ridge line of the flats to the north of Burgh Hall Street.

4.3 A palette of materials including blonde and charcoal brick, zinc cladding and acid etched precast is proposed. High quality but simple materials are proposed to be in keeping with the surrounding buildings and for their durability and maintenance. Further detail on proposed materials is provided in the Design Statement.

4.4 All single aspect flats above ground floor level will have a bay window to the living room, offering enhanced glazing for daylighting and allowing sunlight into the room for longer through the day. This also enhances the floorspace of these flats. Ground floor single aspect flats also have private gardens to the front.

- 4.5 A south-facing, shared amenity greenspace with outdoor seating, BBQ areas, grass and landscaping is provided to the rear of the building. This is accessible to all residents from each of the blocks.

5. DEVELOPMENT PLAN & OTHER MATERIAL CONSIDERATIONS

- 5.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 states that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.2 The Development Plan in respect of the site comprises the approved Clydeplan Strategic Development Plan (July 2017) and the adopted Glasgow City Development Plan (March 2017).

Clydeplan Strategic Development Plan (2017)

- 5.3 The Clydeplan Strategic Development Plan ('the SDP') was approved in July 2017. This document is a high-level spatial plan setting out a land use vision for the next 20 years for the city-region centred on Glasgow and the wider Clyde Valley area. This includes providing a policy framework to help deliver sustainable economic growth, shape good quality places and enhance the quality of life in the Glasgow City and Clyde Valley region.
- 5.4 The SDP's vision for the Clydeplan area is to create a resilient, sustainable compact city region attracting and retaining investment and improving the quality of life for people. The proposed development is not considered a strategic scale development, as defined by Schedule 14 of the SDP, however, the SDP does contain a number of policies relevant to the assessment of the proposed residential development.

Policy 1 Placemaking

- 5.5 Policy 1 states that new development should contribute towards the creation of high quality places across the city region and should take account of the Placemaking Principle set out in Table 1 of the SDP. Table 1 sets out the 6 qualities of place that new developments should seek to achieve (distinctive, safe and pleasant, easy to move around, welcoming, adaptable and resource efficient).
- 5.6 The proposed development has been developed in line with placemaking principles and further information in this respect is contained in the Design Statement which accompanies the planning application.

Policy 7 Joint Action Towards Delivery of New Homes

- 5.7 The SDP outlines that housing plays a fundamental role in the overall economic, social and environmental success of the city region.
- 5.8 The SDP spatial development strategy supports the creation of high quality places which deliver the right type of homes in the right locations. This will be realised through the prioritisation of regeneration

activities, the recycling of previously used land, and higher density development in support of the delivery of the Plan's compact city model, as well as through working with stakeholders to identify appropriate actions that contribute towards the delivery of new housing.

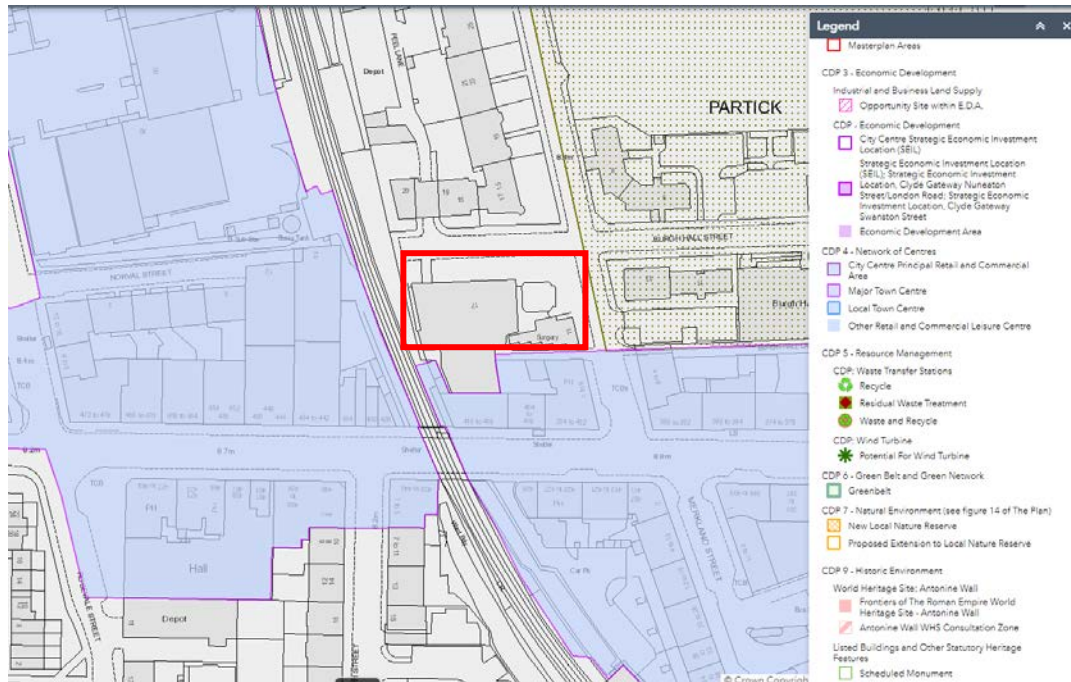
- 5.9 The proposed development would bring a former warehouse site in a highly accessible, inner urban area into positive use by providing 35 new homes. The density of the proposed development is appropriate for this sustainable location which benefits from close proximity to amenities and services and excellent proximity to public transport routes.

Policy 17 – Promoting Sustainable Transport

- 5.10 ClydePlan promotes sustainable transport options and the integration of land use and transport. The site is well-located in terms of public transport connections with Partick Interchange, the Subway and train station all within 250m walking distance from the site.

Glasgow City Development Plan (2017)

- 5.11 The Glasgow City Development Plan ('the CDP') was adopted on 29th March 2017. It sets out the Council's land use strategy and provides the basis for assessing planning applications. Each policy in the CDP has a corresponding piece of Supplementary Guidance (with the exception of Policy CDP2 Sustainable Spatial Strategy). The Supplementary Guidance documents (SG) provide further detail in relation to each of the CDP policies.
- 5.12 The key aims of the CDP are to create and maintain a healthy, high quality place and to develop a compact city form that supports sustainable development. The CDP sets out a strategy that seeks to deliver the following four strategic outcomes:
- A vibrant place with a growing economy;
 - A thriving and sustainable place to live and work;
 - A connected place to move around and do business in; and
 - A green place.
- 5.13 An extract of the CDP proposals map showing the approximate site location in red is provided below.



Extract from GCC City Development Plan Proposals Map showing approximate site boundary and site designations

5.14 The site is not subject to any specific CDP allocations. The following designations apply to the site:

- City-wide policies CDP1 Place Making and Policy CDP2 Sustainable Spatial Strategy cover this site;
- Located within the Inner Urban area as defined by SG11;
- Located within a high public transport accessibility area as defined by SG11.

5.15 The boundary of the Glasgow West Conservation Area is to the east of the site with properties to the east side of Peel Street being located within the Conservation Area boundary.

5.16 The Partick / Byres Road Major Town Centre is located to the south and west of the site.

5.17 An assessment of the proposed development against the relevant aspects of the CDP policies and accompanying SG is set out below.

CDP1 and SG1 - The Placemaking Principle

5.18 Policy CDP1 and the corresponding SG1 applies to all development proposals across the city. CDP1 and SG1 aims to deliver creative, innovative and technical standards in design of buildings. The policy seeks to instil a creative and holistic approach to regeneration in the City and to promote successful and sustainable outcomes. This Policy aims to improve the quality of development taking

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

- 5.19 Placemaking involves understanding the elements that contribute to an area, considering what is currently successful and what is failing. The aim is for new development to contribute towards the creation of successful places, based upon balancing the relationship between the physical, social and economic characteristics of the area.
- 5.20 The planning submission is accompanied by a Design Statement prepared by ISA Architects which provides a full analysis of the surrounding streetscape, scale and density and the rationale for the proposed design approach.

Principle of Proposed Use

- 5.21 Based on the current and historical uses in the vicinity of the site, residential development site is considered appropriate for this site. This was confirmed in the pre-application enquiry response received from Glasgow City Council. The City Development Plan promotes the re-use of brownfield sites and supports delivery of new homes of an appropriate density on sites in the inner urban area.

Design and Materials

- 5.22 The proposed development has been designed following detailed site analysis and consideration of the site's context to ensure that the proposed development respects its surroundings, as detailed in the Design Statement. SG1 sets out the development proposals should respond to their context and reflect local character, history, the identity of their surroundings and materials.
- 5.23 SG1 sets out that development should reflect a high-quality contemporary design that is innovative, imaginative, but has evolved from its context yet also displays its own identifiable character. SG1 further states that development proposals should, wherever possible, lead and innovate rather than imitate or follow. Excellent architecture should be integral to all development schemes.
- 5.24 SG1 sets out that reinforcing the street edge and enhancing the legibility of the area should be prioritised. Walking and cycling should be encouraged through the provision of accessible, safe, legible routes and sufficient sheltered cycle parking facilities. Vehicle parking provisions should not compromise provision for walking and cycling.
- 5.25 The proposed development reinstates the urban block and continues the established street line along Burgh Hall Street. The proposed development will reactivate the south side of Burgh Hall Street and provide a green edge in keeping with surrounding residential developments. The proposed

development has been designed to respond to the scale, height and mass of surrounding buildings including residential development on the north side of Burgh Hall Street, tenements on the east side of Peel Street and Fortrose House and Norval Court which bookend Burgh Hall Street. The top storey of the proposed development is set back to align with the surrounding pitched roofs and the building height sits below the height of the flats to the north of Burgh Hall Street.

- 5.26 The design incorporates bay windows, consistent with the tenement typology. These are aligned with block entrances to add to the legibility of the building.
- 5.27 Townscape analysis has been undertaken and the Design Statement includes views of the proposed development from key viewpoints surrounding the site, including from within the Glasgow West Conservation Area. This analysis confirms that the proposed scale and mass of the building is appropriate for the site.
- 5.28 The proposed development would use high quality materials suitable for the location and chosen for their durability and maintenance. Further information on the proposed design is contained in the Design Statement.

Density

- 5.29 SG1 sets out general density principles and note that the appropriate density of residential development will vary according to:
- Location;
 - Context and setting
 - The scale and massing of adjacent buildings; and
 - Public transport accessibility and active travel opportunities.
- 5.30 In Inner Urban Areas density may vary between 30 and 100 dwellings per hectare (DPH) in base accessibility locations, whilst higher densities will be expected in high accessibility locations and should be justified against the general principle set out above. Densities greater than 100 DPH are expected in this location which is within the Inner Urban Area and in a High Accessibility area. The proposed building matches the height and scale of adjacent buildings and is considered appropriate for this site. The close proximity of the site to a wide variety of amenities and services in the Partick Town Centre and to public transport opportunities support a higher density of development. The proposed density is consistent with the General Principles set out in SG1 and will ensure efficient use of this brownfield site for the delivery of new homes in a location which supports sustainable living and reduced reliance on the private car.

Daylight and Privacy

- 5.31 SG1 states that residential layouts should take a design-led approach towards aspect and orientation to maximise daylight and sunlight, reduce energy use, and prevent overlooking and loss of privacy.
- 5.32 The window to window distance between the proposed development and the existing flats on the north side of Burgh Hall Street is in excess of 21m ensuring that there is no privacy concerns.
- 5.33 At the rear of the site, private gardens are provided adjacent to the building to provide privacy for residents from the communal garden space.
- 5.34 SG1 refers to the BRE 'Site Layout Planning for Daylight and Sunlight' in relation to ensuring a design-led approach towards aspect and orientation to maximise daylight and sunlight. Full daylight and sunlight analysis has been undertaken in accordance with the BRE Guidance. The results are set out in the accompanying Design Statement. In summary, all rooms in the proposed development would receive adequate daylight.
- 5.35 The proposed development would see the current single storey building on site replaced with a development of a similar height to the surrounding tenements and flats. 238 windows on neighbouring buildings were assessed for daylight impacts. The results demonstrate that all except one of the assessed windows would receive adequate daylight. The one window which would fail does so marginally – this window is a small, ground floor window on the north side of Burgh Hall Street which is recessed and has an unusual shaped floor plan. The window only just passes in the existing condition and any development of appropriate scale and mass at this site would have an impact on the daylight received at this one window. Overall, the marginal fail of one window in daylighting respect is considered a negligible impact and can be justified, on balance, as the proposed building design follows a placemaking approach, the site is brownfield and it is located within the inner urban area where higher density development is encouraged.
- 5.36 In relation to sunlight, the proposed development benefits from a south-facing back court which will receive at least 2 hours of sunlight on the Spring Equinox.
- 5.37 The daylight and sunlight analysis demonstrates that the proposed development would benefit from high levels of internal daylight and sunlight for a new development of a sustainable density in an inner urban location.

Aspect

- 5.38 SG1 states that *"Ideally all flats should have dual aspect (where single aspect is proposed developers will require to show that the amenity enjoyed by 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)"*.

5.39 Eleven flats would have single aspect to the north. All other flats will have dual aspect. In order to ensure the single aspect flats have similar amenity to that of the dual aspect flats, bay windows have been provided to the living rooms, or living rooms and bedrooms, of the single aspect flats. This increases the floorspace of these flats and ensures sunlight to these rooms for longer through the day as they benefit from windows facing east and west as well as north. All single aspect flats will receive adequate daylight through the generous windows and a shallower floor plan.

5.40 Ground floor single aspect flats will also benefit from private gardens to the front. In accordance with SG1, the proposed single aspect flats will therefore have at least similar if not better, amenity in comparison with the dual aspect flats.

Waste and Recycling Storage

5.41 SG1 sets out that bins and recycling stores should be as unobtrusive as possible and should be located conveniently in relation to where the collection vehicle will park. A communal bin store is located within Block A, in a convenient location for collection by refuse vehicles from Peel Street.

Noise

5.42 In relation to noise, a noise impact assessment has been submitted with the planning application. This considers the impact of noise from the adjacent railway line on the proposed development. The assessment recommends performance levels to be achieved by glazing and ventilation elements to ensure acceptable noise levels are achieved within all habitable rooms. The applicant is agreeable to the installation of glazing and ventilation to meet these requirements and considers this can be controlled through an appropriately worded planning condition.

CDP2 - Sustainable Spatial Strategy

5.43 CDP2 states that the council will continue to focus on the regeneration of the existing urban area to create a sustainable City. In doing so, the council will support new development proposals that utilise brownfield sites in preference to greenfield sites. Policy CDP2 also supports new development which supports higher residential densities in sustainable locations.

5.44 The proposed development is located in the inner-city area, on a brownfield site which is no longer in use. The re-use of such sites is supported by policy CDP2. The site is located in a high accessibility area where higher density residential development is supported in principle to encourage sustainable living.

5.45 The site is located within the Govan-Partick Strategic Development Framework (SDF) area. The Govan-Partick SDF sets out a long term vision for the regeneration of the areas on either side of the River Clyde, to act as a catalyst for new investment in the area. In line with the City Development Plan approach, the SDF promotes active travel and public transport, recognising that increased use

of these modes can contribute to reduced car use in the City. The SDF notes that economic and social development should be focussed around the existing transport interchanges in the area, particularly where these are adjacent to existing town centres. The site at Burgh Hall Street is exactly the location where new social and economic development is to be encouraged.

CDP 5 and SG5 - Resource Management

- 5.46 SG5 sets out that the Scottish Government has ambitious targets for reducing energy consumption and increasing energy use from renewable sources. To contribute to the achievement of the Scottish Government's targets, the Council is seeking to reduce energy consumption and utilise cleaner and more renewable sources of energy.
- 5.47 The Council also aims to ensure that buildings in new developments are designed and constructed to be energy efficient and make use of low and zero carbon generating technologies.
- 5.48 Policy CDP5 states that all new developments must include appropriate and well-designed provision for waste storage, recycling and collection and should also be designed to reduce the need for energy from the outset. This should be done through careful siting, layout and design and should make the best use of energy efficiency techniques and materials to drive down energy consumption within the building over its lifespan. The proposed development incorporates appropriate waste storage and collection spaces, as discussed above.
- 5.49 Policy CDP5 states that new buildings should include low and zero-carbon generating technologies to offset a proportion of emissions arising from the use of the buildings. In line with Policy CDP5, the proposed development has been designed with consideration to resource use and to ensure a Gold Hybrid Level compliance with the Building Standards plus 20% Low and Zero Carbon Generating Technologies (LZCGT). A Statement on Energy by Henderson Warnock is submitted with the planning application and this sets out several low and zero-carbon generating technology options which could be employed to meet the Gold Hybrid level compliance. All options include photovoltaic panels to the roof. It is considered that compliance with the Gold Hybrid standard can be secured through an appropriately worded planning condition.

CDP 7 and SG7 - Natural Environment

- 5.50 Policy CDP7 aims to ensure Glasgow's natural environments are safeguarded and wherever possible, enhanced, through new development. It also aims to enhance biodiversity and help the natural environment adapt to climate change.
- 5.51 The site is not subject to any natural heritage designations. The site currently comprises a vacant single storey warehouse with hardstanding. The proposed development would introduce areas of hard and soft landscaping and greenery to the site, increasing biodiversity opportunities compared with the current situation at the site.

CPD8 and SG8 - Water Environment

- 5.52 Policy CDP8 requires applicants to demonstrate that new development proposals contribute to minimising flood risk, avoiding any increased risk of flooding within or outwith the development site and avoid any increase in the quantity and rate of surface water run-off from any site.
- 5.53 SG8 requires certain developments to be accompanied by a Flood Risk Screening Checklist to establish if a Flood Risk Assessment is required. In this instance, a small area of the site was identified as being at potential risk of surface water flooding and a Flood Risk Assessment has been undertaken. The recommendations of the Flood Risk Assessment have been incorporated into the design of the development. The finished floor levels of the proposed development have been set at 9.2m.
- 5.54 SG8 sets out the requirement for a surface water drainage strategy to be prepared for any new development of 5 or more dwellings. A Drainage Statement is submitted with the planning application, this proposes surface water drainage will connect into the existing 225mm combined sewer to the north west of the development site. Run off from development hardstanding area will be attenuated and restricted using an oversized pipe control manhole prior to connecting into the existing combined sewer. Surface water discharge from the site will be restricted to 2.5 l/s.

CDP9 and SG9 - Historic Environment

- 5.55 Policy CDP9 Historic Environment aims to ensure the appropriate protection, enhancement and management of Glasgow's heritage assets by providing clear guidance to applicants. The council will assess the impact of proposed developments and support high quality design that respects and compliments the character and appearance of the historic environment and the special architectural or historic interest of its listed buildings and conservation areas. The council is unlikely to support development that would have a negative impact on the historic environment.
- 5.56 The proposed development would have no direct impact on any historic assets, is not located within any Conservation Area and there are no listed buildings within or immediately adjoining the site. The site is however located in close proximity to the boundary of the Glasgow West Conservation Area. The redevelopment of this site to replace a single storey brick warehouse of little architectural merit with a high-quality development of appropriate scale and mass for the site is considered to benefit the wider area and the setting of the Conservation Area. The visual and townscape analysis presented in the Design Statement demonstrates that the proposed development would fit in with its surroundings and would be of an appropriate scale and mass. Key views to the site from the Glasgow West Conservation Area would be enhanced by the proposed development.
- 5.57 The high-quality design of the proposed development is considered to respect the local development typology and architecture in the vicinity of the site. In accordance with SG9, the proposed development has been designed following detailed contextual analysis, as set out in the Design

Statement. The proposed development will enhance the appearance and amenity of the area by bringing a brownfield site into use as high quality homes.

CDP 10 - Meeting Housing Needs

5.58 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. It sets out the housing land requirement for Glasgow until 2025. Between 2020 and 2025, there is a housing land requirement for 7,850 units (including a 10% generosity allowance). The Council will seek to maintain a five-year supply of effective housing land at all times.

5.59 The proposed development would create 35 new high-quality flats. There are a range of 1, 2, and 3-bedroom flats proposed and these will be fully accessible with level entry via the front and rear entrances and lifts to each floor. In line with the Council's strategy for housing delivery, the proposed development will involve the redevelopment of a brownfield site in a sustainable, sought-after, residential location in close proximity to existing amenities and facilities.

CDP 11 and SG11 - Sustainable Transport

5.60 Policy CDP11 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.

5.61 In relation to new developments, policy CDP11 states that the council will direct major development to locations well served by existing public transport services and active travel routes. New development should be designed at densities appropriate to maintain and / or extend public transport services whilst taking into account local context and other requirements.

5.62 The site is located within the Inner Urban Area and within an area of High Public Transport Accessibility, as defined by policy CDP11. There are bus stops on Dumbarton Road and at Partick Interchange served by frequent bus services. Partick Subway Station and Train Station are less than 250m walk from the site.

5.63 SG11 states that the Council supports car-free housing on suitable sites. The site criteria listed in order for the car-free policy to apply are as follows, comment on the site's compliance are provided in blue;

- Development must be located within a restricted or controlled parking area – [site is located within the Partick Restricted Parking Zone](#);

- Development must be at least 500m walk from the nearest streets not covered by a CPZ or RPZ – the site is currently less than 500m walk from Crow Road and Dumbarton Road to the west of the railway bridge which are the nearest streets not covered by a CPZ or RPZ. GCC has confirmed that a parking control scheme is being progressed for the Thornwood and Broomhill area which, once implemented, would mean the site is more than 500m walk from the nearest streets not covered by parking controls. The estimated implementation date for these controls is Summer 2023 which aligns with the applicant’s timescales for occupation of the development with marketing of the homes estimated to take place from Spring 2023.
- Sites must have high frequency public transport within walking distance – the site is highly accessible via frequent public transport options with bus stops, Partick Train Station and Partick Subway all within 250m walk from the site.
- Convenient and safe access to local shops and facilities including publicly usable open space – the site is adjacent to the Partick / Byres Road Major Town centre which includes shops and facilities along Dumbarton Road and Crow Road Retail Park. Mansfield Park (0.5km), Dyce Park and Garden (0.3km), Hayburn Public Park (0.5km) and Thornwood Community Park (0.6km) are all within an 8 minute walk from the site.

5.64 As set out above, the site currently meets all except one of the criteria for car-free housing, however, by the time the development would be occupied (approximately Summer 2023) it is anticipated that all car-free housing criteria would be met.

5.65 The proposed development is located in an inner urban area and the design and density of the proposed development is appropriate for the location. The car-free development is justifiable in this location given the proximity of the site to places of work, shops, amenities, open space, facilities and services. The provision of a car-free development will support more sustainable living and reduce reliance on the private car, in accordance with the aims of the CDP. The following considerations offer significant support for a car-free development at this site:

- This site is one of the City’s most accessible sites via public transport given the close proximity of Partick Interchange and the frequency of public transport services offered.
- The proposed development comprises flats of 1 -3 bedrooms – the smaller size and form of the homes justifies a car-free development.
- The site is adjacent to the Partick / Byres Road Town Centre where a range of amenities and services are available. As set out in the Transport Statement, local services including schools and amenity spaces, are within a short walking distance from the site.
- There is a Co-Wheels car club vehicle located on Peel Street, 20m to the south east of the site. This offers convenient access to a hire car should residents require this.

- Within the proposed development, secure cycle parking provision will be provided in line with the standards set out for car-free developments – 1 space per unit, plus visitor parking at 0.25 spaces per units and for properties with more than one bedroom, an additional 0.5 space for each additional bedroom would be provided. This equates to 59 cycle parking spaces in total.
- The properties will be marketed as car-free and residents will be made aware that they will not be eligible for a parking permit.
- A travel pack is proposed to be provided within each property – this would provide details of the transport options in the vicinity of the site to encourage sustainable travel choices.
- The site will complete an historic perimeter block in a scale similar to surrounding tenement properties. The tight nature of the site means any parking spaces provided would be to the detriment of open space provision. The use of the south-facing back court for communal and private open space is considered more important than parking provision at this site.

5.66 Glasgow City Council has permitted car-free residential developments on sites which do not meet the car-free housing criteria. For example, the development of 49 flats at 43 Allison Street, Glasgow (planning reference 19/00712/FUL) was approved with no car parking provision. This site was outwith an area of parking control.

CDP12 and IPG12 - Delivering Development

5.67 Policy CDP12 sets out requirements for infrastructure delivery in association with proposed developments. The Council will require developers to undertake an assessment of the site and its surroundings to determine the need for and the proposed response to the infrastructure requirements set out in the policy.

5.68 Developers are required to make specific provision relating to the proposed development to address the following matters for city-wide development proposals:

- Open space – quantitative or qualitative deficiencies in open space provision or access to open space;
- Surface water drainage and flood risk management requirements;
- Transport needs.

5.69 IPG 12 sets out an interim approach to open space provision based on policy ENV 2 (and the associated development guide DG/ENV 2) of Glasgow City Plan 2 (2012). This approach will remain in place until the Final SG6 has been consulted on and adopted.

- 5.70 IPG12 states that new residential development is required to provide access to good quality recreational open space. This includes provision for children's play areas, amenity open space/parkland, outdoor sport facilities, allotments, and community gardens, in accordance with the standards set out in Table 1 of the IPG. Table 1 states that for flatted development across the city, comprising 10 dwellings or more, minimum open space requirements exist as follows: 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).
- 5.71 The open space requirements for the site are therefore:
- Children's Play – 185m²
 - Outdoor Sport – 185m²
 - Allotments – 26m²
 - Amenity Space – 264m²
- 5.72 The IPG states that where this requirement cannot be met on site, a financial contribution will be required towards the enhancement and maintenance of existing Council open spaces or public realm areas. The site is in close proximity to open space and amenity areas including Mansfield Park (0.5km), Dyce Park and Garden (0.3km), Hayburn Public Park (0.5km) and Thornwood Community Park (0.6km) which are all within an 8 minute walk from the site.
- 5.73 The proposed development includes the provision of high-quality amenity space in the form of communal (300m²) and private (181m²) outdoor amenity space. A developer contribution towards the enhancement of open space in the vicinity of the site would be provided and could be secured via legal agreement.
- 5.74 In addition, the site benefits from very close proximity to amenities in the form of shops, restaurants, bars and entertainment venues. Residents of the proposed development would be very well served by local amenities typical of an inner urban area.

Material Considerations

Scottish Planning Policy (SPP) (2014)

- 5.75 Scottish Planning Policy (SPP) was published on 23 June 2014 and amended in December 2020. This sets out the national planning policies which reflect Scottish Minister's priorities for the operation of the planning system and for the development and use of land.

- 5.76 SPP notes that house building makes an important contribution to the economy, and planning can help to address the challenges facing the housing sector by providing a positive and flexible approach to development.
- 5.77 SPP includes two principal policies covering sustainability and placemaking. As demonstrated in the development plan assessment set out above, the proposed development has been designed with placemaking and sustainability principles at its heart.
- 5.78 SPP introduces a presumption in favour of development that contributes to sustainable development, meaning that policies and decisions should be guided by a range of principles, including, supporting good design and the six qualities of successful places and making efficient use of existing capabilities of land, buildings and infrastructure.
- 5.79 In line with SPP, the proposed development will provide a high-quality, car-free residential development on a brownfield site and in a sustainable urban location.

Glasgow City Council Draft Climate Emergency Implementation Plan

- 5.80 Glasgow City Council recently carried out public consultation on its Climate Emergency Implementation Plan (CEIP). This is a highly ambitious document which sets proposed actions to transition towards a low carbon city. The following comments and actions in the draft CEIP are relevant to the proposed development in respect of supporting reduced reliance on the private car:
- *'Reducing the city's reliance on the private motor car will play a key role in creating a healthier city and reducing our carbon emissions'*
 - *Action 15 - 'Reduce the need to own and use a car through measures in the City Development Plan 3, Locality Plans and Glasgow Transport Strategy. Including, Low Emission Zones, Bus gates.'*
 - *'CDP2 policy will ensure new development proposals incorporate means to increase active travel where appropriate, ensuring areas with good accessibility to public transport are developed at appropriate densities and that car usage is lowered by corresponding reduction in parking levels.'*
- 5.81 The above extracts from the draft CEIP highlight the Council's vision for the role of the private car in the City. The draft CEIP identifies that the next City Development Plan will promote reduced car parking provision in new developments. This site is considered an exemplar site for car-free housing development for the reasons set out in relation to the assessment against SG11 above, and would align with the Council's ambitions for transition towards a low carbon city.

Summary

- 5.82 As set out above, the proposed development complies with the development plan in overall terms. The proposed development is in accordance with the vision and spatial strategy of the SDP as it will provide new, high quality homes on a brownfield site in an accessible urban location. The proposed development will bring a vacant brownfield site into re-use and will be compatible with the existing residential and supporting surrounding land uses.
- 5.83 Furthermore, relevant material considerations lend further support to the proposed development. The site is in a sustainable location and planning policy at the national, regional and local levels supports the redevelopment of such sites in a positive manner.

6. CONCLUSION

- 6.1 Cruden Homes (West) Ltd is seeking planning permission for the 'Erection of flatted residential development (35 units) with access, landscaping and associated works' at 35 Burgh Hall Street, Partick, Glasgow, G11 5LN.
- 6.2 The site is currently occupied by a single storey warehouse which is due to be demolished. The proposed development would provide 35 new homes in the heart of Partick, adjacent to the Partick / Byres Road Major Town Centre and less than 250m walk from Partick Interchange where frequent bus, train and subway services are available.
- 6.3 The proposed development has been designed by ISA Architects following the placemaking principles set out in the City Development Plan. The proposed development represents a high-quality development which respects its surroundings in terms of its scale, mass, materials and design. The planning application is accompanied by a noise impact assessment, daylight and sunlight assessment, flood risk assessment, drainage statement and visual analysis. These technical studies demonstrate that, overall, residents of the proposed development would enjoy adequate amenity and the amenity of existing residents in the surrounding area would be preserved.
- 6.4 Private and public amenity space is provided on site for residents along with 59 secure cycle parking spaces. The site is highly accessible via public transport, is located within a restricted parking zone and is within walking distance of many shops and services. A controlled parking zone to cover the adjacent Thornwood and Broomhill area is being progressed by GCC. The proposed development complies with most of the criteria for car-free housing sites at present and could comply with all of the criteria by the time the development would be occupied.
- 6.5 The proposed development would reuse a brownfield site providing an appropriate density of development for a site which is within the inner urban area and well connected via public transport. The proposed development could have a positive impact on the setting of the Glasgow West Conservation Area, as recognised by respondents to the online public consultation.
- 6.6 The proposed development complies with the development plan in overall terms and material considerations lend further support to the proposed development. It is respectfully requested that planning permission be granted for the proposed development.

A1. COPY OF PUBLIC NOTICE PUBLISHED IN THE EVENING TIMES

A2. SCREENSHOT OF ONLINE PUBLIC CONSULTATION