
30 Finnieston Street, Glasgow

Planning Statement





Contents

| | | |
|-----------|---|-----------|
| 1. | Introduction | 1 |
| 2. | Site Description, Planning History and Context | 4 |
| 3. | The Proposed Development | 7 |
| 4. | Planning Policy Context | 14 |
| 5. | Summary & Conclusions | 39 |

1. Introduction

- 1.1. This **Planning Statement** has been prepared on behalf of **AR (Finnieston) Ltd** ('the Applicant') in support of an application to Glasgow City Council for Planning Permission (FUL) for erection of residential led mixed use development including Class 1 (Retail), Class 2 (Financial & Professional), Class 3 (Food & Drink) and Class 11 (Leisure) with associated access, landscaping, parking and infrastructure on land at **30 Finnieston Street, Glasgow** (ePlanning Reference: 100394113-001).
- 1.2. The proposals represent the culmination of an in depth assessment of the current retail warehouse units and associated car park and its future role within Finnieston. The resultant vision seeks to adopt a placemaking approach which will replace the existing car park with a new urban block which re-instates the historic tenement building line and includes active frontages to both Minerva Street and Finnieston Street, comprising commercial/retail use at ground floor with flatted development above.
- 1.3. The proposals will also facilitate the careful demolition of the Unit 1 (formerly Currys/PC World) located nearest Finnieston Street, relocating the car park to this location and refurbishing the remaining retail unit (currently Lidl), to accommodate an improved unit for this high quality food store outlet (Lidl). The initial stages of this are already underway with the Lidl store opening in November 2020 utilising the existing shop entrance and car park on a temporary basis.
- 1.4. The full detail of the proposals is set out within the submitted **Planning Statement** and associated **Design & Access Statement**.

The Applicant

- 1.5. AR (Finnieston) Ltd is part of the Ambassador Group which is a Scottish development and investment firm with a substantial UK wide portfolio spanning residential, retail, leisure, office, industrial and mixed use projects.
- 1.6. Ambassador Group have extensive expertise in developments of this nature. They carry out many high profile projects and pride themselves in delivering unique solutions appropriate to each individual project.

- 1.7. Ambassador Group have extensive experience in the uses proposed and understand how to deliver successful development which provide genuine benefit locally, regionally and nationally.

The Submission

- 1.8. The FUL application is supported by the following comprehensive suite of supporting documents:

| | |
|--|-----------------------------|
| Architectural Plans and Drawings | ark architecture + design |
| Design & Access Statement | ark architecture + design |
| Planning Statement | Savills |
| Pre-Application Consultation Report | Savills |
| Visual Impact Assessment | ark architecture + design |
| Engineering Plans and Drawings | Fairhurst |
| Drainage Strategy Report | Fairhurst |
| Sustainability Statement (SG5) | Atelier Ten |
| Daylight Impact Assessment | Atelier Ten |
| Light Pollution Statement | Atelier Ten |
| Landscape Plans and Drawings | Hirst |
| Noise Impact Assessment | New Acoustics |
| Transport Statement | Fairhurst |
| Tree Survey and Arboricultural Constraints | Alan Motion Tree Consulting |
| Geo-Environmental Desk Study Report | Fairhurst |

- 1.9. The Applicant and Savills have engaged in constructive dialogue with Glasgow City Council and the local community during the pre-application stage. Several meetings have taken place with Planning Officers to discuss proposed consultation, draft design proposals, the content of the application and timescales for submission.
- 1.10. The supporting case fully assesses the site conditions and the impact of the proposals on the local area, inter alia assessing how they will be accommodated in terms of access, infrastructure and connectivity, having due cognisance of surrounding amenity and the wider landscape context.

Contents

- 1.11. This Planning Statement assesses the proposals against the national, regional and local planning policy context, drawing on the conclusions of the submitted suite of supporting.
- 1.12. This document is structured as follows:
- Section 2 provides a description of the site, the surrounding context and background/planning history;

- Section 3 summarises the proposals, setting out the proposed development and mix of uses included;
- Section 4 considers the planning policy context for the development; and
- Section 5 presents a summary of key findings and sets out the overall conclusions.

1.13. Overall, the proposals would make a positive contribution to the ongoing regeneration of the wider area, delivering high quality homes and ground floor commercial space by utilising a prominent brownfield gateway site which is highly accessible to a range of users and re-instates the historic building line on the south side of Minerva Street. Meanwhile, an improved retail unit to be occupied by Lidl will serve local convenience needs and provide a more user friendly access for both vehicles and pedestrians off Finnieston Street.

2. Site Description, Planning History and Context

Site Location

- 2.1. The application site is located on the west side of Finnieston Street at the junction intersection with Argyle Street and Minerva Street. The site comprises a brownfield site which is currently occupied by two retail units and the associated car park, and extends to approximately 0.9 hectares (2.4 acres).
- 2.2. The site is bound to the north by Minerva Street, to the east by Finnieston Street, to the south by a car dealership and to the west by residential development and business uses. The existing access for pedestrians and vehicles is taken from Finnieston Street, with a car park screened by railings and planting.
- 2.3. The site is located in the inner urban area, within an area of residential and mixed uses such as retail, restaurants and offices. The surrounding environment includes a wide range of ground floor commercial uses with residential above, particularly along Argyle Street.

Site Context

Current Use

- 2.4. The site is occupied by two retail units and an associated car park (approximately 130 spaces). Both units benefit from planning consent for open Class 1 retail use. Unit 1 was most recently occupied by PC World/Curry's (vacant since December 2020) and Unit 2 has been recently occupied by Lidl as of November 2020.
- 2.5. The Applicant is currently liaising with Glasgow City Council and the current occupier to facilitate a reconfiguration of the existing car park to establish a temporary solution that better serves the nature of a food store operator in this location given the increased footfall generation compared to previous site occupiers.
- 2.6. Servicing of the existing units at the site is via a dedicated access from Finnieston Street.

Network of Centres

- 2.7. The site is located within the Cranstonhill / Yorkhill Local Town Centre as designated by the Glasgow City Development Plan (2017).

Transport and Accessibility

- 2.8. The site is located in a high public transport accessibility area, as defined by Glasgow City Development Plan (2017) and benefits from being within close proximity to a number of Public Transport Routes.
- 2.9. Exhibition Centre Train Station is approximately 250m from the site, via Minerva Street. Train services are available to and from Milngavie, Motherwell, Dalmuir, Larkhall, Cumbernauld and the city centre. The nearest bus stops are located less than 150m from the application boundary, on Argyle Street and Finnieston Street. Bus services run to and from Glasgow City Centre, Clydebank, Partick, Central Station, Parkhead and Ballieston.
- 2.10. Core Path C93A runs along Minerva Street and National Cycle Route 756 runs through Kelvingrove Park to the north, towards Anderston and Glasgow City Centre.

Conservation and Heritage

- 2.11. The majority of the site is located outwith the St Vincent Crescent Conservation Area. Notwithstanding, a narrow section of the existing landscape strip (including trees and shrubs) along the northern boundary which bounds Minerva Street is located within the Conservation Area.

Historic Development

- 2.12. The site previously comprised a tenement block which fronted both Minerva Street and Finnieston Street. The introduction of the Railway with Goods Yard and Stobcross Station (now Exhibition Centre) ended further tenement development and the block located on the application site was demolished in 1972. Various garages and small engine works also made way. The Proposed Development seeks reinstatement of this tenement building line.

Air Quality

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

Flood Risk

- 2.14. The site is not located within an area identified as being at risk of flooding according to the SEPA online flood risk map. The Flood Risk Screening checklist has been submitted and is contained within the Drainage Strategy Report.

Key Planning History

- 2.15. A search of the Site's planning history on the Glasgow City Council public access planning portal confirmed the following key planning permissions at 30 Finnieston Street, Glasgow.

- 94/01205/DC – Planning permission was granted in October 1994 for the erection of a food retail unit and a non-food retail unit with associated car parking and landscaping.
- 95/01216/DC – Planning permission was then approved in June 1995 for a retail development. The consent included restrictive planning conditions including:

NC<a> restricts the use of the buildings to non-food retail

NC<e> restricts the servicing on the site between hours of 0700 and 2200

- 14/02609/DC – Section 42 application approved to vary planning permission 95/01216/DC to remove Condition NC<a> and allow the two retail units on the site to operate as unrestricted Class 1 retail premises.
 - 19/00680/FUL – Planning permission was approved to renew 14/02609/DC to allow unrestricted Class 1 retailing.
 - 19/02879/FUL – Planning permission was approved for external alterations and reconfiguration of the car park.
- 2.16. There have also been a number of other planning applications approved on the site. These applications are less relevant, but relate to: alterations to the car park; a new mezzanine floor level in one of the units; and, minor signage and alteration applications.

3. The Proposed Development

- 3.1. A planning application has been submitted with respect to the following proposal at 30 Finnieston Street:
- “Erection of residential led mixed use development including Class 1 (Retail), Class 2 (Financial & Professional), Class 3 (Food & Drink) and Class 11 (Leisure) with associated access, landscaping, parking and infrastructure.”*
- 3.2. The Proposed Development comprises the following:
- Residential flats for private sale – 155 apartments comprising 2 x studios; 25 x 1 bedrooms; 127 x 2 bedrooms and 1 x 3 bedrooms;
 - Commercial floorspace – seven ground floor units totalling 967.7 sq.m gross floorspace for use classes 1, 2, 3 and 11;
 - Cycle Parking – secure cycle parking spaces accessed via secure entry from Minerva Street and located to the rear of the residential block and under the amenity deck;
 - Car Parking – 50 spaces at ground floor level, accessed via entry from Minerva Street;
 - Re-configured food store achieved through careful demolition of Unit 1 (former PC World/Currys) with improved retail entrance, dedicated car parking (60 spaces) and servicing arrangements via Finnieston Street; and
 - Public realm enhancement and improvements to Minerva Street, Argyle Street and Finnieston Street.
- 3.3. The Proposed Development comprises the erection of 155 flatted dwellings, including 50 car parking spaces. The residential block will wrap round Minerva Street and Finnieston Street varying from 7-9 storeys, replicating the building line from the historic tenement building which was previously located on the site before it was demolished in 1972.
- 3.4. A shared amenity greenspace with outdoor seating and landscaping is provided in the form of an amenity deck to the rear of the residential building.
- 3.5. Commercial ground floor uses will be integrated to activate street level along Finnieston Street and at the junction of Minerva, Argyle and Finnieston Street.
- 3.6. The existing Unit 1 is to be demolished to allow a re-configured food store which has an improved retail entrance facing Finnieston Street with dedicated parking and servicing arrangements.

Access

Pedestrian

- 3.7. Access to the residential and commercial elements of the development for pedestrians will be provided from existing pedestrian footways along Finnieston Street and Minerva Street. Access doors will provide entry into the stair cores. These access points connect via internal corridors to the rear of the building where the car parking spaces are located.
- 3.8. Pedestrian access to the re-configured retail unit will be taken from Finnieston Street where an enhanced safe access will be provided. This includes safe crossing points through the customer car park.

Vehicular

- 3.9. Vehicular access will be taken from four access points:
- Finnieston Street – commercial ground floor uses servicing;
 - Finnieston Street – re-configured retail car park;
 - Finnieston Street – re-configured retail servicing; and
 - Minerva Street – residential car park.
- 3.10. Further information is contained within the submitted Design & Access Statement and Transport Statement.

Open Space

- 3.11. Residential units fronting Minerva Street will have an amenity buffer area between the building and footpath.
- 3.12. The proposed amenity deck to the south the development provides a major area of accessible and useable open space. The south facing aspect will provide good levels of light, particularly in the afternoon and evening as the sun moves through to the west. The deck itself is set at three levels: two reflecting the step in the building along Finnieston Street, and a further small step down to a final level over the majority of the western section.
- 3.13. The properties facing onto the deck are provided with private external breakout spaces, framed using a combination of timber sleeper walling, railings and planting, providing an edge to the adjacent public areas

of 1.5m in height. The amenity deck itself is accessed via public stair cores from the building and steps from the ground level car parking below. Access across the deck area generally is via a 2.0m wide level path with integrated gently graded sections for the level changes.

- 3.14. The deck layout at the higher level near the building has been designed to provide a flexible broad open space incorporating a central lawn area. This is subtly sub-divided by the level change in the building and leads to a series of outdoor rooms at the lower-level further west, allowing multiple occupation, use and access at any one time by groups and individuals. These different outdoor spaces are tied together through a continuous path route which links them and provides for a circulation route around the entire amenity deck.
- 3.15. The overall arrangement and detail is intended to be simple, using timber sleepers to form planters, walls and edges for seating, to define the spaces and contain the different spaces. A combination of slab paving for the pathways, natural grass and smaller areas of decking is used to indicate routes and spaces along the floorscape with wall-top seating and loose tables and benches throughout. Access through the space and into the different outdoor rooms is marked with the use of simple pergola elements of different lengths, to form gateways between the spaces working in combination with climbing plants, side screens and general planting.
- 3.16. The proposed planting is envisaged as three broad types.
- Tall, mixed evergreen/deciduous informal native hedge planting along the parapet edges of the amenity deck. This will provide a semi-natural screen to be maintained at circa 2.0m in height from ground level, to enclose the amenity deck with a soft edge and screen views of the car parking visible below.
 - A similar approach is taken within the amenity deck area to form the different outdoor spaces or rooms, using a combination of timber sleeper planter walls with and mixed ornamental shrub planting of variable height. A combination of ground cover, and medium height planting, up to 1.2m in height, will provide seasonal interest and variety, with a strong evergreen component used for structure and winter interest. The planting mix will be developed to incorporate specimen plants on key corners

and edges in combination with climbing plants to the pergolas to act as route markers. The planting will be broadly colour themed to provide individual character to the different spaces.

- Informal shrub planting to provide privacy to the private breakout spaces adjacent to the building and soften the edge.

3.17. In addition to the amenity deck, a series of smaller south facing breakout spaces are provided for the ground floor properties to the rear of the residual block along Minerva Street. For consistency, a similar approach will be taken to the design of smaller spaces, with privacy/edging provided using a combination of timber sleeper planters, top fixed railings and informal medium height planting to provide privacy and screening to the adjacent car parking spaces to the smaller breakout spaces.

Public Realm

3.18. The proposals for the streetscape to the south side of Minerva Street, the Argyle Street junction and the edge of Finnieston Street forms part of a wider Public Realm initiative for the area, currently being discussed with Glasgow City Council. These proposals will enable significant enhancement and betterment at this important strategic gateway.

3.19. The streetscape and public realm edges have been designed in the context of this broader initiative and the recently published aspirational 'Cycling Village' proposals. The Minerva Street/Argyle Street junction area has been reimagined as a high-quality gateway space, framed by the proposed new building to the south and the existing sandstone buildings, with the curved corner façade, to the north. The design approach unifies the space through the consistent use of new paving, street furniture and tree planting, integrating both the proposed and existing building forms within a new streetscape.

3.20. The design proposals introduce natural stone paving into the pedestrian areas with contrasting granite sett paving proposed for the Minerva Street carriageway, encompassing the existing centre island and historic railings so that these elements are incorporated into the new gateway space. The design envisages the extension of the existing central crossing island to incorporate the railings, creating a larger pedestrian refuge within the centre of the junction. Currently a bland open area of blacktop, this area has been redesigned to provide a physical edge to Argyle Street with a raised planter and integrated seating, new

street tree planting to provide a central vertical element, additional feature seating and the introduction of additional cycle stands.

- 3.21. The existing services layout suggests that there is scope to introduce a further tree to the north footway, the whole composition creating a high-quality public realm space and an important gateway within the local streetscape. The proposed tree planting here has been carefully considered in order to retain a clear view towards the existing curved, façade on Minerva Street, a key focal point in views from Argyle Street on the journey west.
- 3.22. The public realm to the south side of Minerva Street, associated with the proposed new development, forms a key component of the wider public realm proposals, incorporating new natural stone paving and street furniture around the principal public buildings. New semi-mature street tree planting will be introduced along the length of Minerva Street contained within a defined sett paved zone to provide a visual contrast with the principal footway finishes. This approach, in combination with the integrated tree planting, the introduction of seating elements, new cycle stands and relocated NextBike stances provide human scale and activity at street level and visually sub-divide the wide pedestrian space along this edge. The layout allows for crossing from the adjacent retained car parking on the street and provides a suitable width for occasional large pedestrian movements at times when an event is taking place at the nearby SSE Hydro.
- 3.23. The proposed line of replacement street trees runs at consistent centres along the edge of the residential buildings and opens out further east to provide visibility and space for cycle parking and seating adjacent to the retail and main commercial buildings. To achieve the street tree planting, it is proposed to locally divert services away from the immediate planting zone, to create a clear space for below ground cellular tree root-zone construction. This approach will ensure that the trees will be provided with sufficient protected root-zone volume for their long-term growth, whilst at the same time protecting the existing services and adjacent paved surfaces from future root spread as the trees mature and grow in the longer term. For the replacement street trees, it is proposed to use a narrow, columnar form of Birch, *Betula pendula* 'Fastigiata', planted as large semi-mature trees for instant impact. This choice of species is intended to reflect the established character of the Minerva Street and St Vincent Crescent area, where

Birch is predominant. The chosen form will allow the trees to gain stature over time without the problems associated with standard and wider spreading canopy forms.

3.24. The final choice of street tree species will be discussed in detail with Glasgow City Council, who will ultimately adopt all the transformed public street areas. The existing metered car parking along the southern side of Minerva Street is retained within the overall design, with the parking bays slightly repositioned to tie-in with the overall paving design and layout across the street and the junction area. The proposed tree planting is positioned at the ends of the parking bays to avoid an obstruction for car doors opening and people moving across the space. This arrangement also provides a strong line of replacement street trees that will form a major component of the streetscape and of the proposed development. Along the frontage of the proposed residential properties, a 600mm high wall containing an area of evergreen buffer planting up to 1.2m in height will be formed to provide privacy to the ground floor properties and push pedestrian flows away from the immediate edge.

3.25. For the paving, it is currently envisaged that a stone porphyry will be utilised for the pedestrian zones. This has been used elsewhere in the city, notably along the river frontage and in the International Financial Services District and is generally a warm material in terms of tone and colour. This approach will complement the blonde sandstone of the existing buildings and the finishes of the new building. The paving type for this and for within the junction area will be discussed in further detail with Glasgow City Council to ensure the proposed finishes, as well as the street trees, fit within the overall vision of the Cycling Village and the wider streetscape improvements of the area that are envisaged.

Demolition

3.26. The existing Unit 1 is proposed for demolition (see submitted duntakings plans).

Servicing

3.27. The ground floor commercial units will be serviced by the pend access located off Finnieston Street. A height constraint exists meaning transit sized vehicles will be required to be used by private contractors.

- 3.28. The re-configured food store will continue to be serviced utilising the existing service access to the south of the site from Finnieston Street. The Proposed Development seeks to create an enlarged service area allowing vehicles to turn.

4. Planning Policy Context

Introduction

- 4.1. The following narrative details planning policy relevant to the assessment of the proposals at 30 Finnieston Street, Glasgow.

Basis for Determining Planning Applications

- 4.2. Sections 25 and 37 of the Town & Country Planning (Scotland) Act 1997 state:

“Where in making any determination under the Planning Act, regard is to be had to the Development Plan that determination shall be made in accordance with the Development Plan unless material considerations indicate otherwise” (Section 25).

“In dealing with an application, the Planning Authority shall have regard to the provisions of the Development Plan so far as material to the application and to any other material considerations” (Section 37).

The Development Plan and Key Material Considerations

Key Documents

- 4.3. In the context of the proposals, the development plan comprises:
- Clydeplan Strategic Development Plan (SDP) (approved July 2017); and
 - Glasgow City Development Plan (CDP) (March 2017) including both adopted and interim Supplementary Guidance documents.
- 4.4. Other key documents which form material considerations to the determination of the application include:
- Scottish Planning Policy (SPP) (June 2014, revised December 2020).

Clyde Plan Strategic Development Plan (2017)

- 4.5. The Clydeplan Strategic Development Plan (SDP) was approved by Scottish Ministers on 24 July 2017.
- 4.6. The SDP states that the vision for Clydeplan is that *‘by 2036 Glasgow and the Clyde Valley will be a resilient, sustainable compact city region attracting and retaining investment and improving the quality of life for people and reducing inequalities through the creation of a place which maximises its economic, social and environmental assets ensuring it fulfils its potential as Scotland’s foremost city region’.*

- 4.7. The Spatial Development Strategy (SDS) outlined within the SDP sets out the type of place the city region should become. It seeks to improve the health and wellbeing of the people of the city region by creating a successful, sustainable; natural, resilient; low carbon and connected place that reduces inequalities whilst maximising the use of existing resources. In addition, the SDS supports a presumption in favour of sustainable development that contributes to economic growth.
- 4.8. The SDP acknowledges that housing plays a fundamental role in the overall economic, social and environmental success of the city region. Housebuilding makes an important contribution to the city region's economy and as well as creating new homes, delivers wider societal benefits through the generation of employment, and by sustaining and enhancing local community facilities such as schools, shops, recreation facilities and open spaces. The vision and SDS support the provision of high quality and affordable housing in the right location which is central to the creation of a successful, sustainable and growing city region.
- 4.9. SDP Policy 7 Joint Action Towards the Delivery of New Homes states that in order to enhance housing delivery and contribute to the creation of high quality places, Local Authorities, Community Planning Partners and the housebuilding and development industry will work to ensure the delivery of the homes needed to support the Vision and Spatial Strategy. This can be realised through the prioritisation of regeneration activities, the recycling of previously used land, and higher density development.
- 4.10. The proposal is in accordance with the vision and SDS of the SDP as it will aim to provide 155 new, high quality homes in a sustainable location by utilising a currently under-used brownfield site. The density proposed is deemed appropriate due to the sustainable nature of the sites location which benefits from close proximity to amenities and services along with excellent public transport connections.

Glasgow City Development Plan

- 4.11. The Glasgow City Development Plan (CDP) was adopted on 29 March 2017 and provides the main planning policy framework for determining planning applications within Glasgow City Council administrative area.

30 Finnieston Street, Glasgow

Planning Statement



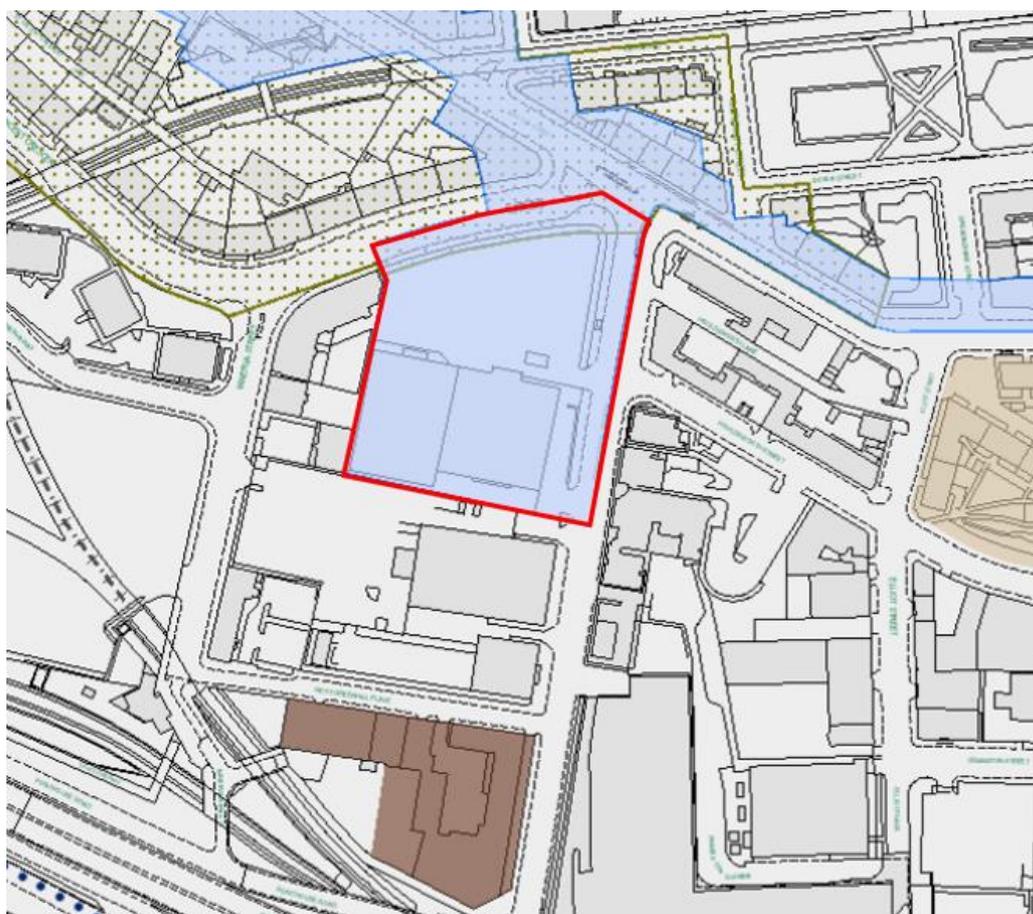
4.12. The key aims of the CDP are to create and maintain a healthy, high quality place and to develop a compact city form that supports sustainable development. The CDP sets out a strategy that seeks to deliver the following four strategic outcomes:

- 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.

4.13. In the context of the CDP, the site is subject to the following designations:

- Within Cranstonhill / Yorkhill Local Town Centre; and
- Partly within St Vincent Crescent Conservation Area.

4.14. The below extract of the CDP proposals map shows the approximate site location in red.



Extract from Glasgow City Development Plan (2017) Proposals Map

- 4.15. The following identifies the relevant CDP policies which will be an important material consideration in the determination of the submitted planning application.

| Policy Number | Policy Name | Associated Supplementary Guidance / Interim Planning Guidance |
|---------------|------------------------------|---|
| CDP1 | The Placemaking Principle | SG1: Placemaking Part 1 SG2: Placemaking Part 2 |
| CDP2 | Sustainable Spatial Strategy | Not Applicable |
| CDP4 | Network of Centres | SG4: Network of Centres |
| CDP5 | Resource Management | SG5: Resource Management |
| CDP6 | Green Belt and Green Network | IPG6: Green Belt and Green Network |
| CDP7 | Natural Environment | SG7: Natural Environment |
| CDP8 | Water Environment | SG8: Water Environment |
| CDP9 | Historic Environment | SG9: Historic Environment |
| CDP10 | Meeting Housing Needs | SG10: Meeting Housing Needs |
| CDP11 | Sustainable Transport | SG11: Sustainable Transport |
| CDP12 | Delivering Development | IPG12: Delivering Development |

- 4.16. An assessment of the proposals against the above noted policies within the CDP is set out below, together with commentary in relation to the associated Supplementary Guidance (SG) and Interim Planning Guidance (IPG).

CDP1 and SG1: The Placemaking Principle

- 4.17. Policy CDP1 and the corresponding SG1 applies to all development proposals across the city. Policy CDP1 aims to improve the quality of development taking place in Glasgow by promoting a design-led approach. Policy CDP1 states that in order to be successful, new development should aspire to achieve the following six qualities of place: 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.
- 4.18. SG1 supports CDP1 by providing the context and approach to Placemaking by including an outline of the processes to be undertaken in the preparation of new developments. It also contains detailed assessment criteria relating to physical design of new development including guidance on residential development.
- 4.19. The application is supported by a Design & Access Statement which provides a full analysis of the surrounding streetscape, scale and density and the associated rationale for the adopted design approach. This process has been heavily influenced by detailed discussions with Glasgow City Council and local stakeholders.

Principle of Proposed Use

- 4.20. The site is considered appropriate for a mixed use development comprising residential and commercial uses based on the current and historical uses on the site and given the wider surrounding context. Notwithstanding, the site is identified as a Local Town Centre where retail and other appropriate town centres uses are deemed acceptable.
- 4.21. The ground floor commercial units will provide premises for occupiers within Class 1, 2, 3 and 11 and will help to activate the street frontage along Finnieston Street and Minerva Street. Meanwhile, Unit 1 (currently vacant) will be demolished to enable Unit 2 (Lidl) to be re-orientated to create an enhanced pedestrian and vehicle access direct from Finnieston Street while providing suitable car parking provision for the food store which is more accessible.
- 4.22. The CDP promotes the re-use of brownfield sites and supports delivery of new homes of an appropriate density on sites in the Inner Urban Area and Town Centres. The Proposed Development seeks to utilise this brownfield site to re-instate the historic building line which was previously in place.

Town Centre Location

- 4.23. The site is located within Cranstonhill / Yorkhill Local Town Centre as defined by SG1. The key considerations outlined in SG1 when developing sites in Town Centres are:
- A vibrant mix of uses;
 - Pedestrian and Cycle Movement;
 - Townscape;
 - Civic Presence;
 - Human Scale and Complexity;
 - Shop Fronts;
 - Public Realm; and
 - Variety of Experiences.
- 4.24. In particular, the Proposed Development seeks to deliver a varied mix of uses on this prominent gateway site whereby a greater vibrancy can be achieved. The scale and design of the corner element at the Minerva Street, Argyle Street and Finnieston Street junction will help facilitate a sense of civic presence and contribute positively towards the sense of arrival into the wider Finnieston area. In respect of public

realm, a significant betterment proposal is being advanced to improve the wider streetscape for pedestrians and cyclists to enhance the experience for residents and visitors alike.

Design and Materials

- 4.25. The Proposed Development has taken a design-led approach following a detailed site analysis and wider consideration of the site's context. This has been supplemented with constructive pre-application discussions with GCC Planning and City Design Officers to reach a proposal which seeks to respect its surroundings. SG1 notes development proposals should respond to their context and reflect local character, history, the identity of their surroundings and materials. The Design & Access Statement submitted in support of the application provides a detailed review of this.
- 4.26. SG1 outlines proposals should reflect a high quality contemporary design that is innovative, imaginative and which is capable of displaying its own identifiable character. SG1 goes further noting, wherever possible, proposals should be leaders and innovators rather than simply imitating or following what has gone before. The quality of architecture is integral to all proposals coming forward.
- 4.27. The Proposed Development seeks to re-establish the historic building line and re-instate a strong street edge along Minerva Street and Finnieston Street. The proposals have evolved to address the surrounding development both existing and proposed.
- 4.28. On Minerva Street, the façade aligns with the upper floor step back of the adjacent new build block, thereby providing reason for adopting an enhanced height for the Proposed Development. The transition from residential use at ground floor to commercial as you near the junction with Finnieston Street allows the building line to step forward, an opportunity for the layering of the façade and change of material and treatment. The step back at 5th floor level provides a visual reference to the eaves height on the opposite tenement block on Minerva Street as it rounds the corner onto Argyle Street.
- 4.29. On the Finnieston Street frontage, here the ground floor is entirely given over to commercial use, complementing its place within Cranstonhill / Yorkhill Local Town Centre. The southern edge of the residential site abuts the reconfigured retail site. The retail shed set back from the road with a new car park in front, exposes this edge of development on a key route into the West End from south of the river. The

southerly aspect has informed the response adopted, a stepped block, providing tiers of landscaped terraces, softening the building edge, and reducing the scale of the block on this approach.

4.30. The external fenestration of the Proposed Development was considered in relation to the existing tenement properties in the area. The proposals adopt a regular window pattern, with vertical proportions in a similar arrangement to the tenement block on the opposite side of the street.

4.31. The Proposed Development utilises high quality design and high quality materials which will be beneficial to the location. This includes the use of natural buff stone cladding, quality facing brick and a slate effect roof finish. The Proposed Development also incorporates proprietary lightweight cladding for the dormers, feature boxes and the rotunda. High performance quality windows will also be delivered.

4.32. Further information on design and materials is contained within the submitted Design & Access Statement.

Density

4.33. SG1 details general density principles and outlines that the appropriate residential density for development will vary according to:

- Location;
- Context and setting;
- The scale and massing of adjacent buildings; and
- Public transport accessibility and active travel opportunities.

4.34. 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.

4.35. The development of 155 flats on a 0.9ha site has a density of 172 DPH. 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 Development comprises 7-9 storeys of residential accommodation at street level and above ground floor commercial units.

4.36. The scale and mass of the Proposed Development relates to the surrounding building and townscape context of the site. The location alongside nearby public transport and active travel 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 delivery of high quality new homes in a location which supports sustainable living and reduced reliance on the private car.

Daylight and Privacy

- 4.37. SG1 sets out 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.
- 4.38. SG1 refers to the BRE 'Site Layout Planning for Daylight and Sunlight' in respect of ensuring a design-led approach towards aspect and orientation to maximise daylight and sunlight. The scope of the Daylight Impact Assessment submitted in support of the application was discussed in detail with Planning and City Design Officers during the pre-application discussion stage. The submitted assessment seeks to assess the impact of the Proposed Development on the daylight and sunlight amenity of the existing surrounding buildings.
- 4.39. The Proposed Development involves the construction of a 7-9 storey residential building with commercial uses at ground floor on the existing car park site. As such, this will have an impact on the daylight and sunlight received by some of the surrounding buildings including those on Minerva Street, Argyle Street and Finnieston Street (Minerva Court) identified in the submitted Daylight Impact Assessment.
- 4.40. The results from the analysis conclude that the Proposed Development will not have an adverse daylight impact, as per the BRE Guidance, on the above noted buildings. The buildings present on Minerva Street and Argyle Street which were assessed comply with the BRE Guidance via the Vertical Sky Component methodology. The Proposed Development will have an impact on daylight to the existing first floor apartments in Finnieston Street (Minerva Court), however, the No Sky Line assessment undertaken confirms that more than 50% of the rooms will receive a view to the sky in accordance with BRE Guidance.

Aspect

- 4.41. SG1 states that "Ideally all flats should have dual aspect (where single aspect is proposed developers will be required 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)".

- 4.42. 58 flats would be single aspect within the Proposed Development. 34 of these units look to the south or west and are location on the rear elevation overlooking the landscaped amenity deck. The remaining 24 single aspect units look north or east onto Minerva Street and Finnieston Street. Notwithstanding, these flats have inset balconies in order to enhance their aspect. The remaining flats in the development (97no.) will have dual aspect.
- 4.43. In line with SG1, the proposed single aspect units are considered to have at least similar, if not better, amenity in comparison with dual aspect flats.

Waste and Recycling Storage

- 4.44. SG1 outlines bins and recycling stores should be as unobtrusive as possible and should be located conveniently in relation to where the collection vehicle will park. Communal bin stores for the residential flats are located at ground floor level adjacent to the west access pend from Minerva Street.
- 4.45. Commercial waste will be stored within a separate bin store which is located below the amenity deck to the rear of the commercial units. This will then be collected by a waste contractor at a pre-arranged time.

CDP2: Sustainable Spatial Strategy

- 4.46. Policy CDP2 states that the Council will continue to focus on the regeneration and redevelopment 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 and prioritise the remediation and reuse of vacant and derelict land.
- 4.47. Policy CDP2 also supports new development which creates higher residential densities in sustainable locations and that contribute to the development of vibrant and accessible residential neighbourhoods.
- 4.48. The Proposed Development is located on an underutilised car park within Crantonhill / Yorkhill Local Town Centre and would involve the sustainable re-use of this brownfield site negating any loss of greenfield land. The site is situated within a highly sustainable location which has excellent public transport accessibility and this, alongside an analysis of the density of the surrounding area, has influenced the density of the proposal on the site.

CDP4: Network of Centres

- 4.49. Policy CDP 4 'Network of Centres' aims to protect and revitalise the City's town centres by ensuring their vitality and viability is not undermined by inappropriate large scale retail and commercial leisure development proposals.
- 4.50. With respect to the defined retail hierarchy, the site is located within Cranstonhill / Yorkhill Town Centre which is identified as a Local Town Centre. Proposals must support the function of each Local Town Centre by ensuring an appropriate balance of uses is maintained with further information provided in Supplementary Guidance 4 'Network of Centres'.
- 4.51. The associated SG 4 'Network of Centres' provides further detailed guidance on Policy CDP 4. It sets out the role and function of a Local Town Centre which involves catering for the day to day shopping needs of surrounding neighbourhoods while providing a source of employment for the local community. Accessible locations are key to ensure the public has an adequate provision of local services. The subject units have excellent access to a wide residential catchment with a variety of transport opportunities and active travel methods which can be utilised.
- 4.52. The aims stated in SG 4 regarding Local Town Centres includes:
- Maintain a balance between retail and non-retail uses that protects the shopping function and permits other appropriate town centre uses;
 - Reduce vacancy levels;
 - Promote accessibility in order to reduce car dependency and promote social inclusion;
 - Support investment in the built/physical environment in order to ensure that centres are desirable places to visit and attractive places to invest in; and
 - Support local enterprise.
- 4.53. The Proposed Development involves the demolition of Unit 1 (1,858 sq.m) formerly occupied by PC World/Currys who vacated in December 2020. This demolition enables Unit 2, currently occupied by Lidl, to re-orientate their store and create an enhanced car parking arrangement with viable vehicle and pedestrian access from Finnieston Street.

4.54. Meanwhile, 7 commercial units are proposed at ground floor level extending to 967.7 sq.m which mitigates the loss of retail floorspace involved in the demolition of Unit 1. The 7 commercial units will be capable of accommodating Classes 1, 2, 3 and 11 uses providing greater balance to the site while ensuring that the wider Local Town Centre's vitality and viability is maintained and strengthened by supporting its key function. These ground floor uses will be integrated to activate the street level along Finnieston Street and at the junction of Minerva, Argyle and Finnieston Street.

CDP5: Resource Management

4.55. CDP5 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. In line with Policy CDP5, a Sustainability Statement has been prepared by Atelier 10 in support of the planning application. Please refer to this for full details on how the Proposed Development intends to incorporate low and zero carbon generating technologies.

4.56. In accordance 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.

CDP6 and IPG6: Green Belt and Green Network

4.57. Policy CDP6 aims to ensure the development and enhancement of Glasgow's Green Network by protecting and extending the green network and linking habitat networks; providing for the delivery of multi-functional open space to support new development; protecting the green belt; and supporting development proposals that safeguard and enhance the Green Network and Green Belt.

4.58. The proposals map associated with IPG6 indicates that the landscape strip that bounds the northern and eastern boundaries of the site is allocated greenspace (6.33 Amenity Greenspace – Transport).

4.59. Policy CDP6 outlines that there is a strong presumption in favour of the retention of open space identified within IPG6 Table 3, which identifies the amenity space as "publicly useable" open space. The submitted Tree Survey and below landscape review provides detailed commentary on the current greenspace and the likely challenges for it going forward.

4.60. The Proposed Development seeks to replace this area of amenity space. Notwithstanding, the proposals seek to establish a significant improved public realm and streetscape which is enhanced through the dedicated planting of appropriate street trees to enhance the appearance of this important civic space. The planting of appropriate replacement street trees seeks to mitigate the impact and loss of existing trees while creating an improved streetscape and public realm for existing and future residents to enjoy.

4.61. The Proposed Development also include the provision of 1,270 sq.m (0.127 hectares) of high quality amenity space in the form of communal and private open amenity space as shown on the landscaping drawings submitted in support of the application.

CDP7 and SG7: Natural Environment

4.62. 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.

4.63. A Tree Survey and Arboricultural Constraints Report has been prepared by Alan Motion Tree Consulting Ltd and submitted in support of the planning application. The report establishes the current condition of the vegetation on site.

4.64. The site comprises an existing car park associated with two existing retail units, located to the west of Finnieston Street and south of Minerva Street. There is a single row of early-mature trees (30no.) within the verge to Finnieston Street and Minerva Street. These trees comprise lime and sycamore with occasional ash. The trees along the Minerva Street verge line lie within the St Vincent Crescent Conservation Area.

4.65. The existing trees are identified as early mature' (approximately 25-30 years) within the Tree Survey Report. Their age and projected life expectancy is stated as the main reason for their BS 5837 categorisation in the survey report. The trees are contemporary with the current commercial development and use of the site, and were planted, together with shrub planting, around the site boundary to provide screening from the street and the adjacent residential properties to the open car park. This is possibly reflected in the species present, predominantly Sycamore, Broad Leaf Lime and Ash, which are not classic street trees but are broader canopied parkland and woodland trees. In an urban setting, sycamore and

lime cast heavy shade and produce honeydew deposits which cause significant nuisance. Ash trees are unlikely to survive the current upsurge in Ash Dieback Disease.

- 4.66. The trees along Minerva Street in particular are planted at very close centres (e.g. tree numbers 26, 27 and 28) and should have been selectively thinned prior to this point, in order to help the trees to develop a more balanced canopy. The close centres of the trees is reflected in the narrow north to south elliptical canopy form shown in the Tree Survey Report. At present, the trees are still young and of no great size however, these species have the potential to grow very tall with wide spreading and dense canopies overhanging the street. This is beginning to happen at the western end where tree numbers 27 and 28 are already interfering with the existing street lighting.
- 4.67. The Tree Survey Report notes that the trees have been planted into a 3.5m wide soft verge. The report suggests that root incursion into the adjacent footway and car park areas is likely to be minimal at present, however this presents two potential issues for the long term to be considered. It can be reasonably assumed that at the time of planting, 25-30 years ago, the soft zone was formed with circa 400-450mm of soil for the shrub planting with individual tree pits for the trees. It is unlikely that there is sufficient soil and root zone volume for the trees, and particularly trees of these species and potential stature, within the verge. It is also unlikely that root barriers were installed at the time of planting as this was then not particularly common practice. As the trees grow and mature, incursion into the adjacent ground is likely, notwithstanding the fact that these are hard surfaces, leading to interference with the adjacent footway and ground to the south. This also leaves the trees potentially vulnerable to future services works and excavations within the footway itself in the fullness of time. Notwithstanding the foregoing, the restricted room for future root growth may potentially lead to the trees becoming unable as they mature. Whilst the trees present an attractive and effective summertime screen to the car park around the boundary of the site, the situation is not static and in the fullness of time, the trees will begin to present practical problems as they continue to grow and spread.
- 4.68. A key consideration for any development to the south of Minerva Street in particular is, however set back, it will change the availability of light to the trees from that which they have been used to. It is therefore likely that with any kind of reasonable height of development to the south, that the trees themselves will

begin to lean northwards over the street in order to maximise light onto their canopies. This could lead to the trees becoming imbalanced, with canopies interfering with safe road use and existing overhead utilities.

- 4.69. In terms of townscape and streetscape character, the existing tree species would not be a usual choice for restricted urban space, and were selected for the need to screen the car park associated with the commercial units at the time of their development. Prior to this, the site was developed more traditionally and occupied by buildings fronting onto the surrounding streets, more typical of the older buildings present along Minerva Street and Argyle Street.
- 4.70. The Proposed Development seeks to replace what is a plain and utilitarian car park with new buildings of an architectural form that is more reflective of the established townscape and streetscape character of this area of the city; with buildings fronting, and having a direct relationship to, the surrounding streets and footways. In order to achieve this new townscape vision for the regeneration of this area, it is necessary to replace the existing trees screening the car park.
- 4.71. By regenerating the site as proposed, the original purpose of the existing trees, as a visual screen, is no longer valid, and that the re-development of this important strategic corner requires a more holistic approach to the townscape and streetscape solution.
- 4.72. Consequently, the Proposed Development offers the opportunity to create an enhanced and more attractive streetscape through the provision of significant hard and soft landscaping works. Along Minerva Street, this will include new street tree planting that respects the established character of Minerva Street and St Vincent Crescent, utilising tree species appropriate to the location and context, planted and contained within properly constituted and constructed root zone volumes, to ensure their long term viability and protection from future street and utilities works. Whilst providing landscaping more befitting of the conservation area characteristics, the Proposed Development also seeks to reinstate a more traditional architectural form to the local townscape and respect the prevailing established local streetscape avenue character. The establishment of a more suitable avenue will enhance both the streetscape and public realm to the benefit of existing and new residents.

CDP8 and SG8: Water Environment

- 4.73. Policy CDP8 Water Environment states that applicants are required to demonstrate that new development proposals contribute to minimising and reducing flood risk, avoiding any increased risk of flooding within the development site, or outwith the site and avoiding any increase in the quantity and rate of surface water run-off from any site.
- 4.74. Policy CDP8 requires all development proposals to make satisfactory provision for Sustainable Urban Drainage Systems (SUDS) and SG8: Water Environment states that a surface water drainage strategy must be prepared for all developments of 5 or more dwellings.
- 4.75. Policy CDP8 also requires that for areas potentially at flood risk, the Council will require developers to consider the flood risk to their proposals through a Flood Risk Assessment (FRA); and the impact of discharging surface water from the proposed development to any water body or wetland, through a Drainage Impact Assessment (DIA).
- 4.76. SG8 requires certain developments to be accompanied by a Flood Risk Screening Checklist to establish if a FRA is required.
- 4.77. Flood risk and the provision of an outline drainage design has been explored in the Drainage Strategy Report prepared by Fairhurst to support the application. This report there is no significant risk of flooding on the site, it can be drained in a sustainable manner, and will not increase the risk of flooding elsewhere.
- 4.78. Full details of the outline drainage design can be found in the submitted Drainage Strategy Report.

CDP9 and SG9: Historic Environment

- 4.79. 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.

- 4.80. In addition SG9 states that proposals for new development in, or affecting the setting of Conservations Areas, must:
- a) preserve and enhance the special character and appearance of the area and respect its historic context;
 - b) be of a high standard of design, respecting the local architectural and historic context and use materials appropriate to the historic environment;
 - c) protect significant views into, and out of, the area;
 - d) retain all existing open space, whether public or private, which contributes positively to the historic character of the area; and
 - e) retain trees which contribute positively to the historic character of the area.
- 4.81. The majority of the site is located outwith the St Vincent Crescent Conservation Area. Notwithstanding, a narrow section of the existing landscape strip (including trees and shrubs) along the northern boundary which bounds Minerva Street is located within the Conservation Area.
- 4.82. The St Vincent Conservation Area Appraisal outlines the Argyle Street, Finnieston Street and Minerva Street junction as being 'the main focal point within the conservation area' and as a key gateway into both the Conservation Area and wider Finnieston.
- 4.83. Whilst the existing trees and shrub planting along the Minerva Street boundary which currently screens the existing car park is located within the Conservation Area, the Conservation Area Appraisal does not identify this landscape strip as being a key feature. Nor is it included within the key landscape and tree elements located within the Conservation Area. The Proposed Development specifically includes detailed proposals to replace these trees to create an enhanced tree lined avenue to mirror that opposite alongside an improved public realm. It is therefore considered acceptable for this landscape strip to be replaced to accommodate the Proposed Development which seeks to establish a building that helps facilitate a sense of civic presence at this main focal point and contributes positively towards the sense of arrival into the wider Finnieston area and Conservation Area.
- 4.84. A key challenge identified within the Conservation Area Appraisal is the Public Realm. It states *'the quality and upkeep of the public realm within the conservation area is a major concern to residents. The principal areas of concern relate to paving surfaces and damage by utilities and other contractors, design and location of street furniture, street lighting, proliferation of street signs and the maintenance of amenity spaces and trees.'* As such, the Proposed Development through the delivery of an extensive public realm

project which seeks to significantly enhance the streetscape at this key location and gateway. In respect of public realm, this significant betterment proposal will improve the wider streetscape for pedestrians and cyclists to enhance the experience for residents and visitors alike.

- 4.85. There are no listed buildings within or immediately adjoining the site. The tenement properties located on the north side of Minerva Street are Category B listed.
- 4.86. The demolition of Unit 1 (formerly Currys/PC World) and the redevelopment of the car park into 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 Proposed Development seeks to re-establish the historic building line of the tenements that previously occupied the site prior to their demolition in 1972. The design of the Proposed Development responds positively to the Conservation Area with the curved gable at the junction which mirrors the curve of the properties opposite on the north side of Minerva Street and of the proposals being advanced at Cranstonhill Police Station.
- 4.87. The scale and massing of the Proposed Development respects the adjacent properties located in the Conservation Area while providing a building befitting of this strategic corner location which is the gateway into the Conservation Area and wider Finnieston area.
- 4.88. The Proposed Development has been design-led and integrates high quality design to ensure the surrounding architecture present has been duly considered and respected in the proposals. The Proposed Development will utilise high quality materials such as natural buff stone cladding, quality facing brick and a slate effect roof finish. Proprietary lightweight cladding will also be used for the dormers, feature boxes and the rotunda. High performance quality windows will also be delivered within the development.
- 4.89. The Proposed Development accords with SG9 given it has been designed by following a detailed contextual analysis process which is outlined within the Design & Access Statement submitted in support of the application. The Proposed Development will lead to significant enhancement to both the appearance and amenity of the wider area, particularly along Minerva Street and at the junction of Argyle Street. This will be achieved by utilising a brownfield site currently in use as a car park to re-establish the historic building line and by providing high quality homes and active ground floor commercial uses in its place.

Combined with extensive improvements to the public realm and streetscape it is considered the Proposed Development can positively enhance the character of the St Vincent Crescent Conservation Area.

CDP10: Meeting Housing Needs

- 4.90. Policy CDP10 Meeting Housing Needs and the associated SG10 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.
- 4.91. Policy CDP10 sets out the housing land requirement for Glasgow until 2025 and states that the Council will seek to maintain a five-year supply of effective housing land at all times. Between 2020 and 2025 there is a private housing land requirement of 7,850 units which includes a 10% generosity allowance.
- 4.92. The Proposed Development would generate 155 new high quality studio, 1, 2 and 3 bedroom flats which are located in a sustainable and accessible location. Consistent with the Council's house delivery strategy, the Proposed Development involves the redevelopment of a brownfield site in a much sought after residential location.

CDP11 and SG11: Sustainable Transport

- 4.93. Policy CDP11 Sustainable Transport 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.
- 4.94. 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.
- 4.95. SG11 contains detailed guidance in relation to cycle and vehicle parking standards.
- 4.96. The site is located within the Inner Urban Area and within an area identified for having High Public Transport Accessibility, as defined by Policy CDP11 and is considered an appropriate location for a major

residential led mixed use development. Bus stops are located on both Finnieston Street and Argyle Street which are served by frequent bus services while Exhibition Centre Train Station is less than 250m from the site.

- 4.97. SG11 notes that car-free housing will be supported by the Council on suitable sites. The site meets the necessary criteria for car-free housing i.e. it is located in a controlled parking zone and 500m+ walk from nearest streets not covered by a controlled parking zone. Importantly, the site also benefits from high public transport accessibility and has safe and convenient access to local retail and other services. Consequently, the site meets the key criteria for a car-free housing development.
- 4.98. The Proposed Development therefore seeks to deliver a low parking scheme with 50 car parking spaces. The level of car parking provision within the Proposed Development is deemed appropriate due to its location within a highly accessible area with excellent access to public transport and active travel route. Furthermore, the mix of flats proposed (mainly one and two bedrooms) have a lower car parking requirement. A lower car parking provision enables the Proposed Development to support more sustainable living and reduces reliance on the private car which accords with the wider aims of the CDP. There are also car share club facilities in the vicinity of the site, at Skypark, on Kelvinhaugh Street and Elderslie Street allowing residents convenient access to a hire car should they require.
- 4.99. The submitted Transport Statement, prepared by Fairhurst, sets out further details on the accessibility of the site and the appropriateness of the car parking provision.
- 4.100. Car parking provision is located at the ground level to the rear of the building and below the first floor landscaped amenity deck. The vehicle access to the site will be off of a new pend access point from Minerva Street.
- 4.101. SG11 requires all car parking spaces to be passive Electric Vehicle spaces capable of being converted to active electric vehicle charging spaces as required. The Proposed Development accords with this requirement.
- 4.102. In terms of cycle parking, Table 2.1 in SG11 sets out guidance on minimum cycle parking standards for mainstream residential developments. The minimum standard of cycle parking to be provided for

mainstream residential developments is 1 space per unit plus visitor at a rate of 0.25 spaces per unit. In line with the cycle parking standards in SG11, the proposal contains an area for cycle parking spaces. The SG states that cycle parking for residents should generally, be located within, or to the rear of, the residential building to ensure it is safe and secure. Secure bike storage locations are provided at the rear of the development for residents use, meeting the safe and secure requirements.

CDP12 and IPG12: Delivering Development

4.103. Policy CDP12 aims to ensure that development contributes to a sustainable, economically successful City, through the provision of reasonable infrastructure and facilities that are necessary to mitigate the impact of change on Glasgow's resources, and that are appropriate to both the nature of the development and its location.

4.104. IPG12 supports Policy CDP12 by providing guidance on the contributions that developers will be expected to make to ensure that the City's infrastructure can accommodate new development. Accordingly, IPG12 includes detailed advice and guidance on:

- the provision of open space of appropriate quality, quantity and accessibility in association with new development;
- the requirements of development within the identified zone of the Clyde Fastlink proposal;
- the surface water drainage and flood management requirements of development; and
- transport needs (including active travel solutions and public transport infrastructure and facilities).

4.105. IPG12 states that new residential development is required to provide access to good quality recreational open space. Table 1 in IPG12 sets out the requirements for open space and public realm standards in residential developments. Table 1 states that the requirement for flatted developments is 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).

4.106. In line with IPG12, open space has been included as an integral part of the proposed scheme shown on the drawings submitted with the application. The open space requirements for the site are as follows:

- Children's Play – 795 sq.m
- Outdoor Sport – 795 sq.m
- Allotments – 114 sq.m

- Amenity Space – 1136 sq.m

- 4.107. The IPG outlines 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 Dover Street play park and sports facilities; and Kelvingrove Park which is located 510 m from the site.
- 4.108. The Proposed Development currently includes the provision of 1,270 sq.m (0.127 hectares) high quality 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 Section 75 Legal Agreement.
- 4.109. Notwithstanding, it is considered that the Proposed Development's contribution to the delivery of significant public realm enhancements on Minerva St and at Argyle Street junction should be duly considered in respect of any required developer contribution for off-site provision of open space.
- 4.110. It should be noted that the site also benefits from excellent proximity to amenities such as shops, restaurants, bars and leisure venues.

Material Considerations

Scottish Planning Policy (SPP)

- 4.111. Scottish Planning Policy (SPP) was published in June 2014 and is a statement of Scottish Government policy on land use planning. SPP promotes consistency in the application of policy across Scotland whilst allowing sufficient flexibility to reflect local circumstances.
- 4.112. SPP forms an important material consideration when determining the application for the Proposed Development. The following paragraphs set out the policy issues which are most relevant to the Proposed Development.
- 4.113. Paragraph 4 of SPP sets out the core values of the Scottish planning system, including:
- *“Focus on outcomes, maximising benefits and balancing competing interests;*
 - *Play a key role in facilitating sustainable economic growth, particularly the creation of new jobs and the strengthening of economic capacity and resilience within communities;*
 - *Be plan-led, with plans being up-to-date and relevant;*

- *Make decisions in a timely, transparent and fair way to provide a supportive business environment and engender public confidence in the system;*
- *Be inclusive, engaging all interests as early and effectively as possible;*
- *Be proportionate, only imposing conditions and obligations where necessary; and*
- *Uphold the law and enforce the terms of decisions made.”*

Sustainable Economic Growth

4.114. Both SPP and NPF3 share the following single vision for the planning system in Scotland:

“We live in a Scotland with a growing, low-carbon economy with progressively narrowing disparities in well-being and opportunity. It is growth that can be achieved whilst reducing emissions and which respects the quality of environment, place and life which makes our country so special. It is growth which increases solidarity – reducing inequalities between our regions. We live in sustainable, well-designed places and homes which meet our needs. We enjoy excellent transport and digital connections, internally and with the rest of the world” (Paragraph 11).

4.115. Key to achieving this vision is the need to increase sustainable economic growth. SPP introduces a presumption in favour of development that contributes to sustainable development. The Scottish Government seeks to enable development that balances the costs and benefits of a proposal over the longer term (Paragraph 28).

4.116. The Scottish Government states that policies and decisions should be guided by the following sustainable economic growth principles, many of which are relevant to the Proposed Development at the Craigforth Campus, including:

- *“giving due weight to net economic benefit;*
- *responding to economic issues, challenges and opportunities, as outlined in local economic strategies;*
- *supporting good design and the six qualities of successful places;*
- *making efficient use of existing capacities of land, buildings and infrastructure including supporting town centre and regeneration priorities;*
- *supporting delivery of accessible housing, business, retailing and leisure development;*
- *supporting delivery of infrastructure, for example transport, education, energy, digital and water;*
- *supporting climate change mitigation and adaptation including taking account of flood risk;*
- *improving health and well-being by offering opportunities for social interaction and physical activity, including sport and recreation;*
- *having regard to the principles for sustainable land use set out in the Land Use Strategy;*
- *protecting, enhancing and promoting access to cultural heritage, including the historic environment;*
- *protecting, enhancing and promoting access to natural heritage, including green infrastructure, landscape and the wider environment;*

- *reducing waste, facilitating its management and promoting resource recovery; and*
- *avoiding over-development, protecting the amenity of new and existing development and considering the implications of development for water, air and soil quality.” (Paragraph 29).*

4.117. The Proposed Development accords with the principles set out above, particularly in relation to responding to economic opportunities, supporting good design, making efficient use of existing land capacities, and delivering accessible housing, business, retailing and leisure development, amongst others. All of these aspects of the Proposed Development demonstrate accordance with national planning policy aims and objectives. This is further underlined in the earlier sections of this Planning Statement and within the suite of documents supporting the planning application.

Placemaking

4.118. Placemaking is promoted by the Scottish Government in order to create better places that are sustainable, well-designed and meet people’s needs. There are three policy principles identified to ensure planning promotes the creation of high quality places:

- *“Planning should take every opportunity to create high quality places by taking a design-led approach;*
- *Planning should direct the right development to the right place; and*
- *Planning should support development that is designed to a high quality, which demonstrates the six qualities of successful places.”*

4.119. The Proposed Development has taken a design led approach to ensure high quality mixed use development will be delivered on a site which is identified as a Local Town Centre where a mix of uses are supported, thereby complying with the placemaking principles identified above.

Enabling Delivery of New Homes

4.120. The key aim of SPP with regard to housing is to ensure Local Authorities identify generous supplies of housing land in response to continuing pressure for growth. The Scottish Government encourages planning for housing to be undertaken through joint working between housing and planning officials within Local Authorities and with developers, social landlords and local communities.

4.121. In order to facilitate new housing development, particularly in areas where there is continuing pressure for growth, SPP states that the planning system should:

- *“identify a generous supply of land for each housing market area within the plan area to support the achievement of the housing land requirement across all tenures, maintaining at least a 5-year supply of effective housing land at all times;*
- *enable provision of a range of attractive, well-designed, energy efficient, good quality housing, contributing to the creation of successful and sustainable places; and*
- *have a sharp focus on the delivery of allocated sites embedded in action programmes, informed by strong engagement with stakeholders.”* (Paragraph 110)

4.122. SPP places emphasis on the role of Local Authorities in actively managing the housing land supply. SPP also states that local development plans should set out the scale and distribution of affordable housing requirements for their area.

4.123. The Proposed Development will make a meaningful contribution towards the delivery of high quality homes in Glasgow ensuring Glasgow City Council maintain their housing land supply targets.

Delivering Heat and Energy

4.124. For new buildings, SPP recognises that reductions in energy use and emissions can be achieved through encouraging:

- *Energy efficiency;*
- *Heat recovery;*
- *Efficient energy supply and storage;*
- *Electricity and heat from renewable sources; and*
- *Electricity and heat from non-renewable sources where greenhouse gas emissions can be significantly reduced.”* (Paragraph 154)

4.125. SPP states that local development plans should support new build developments which deliver energy efficiency.

4.126. The submitted Sustainability Statement sets out how the Proposed Development will address the reduction of CO2 emissions, in line with SPP.

Promoting Sustainable Transport and Active Travel

4.127. The Scottish Government recognises that planning can play an important role in improving connectivity and promoting more sustainable patterns of transport and travel as part of the transition to a low carbon economy.

- 4.128. SPP states that development plans and development management decisions should take account of the implications of development proposals on traffic, patterns of travel and road safety.
- 4.129. SPP states that the planning system should support patterns of development which:
- *optimise the use of existing infrastructure;*
 - *reduce the need to travel;*
 - *provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;*
 - *enable the integration of transport modes; and*
 - *facilitate freight movement by rail or water.*
- 4.130. The Proposed Development benefits significantly from being located in a highly accessible location within close proximity to public transport and active travel routes. The Proposed Development seeks to reduce future residents reliance on the private car and encourage sustainable modes of transport.
- 4.131. The submitted Transport Statement provides further context on this.

Conclusion

- 4.132. The foregoing has demonstrated that the Proposed Development accords within the key aims and objectives of national and local planning policy, delivering an appropriate density and scale of high quality residential development to create a vibrant mixed use development, whilst ensuring high quality design, increased access, energy efficiency and enhancement of the surrounding public realm.
- 4.133. The supporting suite of documentation provides detailed assessment of the prevailing site conditions and ensures that the local planning policy provisions are satisfied with respect to landscape, transportation, ground conditions, flood risk, drainage and noise. This has allowed for a fully informed design process to take place, which also ensures accordance of the Proposed Development with the aims and objectives of SPP.

5. Summary & Conclusions

- 5.1. This Planning Statement has comprehensively set out the case in support of the proposals for planning permission to enable the delivery of a high quality mixed use development including residential, retail and commercial uses at 30 Finnieston Street, Glasgow.
- 5.2. The design led proposals are market facing and represent the culmination of an in depth assessment of the site and its future role in Cranstonhill / Yorkhill Local Town Centre. The resultant vision seeks to deliver a viable and vibrant mixed use development which creates high quality homes and an improved retail offer which activates both Finnieston Street and Minerva Street.
- 5.3. Extensive pre-application discussions have taken place with Glasgow City Council and various stakeholders to ensure the proposals provide an appropriate design. The detailed design process has incorporated feedback from members of the public, local stakeholders and various departments within Glasgow City Council.
- 5.4. The foregoing policy assessment in conjunction with the associated suite of supporting documentation demonstrates that the Proposed Development accords with the concerns and significant objectives of national and local planning policy.
- 5.5. The Proposed Development constitutes a high quality, design led contemporary development which delivers a complimentary density of development in respect of its inner urban area location and proximity to accessible modes of transport. The proposals involve the comprehensive redevelopment of an existing brownfield gateway site and enable the re-establishment of the traditional building line at this strategic location while positively re-configuring the existing retail layout to ensure safer access for pedestrians and vehicles.
- 5.6. In view of the forgoing, it is respectfully requested that the proposals for planning permission are given the Council's full support in their determination.

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