

PROPOSED HOSTEL DEVELOPMENT
AT 751 BROOMFIELD ROAD, GLASGOW, G21 3HQ

PLANNING SUPPORTING DOCUMENTATION

NOVEMBER 2023



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1 Summary Overview

- 1.1 This proposal relates to the change of use from a care home to a hostel with associated car parking, cycle parking, bin storage and landscaping alterations at 751 Broomfield Road, Glasgow, G21 3HQ.
- 1.2 The building is a 1990s purpose built single storey building, which is located in Barmulloch, a district of the north of Glasgow bordering Springburn, Robroyston, Ballornock and Provenmill. The former care home uses have ceased, the building is vacant and the site is brownfield in status.
- 1.3 The proposal will restore and redevelop the site integrating it sympathetically to the existing built form with minimal conversion to hostel use. The proposed design will maintain the key features of the building, and enhance its existing landscape setting, contributing to the quality of the townscape, and enhancing the character and appearance of the area. Biodiversity proposals will enhance the ecological interest and protection of any wildlife living in close proximity of the site.
- 1.4 This proposal aims to create one of the best hostels in Glasgow by providing spacious, comfortable bedrooms with numerous communal living amenities and private outdoor space.
- 1.5 The proposal will improve the availability, range and choice of new short-stay accommodation in this part of the City. The proposed hostel is ideally located to access a range of facilities, services and open space, within 20-minutes by foot, wheel and cycling.
- 1.6 The following key components of the proposal are supported by Glasgow's City Development Plan and national planning framework 4 objectives:
- The regeneration of a brownfield site.
 - The creation of a new high-quality development to create a sense of place, which also preserves and enhances the character and appearance of the Area.
 - This proposal will augment the range and choice of short-stay accommodation in this area.
 - The proposal provides an attractive place to stay.
 - The new landscaping proposals will enhance the landscape setting, the quality of open space and improve the local biodiversity.
 - Local economic benefits will be secured through the creation of new local jobs and local income generation.
- 1.7 The proposed development has been guided by pre-application reference 22/02785/PRE which received an acceptable outcome from Glasgow City Council Planning and Design Officers.
- 1.8 The proposed development is considered to comply with the City Development Plan and it is respectfully requested the Planning Permission is granted.

2 Planning Statement

2.1 Introduction

2.1.1 This Planning Supporting Documentation (“PSD”) pack is part of a Planning Application (“Application”) submitted to Glasgow City Council (“GCC”) under the Town and Country Planning Act 1997, as amended for the following proposal (“Proposal”):

2.1.2 “Planning permission for the change of use from a care home to a hostel with associated car parking, cycle parking, bin storage and landscaping alterations at 751 Broomfield Road, Glasgow, G21 3HQ.”

2.1.3 The Application has been submitted in accordance with the requirements of Section 32 of Town and Country Planning (Scotland) Act, 1997 (as amended), (the “Act”).

2.1.4 The Application to GCC is for detailed consent for the matters referred to above. The proposals are underpinned by a design process which seeks to sympathetically restore the building, having cognisance to the brownfield status of the site and the location of the site within the area. The process and the design evolution resulting in the submitted proposal is explained in the Design and Access Statement section within this PSD submission.

2.1.5 The purpose of this document is to examine the site, its surroundings, development in the context of local and national development framework policies, design and access and operational management plan.

The Applicant

2.1.6 The applicant has operated Alba Hostel Glasgow (AHG) since 2008 and have an excellent track record of providing comfortable, safe and homely short-stay accommodation.

2.1.7 AHG has won several awards including:

- **Ranked 1st Best Hostel in Glasgow per TripAdvisor.**
(https://www.tripadvisor.co.uk/Hotel_Review-g186534-d1738938-Reviews-Alba_Hostel_Glasgow-Glasgow_Scotland.html)
- **Ranked 1st Best Hostel in Glasgow per Travel Mag**
(<https://www.travelmag.com/articles/hostels-in-glasgow/>)
- **Ranked 1st Best Hostel in Glasgow (for solo travellers) per Broke Backpacker.**
(<https://www.thebrokebackpacker.com/best-hostels-in-glasgow-scotland/>)

2.1.8 The Applicant is committed to the regeneration of this site and providing long term economic stimulus and activity to the area.

2.1.9 The proposed development has been guided by pre-application reference 22/02785/PRE which received an acceptable outcome from Glasgow City Council Planning and Design Officers.

2.2 Site Description

Site Location: City Context

2.2.1 The site is located in Barmulloch, a district of the north of Glasgow bordering Springburn, Robroyston, Ballornock and Provenmill.

2.2.2 *Figure 1: Site Location – City Context*, illustrates that the site is located approximately 3.4km to the northeast of Glasgow City Centre and to the north of the River Clyde. The National Grid Reference of the site is NS622672 Latitude 55.87877, Longitude -4.2041890. The site extends to approximately 2 acres.

Figure 1: Site Location – City Context



Source: Google Maps

Neighbourhood Context

2.2.3 In terms of surroundings, the area is currently undergoing large scale regeneration including the demolition of the neighbouring Red Row Flats to make way for new build housing developments.

2.2.4 *Table 1: Access to Blue and Green Spaces* and *Table 2: Access to Local Amenities* below identify that there are a wealth of services and amenities within a 20-minute walk and wheeling from the site. The 20 Minute Neighbourhood is a concept that has been adopted by the Scottish Government with the overall aim to create liveable, accessible places with thriving local economies, where people can meet their daily needs in a sustainable manner. There are a range of further facilities which can be accessed within 20 minutes by cycling.

Table 1: Access to Blue and Green Spaces

Place	Operator	Location	Distance	Walk Time	Cycle Time
Broomfield Park	GCC	Broomfield Rd	750m	11 min	4 min
Robroyston Park	GCC	Quarrywood Ave	850m	12 min	4 min
Modelindar Skate Park	GCC	Royston Rd	950m	13 min	4 min
Duchray Park	GCC	Provan Rd	2100m	29 min	7 min
Seven Lochs Wetland Park	GCC, NLC, SNH	A80	2300m	33 min	9 min
Alexandra Park	GCC	Provan Rd	2500m	34 min	9 min

Source: Google Maps

Table 2: Access to Local Amenities

Place	Operator	Location	Distance	Walk Time	Cycle Time
Multi Cuisine Takeaway	Sunrise	Broomfield Rd	400m	6 min	2 min
Italian Takeaway	Domino's Pizza	Broomfield Rd	400m	6 min	2 min
Hairdresser	Alanya Barbers	Broomfield Rd	400m	6 min	2 min
Pharmacy	RX Pharmacy	Broomfield Rd	400m	6 min	2 min
Supermarket	Nisa Local	Broomfield Rd	400m	6 min	2 min
Dentist	Broomfield Dental	Broomfield Rd	400m	6 min	2 min
Petrol Station	BP	Broomfield Rd	400m	6 min	2 min
Supermarket	Usave Market	Broomfield Rd	400m	6 min	2 min
Multi Cuisine Takeaway	Just Meats	Broomfield Rd	450m	6 min	2 min
Newsagent	Star	Broomfield Rd	450m	6 min	2 min
Multi Cuisine Takeaway	Star	Broomfield Rd	450m	6 min	2 min
Laundrette & DC	Soapy Bubbles	Broomfield Rd	450m	6 min	2 min
Indian Takeaway	Lorman Curry	Broomfield Rd	450m	6 min	2 min
Health and Wellbeing Support Centre	BCDC	Broomfield Rd	450m	7 min	3 min
Church	Tron St Mary's C	Red Rd	650m	10 min	3 min
Recreation Hall	BCDC	Quarrywood Ave	800m	12 min	4 min
Post Office	Barmulloch PO	Quarrywood Ave	800m	12 min	4 min
Supermarket	Best-One	Quarrywood Ave	800m	12 min	4 min
Indian Takeaway	7 Star Spices	Broomfield Rd	800m	12 min	4 min
Bar	Gordons	Royston Rd	950m	13 min	4 min
Medical Practice	Glenmill Medical	Royston Rd	1100m	15 min	4 min
Church	St Philomena RC	Royston Rd	1300m	18 min	5 min
Church	St Paul's Parish	Langdale St	1300m	18 min	5 min

Source: Google Maps

2.2.5 Table 2 and Figure 2 illustrate a range of local amenities exist and are within 6 minutes' walk. This is only one third of the desired time, thus further enhancing the quality of life of guests staying at the hostel.

2.2.6 Table 3: Access to Local Transport Modes below shows the site is well connected to public transport and well within the 20-minute walk neighbourhood concept.

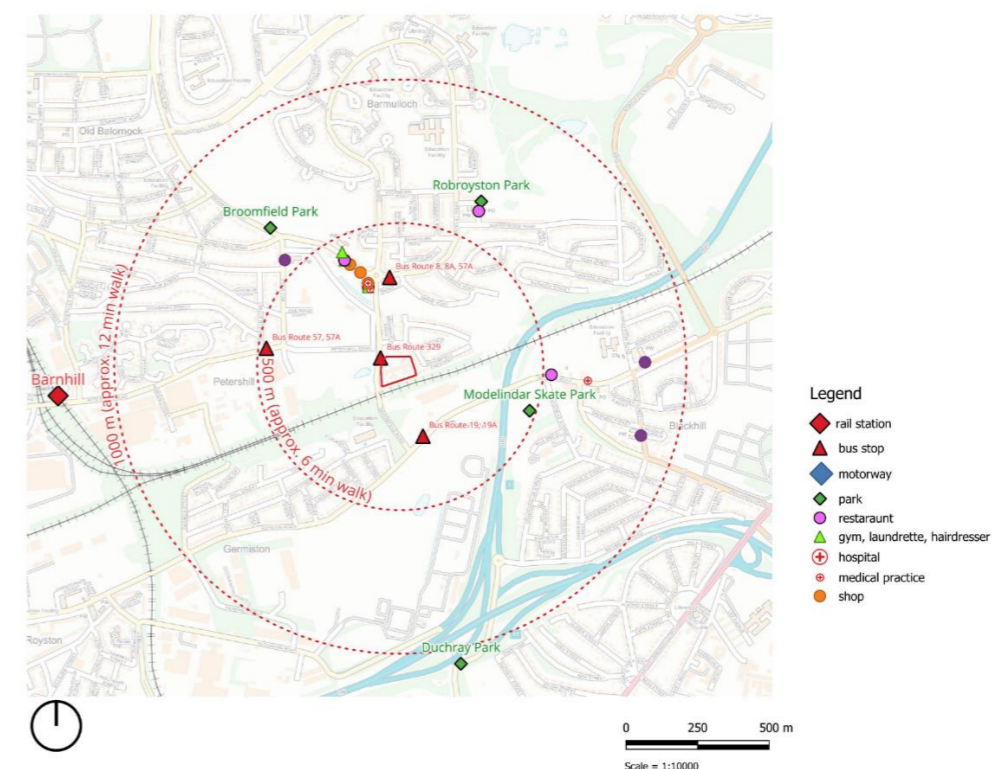
2.2.7 The site is well served by several public transport modes. There are 8 bus stops located within 500m. The Glasgow Cycle Route is located approximately 400m to the south offering cycle access from Glasgow to Cumbernauld. The Barnhill railway station is located approximately 1300m (c. 17 minutes' walk) west of the site offering regional connections.

Table 3: Access to Local Transport Modes

Place	Operator	Location	Distance	Walk Time	Cycle Time
Transport					
Bus Route 329	Traveline	Broomfield Rd	36m	1 min	1 min
Bus Route 8, 8A, 57A	FirstGroup and WCM	Birnie Rd	350m	5 min	2 min
Bus Route 19, 19A	First Group, JMB Travel	Royston Rd	450m	6 min	2 min
Bus Route 57, 57A	First Group	Red Rd	500m	6 min	2 min
Rail Barnhill Station	Scotrail	Petershill Rd	1300m	17 min	5 min
Road M8 Junction 14	Transport Scotland	Viewpark Ave	1500m	N/A	N/A

Source: Google Maps

Figure 2: Access to Local Amenities

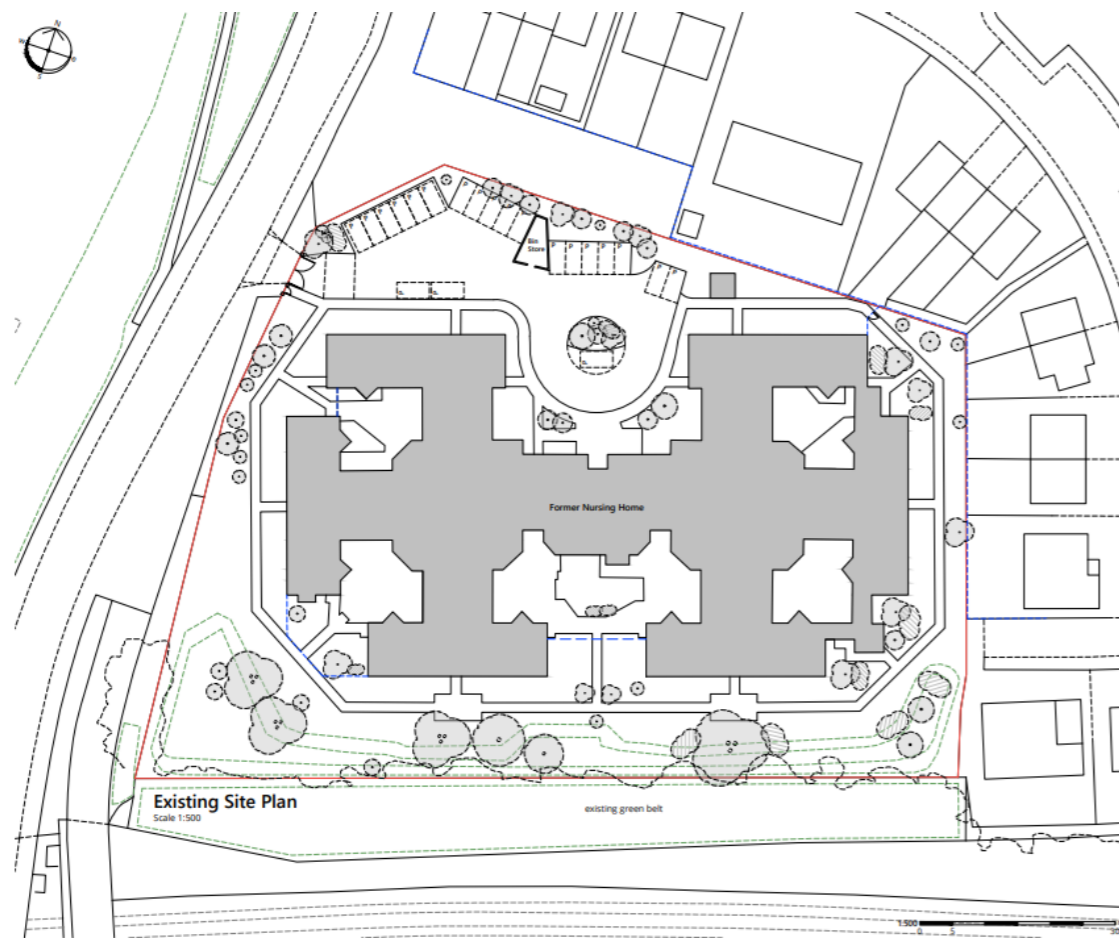


Source: OpenStreetMap and Google Maps

Site Location: Immediate Context

- 2.2.8 *Figure 3: Site Location – Immediate Context* illustrates the site's immediate location. The site is connected to Broomfield Road to the west. It is bound by residential homes to the north and east and a railway line to the south. The site is situated in a prominent roadside location and is protected by metal fencing on all sides.
- 2.2.9 Vehicular and pedestrian access to the site is off Broomfield Road, which leads north to south providing access to local amenities and transport links and trunk roads.
- 2.2.10 There is a need for more comprehensive redevelopment in the area. It is anticipated that this application will further enhance the area and provide long term employment and economic benefit to the local area.

Figure 3: Site Location – Immediate Context



2.3 The Proposal

The Proposed Change of Use

2.3.1 The Application is for the following Proposal:

2.3.2 **“Planning permission for the change of use from a care home to a hostel with associated car parking, cycle parking, bin storage and landscaping alterations at 751 Broomfield Road, Glasgow, G21 3HQ.”**

2.3.3 The planning history of the site is that it was a former purpose-built care home from 1990s until it closed in 2022. It no longer complies with current Care Inspectorate regulations and therefore cannot be re-registered as a care home without significant ground works being performed.

The Proposed Site Layout and Landscaping Proposals

2.3.4 *Figure 4: Proposed Site Plan Layout* illustrates the main design principles for the retention of the vehicular access off Broomfield Road, and the provision of 22 car parking spaces and 68 cycle parking spaces. A new electric gate is proposed at the vehicular entrance. The existing pedestrian access off Broomfield Road will be retained.

2.3.5 Provision is made within the site and building for the collection and management of waste, in accordance with GCC’s standards. Further details are provided within Section 3 *Design and Access Statement*.

2.3.6 The increase in cycle spacing and promotion of sustainable transport allows a reduction in on-site parking and the improvement of open space provision within the site.

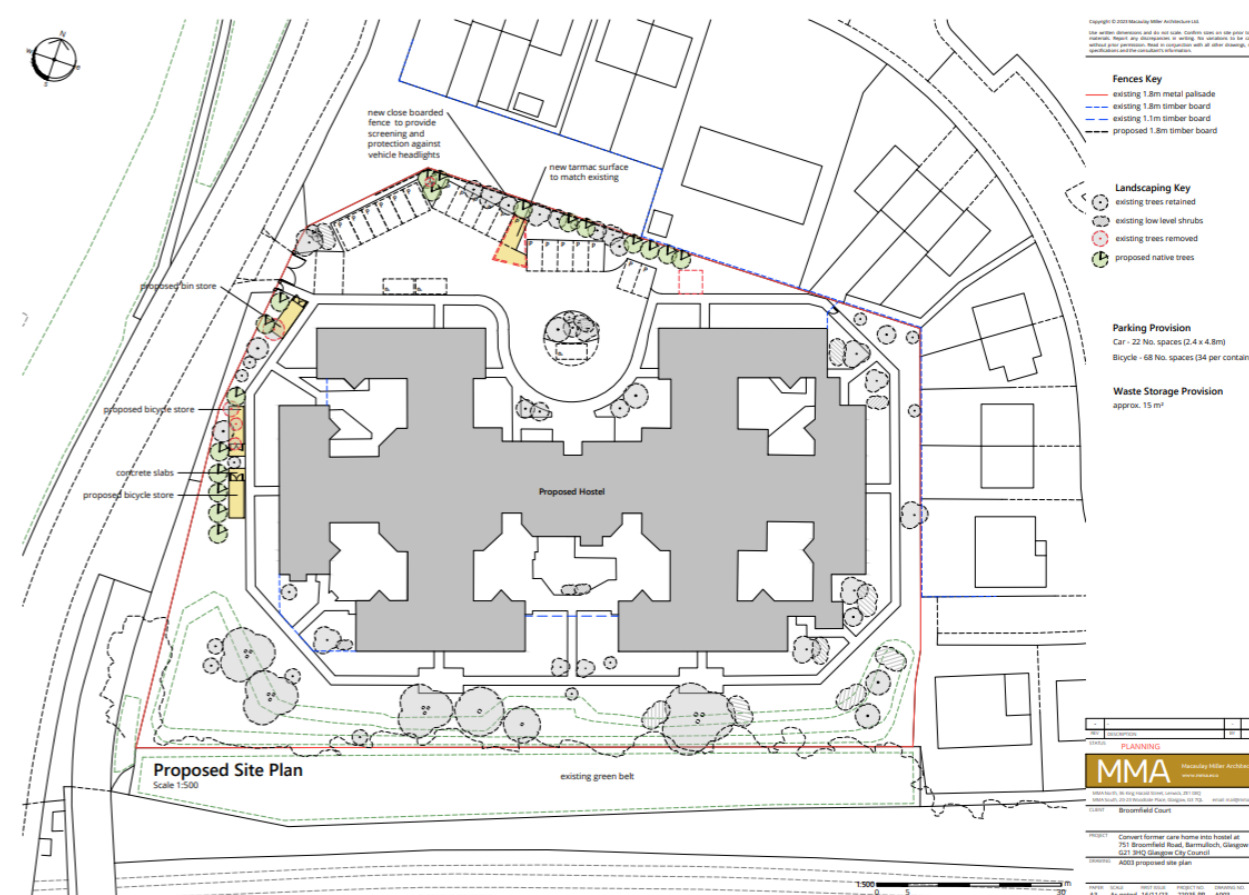
2.3.7 *Figure 4* also illustrates the retention of all existing trees, addition of various trees and plantation, addition of privacy screening and a designed approached to enhance the landscape setting of the site to provide privacy for guests and neighbours.

2.3.8 Attention and consideration have also been given to potential wildlife living within the woodland next to the site. Part of the green and blue space to the south and east of the site will be sectioned off, to allow wildlife habitats to be undisturbed.

2.3.9 No significant ground works are proposed, and the development will exist sympathetically within the fabric of the existing building with minimal internal alterations.

2.3.10 The proposal will result in the restoration of the vacant building and ensure the building’s life-time custodianship through this proposed hostel use.

Figure 4: Proposed Site Plan Layout - 22 car parking spaces



2.4 Transport Assessment

Walking

- 2.4.1 The existing pedestrian footways adjacent to the site are of a good standard. The majority of the footways are a minimum of 2 metres wide with associated street lighting. However, there is a 100-metre stretch of carriageway from the site towards Royston Road where there is only street lighting on the west side of Broomfield Road and another footpath adjacent from the new development which provides pedestrian access to Petershill Road and the residential areas and bus stops located there. Both of these footpaths are unlit.
- 2.4.2 There are 3 metre wide footways on Broomfield Road at the Broomfield Road/Ryehill Road roundabout which are present on both sides of the carriageway. These afford access to the bus stops on Broomfield Road at Ryehill Road where there are frequent services into the city centre. The existing pedestrian network in the surrounding area provides good links to shops, the primary school and bus stops. A “Twenty’s Penty” scheme is in operation around the primary school.
- 2.4.3 There are no pedestrian crossings at the site. The nearest crossing is located at the Broomfield Road/Royston Road signalised junction located approximately 400 metres to the south. There are dropped kerbs present but no tactile paving. At the roundabout at Broomfield Road and Ryehill Road there are no traffic lights but splitter islands and dropped kerbs are present that are suitable to accommodate pedestrians.

Cycling

- 2.4.4 The Glasgow Cycle Route can be accessed from Royston Road approximately 400 metres to the south of the site. This is part of the Glasgow to Cumbernauld cycle route and provides a direct link to the city centre.
- 2.4.5 While it is acknowledged that a short on-street journey will be required via this route, this is in accordance with PAN75 which states that most of the cycling for the foreseeable future will take place on-street.

Public Transport – Bus Services

- 2.4.6 There are bus stops located adjacent to the site on Broomfield Road opposite Broomfield Court. While there is only 1 service operating from these bus stops, there are a number of stops located within 500 metres of the site. These existing services provide frequent links to Glasgow City Centre. The routes of current services operating from these bus stops are indicated by the *Table 4* below.

Table 4: Existing Bus Services

Bus No.	Operator	Location	Distance	Route
329	Traveline	Broomfield Rd	20m	Barmulloch - Glasgow via Springburn, Balornock, Barmulloch, Royston, City Centre, Buchanan Bus Station
57A	First Group	Birnie Rd	400m	Kennishead - Balornock East, via South Nitshill, Shawlands, City Centre & Red Road
8, 8A	First Group	Birnie Rd	400m	QEUEH / Partick / Parkhead via Summerston, Springburn and Robroyston
8A	West Coast Motors	Birnie Rd	400m	Maryhill to Riddrie via Possilpark, Springburn, Balornock and Robroyston
19	First Group	Royston Rd	400m	Easterhouse - City Centre (West Regent St) via Glasgow Fort, Craigend, Provanmill and Royal Infirmary
19A	JMB Travel	Royston Rd	400m	Robroyston - Glasgow via Provanmill
57, 57A	First Group	Red Rd	500m	Silberburn (57) / Kennishead (57A) - Auchinairn (57) / Balornock East (57A) via Darnley (57), South Nitshill (57A), Shawlands, City Centre & Red Road

Public Transport – Barnhill Railway Station

- 2.4.7 Barnhill Railway Station is located 3 miles to the north of Glasgow Queen Street railway station, on the North Clyde Line which provides a frequent link from Glasgow Queen Street to Airdrie and Drumgelloch. Currently Services from this station operate around 59 trains per day to/from Glasgow Queen Street, Airdrie and Drumgelloch.
- 2.4.8 The railway station is located approximately 1300m by foot to the west of the site. There are existing footways linking the site to the railway station which is approximately 17 minutes journey by foot and 5 minutes by bicycle. Cycle parking is provided at the station, affording an opportunity for linked sustainable trips.
- 2.4.9 Given the level of public connectivity by bus and rail, we would consider that there is significant scope to encourage the use of sustainable public transport as a viable alternative to private car based trips.

Road Network

- 2.4.10 Broomfield Road is a 7.3 metre wide single carriageway road with a 30mph speed limit linking to Rye Road to the north via a roundabout junction. To the south Broomfield Road joins Royston Road, by means of a signalised junction. Broomfield Road is classified as a traffic distributor road.
- 2.4.11 A number of local roads to the north of the site operate a “Twenty’s Plenty” scheme with traffic calming measures provided.
- 2.4.12 Royston Road is a 30mph speed limit road and it is the main link road between the site and Glasgow City Centre. Junction 12 of the M8 can be accessed to the southwest of the site via Royston Road, while Royston Road also provides a link to the M8 junction 15 to the southeast of the site.

Development Travel Characteristics

- 2.4.13 Government policies and guidelines focus on achieving a sustainable and integrated transport provision, dealing with reducing the reliance on private cars and promoting the greater use of public transport, walking and cycling as alternatives. It expects that a Transport Assessment should now not be on the basis of accommodating car based trips by creating more car parking capacity but should be balanced with more sustainable modes of transport.

Assessment of Development Travel

Providing for Pedestrians

- 2.4.14 The site will utilise the existing pedestrian access from Broomfield Road. It is considered that the existing pedestrian facilities and footway network are of a sufficient standard to accommodate the increase in pedestrian movements associated with the proposed development. Additional lighting may be provided to improve the existing external lighting of the site.
- 2.4.15 Traffic calming features in the area have been put in place to provide a safer environment for pedestrians. With the additional measure of “Twenty’s Plenty” areas and part-time 20mph speed limits, we would consider that any guests traveling from the proposed development site to local shops, public transport and amenities will be well catered for.
- 2.4.16 Access from the site to Broomfield Road is provided via a simple priority access driveway. Footways are present on both sides of the carriageway which afford access to local shops and amenities which are located to the north. There is no pedestrian crossing on route to local amenities but footways are wide and well-lit towards the Broomhill Road/ Ryehill Road junction where splitter islands are located.

Cycle

- 2.4.17 The Glasgow Cycle Route can be accessed from Royston Road approximately 400 metres to the south of the site. This is part of the Glasgow to Cumbernauld cycle route and provides a direct link to the city centre.
- 2.4.18 While it is acknowledged that a short on-street journey will be required via this route, the existing level of traffic calming in this area provides a relatively safe cycling environment on the local roads.

Cycling Parking

- 2.4.19 Whilst SG11: Sustainable Transport states the maximum requirement for hospitality cycle spaces is 1 to 10 bedrooms and 1 space per 10 staff, we aim to promote sustainable green travel and are providing 9 spaces to 10 bedrooms, or a total 68 cycle spaces.

Public Transport – Bus

- 2.4.20 The proximity of the existing bus stops to the site and the level of bus services providing a link to Glasgow City Centre and the surrounding areas make this site accessible by bus.

Public Transport – Barnhill Railway Station

- 2.4.21 Barnhill Railway Station is located approximately 1300m by foot to the west of the site and is linked by a network of highly maintained footways. 17 minutes by walk travel time is within the 20 minutes neighbourhood concept.
- 2.4.22 Cycle stands are available at the station affording an opportunity for linked sustainable trips.

Car

- 2.4.23 Vehicular access is via Broomfield Road.
- 2.4.24 Based on 15-year experience of operating hostel accommodation in out of city centre Glasgow locations, a comparable hostel located 3.6 miles from Glasgow City Centre receives 1 out of 15 (6.67%) guests via car, 2 out of 15 (13.3%) guests via cycle and 12 out of 15 (80.0%) guests by walk, public transport or taxi.
- 2.4.25 751 Broomfield Road is located 2.8 miles from Glasgow City Centre. Based on a comparable hostel, we expect 5 car guests and 10 cycle guests per day.

Car Parking

- 2.4.26 The car park usage should not exceed 12 spaces (5 guests, 5 staff and 2 visitor spaces). *Figure 4* illustrates the availability of 22 spaces, which should adequately compensate for current and future staff, visitor and exceptional circumstance demand.

Figure 4: Proposed Site Plan Layout - 22 car parking spaces

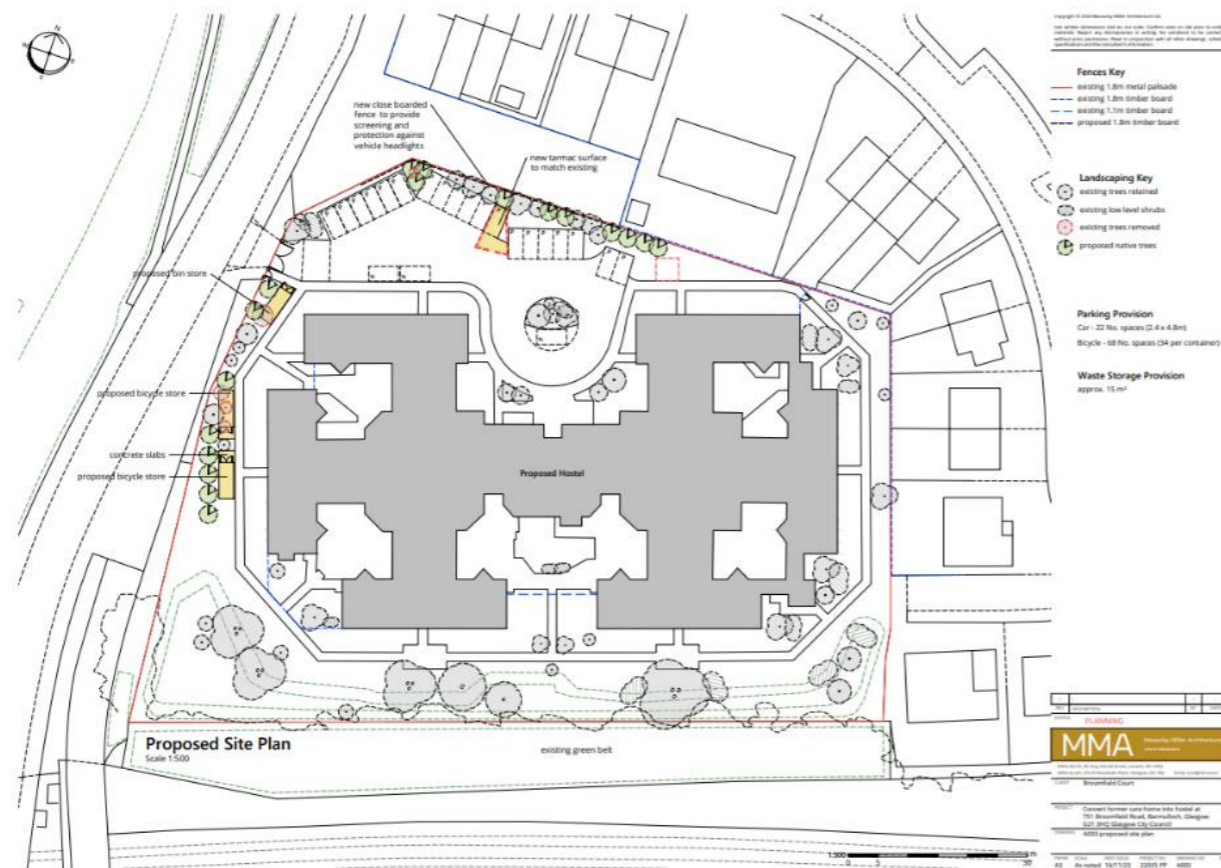
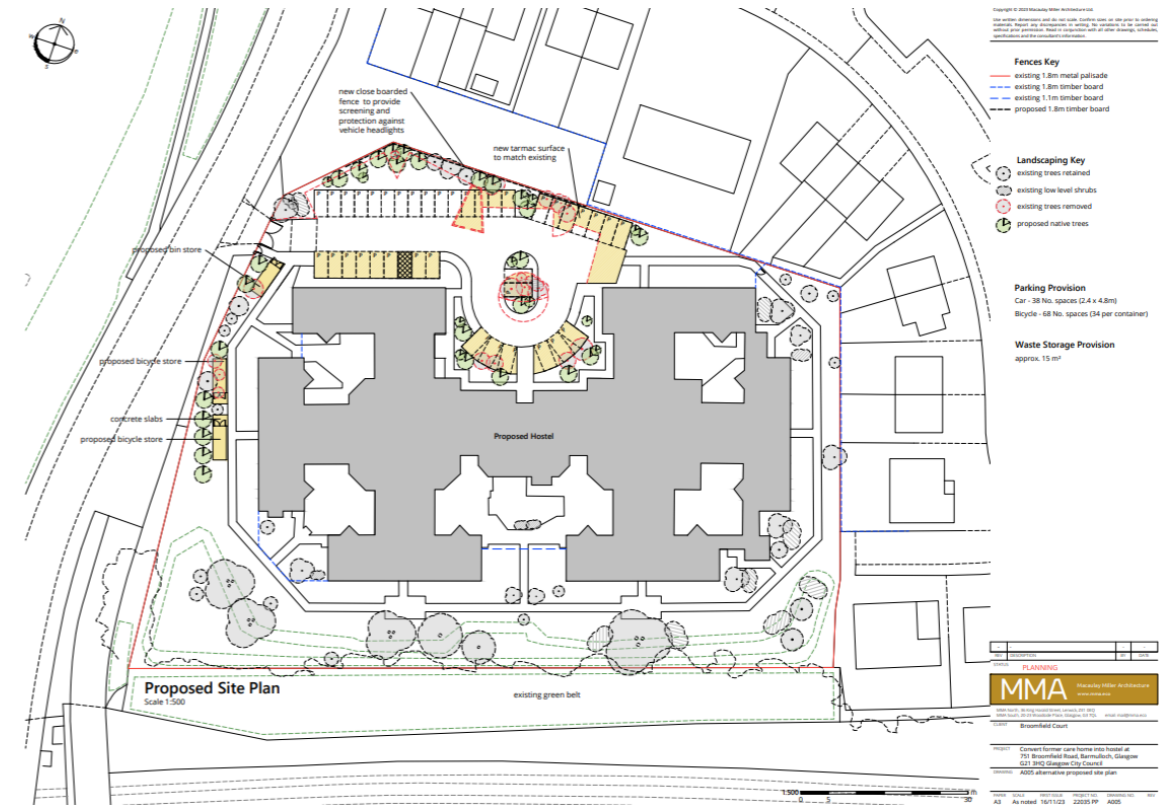


Figure 5: Feasibility Study for 38 car parking spaces



- 2.4.27 *Figure 5* illustrates a feasibility study with alternative approach with the view of maximising car parking spaces.
- 2.4.28 Proposal 1 provides a total car and cycle spaces of 90 and proposal 2 creates a total car and cycle spaces of 106.
- 2.4.29 Based on comparable hostels, a total of 22 spaces are required (12 car spaces and 10 cycle spaces). Proposal 1 offers 90 spaces, a surplus of 68 spaces and is more than adequate for the hostel requirements. Therefore, the additional spaces identified in the feasibility study is no longer required.
- 2.4.30 Furthermore, to prevent potential car park spillage on Broomfield Road, guests and visitors are only accepted via advance online booking and must inform if arriving by car. Guests are assigned a numbered car parking space. If the car park reaches 80% capacity, no further bookings involving car travel are accepted.
- 2.4.31 A transport pickup and drop-off service will be offered to: (1) the nearest public 24-hour car park 2.1miles away at JustPark, Kennedy Street, G4 0PR, (2) Glasgow Central Station, and (3) Glasgow Airport.

Sustainability

- 2.4.32 In line with the Glasgow City Development Plan, Proposal 1 preserves green spaces, encourages green travel and provides increased cycle storage.

Conclusion

- 2.4.33 This PSD has demonstrated that the proposed development will integrate well with the existing network, with access for pedestrians, cyclists and public transport users all catered for.
- 2.4.34 The existing level of bus services operating from the bus terminus adjacent to the site and the stops at Petershill Road, Royston Road, Red Road and Ryehill Road are considered to be adequate to accommodate any increase in patronage as a result of the proposed development.
- 2.4.35 The report has demonstrated that the site will integrate well with the existing road network and provide the local area with a high-quality level of hostel accommodation and employment that will assist with the redevelopment of the Barmulloch area.

2.5 Planning Policy Context

Legislative Requirements for the Determination of the Application

2.5.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning Etc (Scotland) Act 2006 provides an application for planning permission (other than for a national development) shall be determined in accordance with the Development Plan unless material considerations indicate otherwise.

2.5.2 Section 37 of the Town and Country Planning (Scotland) Act 1997 as amended reaffirms the above requirement and confirms that in the determination of applications, the Planning Authority “shall regard to the provisions of the development plan, so far as material to the application, and to any other material considerations”.

Recent Changes to the Development Plan Context

2.5.3 The Planning (Scotland) Act 2019 introduced changes to development planning in Scotland, resulting in National Planning Framework 4 (NPF4). NPF4 came into force on 13th February 2023, integrating the former principles contained in Scottish Planning Policy, 2014 and replacing Strategic Development Plans. As a result, NPF4 replaces the Clydeplan Strategic Development Plan, approved 2017.

2.5.4 This section provides a summary of the planning policy framework relevant to the site which includes NPF4, City Development Plan (CDP) and relevant material planning considerations.

National Planning Framework 4 Policies:

NPF4 Policy 1: Tackling the climate and nature crises.

2.5.5 Sets out that all developments should minimise emissions and adapt to the current and future impacts of climate change.

NPF4 Policy 2: Climate mitigation and adaptation.

2.5.6 States that all existing buildings should retrofit measures to reduce emissions or support adaptation to climate change.

NPF4 Policy 3: Biodiversity.

2.5.7 States developments should conserve, restore and enhance biodiversity, strengthening nature networks. Understand existing characteristics of the site including the presence of any irreplaceable habitats.

NPF4 Policy 9: Brownfield, vacant and derelict land and empty buildings.

2.5.8 Sets out developments will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings. Reuse of existing buildings will be supported, taking into account their suitability for conversion to other uses. Given the need to conserve embodied energy, demolition will be regarded as the least preferred option.

NPF4 Policy 11: Energy.

2.5.9 States that all developments should encourage, promote and facilitate all forms of renewable energy.

NPF4 Policy 12: Zero Waste.

2.5.10 Sets out that all developments must prioritise the reduction and reuse of construction materials and encourage, promote and facilitate the waste hierarchy.

NPF4 Policy 13: Sustainable Transport.

2.5.11 This states that all developments should encourage and promote walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably. Minimise space dedicated to car parking. Consideration to local living and 20-minute neighbourhoods.

NPF4 Policy 14: Design, Quality and Place.

2.5.12 Developments should be consistent with the six qualities of successful places:

- Healthy – supporting the prioritisation of women’s safety and improving physical and mental health.
- Pleasant – Supporting attractive natural and built spaces.
- Connected - Supporting well connected networks that make moving around easy and reduce car dependency.
- Distinctive - Supporting attention to detail of local architectural styles and natural landscapes.
- Sustainable - Supporting efficient use of resources that allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.
- Adaptable - Supporting commitment to investing in long-term value of buildings and by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.

NPF4 Policy 15: Local Living and 20-minute neighbourhoods.

2.5.13 Sets out developments should contribute to local living and where possible to 20-minute neighbourhoods, with local access to: public transport, walking and cycling networks, employment, shopping, health and social care facilities etc.

NPF4 Policy 20: Blue and green infrastructure.

2.5.14 Developments should protect and enhance blue and green infrastructure and their networks.

NPF4 Policy 22: Flood risk and water management.

2.5.15 To strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding.

NPF4 Policy 23: Health and safety.

2.5.16 Developments should be designed to protect people and places from environmental harm, mitigate risks arising from safety hazards and encourage, promote and facilitate development that improves health and well-being.

NPF4 Policy 30: Tourism.

2.5.17 States developments should encourage, promote and facilitate sustainable tourism which benefits local people, is consistent with our net zero and nature commitments, and inspires people to visit Scotland.

City Development Plan Policies

- CDP1 and SG1 Part 1 and 2: The Placemaking Principle**
- 2.5.18 Sets out that all development should be distinctive, safe and pleasant, easy to move around and beyond, welcoming, adaptable, and resource efficient. All development should be design led.
- CDP2: Sustainable Spatial Strategy**
- 2.5.19 States that there is a focus on regeneration and redevelopment within the existing urban area. It also sets out that development should protect and support the city centre's diverse functions and role; utilise brownfield sites in preference to greenfield sites; focus economic development in Strategic Economic Investment Locations and contribute towards active travel networks.
- CDP6 and IPG6: Green Belt and Green Network**
- 2.5.20 Sets out how development proposals in Green Belt should be considered and how open space should be protected.
- CDP7 and SG7: Natural Environment.**
- 2.5.21 Sets out how biodiversity (wildlife, habitats and ecosystems), landscape and geodiversity will be protected.
- CDP8 and SG8: Water Environment.**
- 2.5.22 States that all foul discharge should be connected to the public sewerage system and how biodiversity should be enhanced in conjunction with other SGs.
- CDP10 and SG10: Meeting Housing Needs.**
- 2.5.23 States that the Council will be supportive of tourist accommodation where is sustainably located, has good accessibility, has no negative impact on character and local amenity, and has no adverse impact on traffic and parking. The design should also be in keeping with the surroundings and should not result in unacceptable intensification of activity.
- CDP11 and SG11: Sustainable Transport.**
- 2.5.24 Sets out cycle and vehicle parking standards. Vehicle parking in base area should be provided at a maximum of 1 space per 1 bedroom and cycle parking is to be provided at 1 space per 10 beds for hotel development. Development will also be encouraged in sustainable locations.

2.6 Planning Assessment

- 2.6.1 This chapter presents our assessment and justification of the proposed development against the context of the relevant development plan policies.
- NPF4 Policy 1: Tackling the climate and nature crises.**
- 2.6.2 Research has indicated that the area could potentially be impacted by contamination from prior coal works and rail storage tanks left from previous use at the site. The proposal takes these risks into account and therefore the development involves no ground works, minimising potential emissions from the site.
- NPF4 Policy 2: Climate mitigation and adaptation.**
- 2.6.3 The development will retrofit measures to reduce energy consumption and associated carbon emissions.

- 2.6.4 Energy consumption saving measures include:
- Thermal wool insulation will be added to roof loft spaces to reduce heat loss and hence CO2 emissions.
 - Retrofit light with long life energy efficient LED lighting.
 - Retrofit part of the communal and corridor area lighting with sensors and run on timers.
 - Timed basin taps and timed shower valves.
 - Where possible, reuse sink waste in toilet cisterns.
 - Dual flush toilet cisterns.
 - Reuse rainwater for watering landscape.
 - Site powered by renewable energy suppliers.
 - Repairing existing double-glazed windows to reduce heat loss through draughts.
 - Where possible, technology will be installed to remote meter individual rooms and communal areas to promote optimum efficiency.
 - Existing gas central heating system and pipes will be reviewed and thoroughly serviced and cleaned to improve operational performance and efficiency.
 - Existing radiators will be replaced with modern energy efficient radiators.
 - The active encouragement of cycle usage and storage, and the likelihood that guests will use public transport will not add to vehicle usage.

- NPF4 Policy 3: Biodiversity, CDP7 and SG7: Natural Environment.**
- 2.6.5 Part of the green space to the south and east of the site will be sectioned off, to protect pre-existing wildlife habitats and leave them undisturbed.
- NPF4 Policy 9: Brownfield, vacant and derelict land and empty buildings, CDP2: Sustainable Spatial Strategy**
- 2.6.6 The proposal site is a brownfield site with vacant buildings. Development on brownfield sites is promoted at all levels of planning policy and guidance, and as such this is considered an appropriate location for development. It is therefore concluded that this proposal would fully comply with policy CDP2: Sustainable Spatial Strategy.
- NPF4 Policy 11: Energy.**
- 2.6.7 It is the intention of this application to provide a development incorporating high quality systems to meet the needs of the current Building Standards and Development Plan Policies, and to provide a good indoor environment for occupants and to meet these objectives with low energy usage and consequent low environmental impact.
- 2.6.8 In conclusion, we consider that the development carbon reduction measures are in line with requirements and will provide a vibrant, sustainable and carbon efficient contribution to the local area.
- NPF4 Policy 12: Zero Waste.**
- 2.6.9 The proposed development prioritises to utilise the existing building with minimal alteration, therefore minimising construction materials. Where possible materials will be recycled and reused from other projects and buildings. New materials will only be acquired as a last resort. The development also encourages, promotes and facilitates the waste hierarchy.
- 2.6.10 The building will use the existing infrastructure for water distribution. Reuse sink waste in toilet cisterns. Rainwater will be collected and reused for watering the landscape.

- 2.6.11 A new waste storage arrangement will provide waste and recycling bins in line with the city council's requirements. This will be located within the communal areas to encourage use by the guests and to allow easy access for the relevant waste services. The management of the guest accommodation will provide a cleaning service, which will carry out recycling.
- NPF4 Policy 13: Sustainable Transport, CDP11 and SG11: Sustainable Transport.**
- 2.6.12 NPF4 Policy 13 and CDP11 aims to discourage non-essential car journeys, encourage opportunities for active travel and ensure development is located in locations well served by existing transport and services. As well as this policy CDP11 states that the Council will support the development of car-free housing on suitable sites.
- 2.6.13 The site has good public transport connectivity and frequency, and safe and convenient access to local shops, facilities and open space. It therefore meets the site criteria for car-free housing.
- 2.6.14 Based on 15-year experience of operating hostel accommodation in out of city centre Glasgow locations, a comparable hostel located 3.6 miles from Glasgow City Centre receives 1 out of 15 (6.67%) guests via car, 2 out of 15 (13.3%) guests via cycle and 12 out of 15 (80.0%) guests by walk, public transport or taxi. Therefore, it is expected the maximum number of spaces required at any time are 22 spaces (12 car spaces and 10 cycle spaces). Proposal 1 provides for 90 spaces (22 car spaces and 68 cycle spaces), a surplus of 68 spaces and is more than adequate for the hostel requirements.
- 2.6.15 In addition, to prevent potential car park spillage on Broomfield Road, guests and visitors are only accepted via advance online booking and must inform if arriving by car. Guests are assigned a numbered car parking space. If the car park reaches 80% capacity, no further bookings involving car travel are accepted.
- 2.6.16 A transport pickup and drop-off service will be offered to: (1) the nearest public 24-hour car park 2.1miles away at JustPark, Kennedy Street, G4 0PR, (2) Glasgow Central Station, and (3) Glasgow Airport.
- 2.6.17 In line with "SG11: Sustainable Transport", cycle parking will be provided for guests within an external secured shelter located within the west side of the site.
- 2.6.18 Total car and cycle spaces is 90 spaces for the 74 bed hostel proposal.
- 2.6.19 The proposal is considered to comply with the policy requirements of NPF4 Policy 13, CDP11 and SG11 as detailed above.
- NPF4 Policy 14: Design, Quality and Place, CDP1 and SG1 Part 1 and 2: The Placemaking Principle**
- 2.6.20 Policy CDP1 identifies the overarching theme of Placemaking and the Council's requirements in terms of creating well designed, inclusive places that display the six characteristics (Healthy, Pleasant, Connected, Distinctive, Sustainable and Adaptable) of successful places as set out in NPF4 Policy 14.
- 2.6.21 The proposal is considered to comply with the overall aims of CDP1 as it will provide good quality, appropriately located, sustainable hostel accommodation, which will not compromise the amenity of either existing users or the guests of the new development.
- 2.6.22 As this proposal is for the conversion of an existing building the focus of this development proposal has been to create hostel accommodation with a high level and variety of residential amenity, both internally and externally, which will meet the rising demand for short-stay accommodation in the area.
- 2.6.23 Careful consideration of the detailed policy guidance within SG1: Placemaking Part 2 has been undertaken, as detailed below.
- 2.6.24 SG1: Placemaking Part 2 identifies the Council's aims to safeguard against the loss of community facilities. In this case however, the care home was closed and vacant and the Care Inspectorate confirmed the existing building would not be re-registered. As such it is considered that the principle of this development complies with the aims of this policy as it can be demonstrated that this community facility was already closed.
- 2.6.25 SG1: Placemaking Part 2 provided guidance for the conversion of properties which are to be converted for residential use. The aim of this policy is to ensure that conversion results in good quality accommodation.
- 2.6.26 The proposal involves no groundworks nor building extensions. The number of bedrooms will be confined within the existing fabric of the building and will not be materially different from the historic number of bedrooms. A number of facilities will be provided that will provide spacious, safe, pleasant and comfortable accommodation. See Section "3.6 Design Concept".
- NPF4 Policy 15: Local Living and 20-minute neighbourhoods.**
- 2.6.27 This policy recommends developments should have access to local amenities within 20-minutes' walk. See Section "2.2.4 Neighbourhood Context" which illustrates that the majority of the neighbourhood amenities, transport links and open spaces are accessible within 12 minutes' walk, significantly lower than the recommended 20-minute time frame.
- 2.6.28 Furthermore, the neighbourhood contains a wide range of amenities, further enhancing the comfort and the quality of life of guests staying within the hostel.
- 2.6.29 The proposed development is in compliance with NPF4 Policy 15.
- NPF4 Policy 20: Blue and green infrastructure, CDP6 and IPG6: Green Belt and Green Network**
- 2.6.30 In order to preserve the green and blue spaces, minimal alteration is proposed to the car park. All existing trees will be preserved, and additional trees will be added. Sustainable green travel will be encouraged to all guests. Part of the green space to the south and east of the site will be sectioned off to preserve the environment of any pre-existing wildlife habitats. The development involves no new additional buildings nor extensions therefore the existing green space is being protected.
- NPF4 Policy 22: Flood risk and water management, CDP8 and SG8: Water Environment.**
- 2.6.31 SEPA flood maps confirm the site is not deemed to be at risk from any flooding. There are also not likely to be any issues from Scottish Water as all surface water associated with the development will be managed and captured within the site by the existing drainage system.
- 2.6.32 As an existing building the development will provide no additional loading to surface water run-off after the refurbishment, so the existing infrastructure will be maintained.
- 2.6.33 Existing sewage and drainage systems will be utilised.
- 2.6.34 It is therefore considered that the application is policy compliant with regards to flood risk, drainage and sewage requirements.

NPF4 Policy 23: Health and safety.

2.6.35 As a former care home for the elderly, the building and site design and layout incorporate many health and safety features.

2.6.36 The existing on-site health and safety features include:

- Flat outdoor space from main road access and car park to building entrance.
- Single storey building with no steps.
- Wide corridors and wide doorways.
- Spacious rooms and communal spaces.
- Spacious ensembles and bathrooms/shower rooms.
- Fire alarm system.
- Self-closing fire doors.
- 4 secure internal courtyards.
- Private green spaces providing a peaceful, quiet environment.

2.6.37 The proposed development aims to repair existing features and further enhance health and safety measures by adding:

- a new electronic gate,
- CCTV system with cameras to monitor entrances, communal, car and cycle areas to give protection and security.
- Secure access to main doors and bedrooms.
- secure cycle storage.
- More plantation within the grounds, enhancing the beauty and tranquillity of the surrounding.
- 24 hour management staff to look after the building and guests.
- An internal gym.

2.6.38 The proposed development is in compliance with NPF4 Policy 23.

NPF4 Policy 30: Tourism, CDP10 and SG10: Meeting Housing Needs.

2.6.39 This proposal relates to the creation of tourist accommodation, it is sustainably located, has good accessibility, no adverse impact on local amenity and no adverse impact on traffic or parking. We believe our Proposal meets all these requirements and therefore complies with NPF4 Policy 30, CDP10 and SG10.

Summary

2.6.40 The proposed development has been assessed against both the NPF4 and CDP and is considered to be in accordance with regional and national planning policies.

2.7 Sustainability

- 2.7.1 We aim to repair and reactivate the existing building. This proposal conserves embodied energy within the site and is the most sustainable development option.
- 2.7.2 The sustainability strategy focuses on the implementation of sustainable systems for energy, water, waste management, and construction management. Attention has been given to reducing the environmental impact throughout the lifetime of the building, during refurbishment and operation.
- 2.7.3 A comprehensive strategy has been carried out to address the energy efficiency measures and renewable technologies used at the site and assess their suitability for inclusion within the development, to achieve this measure.
- 2.7.4 The strategy shall follow a Green Energy Hierarchy approach in order to reduce the overall energy consumption and demand.
- 2.7.5 The importance of using less energy is key to reducing carbon consumption with an aim of moving towards a net zero carbon. The building fabric will be reviewed with an aim to insulate and provide an element of air tightness. The typical building energy savings associated with fabric and air tightness improvements is in the region of 10-15%.
- 2.7.6 Energy strategy calculations shall be undertaken to assess the carbon dioxide (CO₂) emissions and energy consumption to identify the most appropriate energy efficiency measures and low and zero carbon technologies. A range of options and technologies shall be reviewed in order to select the optimum solution to obtain the required energy efficiency solution and in turn EPC rating.
- 2.7.7 The proposals shall encapsulate the following with an aim to reduce energy usage and associated costs/ carbon emissions:
- Building fabric improvements.
 - Heating, ventilation and air conditioning upgrades.
 - Provision of energy efficient lighting systems.
 - Energy efficient motors and controls.
- 2.7.8 The proposed development meets the sustainability standards and policies.

3 Design and Access Statement

3.1 Introduction

3.1.1 It is the intention to redevelop the site integrating it sympathetically to the existing built form whilst creating an architectural statement that addresses the landscaping and adds vibrancy and life back to this area of the city.

3.1.2 See Section "2.1 Introduction".

3.2 Site Description

3.2.1 See Section "2.2 Site Description".

3.3 Site Constraints

3.3.1 The site is a brownfield site with potential contamination. Storage tanks existed onsite in 1955 when the site was utilised for rail shed operations. And earlier use may have included coal activities.

3.3.2 No asbestos evidence has been identified on site.

3.3.3 The site is located in an area with the close proximity of an existing woodland area and part of the green and blue space to the south and east of the site will be sectioned off, to protect any wildlife habitats and leave them undisturbed.

3.3.4 External consultations were conducted and reviewed our Proposal. They included: A Tree Survey, an Arboricultural Impact Assessment and Preliminary Ecological Appraisal. The reports identified no constraints to our Proposals.

3.3.5 The Proposal involves no ground works and therefore in compliance with site constraints.

3.4 Proposal

3.4.1 See Section "2.3 Proposal".

3.5 Design Principles and Objectives

3.5.1 The design principles are:

- To preserve the existing structure and layout of the building.
- Protect the building and site from overpopulation.
- Re-design and adapt communal spaces to expand hostel facilities and enhance the quality of life and comfort for guests.
- Promote facilities for disabled guests.
- Enhance green and blue spaces.
- Provide protection and safeguard to potential wildlife within the woodland next to the site.

3.5.2 The design principles will be achieved by the following controls:

- No ground works, alterations or extensions are proposed within the Proposal.
- All bedrooms will be maintained as single booking occupancy. No dormitories will be installed.
- No walk-in bookings permitted; all bookings must be made in advance. The site vehicle and cycle parking will be controlled and allocated. Limited guest visitors only permitted in visiting areas and not allowed in communal living spaces or bedrooms.
- Building on ground floor with all facilities on same level and disabled friendly washing facilities.
- The Proposal will increase plantation around the site to promote wildlife.
- Outdoor areas to the south and east of the site will be sectioned off, to allow give protection to and leave wildlife habitats undisturbed.

3.6 Concept Design

Internal Layout

- 3.6.1 The existing layout is adaptable and can be modified to hostel use with minimal alterations, providing an adaptable sustainable use for the building.
- 3.6.2 The internal layout of the building will be mostly unchanged.
- 3.6.3 The new hostel development will benefit from significant communal living spaces which extend to over 401 sqm which is far more than the requirements of 99 sqm. Therefore, the hostel will be one of the leading hostels in the city providing premium living spaces and facilities.

Figure 6: Main entrance, communal space 1



Figure 7: Communal space 2

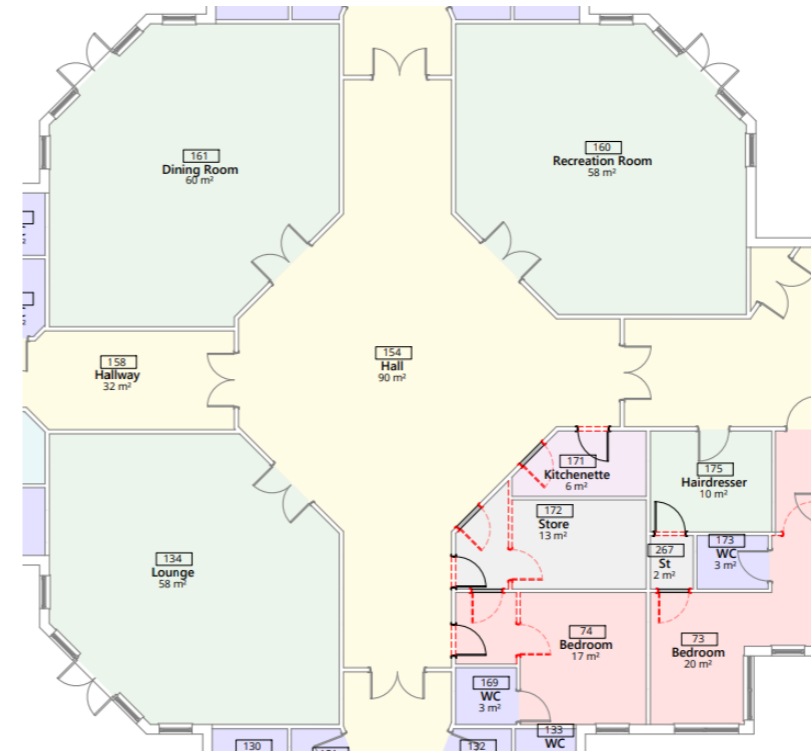


Figure 8: Communal space 3

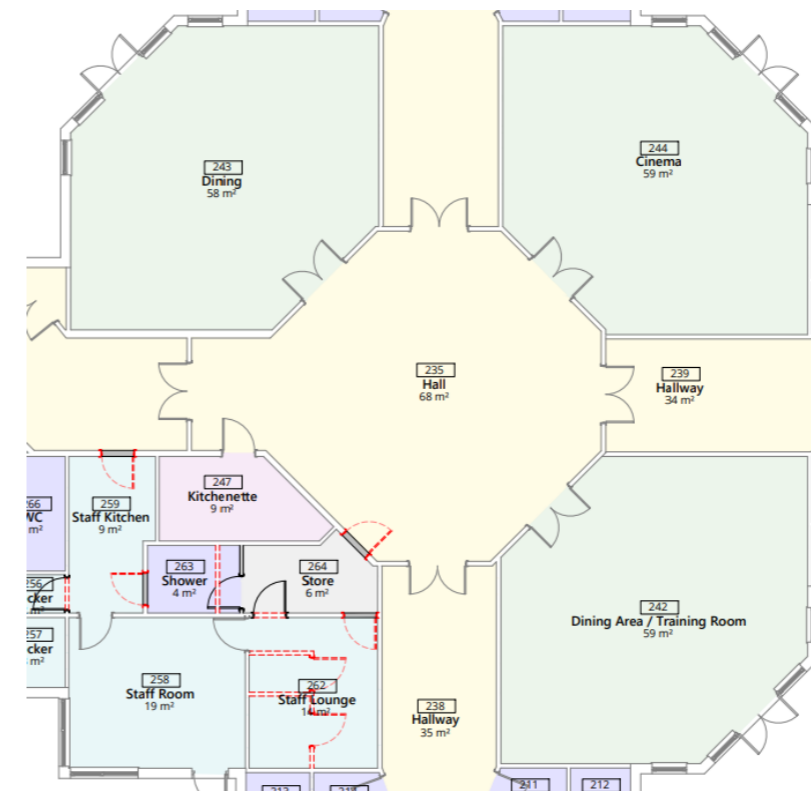


Figure 9: Bedroom Wing 1

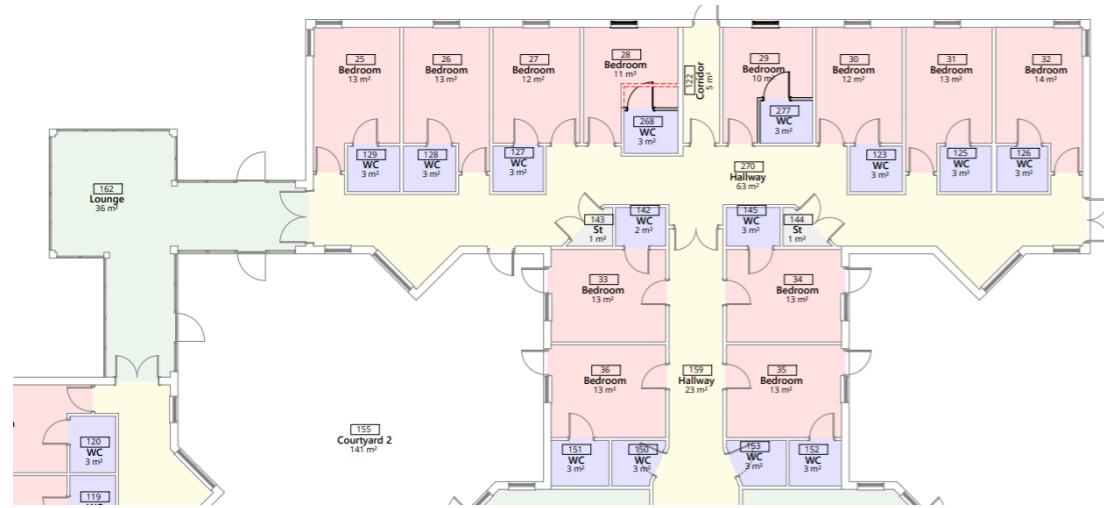


Figure 10: Bedroom Wing 2

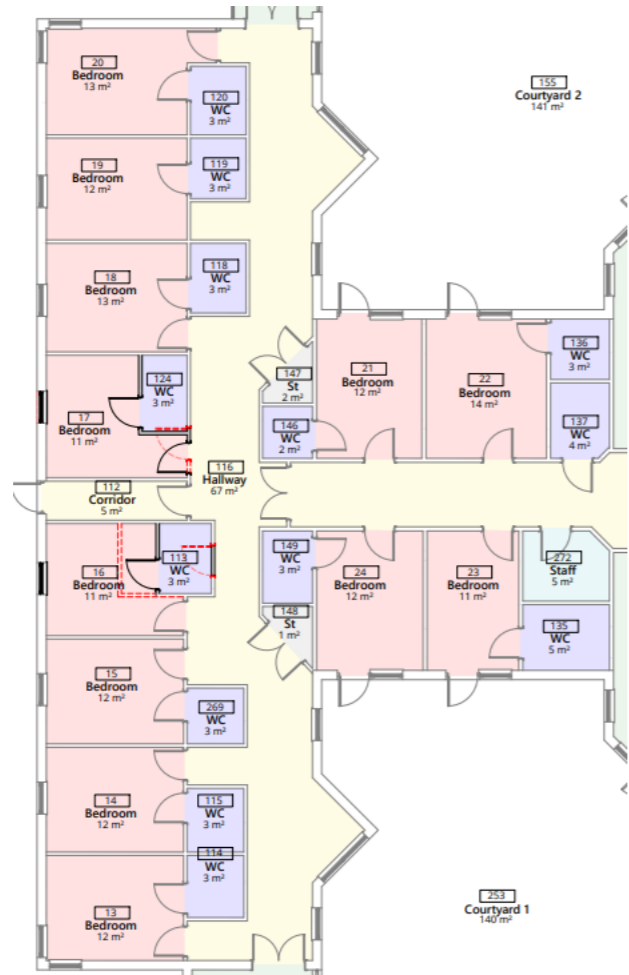


Figure 11: Bedroom Wing 3

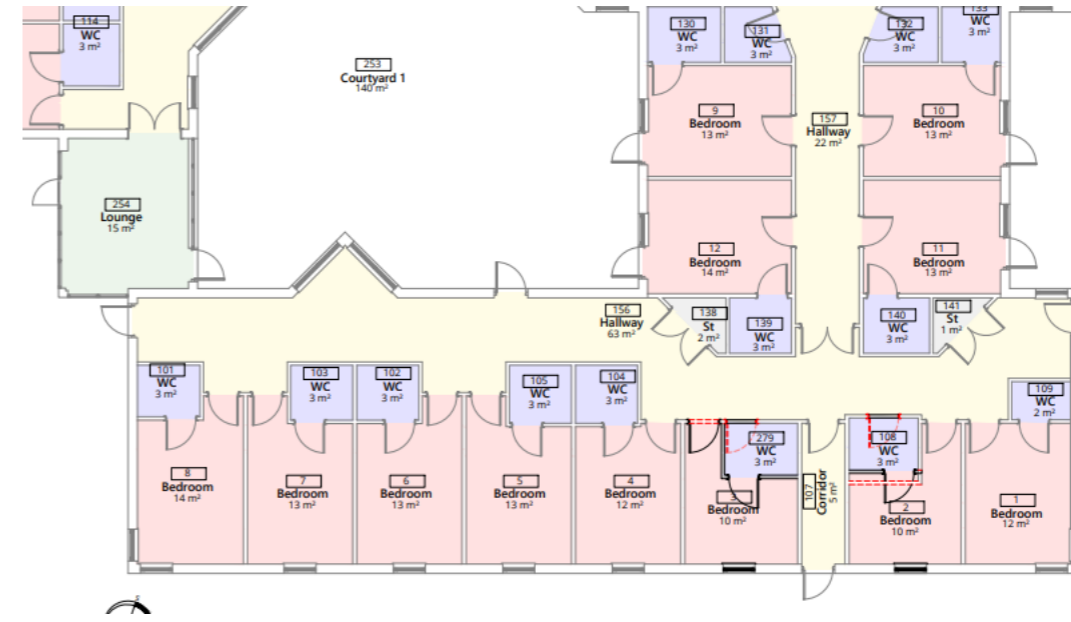
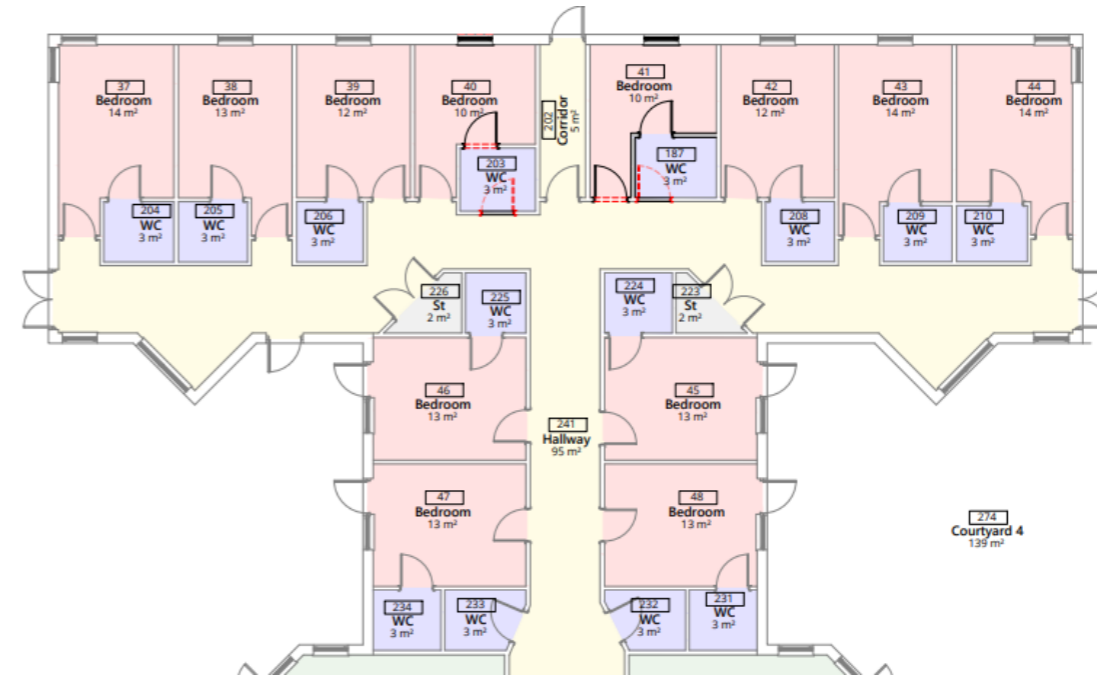


Figure 12: Bedroom Wing 4

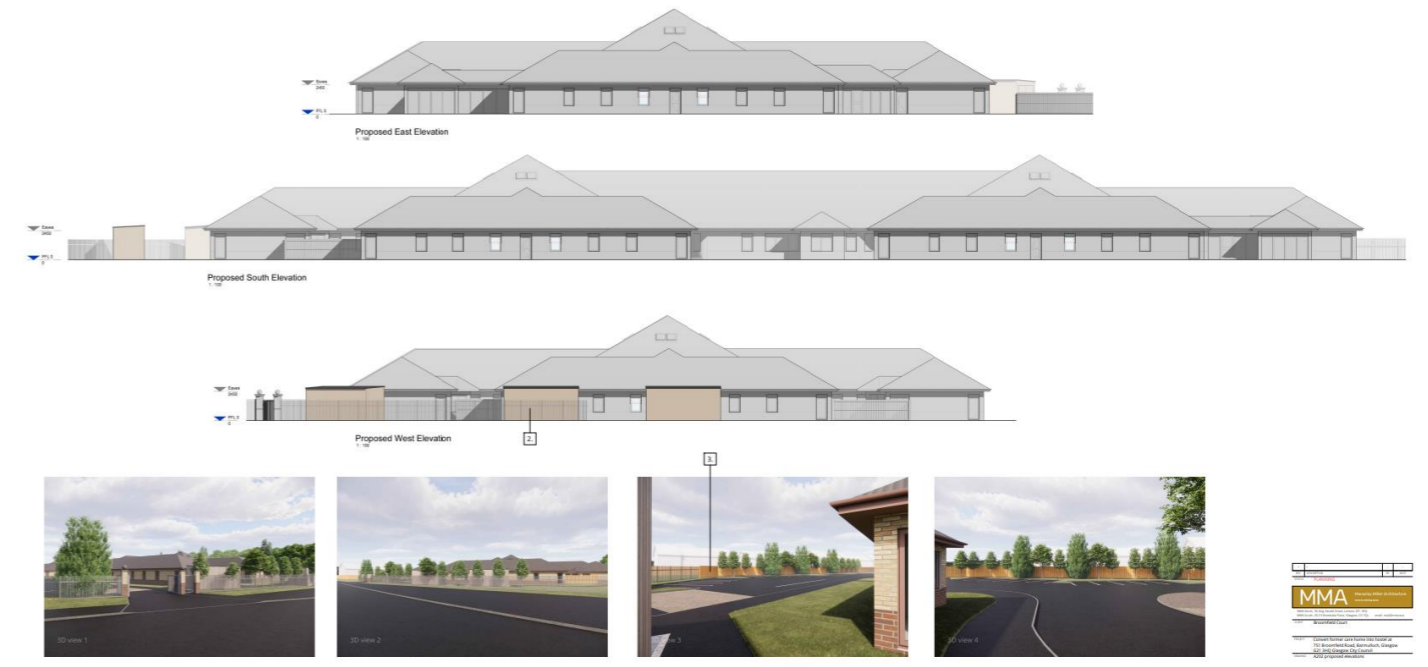


External Layout

Figure 15: 3D Visual of Proposed Site (See Appendix 6 for Enlarged Image)



Figure 16: Proposed Elevations (See Appendix 7 for Enlarged Image)

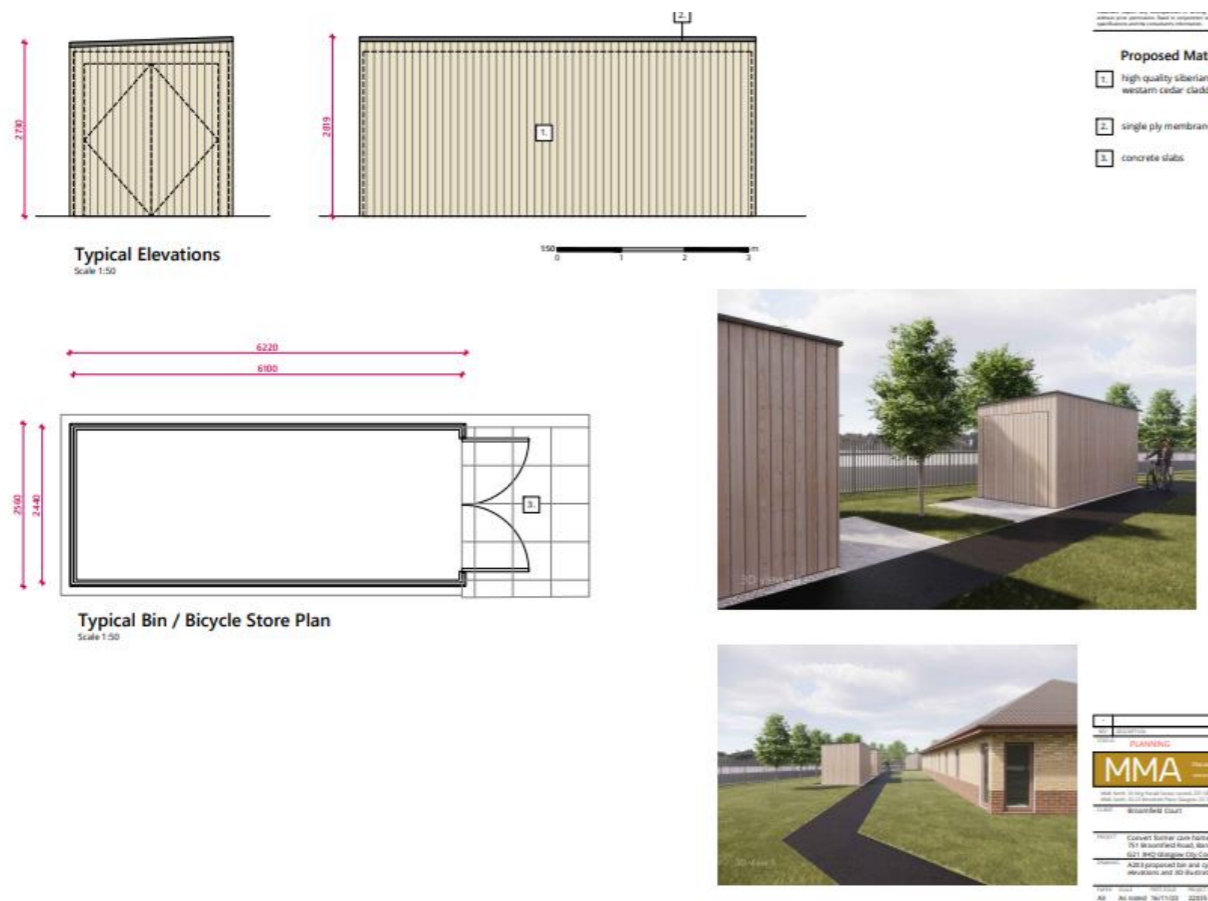


- 3.6.4 *Figure 15* illustrates the retention of all existing trees and a designed approach to enhance the landscape setting of the site to provide private amenity space for guests, including garden areas.
- 3.6.5 Attention and consideration have also been given to the existing woodland area to the south and any potential wildlife that may live there. Part of the green and blue space to the south and east of the site will be sectioned off, to allow their habitats to be undisturbed.
- 3.6.6 The principal landscaping strategy is to retain the car parking to the north and increase soft landscaping to the west, north and east boundary fences. No trees are to be removed.

3.7 Access Strategy

- 3.7.1 Pedestrian and vehicular access via existing openings on Broomfield Road.
- 3.7.2 The development can be supported as a car free development, for the following reasons:
 - Minimise the need to travel – car free future travel trends,
 - Exploit proximity to public transportation – good,
 - Consider connections between local and surrounding areas. – good local trains, bus routes etc.
- 3.7.3 For full details on transport access and connectivity, see Section “2.4 Transport Assessment”.

Figure 17: Proposed Bin and Cycle Storage (See Appendix 8 for Enlarged Image)



- 3.7.4 A bin collection space is located adjacent to the entrance.
- 3.7.5 Cycle storage will be located to the west side of the site and accessible from the car park. This will be secure locked area. Provision for cycling parking as per “SG11: Sustainable Transport” is 1 space per 10 beds and 1 staff space per 10 employees, totally 2 cycle spaces. We are proposing to have dedicated cycle storage for 68 cycles to promote sustainable green transport.

- 3.7.6 As per Section “2.4 Transport Assessment”, Guest car park usage should not exceed 12 spaces. We are providing 22 spaces, this should adequately compensate for staff, visitor and exceptional circumstance demand.
- 3.7.7 Total car and cycle spaces is 90 which will more than facilitate the 74-bed hostel.
- 3.7.8 Control measures will be enforced to prevent overpopulation internally and externally of the building. See Section “2.4 Transport Assessment” and Section “4.4 Guest Access”.
- 3.7.9 Level access is provided from the building entrance to the car park, cycle storage and bin storage.

4 Operational Management Plan

4.1 Introduction

4.1.1 As the proposal represents the creation of a short-stay accommodation, this OMP is informed by the *Supporting Information* criteria identified at Paragraph 4.8 of guidance note *SG10 Meeting Housing Need*, which states:

4.1.2 “A Management Plan will be required to support proposals for tourist accommodation. It shall include the following information:

1. Maintenance arrangements, including frequency of cleaning and laundry.
2. Access arrangements for servicing and deliveries.
3. Access arrangements for guests.
4. Arrangements for storage and disposal of waste; and
5. On-site management arrangements.”

4.1.3 These matters are addressed in order hereafter.

4.2 Maintenance Arrangements

4.2.1 Daily housekeeping will be provided to maintain the cleanliness of rooms and all public areas of the building and site. Scheduled cleaning is performed daily during the hours of 10am and 4pm. Ad hoc cleaning will be performed as required.

4.2.2 Serviced laundry facilities are provided on site, eliminating the need for additional collections and deliveries in this respect. Laundry facilities are restricted to the hours of 3pm and 8pm.

4.2.3 Boilers/heating, fire services, PAT and electrical testing and servicing are outsourced to contractors performed on a semi-annual and annual basis. Maintenance of the building, and all furniture and fittings will be carried out in house by staff or where necessary by local tradespeople.

4.3 Servicing and Deliveries

4.3.1 We do not expect any significant large deliveries.

4.3.2 There will be a continental buffet breakfast service offered daily. No cooking involved.

4.3.3 Consumables will be purchased once a week from a local supermarket/supplier and transported by car/van.

4.4 Guest Access

4.4.1 Bookings are made online in advance via online booking agents or from our website.

4.4.2 All guests enter and exit via the main front door. Front door will be secure with controlled access.

4.4.3 The premises will provide parking spaces for 68 cycles and 22 cars. Parking spaces will be controlled, for more information see “2.4. Transport” section.

4.4.4 Our hostel access rules are as follows:

- No walk-in bookings.
- No check-ins after 10pm.
- No one-night bookings.
- All bookings must be made online in advance before reaching the hostel.
- All guests staying need to provide photographic ID upon check-in or confirm security code sent in booking confirmation.
- Non-residents not allowed in bedrooms.
- Non-residents not allowed on premises after 10pm.
- Main door is closed between 10pm and 8am.

4.5 Waste Management

4.5.1 Large bin storage will be located near the entrance of the premises. Refuse collection will be operated by Glasgow City Council on a weekly or biweekly basis. The premises cleaners dispose of daily waste to these bins.

4.6 Management

4.6.1 The property will be manned with 24hrs reception service including night porter. No one can enter or leave the hostel without passing the 24hr manned reception desk, therefore the environment is controlled. A register of guests is kept by the management team.

4.6.2 All accommodation will be inspected prior to first use by the Front Desk Manager to ensure it meets the requisite standards. Periodic inspections may be performed to ensure these standards are maintained.

4.6.3 Front Desk Manager will conduct daily walkarounds as part of their general duties. These will comprise visual checks to ensure cleanliness, compliance with specification, and adherence to required Health and Safety standards.

4.6.4 Our hostel living rules are as follows:

- No loud music after 10pm.
- No outdoor cooking or flammable objects allowed inside the property.
- Smoking only permitted in designated smoking area within internal courtyard. No smoking indoors nor outside front building.

4.6.5 CCTV will be placed externally, and within public areas of the hostel, recordings kept for at least 30 days.

4.6.6 A maximum of 2 guests are permitted per bedroom.

4.6.7 The maximum number of planned days a guest is permitted to stay at the hostel is 180 days.

5 Conclusion

- 5.1.1 This planning supporting documentation pack considers the planning case for the proposed development of a new hostel at 751 Broomfield Road, G21 3HQ.
- 5.1.2 The proposal for a single storey hostel in this brownfield location is considered to meet all national and regional planning aims and objectives for sustainable economic development in accessible locations and will assist in boosting the local economy and regenerating the local area.
- 5.1.3 It is the intention of this application to act as a catalyst for the wider regeneration of the area, through a well-designed and high-quality scheme which can act as a focal point for future development.
- 5.1.4 The proposal has been designed carefully to fit with the site, taking into consideration planning policy, the character of the area, the existing context of surrounding buildings, and comments received from Council officers during pre-application discussions.
- 5.1.5 The proposal seeks to provide development to a vacant brownfield site. The proposed hostel is an ideal new use to ensure the building has a long and sustainable future.
- 5.1.6 This proposal improves landscaping, protects blue and green spaces, and provides a safe long-term habitat for local wildlife.
- 5.1.7 The applicant is a well-established and leading hostel operator in Glasgow and have won a number of awards. They are the sole owners of the site and are dedicated to ensuring the ongoing regeneration of this part of the city.
- 5.1.8 The benefits of this proposal are significant. The proposed hostel is an excellent addition to the area and will help meet the growing demand for short-stay accommodation within the city. In addition it will provide employment and boost the local economy.
- 5.1.9 As the proposal is compliant with all relevant policy and brings significant benefits, we consider that Glasgow City Council should approve this proposal accordingly. We see no material considerations that indicate otherwise.
- 5.1.10 Notwithstanding the above, we look forward to discussing the merits of this proposal with Council officers further.

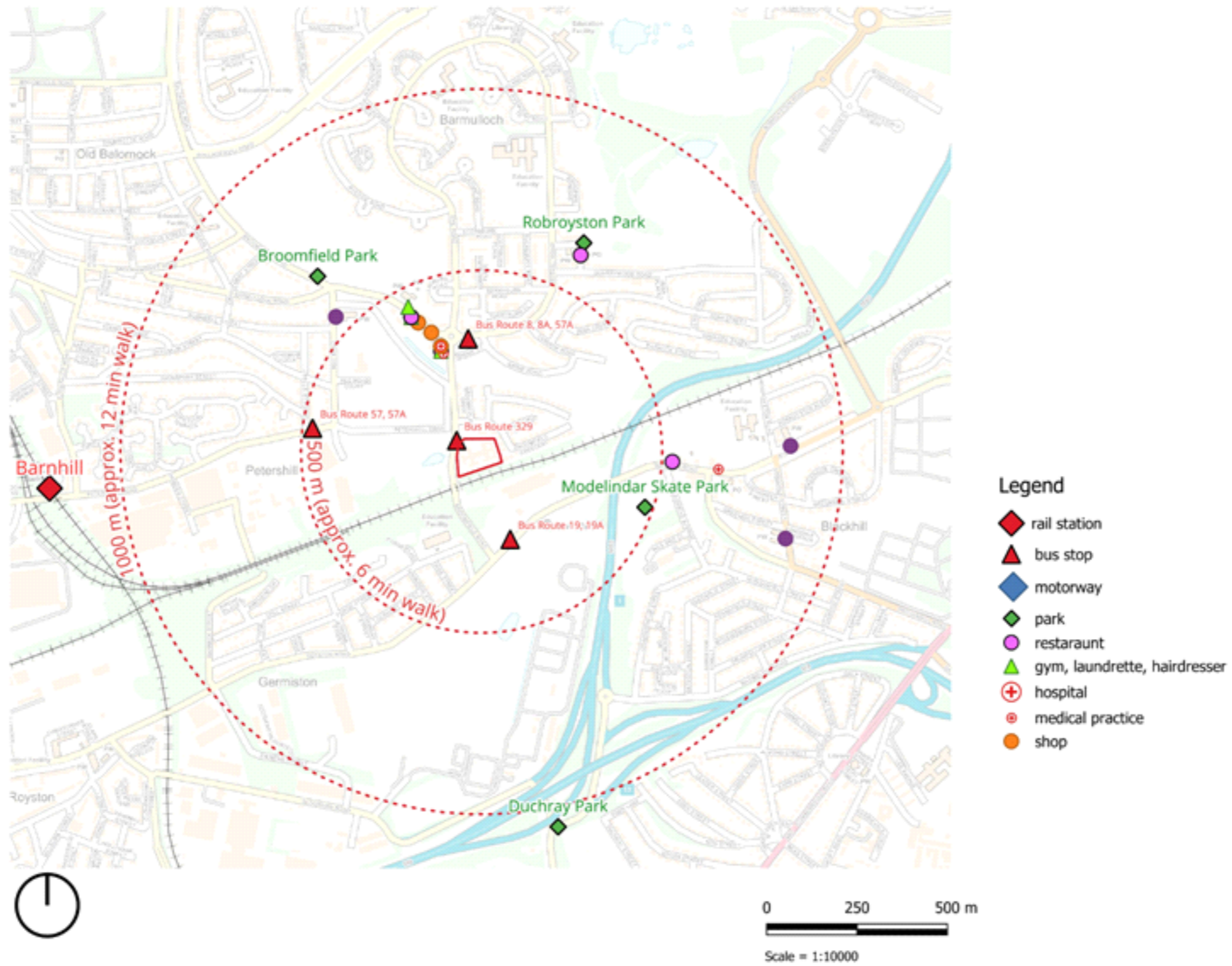
6 Appendices

APPENDIX 1: Enlarged Figure 1: Site Location – City Context

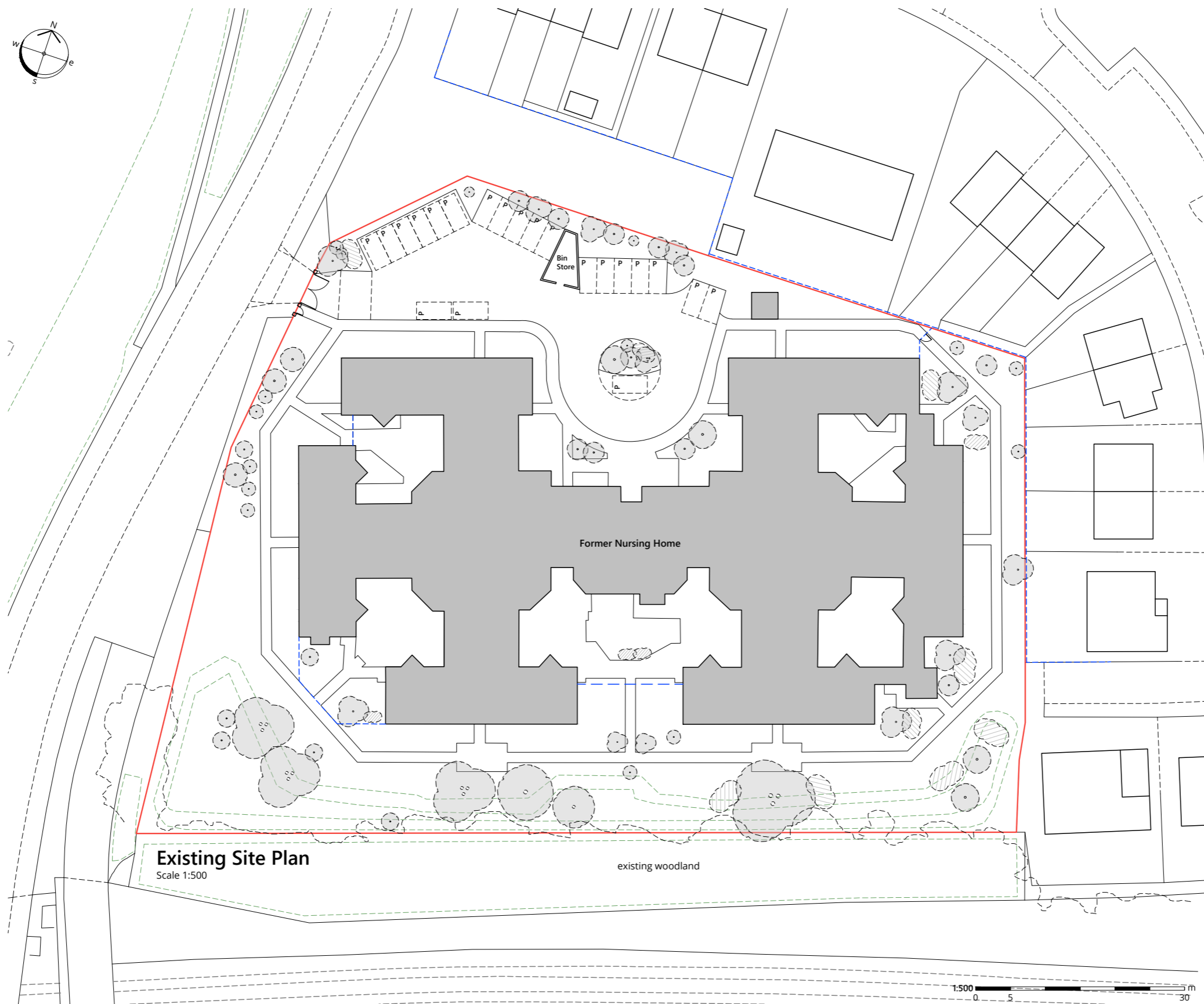
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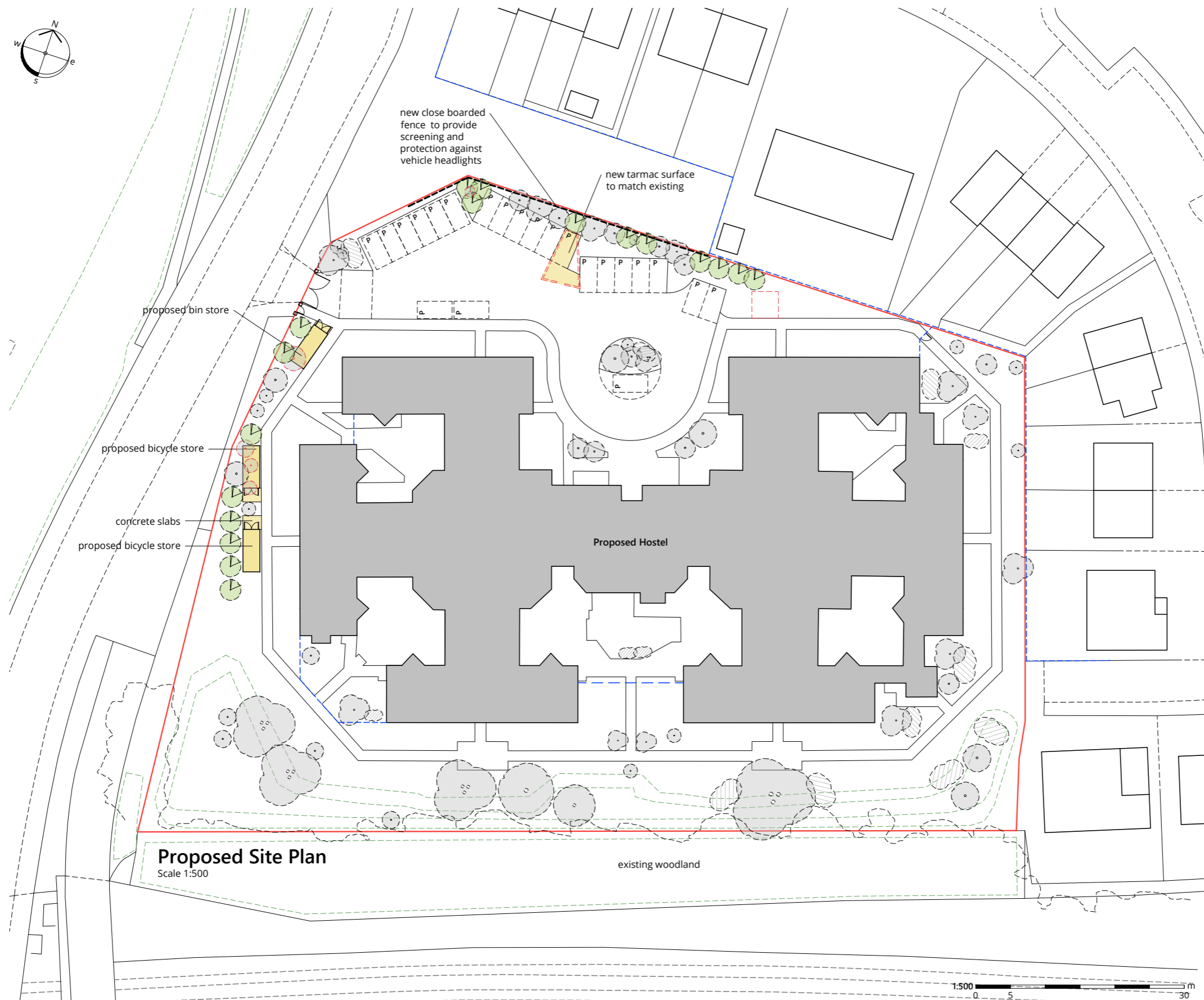
APPENDIX 2: Enlarged Figure 2: Access to Local Amenities



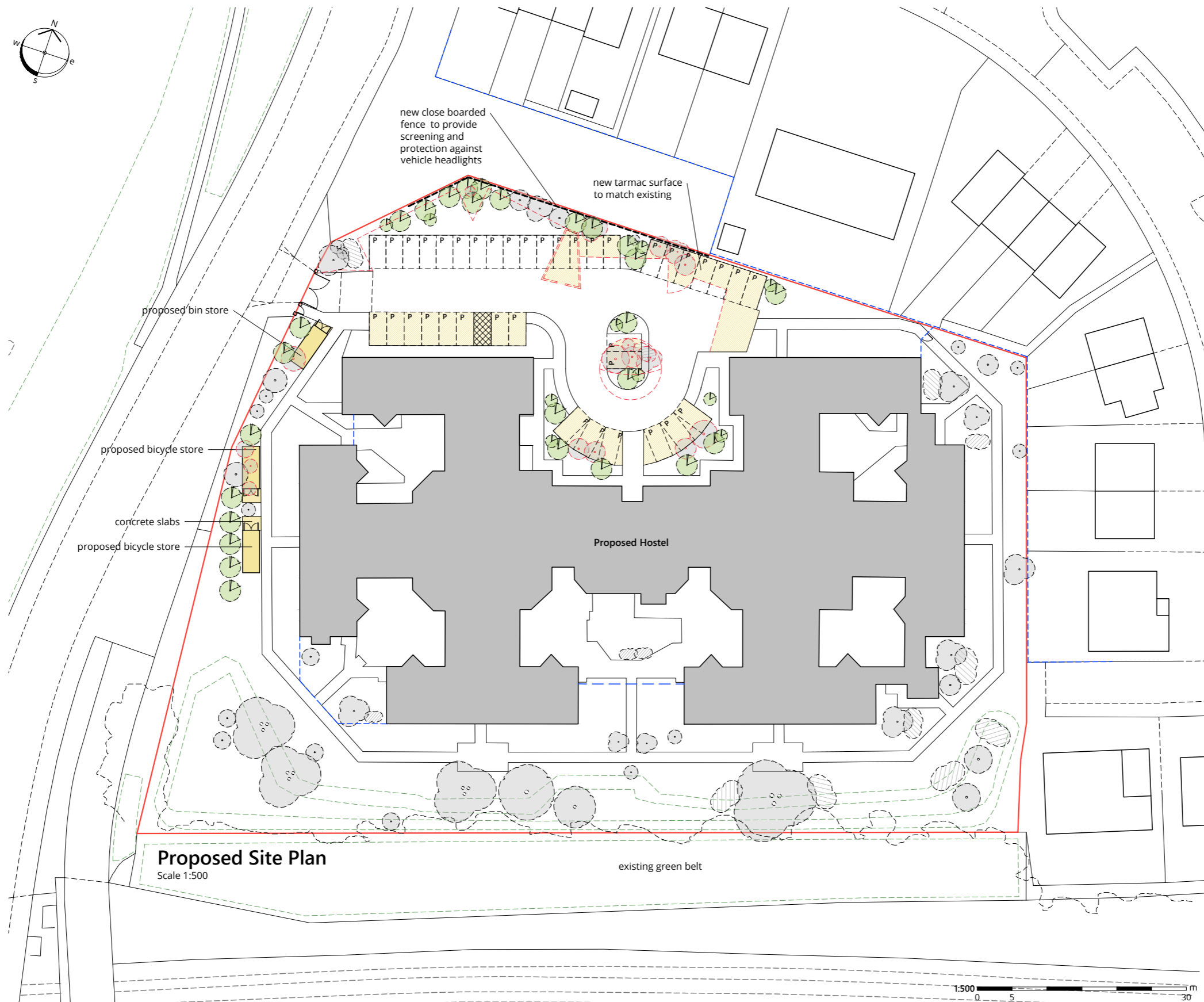
APPENDIX 3: Enlarged Figure 3: Site Location – Immediate Context



APPENDIX 4: Enlarged Figure 4: Proposed Site Plan Layout - 22 car parking spaces (Proposal 1)



APPENDIX 5: Enlarged Figure 5: Proposed Site Plan Layout - 38 car parking spaces (Alternative Parking Feasibility Study)



APPENDIX 6: Enlarged Figure 15: 3D Visual of Proposed Site



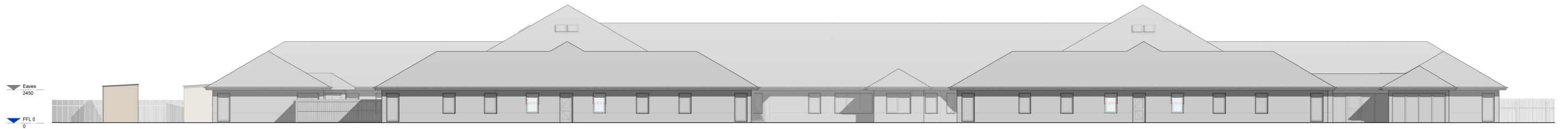
APPENDIX 7: Enlarged Figure 16: Proposed Elevations



Proposed North Elevation
1:100



Proposed East Elevation
1:100



Proposed South Elevation
1:100



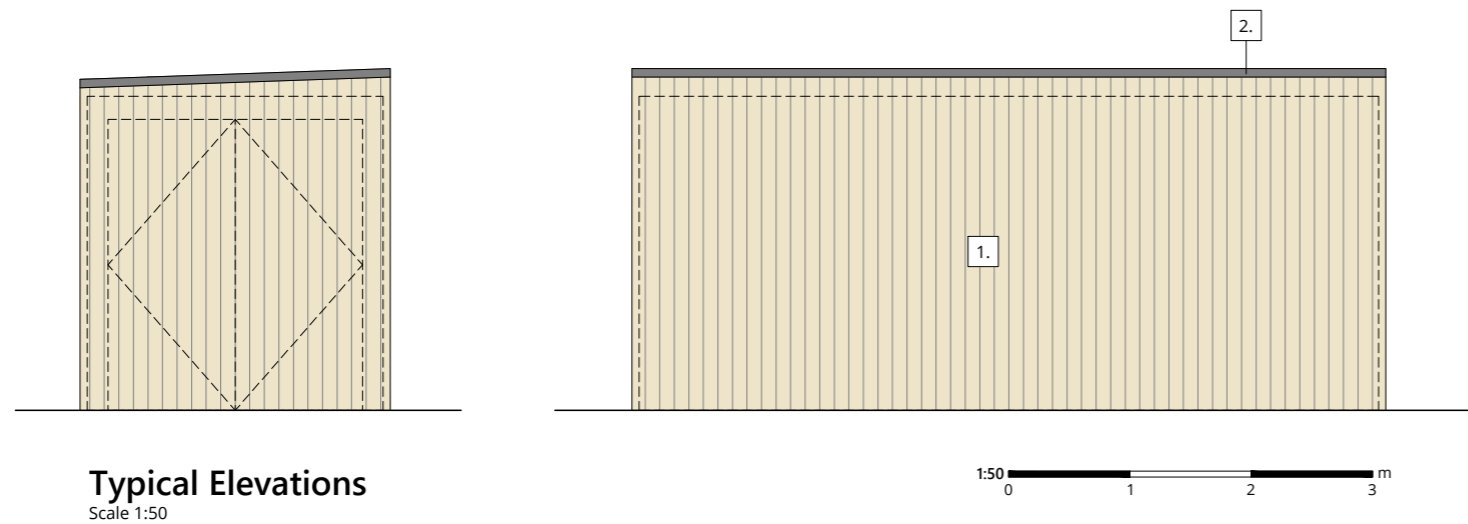
Proposed West Elevation
1:100

Proposed Materials

- 1. new windows (uPVC, brown, to match existing)
window cill to be facing brick soldier
course to match existing detail
- 2. refer to A203 for proposed materials
- 3. new timber boarded fence

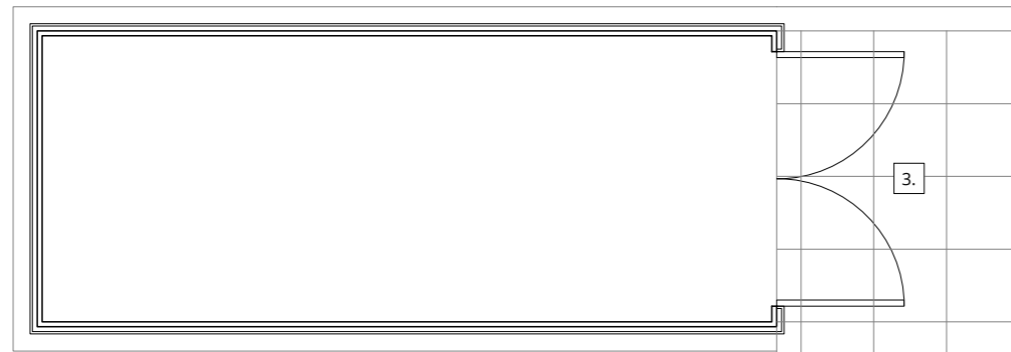


APPENDIX 8: Figure 17: Proposed Bin and Cycle Storage



- Proposed Materials**
- 1. high quality siberian larch or red western cedar cladding boards
 - 2. single ply membrane
 - 3. concrete slabs

Typical Elevations
Scale 1:50



Typical Bin / Bicycle Store Plan
Scale 1:50

