

Supplementary Information 27/5/2021 Ref 100401552-001

Change of use from an office to residential flat at Ground Storey (left) 0.1, 40 Speirs Wharf Glasgow G4 9TH referred to in this document as 'the property'.

This supplementary information prepared by Shona Maciver, proprietor.
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The change of use involves no change to the structure or layout of the Property, with the exception of:

- The installation of a shower in toilet 2 – floor plan refers; and
- The removal of lightweight glass partitions currently used in the office working area to create sub-division and office space.

Some points have been raised by Glasgow Planning in response to a pre-application request, reference 20/03323/PRE, with reference to:

- CDP1 and SG1 - The Placemaking Principle (Part 2);
- The standards set out in Policy CDP9 and SG9 - Historic Environment, Section B;
- The provisions within CDP11 and SG11 – Sustainable Transport.

Policy guidance is shown in *italics*, supplementary information in relation to each point is detailed below.

CDP1 and SG1 – Placemaking Principle (Part 2)

2.52 General Standards -

Proposals for conversions and subdivisions should comply with the following general standards:

a) all dwellings should, ideally, have dual aspect...

An exception may also be made in terms of Listed Buildings, where the applicant can clearly demonstrate that the special character of the building would be detrimentally affected by a dual-aspect arrangement.

b) all habitable rooms (see Definition) should receive natural daylight and ventilation.

Precedent for single aspect residential properties

The Speirs Wharf development dates from 1991. Formerly a 19th century grain warehouse, it overlooks the North Glasgow Canal and is B Listed. The development is mixed use comprising predominantly 175 private residential units along with 25 commercial units, of various sizes.

A number of one and two bedroom properties in Speirs Wharf are single aspect. No new windows have been introduced as this would be

detrimental to the special character of the B-Listed building. Similarly, a number of properties in Speirs Wharf have no natural light in the kitchen area. The property benefits from substantial internal mechanical ventilation that serves the kitchen, bathrooms and other areas. This ventilation duct exits to the rear of the property. In regard to single aspect this property, if granted change of use, would be similar to other Speirs Wharf properties.

Compensatory amenity

The property enjoys better amenity than other properties in the Speirs Wharf development given that it benefits from large south and west facing windows are approximately 2.2 x 1.2 metres, around twice the size of windows in other flats. It overlooks the canal and has pleasant views. Compensatory amenity is further provided by an enhanced internal living space of 78 sq metres, plus 12 sq metres in a study area. Annexes A and B refer.

d) there should be internal access from each dwelling to both the front and rear of the building, to enable occupants to reach refuse/recycling facilities and private/communal amenity

Access to refuse and recycling

It would be possible to change the principal access to the close next door at number 42, converting the current fire escape to the main door. This would create internal access from the property to the refuse/recycling area and to the secure cycle storage facility.

e) parking provision should accord with SG11 - Sustainable Transport.

Pressure on parking

The proposed change of use would reduce the pressure on parking and traffic in and out of the Speirs Wharf development. As a commercial office the existing use would support at least 9 potential car drivers on a daily basis. If change of use to a single bedroom flat is granted, that would be reduced to 1 car.

2.53 In some situations, grounds attached to the building will be feued separately, to provide a private garden for each flat. The following guidance applies:

a) where this is not proposed, the developer should provide usable communal private garden space for residents; a shared "backcourt" or "backcourts". These areas should be screened from public view and secured from public access.

Amenity within development

The Speirs Wharf development, which is set within a cul de sac on private land owned by the residents, has communal private garden space by the canalside in the form of trees, tubs of shrubs, garden chess, benches and picnic benches overlooking the canal.

All proprietors share the obligation and costs for the upkeep of the development which is administered by the factor, Speirs Wharf Proprietors Association. Whether a proprietor is a resident or commercial, the enjoyment of amenity and responsibility for its upkeep are common to both and all proprietors are obliged to contribute financially to the running costs. This is detailed within the statement of burden within the deeds to the property, and in essence forms a contractual arrangement within the titles.

Continued access to refuse and recycling and other amenities

Regarding the issue raised as to whether access to refuse and recycling would be available on change of use the answer is that all amenities and obligations are common to the proprietors regardless of whether they are commercial or resident. As mentioned earlier the proposed relocation of the main door to number 42 will permit internal access to these amenities.

An exception is the gym and spa which the commercial proprietors decline to use and hence do not pay for their upkeep. Residential proprietors pay an extra sum for this by arrangement with the factor. With change of use to residential, the property becomes subject to the same terms as all other residential properties. As noted, this is written into the Deeds which are available for scrutiny.

No prohibition to change in deeds

There is no prohibition on change of use within the deeds/title burdens from commercial to residential use.

Alterations to Shops and Other Commercial Buildings

3.5 This guidance seeks to ensure that alterations to shops and other commercial buildings enhance the appearance of buildings and the street scene generally, and cause no dis-amenity to neighbours, see also SG1 - Placemaking, Part 1... When changes are made to properties within residential buildings, they can also have an adverse effect on residential amenity, for example as a result of noise.

3.6 Proposals for alterations to shops and other commercial buildings should:

- a) respect the period, style and architectural character of the building;*
- b) not detract from the historic character of a listed building or property within a conservation area, see also SG9 - Historic Environment; and*
- c) not adversely affect residential amenity as a result of noise, vibration, etc.*

Dis-amenity to other commercial proprietors at number 40 Speirs Wharf

As mentioned earlier there is a willingness to relocate the main entrance to the property to no 42 so that access to the common stair would be required only as a fire exit. This will mitigate any potential dis-amenity to commercial properties sharing the close at number 40.

According to the burdens in the deeds no proprietor may make any alteration to the exterior appearance of the building. For example, all proprietors must use the same colour for paintwork. In addition, there is a prohibition on any intervention, such as leaving personal property, within common closes and footways. Such obligations within the burdens are designed to off-set any potential dis-amenity and promote harmonious mixed use.

CDP9 and SG9 – Historic Environment - Design guidance for listed buildings and properties in conservation areas

Listed Buildings

B – listed - Buildings of regional (or more than local importance), or major examples of a particular period, style or building type which may have been altered.

2.5 The interiors and exteriors of Category A, B and C buildings are statutorily protected and are covered by Listed Building controls. They may not be demolished or altered without prior Listed Building Consent.

2.8 There is a presumption in favour of the retention of all Listed Buildings. Listed Buildings must be allowed to adapt to new uses and the Council will respond favourably to creative ideas and good design, in order to ensure their retention, subject to other policies in the Plan and supporting SG, particularly Placemaking.

Changes to the building exterior

Speirs Wharf is an example of a conversion of a B-listed building. Some limited compromises (indicated on page 1 of this document) have been required to adapt the building to new use when the building was originally converted.

There is no request or desire to effect any change in the exterior of the building or the Speirs Wharf environment. Indeed, the only changes proposed are those indicated at the top of this document.

Single aspect

This change of use request is in keeping with what has already been established as precedent within the development. There is no window on the east facing side of the property with which to afford dual aspect. To create a new window on the East facing facade of Speirs Wharf would negatively impact on the character of this B-listed building. As noted above there are numerous residential properties within the Speirs Wharf development that do not have dual aspect.

Oversight

Placement principles 2.4 – 2.44 makes reference to general standards in residential layout in relation to privacy and aspect, specifically to avoid properties overlooking each other. In this proposal, no other properties are overlooked, and none have line of sight to the property itself.

Privacy buffer

An issue that has been raised is that of a privacy buffer. There is no privacy buffer to any ground floor property within the development as to add them would negatively impact on its character. Within a mile in the local area, ground floor properties of a similar age do not have a dedicated privacy buffer, and are located on thoroughfares. For example, Raeberry Street, Ancroft Street and Nansen Street.

However, this does not detract from the environment: there is a broad footway of over 2.6 metres; delineated car parking separated by post and chain; and the car parking bays are interspersed by garden areas. Finally, there is no through traffic - pedestrian or car due to Speirs Wharf being a privately owned cul de sac with low footfall. (See pictures taken on a Saturday afternoon at Annex A.).

The property enjoys attractive vistas out to the canal side, watercraft and across Glasgow.

CDP11 and SG11 – Sustainable Transport

NEW DEVELOPMENT

New road schemes will be required to deliver, where appropriate, benefits for pedestrians and cyclists in the streets surrounding the route of any new road, through traffic management measures which will achieve a reduction in car use. The Council will direct major development to locations well served by existing public transport services and active travel routes or will seek contributions for the provision or enhancement of such services/routes on sites where this is not the case, including for Fastlink (see Policy CDP 12:

Delivering Development). 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. Major development proposals should be informed by a Transport Assessment (TA) that considers all modes of transport and, where appropriate, a Travel Plan (TP) that sets out sustainable mode share targets and measures to deliver them. The Council will:

- 1. apply restraint-based maximum parking standards to non-residential development;*
- 2. expect parking spaces and charging points for the charging of electric vehicles in larger developments;*
- 3. expect parking in residential developments to minimise routine on-street parking of residents' cars;*
- 4. support the development of car-free housing on suitable sites.*

limit public off-street parking in the City Centre to the levels to be identified in the City Centre SDF and LDFs. Until these documents are adopted, City Centre public off-street parking will be limited to existing levels Until these documents are

adopted, City Centre public off-street parking will be limited to existing levels (as shown on Figure 19) or replacement provision that does not exceed that being replaced;

A reduction in car use

Speirs Wharf Proprietors Association, of which this proprietor is a member, has produced a Speirs Wharf Parking Review (May 8th 2015) which details complaints about parking pressure, particularly from commercial properties. Some offices bring over half a dozen cars to work every day. This gives rise to tension between commercial and resident proprietors parking. The proposed change of use would reduce the pressure on parking and traffic in and out of the Speirs Wharf development. As a commercial office the existing use would support at least 9 potential car drivers on a daily basis. If change of use to a single bedroom flat is granted, that would be reduced to 1 car.

Existing public transport services and active travel routes

The locality is well supported by alternative travel routes including bus, rail, subway, and on the traffic free cycle route along the North Glasgow canal. This further reduces the need to use a car. Local shops and amenities nearby encourage active travel.

Residential proprietors naturally deploy non-car travel options that are convenient to use for local shops and recreation. By contrast commercial proprietors demonstrably use car transport to get to work. For these reasons change of use from commercial to residential supports sustainable transport.

Statement of interest

No other person has an interest in the property – I, Shona Maciver am the sole owner.

Neighbouring commercial proprietors in the common stair have been notified by letter on 8th May 2021 of my intention to seek change of use and a consultation meeting has been offered to discuss any impacts arising from such a change but none have provided a response.

See attached separately:

Annex A – Photographs

Annex B – Floor Plan

Annex C – Location Plan