Hello Paul

Please accept my sincere apologies for the delay in response to you.  Thank you for your patience in meantime. I can now offer the following response-based information received in support of the pre-application proposal and the consultation response.

**The site is a vacant Class 4 unit on the ground level of a three-storey building within Port Dundas Business Park.  The unit floorspace is approximately 270m2.  The estate comprises a wide range of uses including Class 2 Professional (Cordia HQ) l, Class 4 Business (Diageo, DW Signs, Jewellery manufacturer) and Class 11 Leisure Assembly (Skatepark, Vision Events).  Cordia occupies the upper floors of the building and operate 24/7. There are no residential properties within close proximity of the proposed site.  Access to the site is from Borron Street. The site is within a base accessibility public transport area.  The business park comprises approximately 150 shared parking spaces.  Communal Cycle parking is also available**

**The change of use proposal will result in a Class 11 Children’s Entertainment Centre for children’s parties and mini go-karting. During school term time the facility will operate Fridays 3pm – 8pm and weekends 10am to 7pm and at school holidays will operate Monday to Friday 10am to 6pm and 10am to 7pm during school holiday periods.   Visitor numbers will vary depending on duration of party/event with no more than 30 children at any one period.  Given the nature of the use the parking will be intermittent and predominantly a drop off/collection arrangement.  The facility will mostly operate outwith busy peak hours with limited impact on the existing parking and access at the site. No Hot food/café is proposal.**

In terms of planning policy Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997 require that where an application is made under the Planning Acts, it shall be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the National Planning Framework 4, adopted 13th February 2023 and the Glasgow City Development Plan adopted on the 29th of March 2017.

The National Planning Framework 4 (NPF4) is the national spatial strategy for Scotland up to 2045. Unlike previous national planning documents, the NPF4 is part of the statutory Development Plan and Glasgow City Council as planning authority must assess all development against its policies. The following policies are considered relevant to the application:

**NPF4**

**Policy 1 -Tackling the climate and nature crises.**Policy Intent: To encourage, promote and facilitate development that addresses the global climate emergency and nature crisis.

**Policy 2 - Climate mitigation and adaptation**Policy Intent**-**To encourage, promote and facilitate development that minimises emissions and adapts to the current and future impacts of climate change

**Comment:**

The site is located within a base accessibility public transport area however the site is within an established Business Investment Park.  Bus services are available to the north on Keppochhill Road, and cycle path networks are south at the Canal walkway. Communal cycle parking is provided for users of the Business Park however provision of secure cycle parking would be expected as part of any planning application.  This will encourage the uptake of sustainable travel modes and a shift from private vehicle use lessening impact on carbon emissions.

As the development is a change of use development there is no requirement to install low and zero carbon generating heat hot water technologies

The proposal does not include biodiversity rich landscaping or native tree planting

The proposal may be considered to have no greater impact on emissions though increased travel by car etc.  Conditions would be applied ensuring secure cycle parking are installed prior occupation.

**Policy 14: Design Quality and Place**

Intent: To encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle. Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale and will be supported where they are consistent with the six qualities of successful places: Healthy; Pleasant; Connected; Distinctive; Sustainable; Adaptable

**Comment:**

The proposed change of use from Class 4 to Class 11 Leisure may be considered to facilitate the operation and growth of existing local industries and businesses.  The development will operate no later 8pm on weekdays and 7pm at weekends.  There are no residential properties within close proximity that would be impacted through noise or disturbance. Alterations are restricted to the internals of the unit with no external alterations proposed.  Any advertisement signage will be subject to a separate application seeking advert consent.  The development would have no significant visual impact on the existing site and surrounding area. Details confirming parking would be expected with any planning application to ensure the use does not impact existing businesses or lead to on street parking/congestion. The site is below base public transport accessibility however it is within an established business park with bus stops to the north on Keppochhill Road and cycle lanes to the south.  The development may be considered to encourage local economic growth with limited impact on the surrounding area.  Provision of secure cycle parking as part of the development would encourage uptake of sustainable travel.

**Policy 13 Sustainable transport.**To encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.

Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:

i.                     Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;

ii.                    Will be accessible by public transport, ideally supporting the use of existing services;

iii.                   Integrate transport modes;

iv.                  Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;

v.                    Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;

vi.                  Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles

**Comment:**

The area is identified as ‘base’ accessibility for public transport, however accessible by cycle paths at the Canal Path. Bus stops are 200m to the north on Keppochhill Road. The site is within an established Business Park with 150 communal parking spaces serving all units.  Secure, covered cycle parking would be required prior occupation of the unit to encourage uptake of sustainable transport modes.

**Policy 27 City, town, local and commercial centres**

Intent: To encourage, promote and facilitate development in our city and town centres, recognising they are a national asset. This will be achieved by applying the Town Centre First approach to help centres adapt positively to long-term economic, environmental and societal changes, and by encouraging town centre living

b) Development proposals will be consistent with the town centre first approach. Proposals for uses which will generate significant footfall, including commercial, leisure, offices, community, sport and cultural facilities, public buildings such as libraries, education and healthcare facilities, and public spaces:

**Comments:**

It is acknowledged the proposed change of use from Class 4 to a Class 11 Leisure is out with a town centre location.  However the scale of the proposed Class 11 development is unlikely to significantly detract from the vibrancy and vitality of the nearest town centre and commercial/leisure centre locations (Possilpark Local Town Centre ; St Rollox Other Retail and Commercial Leisure Centre)

**City Development Plan**

The City Development Plan (CDP) consists of high-level policies, with statutory Supplementary Guidance providing further information or detail in respect of these policies. The Development Policies and Policy Principles considered to be relevant to the current application are discussed below.

**Policy CDP 1** requires a holistic, design-led approach to development to achieve the City Development Plan’s key aim of creating and maintaining a successful, high quality, healthy place. The Council expects new development to contribute towards making the City a better and healthier environment to live in and aspire towards the highest standards of design whilst protecting the City’s heritage

SG 1 sets the context and approach to placemaking established in CDP 1. It notes that the City Development Plan seeks to move away from the traditional land use-based approach of previous local plans: placemaking principles should inform all development.  The Placemaking Principle of the Glasgow City Development Plan aims to improve the quality of development taking place in Glasgow by promoting a design-led approach.

**Comments:**

The site is within the Port Dundas Business Park however this is not within a designated Economic Development Area or Town Centre location.   The proposed change of use development may be considered to have very limited visual impact on the site and surrounding area.  The proposed Class 11 use is consistent with the existing range of office, leisure and commercial uses operating within the Business Park and may be considered to promote local economic growth.  The proposed hours of operation will be mostly out with the busy peak 9am to 5pm hours lessening the potential of conflict with existing businesses and would avoid congestion/on street parking issues.  There are no residential properties within close proximity of the proposed site that would be impacted by the increased activity or noise from the Children’s Entertainment Centre.

**Policy CDP 4** **Network Of Centres** - supports the ‘Town Centre First’ principle for a variety of uses generating significant footfall including retail and commercial leisure as well as offices, community and cultural facilities and other public buildings. This approach reflects the need to both provide accessible locations for a wide range of goods and services and also to avoid the diversion of activity away from Town Centres.  The sequential approach will be applied to all large-scale developments (over 1000 sq m (gross) convenience retail floorspace and/or over 2000 sq m (gross) comparison retail (or commercial leisure) floorspace. Proposals for other Town Centre uses or for smaller scale retail and commercial leisure development should also be assessed where they are likely to generate significant footfall.

**Comments:**

As the proposed Class 11 Leisure Use is approximately 270m2 therefore having limited impact on the character of the existing town centres and commercial centres.

Part 4 Locational Guidance Assessment Guideline 10 Food, Drink and Entertainment Uses is applicable.

**Assessment Guideline 10 Food, Drink and Entertainment Uses**

a. **City-Wide:**

(i) Proposals for food, drink and entertainment uses must not result in a detrimental effect on the amenity of residents through the effects of increased noise, activity and/or cooking fumes. No more than 20%\* of the number of units in a street block frontage, containing or adjacent to residential uses, should be in use as a hot food shop, public house, composite public house/Class 3 or composite hot food shop/Class 3 use. (ii) Public houses, Class 11 and Sui Generis uses must not be located under new build residential development. (iii) The Council will not support food, drink and entertainment uses (including extensions to existing uses or extensions of opening hours) in rear lanes that are immediately adjacent to residential properties, unless part of a comprehensive redevelopment of an existing rear lane or creation of a new rear lane, where it can be demonstrated that residential amenity will not be adversely affected.

c.  **Outwith the City Centre:**

(i) Public houses, Class 11 and Sui Generis uses must not be located within, or immediately adjacent to, existing residential buildings. (ii) Applications for extensions to existing public houses, Class 11 and Sui Generis uses must not increase the floorspace for public use under residential flats, or extend into residential backcourt areas. (iii) Hours of operation will be agreed with the Planning Authority, based on local circumstances and the impact of the proposal on residential amenity, but shall not exceed 08:00 to 24:00 hours.

**Comments:**

Whilst the site is not within a designated town centre location it can be considered that the re-use of this unit  that has been long terms vacant  is positive.  This location within the Business Park may be considered a practical location for business growth.  There are no residential properties within proximity of the site that would be impacted by noise or distance and the site provides commensal parking that may be considered to accommodate the additional visitors to the children’s entertainment centre

**CDP11 & SG11 – Sustainable Transport**

SG11 underpins the policy position set out in policy CDP11 on maximum parking standards for certain types of development which also relates to public transport accessibility.  Parking levels are determined through a place making approach to the design of the development while ensuring that an appropriate amount of vehicular parking is provided in development. Part 3.10 and part 6 of SG11 requires new developments promote non transport modes and parking levels are below the maximum standard.  New developments should be accessible for pedestrians and cyclists, provide direct access to public transport facilities and located to minimise journey lengths.

**Comments:**

The site is located within a Base Accessibility area. The proposal offers 150 communal  parking spaces.  It is likely that each unit within the wider site has an allocated amount of parking. would be located within the whole site. SG11 vehicle parking states that Sports/Leisure Centres - Public and Private, Base Accessibility 4 spaces per 100 sqm PFA.  The cycle parking facilities have to be safe, sheltered and secure with trip end facilities for employees. SG11 thresholds are Sports/Leisure Centres 1 space per 10 users at peak time 1 space per 10 employees. Any planning application should provide information concerning the number of vehicle parking spaces they are allocated outside the building and where any additional parking and details of secure sheltered cycle parking. This will be provided prior occupation for promotion of sustainable travel

**The following would be required with any planning application**

* **Scaled location and site plans with unit red outlined, a north point, scale bar and surrounding streets and development**
* **Finalised Operational Statement – overview of the business, range of events, hours of operation, staff, visitors etc**
* **Brief Planning Statement – addressing above policies justifying the proposed development**
* **Cycle and vehicle parking details serving the proposal**
* **Waste/recycle collection arrangement**

I trust the above is helpful.  Please note the response is based on the information received in support with the pre-application and is of course provided for guidance only and without prejudice to any future planning applications.

The link below provides guidance on submitting any planning application.

[www.glasgow.gov.uk/index.aspx?articleid=17316](http://www.glasgow.gov.uk/index.aspx?articleid=17316)

Kind regards

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