



New Rotterdam Wharf Design & Access Statement

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1

Introduction & Vision

Scottish Opera is the largest performing arts organisation in Scotland and one of five National Performing Companies funded directly by Scottish Government.

Founded in 1962 by Sir Alexander Gibson, Scottish Opera has an international reputation for the quality of its artistic output, its reach annually to over 50 communities across Scotland, and a recognition of the innovation + flexibility of its organisation.

Scottish Opera, based in Glasgow, currently owns two and leases three separate properties in and around Glasgow including its home, the beautiful Theatre Royal Glasgow dating from 1867, to which spectacular new foyers were completed in 2014.

The development proposal described in this document follows a lengthy and detailed Options Appraisal exercise, that identified options available to Scottish Opera to consolidate three of its individual premises into a single establishment with the aim to both improve artistic outcomes and operating efficiencies, whilst also providing increased opportunity for collaborative relationship and space sharing with other arts organisations and the wider public.

This document outlines the preferred option for Scottish Opera, to develop the currently vacant platform site to the east of Scottish Opera's existing Production Studios at Edington Street to accommodate Scottish Opera's combined schedule of requirements.

This combination involves:

- A.** Relocating the head quarter's activities from 39 Elmbank Crescent,
- B.** Relocating the orchestra rehearsals from Silver Cloud Studios in Hillington,
- C.** Extending and improving the existing Edington Street Production Studios.

The platform site, known locally as **New Rotterdam Wharf**, is in the ownership of Scottish Opera.

There will be significant artistic and organisational benefits to Scottish Opera resulting from the consolidation of company activity on a single site, alongside a general (and welcome) enhancement of the Speirs Wharf and New Rotterdam Wharf area. The proposals also take on board the potential accommodation requirements of other cultural organisations and training provisions to provide a series of spaces that can be shared to ensure maximum efficiency and eliminate duplication of rehearsal space and other core facilities.

In addition to the proposed Scottish Opera facilities, Purpose Built Student Accommodation (PBSA) is proposed on the remainder of the platform site, offering a 24/7 activation of this vital and vibrant canal side regeneration area.

The PBSA proposals form an integral component of the funding model to realise the Scottish Opera facility and the significant public realm improvements surrounding the site.

Background

Scottish Opera wish to advance their ambition to remain in, and reaffirm their commitment to, Glasgow. This proposed development would help to secure Scottish Opera’s presence within Glasgow for the next 60+ years by rationalising and consolidating three of their current scattered five premises under one roof to demonstrate measurable economic, business, and artistic advantage.

Their current premises include their rented HQ in the ageing Victorian building at 39 Elmbank Crescent, Charing Cross, Glasgow, and a large orchestra rehearsal space out at Hillington Park, Renfrewshire on a short-term lease.

It is these operations they wish to consolidate at Scottish Opera's existing production facility at 40 Edington Street, just north of the city centre.

Opened in 1999, their purpose built Edington Street Production Studios are the only integrated manufacturing and rehearsal facility in Scotland. It is the workspace for many highly skilled artisans. Bespoke sets, props, costumes and wigs are made for each production alongside teams of specialist stage managers, lighting and stage technology technicians. The studios host orchestral players and singers from around the world for rehearsals. They are also the hub for a huge national education and outreach programme.

It is onto this amazing legacy that Scottish Opera wish to build.

Ambition

In 2018 the Board of Scottish Opera completed a review of the company’s built estate. It was agreed to consider proposals for the development of a consolidated headquarters for Scottish Opera bringing together administrative, production and rehearsal facilities onto a single site.

A comprehensive options appraisal identified New Rotterdam Wharf as the preferred site for the new facility, lying immediately adjacent to Scottish Opera’s existing Production Studios on Edington Street and between the production studios and the Maryhill spur of the Forth to Clyde Canal.

In order to support their strategic ambitions Scottish Opera need to realise the full potential of the New Rotterdam Wharf site which is considerably larger than their direct needs. In recognition of the lack of student accommodation in the city, Scottish Opera have explored additional development opportunities on the site to help fund their new facilities.

The Brief

The proposals include new dedicated rehearsal space for the Orchestra of Scottish Opera along with musical and vocal practice rooms, break out space, storage and flexible office spaces. This consolidation will allow the Scottish Opera team to collaborate more closely and easily leading to significant artistic developments, organisational efficiencies and environmental benefits.

Scottish Opera have also identified an opportunity to bring any available time (c 75%) in the orchestra rehearsal room to market – especially the Film and TV sector as a sound stage – due to the planned size and capacity of this room.

Further, the Scottish Film and TV sector has identified significant skills shortages as the key limitation to further growth of this sector.

The remaining circa. 40% of the site is then available to market, to explore interest from private developers. This has focussed on developers who deliver purpose built student accommodation (PBSA) to tie into Glasgow City’s requirements for additional student housing.



Left: Diagram from Scottish Opera's Business Plan 2022/23 and 2024/25, indicating the various strands of their organisation

1.2 The Applicant

Scottish Opera is a National Performing Company funded directly by the Scottish Government and the only full-time, professional opera company in Scotland. Scottish Opera attracts significant support from individuals, trusts, and the private sector to supplement earned income from ticket sales, production hire, transport, and manufacturing.

Founded by Sir Alexander Gibson in 1962, inaugural productions of *Madama Butterfly* and *Pelléas and Mélisande* were staged at the King's Theatre in Glasgow. In 1974 Scottish Opera purchased the Theatre Royal in Glasgow and established Scotland's first national opera house.

Scottish Opera currently owns two and leases three separate properties in and around Glasgow including its home, the historic Theatre Royal Glasgow dating from 1867. In 2014 there was a major redevelopment of the foyer system of the Theatre Royal securing the future of Scottish Opera's 'showroom'.

Scottish Opera's repertoire places existing audience favourites next to surprising, less familiar works and new commissions. The Company presents full-length, fully-staged opera performances and concerts in Glasgow, Edinburgh, Aberdeen, and Inverness, in addition to touring across all regions of Scotland.

Scottish Opera contributes significantly to Scotland's cultural ecology, retaining artists, creatives, artisans, and other performance-related professionals in Scotland through employment and training opportunities. Scottish Opera is committed to supporting the development of young artists, creatives, and artisans.

Scottish Opera became the first European opera company to establish an Education Department in 1971, from which it has grown into an extensive, integrated Outreach & Education programme, including a programme for schools that is estimated to have engaged with more than half a million pupils. They engage with people of all ages, social backgrounds and abilities. For example in their 60th Anniversary they toured to over 60 communities. Scottish Opera therefore contribute to the development of individuals' personal creativity, interest in opera and health & wellbeing.

Scottish Opera wish to consolidate their base in Glasgow by the proposed development of New Rotterdam Wharf, thus securing their commitment to the city and the wider social and economic benefits their presence brings.



Right: Images from top to bottom: prop making / production workshop / scenic painting / performance 'A Midsummer's Night Dream'.

1.3 The Design Team

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Max Fordham

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Max Fordham

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Buro Happold

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ARCHAEOLOGY
Guard Archaeology

2

New Rotterdam Wharf



SCOTLAND

NORTHERN IRELAND

Ireland

WALES

ENGLAND

United Kingdom

Inverness

Aberdeen

Dundee

Edinburgh

Glasgow

Belfast

Newcastle upon Tyne

Isle of Man

Great Britain

Leeds

Manchester

Liverpool

Galway

Dublin

Limerick

Cork

Cambridge

Oxford

London

Cardiff

Bristol

Southampton

Brighton

Plymouth

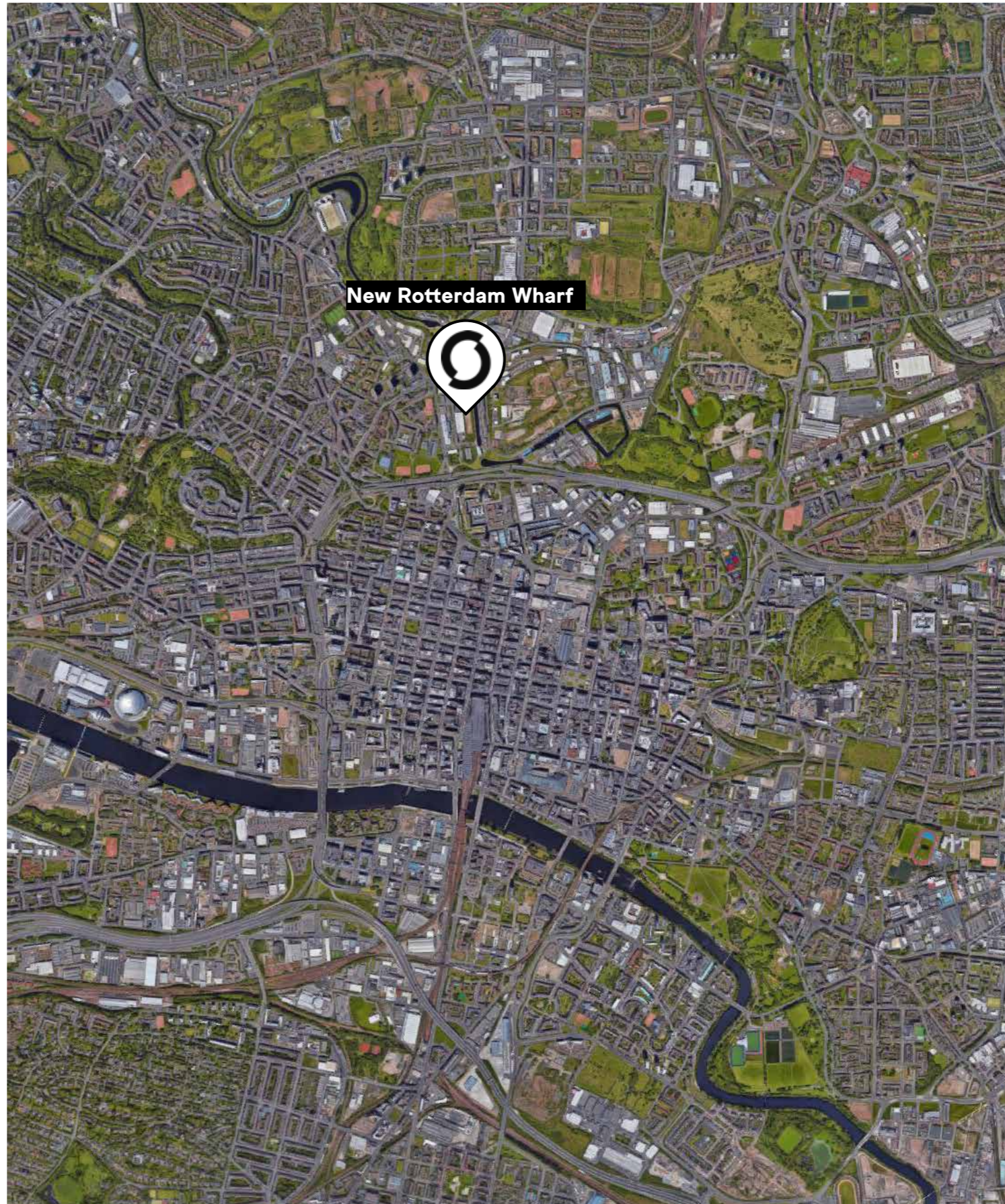
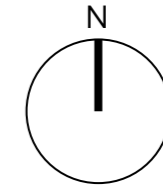
National Context

Glasgow is a thriving metropolitan hub. As Scotland's largest city it has a population of around 1.6m in the greater Glasgow region, equating to around 30% of Scotland's population. The city is the economic powerhouse of Scotland, generates £19.3billion GVA per annum* and is one of the fastest growing major city economies in the UK.

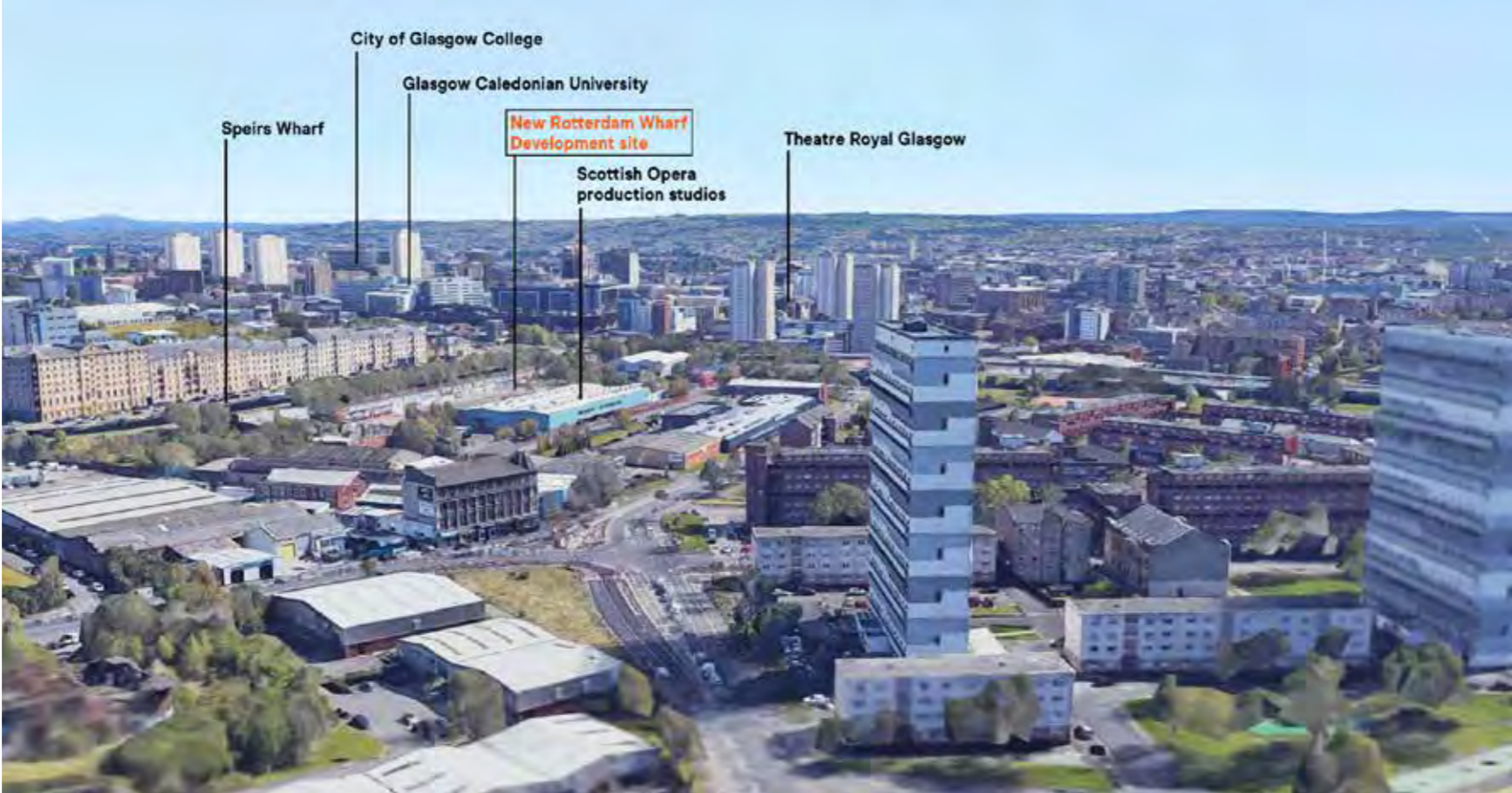
Located on the River Clyde in the Central Belt of Scotland, Glasgow has a rich industrial, cultural and architectural heritage. It is a major transport hub – well connected to the remainder of the UK and Scotland. Indeed part of its attractiveness is the ability to quickly escape the city to enjoy the Scottish landscape.

The New Rotterdam Wharf site is located immediately to the north of the city centre adjacent to the Forth and Clyde Canal in the Port Dundas area of the city. The site lies to the west of the historic Speirs Wharf, a successful mixed use redevelopment of historic warehouses.

*Source Glasgow Chamber of Commerce



Development Site





Site Description

The application site comprises two separate but connected areas of land, both owned freehold by Scottish Opera.

The first area, shaded blue in the adjacent title plan, is occupied by Scottish Opera's existing Production Studio's and related service yards.

The Production Studio's are contained within a met clad double portal frame 'industrial shed'. Two service yards to the north and south are used for service access and parking and are accessed from Sawmillfield Street and Corn Street respectively. The main pedestrian entrance to the Production Studio building is off Edington Street on the western boundary.

The second area of land, shaded red on the adjacent plan, is known as the 'platform site' and is approximately 29 metres wide and 193 metres long with an approximate area of 0.578 hectares (1.43 acres). This site was acquired in 2020 by Scottish Opera following a bequest to the charity.

This platform site is entered from Sawmillfield Street to the north.

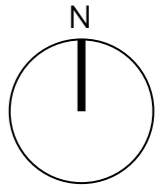
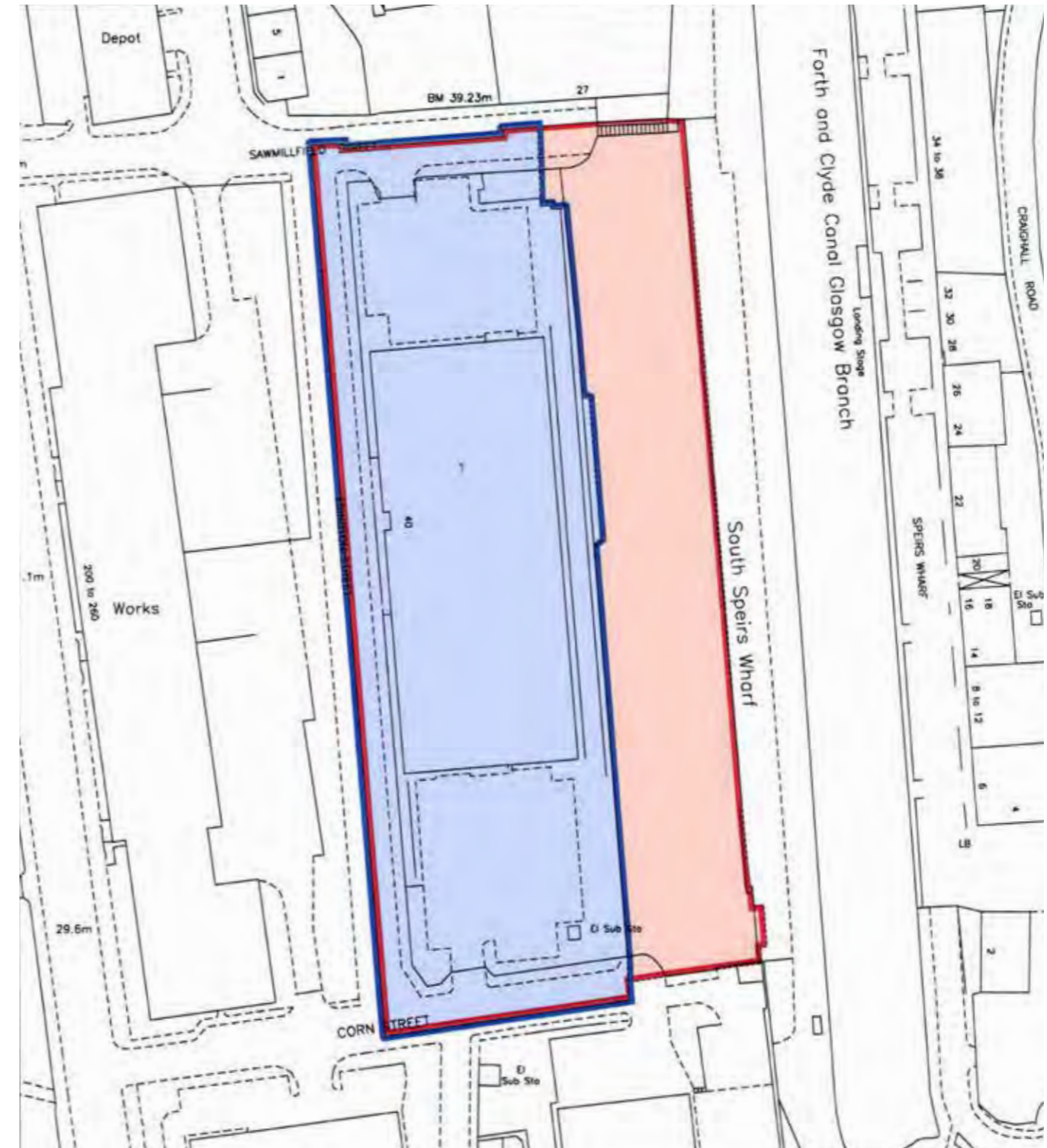
To the east is the canal bank and tow path that is New Rotterdam Wharf on the Glasgow Branch of the Forth and Clyde Canal owned by Scottish Canals. The canal and its environs is designated as a Scheduled Monument Ref. SM6771.

Further east on the opposite canal bank is Speirs Wharf - a development converted in the 1970's/80's from canalside warehousing to residential use.

To the south is Corn Street and an adjacent privately owned small scale factory unit. The former access to the platform site from Corn Street is bricked up.

At the north edge of the site (and within Scottish Opera's title) is a concrete stair that connects Sawmillfield Street to the canal bank. This stair is constructed in three flights rising some 8metres in height.

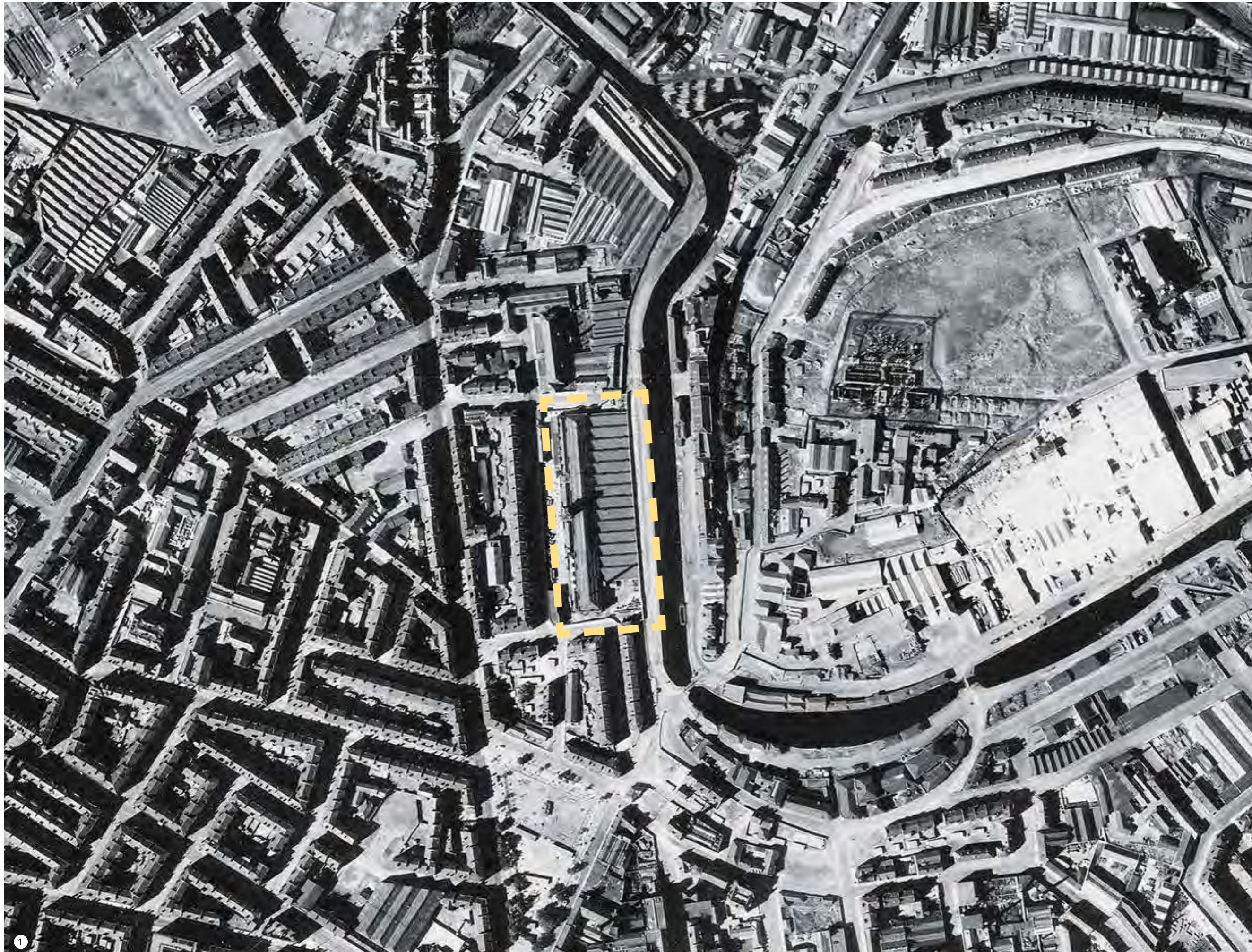
The slab level of the platform site sits approximately 4m above the ground floor level of Scottish Opera's Production Studios, separated by a retaining wall to the rear of the existing studio building. The canal bank to the east of the development site is approximately 8.3m higher than the site's slab level, separated by a 7.5m high brick (or brick faced) retaining wall topped by a metal fence.



3

Site History and Context





- (1) Historic aerial photo of development site (Canmore)
- (2) Photo from Sawmillfield street c.1967 (Canmore)
- (3) Aerial photo of Speirs Wharf area c.1990 (Canmore)
- (4) Photo looking East to Speirs Wharf c.1967 (Canmore)
- (5) Photo looking East to Port Dundas power station c.1976 (Canmore)



3.1 The Historic Development of North Glasgow and New Rotterdam Wharf

Prior to the construction and opening of the canal, north Glasgow was mostly undeveloped farmland. The urban centre of Glasgow was the present-day High Street and Trongate areas, though familiar place names of Woodside and Cowkeddin (sic) appeared as early as the 1750s.



Map: National Library of Scotland

1752-55
Roy,
Lowlands
Map

Charting the development of north Glasgow and the New Rotterdam Wharf site from its historic origins to its current regeneration

The Historic Development of North Glasgow ►

Maps from the early 19th century show the impact that the opening of the canal had in 1790. From Woodside to Sighthill, the canal is becoming a magnet for industry; with mills and distilleries all utilising the important commercial route. The area is in its infancy, and much of the surrounding farmland remains undeveloped, particularly north of the canal. However, a key artery into the city centre is already established, later named Cowcaddens Road. Connecting Buchanan Street with Garscube Road, this would go on to anchor the urban growth of the Cowcaddens and Woodside areas in the later 19th century.

The canal and basic road network also play a role in starting to define the boundaries between areas that we use today, and it creates a notional boundary between Woodside and Possilpark on opposite banks of the canal.



Map: National Library of Scotland

1807
Town Plan



Map: National Library of Scotland

1816
Lanark
Forestry Map



▼ At New Rotterdam Wharf

In its earliest recorded stage of development, the site was occupied by a saw mill, owned by a Wm. Fleming. Around the mill buildings the plot is a mix of fields and trees, as is much of the wider area. The land on the east bank of the canal is undeveloped.

Garscube Road, Civic Street, and Corn Street all exist, though are not yet named as such. Sawmillfield Street and Edington Street do not yet exist, and the plot of land extends east-west from the 'Great Canal' to the present-day Garscube Road, and north to the canal basin. Entry to the site is from the present-day junction of Civic Street and Corn Street.

By 1816 the plot is denoted on maps as Sawmillfield and is still under the ownership of Mr Fleming. 1816 maps show little detail regarding structures on the site but show more clearly the burn or river that offshoots from the canal basin to the north, and bisects the plot of land, before passing under Garscube Road.

The Historic Development of North Glasgow ▶



By 1857, industry along the canal has increased dramatically. Factories and mills are too numerous to count, and a number of significant industries – chemical works and foundries – have all established themselves. Notable too are new railway lines from the north and east, and the construction of the large St Rollox Depot by Caledonian Railway in present-day Sighthill. Like the canal before it, the railway line to the north (linking Glasgow and Edinburgh) creates a boundary between Possilpark to the west and Springburn to the east, which still exists today. By this time, the grid of Glasgow has extended as far north as the canal, linking Woodside and Cowcaddens to the city centre and the River Clyde beyond with a continuous urban sprawl. With this began an increase in the residential population of Woodside.

North of the canal, with exception of a few industrial sites, the area is still largely undeveloped. It is a striking contrast to the density emerging in Woodside and Cowcaddens. The logistics of crossing the canal (or the heavy industry along it) appear to become a barrier to development, and it curtails the push of Glasgow northwards.

1843-1882
OS Six Inch

Map: National Library of Scotland



▼ At New Rotterdam Wharf

By the mid-19th century, the area has undergone significant industrial development, with both sides of the canal bank now home to mills, factories, and distilleries. The plot has been subdivided, with the formation of Sawmillfield Street, and an informal service route that would eventually become Edington Street.

The Milton Foundry now occupies the south-west corner of the site. McDowall, Steven and Co Ltd, who operated the foundry were among the pre-eminent decorative cast iron manufacturers in Victorian Scotland.

The area of the site today occupied by Scottish Opera remained as a saw mill and yard. The site was home to numerous small and large structures, in line with increased production. The canal edge is denoted as 'Spiers Wharf South', and the street names of Garscube Road and Corn Street are formally noted. Civic Street is at this time named Brown Street, with the site of the current Civic House occupied by the Phoenix Iron Works.



One Penny Coin from the foundry of McDowall, Steven and Co Ltd. Image: BBC / The British Museum.



The 'Hielanman's Umbrella' at Glasgow Central Station, with ironwork by McDowall, Steven and Co Ltd. Image: Google Street View.



In contrast to other parts of the city, comparatively little changes in north Glasgow by the turn of the 20th century. The density of Woodside increases, and most of its tenement stock is built in this period. However, the vast swathes of tenements that rolled out in Glasgow at this time are mainly concentrated west, south and east instead.

Possilpark, Springburn and Sighthill are recognisable by their modern boundaries, but are populated mostly by industry, and overlaid with a dense network of rail infrastructure. The residential area of Springburn (north of Sighthill Cemetery) appears largely disconnected from the city's growth, having only recently been absorbed into the city's boundary.

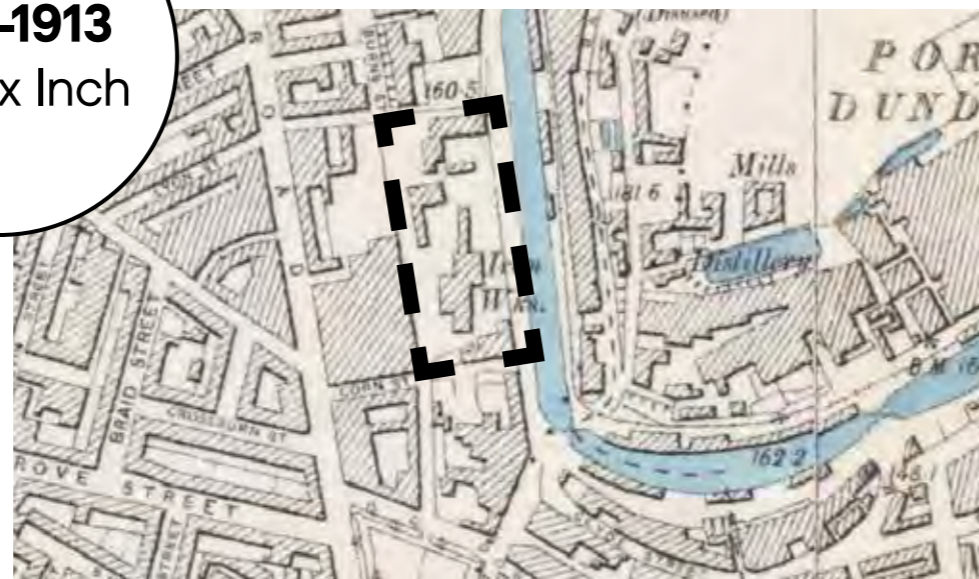
1885-1903
OS One Inch

Map: National Library of Scotland

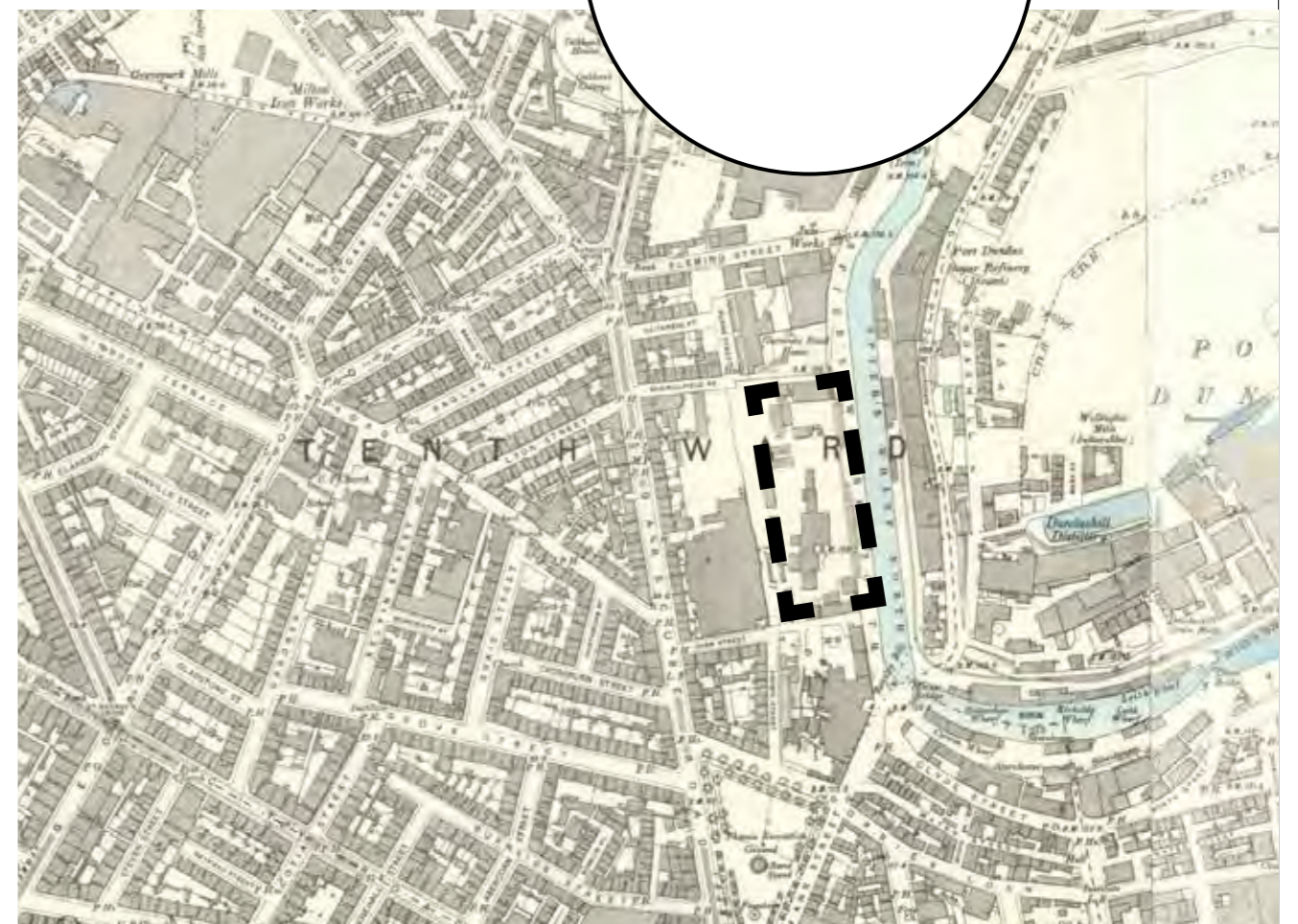
1892-1914
OS 25 Inch

There is little change on the site at the end of the 19th century. The Milton Foundry (confusingly 'The Phoenix Iron Works' on this map) is marked as disused, with the firm moving operations to Laurieston in Falkirk. Some maps from this period denote the saw mill as 'Iron Works', and so it's possible its ownership changed during this period.

1888-1913
OS Six Inch



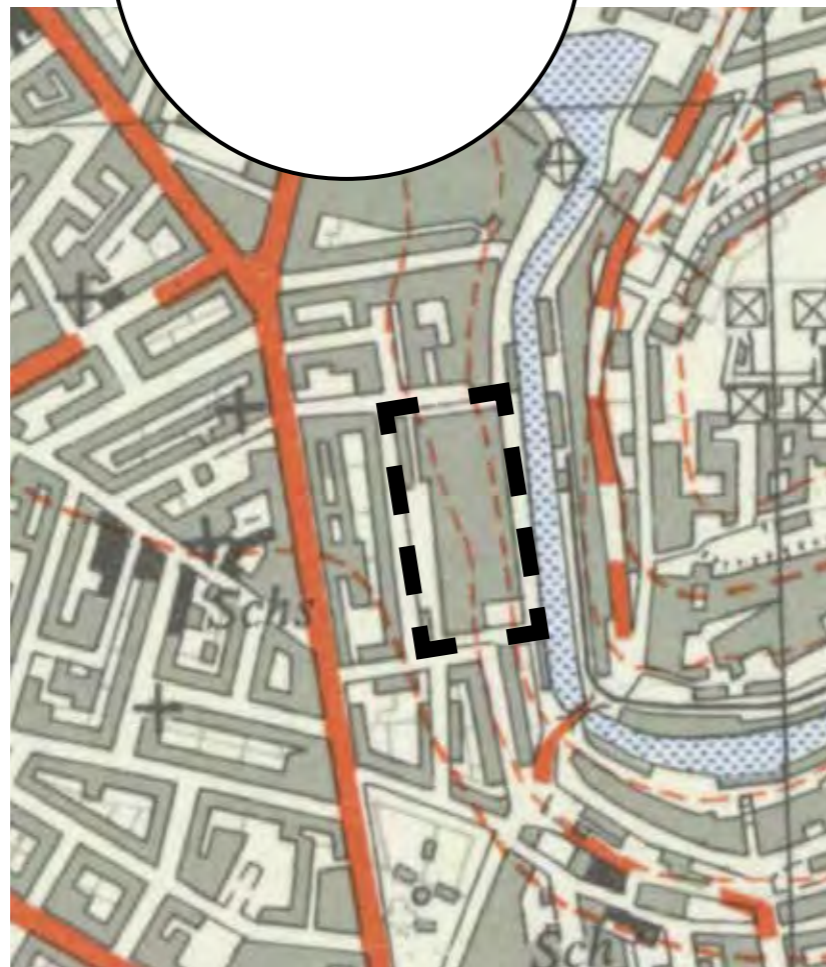
Map: National Library of Scotland





Map: National Library of Scotland

1937-1961
OS 1:25000



▼ In North Glasgow

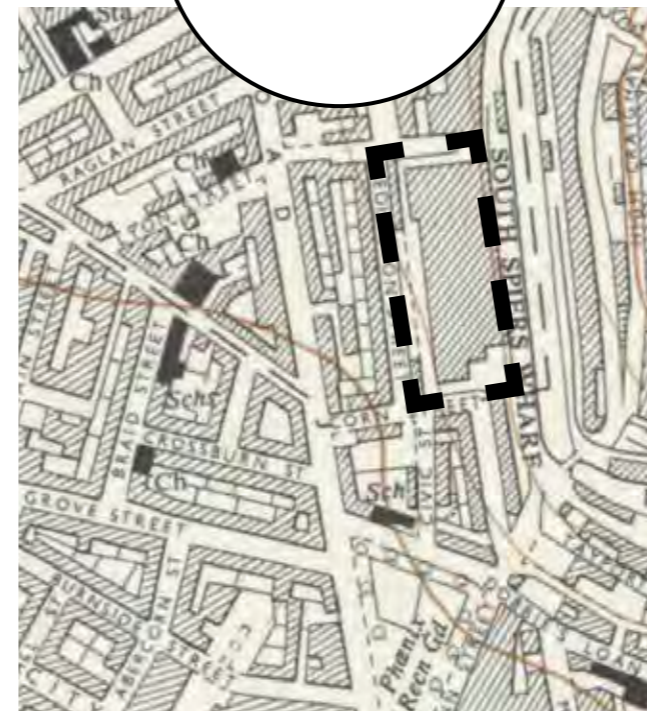
By the mid-20th century the area north of the canal begins to change. The construction of interwar tenements in Hamiltonhill (and Parkhouse to the north) brought an increase in the residential population, and the gaps between industrial sites gradually began to fill out. New schools, hospitals and other amenities required to support a residential population followed.

This growth in residential was inverse to the decline of some of the 19th century industries in the area, that would culminate with the nationalisation and subsequent closure of the canal in 1963. Some industries closed, and others (such as the ironworks on the Scottish Opera site) moved their operations out of the city, though many of the sites would remain derelict in the decades that followed. A notable exception was Pinkston Power station, which provided the power to Glasgow's tramways. Its cooling tower was the largest in Europe when completed in 1954, and dominated the view towards Glasgow from the north until its demolition in the 1980s.



Image: Canmore

1949-1969
OS 1:10000



▼ At New Rotterdam Wharf

The turn of the 20th century marked the demolition of the foundry and saw mill buildings, and the formation of Edington Street, named for the Edington family, generations of which owned both the Milton and Pheonix Foundries. The layout of the surrounding streets became as it is today. In the 1920s Brown Street became Civic Street, with the construction of Civic House on part of the old foundry site.

In 1898, Port Dundas Electricity Generating Station was built on the present-day Scottish Opera site, with later additions made in 1913. The canal provided cooling water and supplied coal to the station. Designed by architect Andrew Myles, the building has a handsome terracotta brick façade, with a central tower and three large cooling chimneys to the canal side. It was faced on the opposite side of Edington Street by a row of tenements.

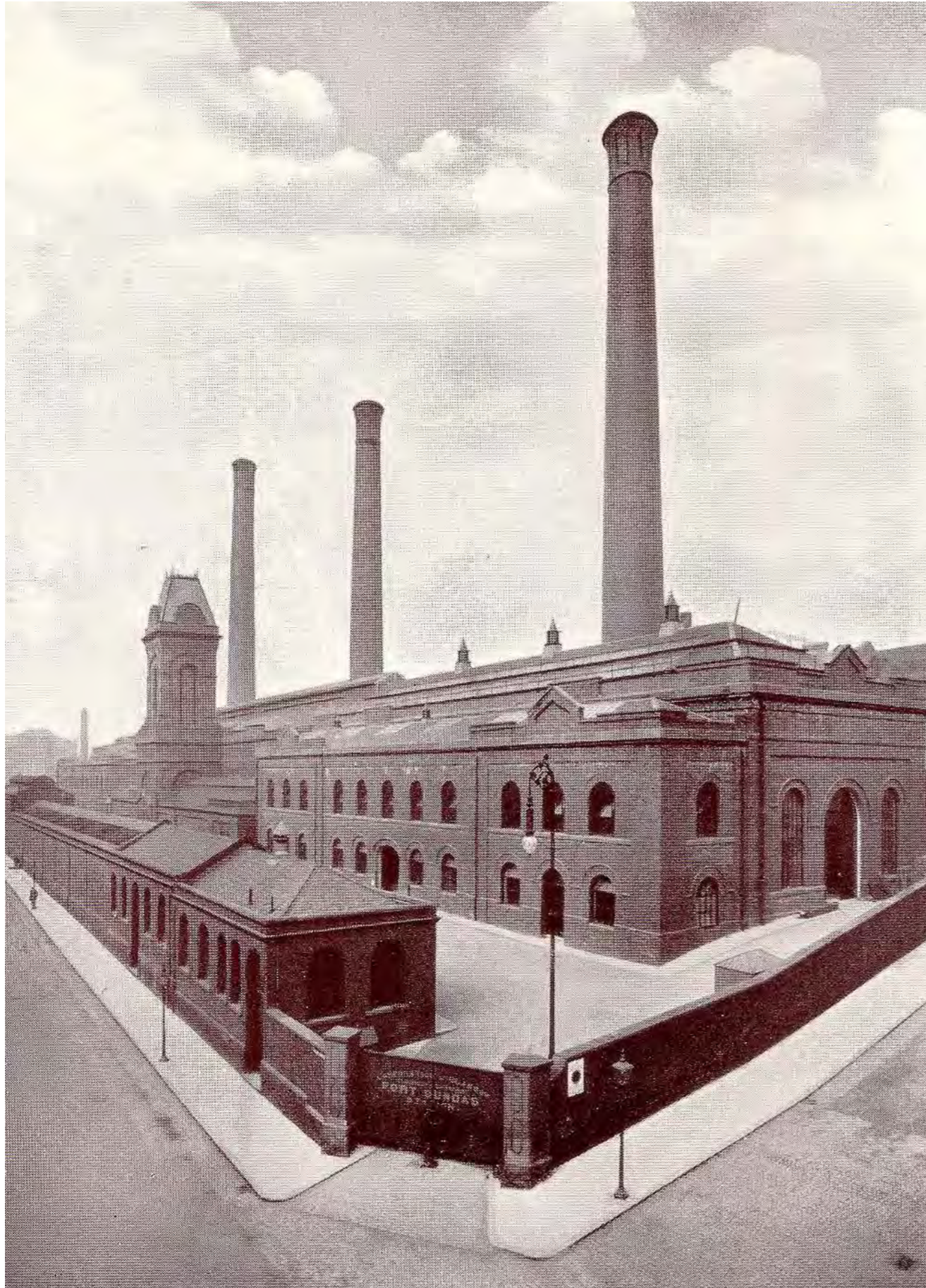


Image: Source Unknown

▼ Port Dundas Power Station at New Rotterdam Wharf



▼ The Glasgow Grid

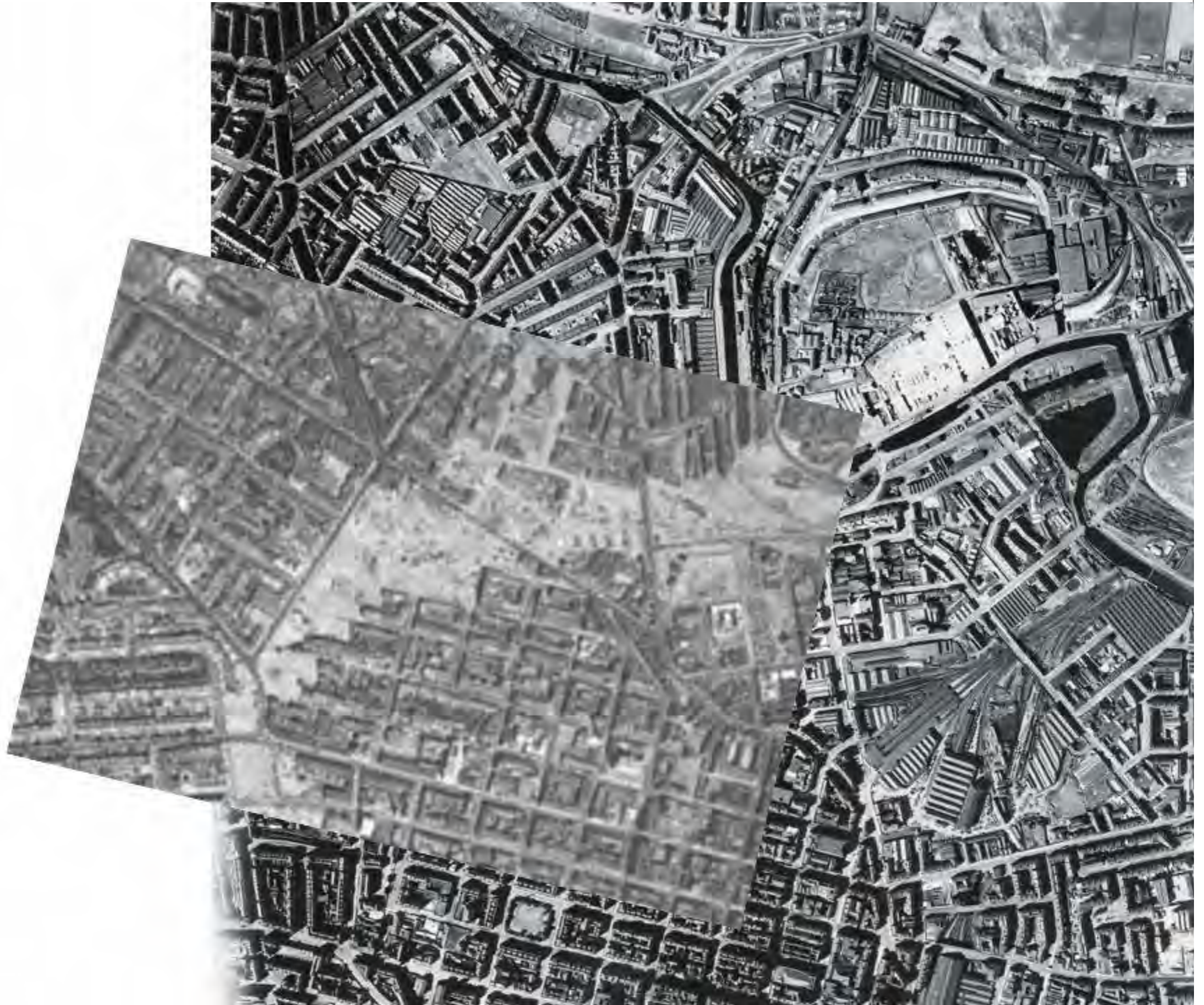
This post war aerial view of Glasgow shows the strength of urban grid and density of development across the city



Making way for the new ►

The radical plans for the M8 motorway contained in the 1965 "Highway Plan for Glasgow" resulted in wholesale demolition of significant areas of Glasgow's urban grid.

**The 1960s
demolition**





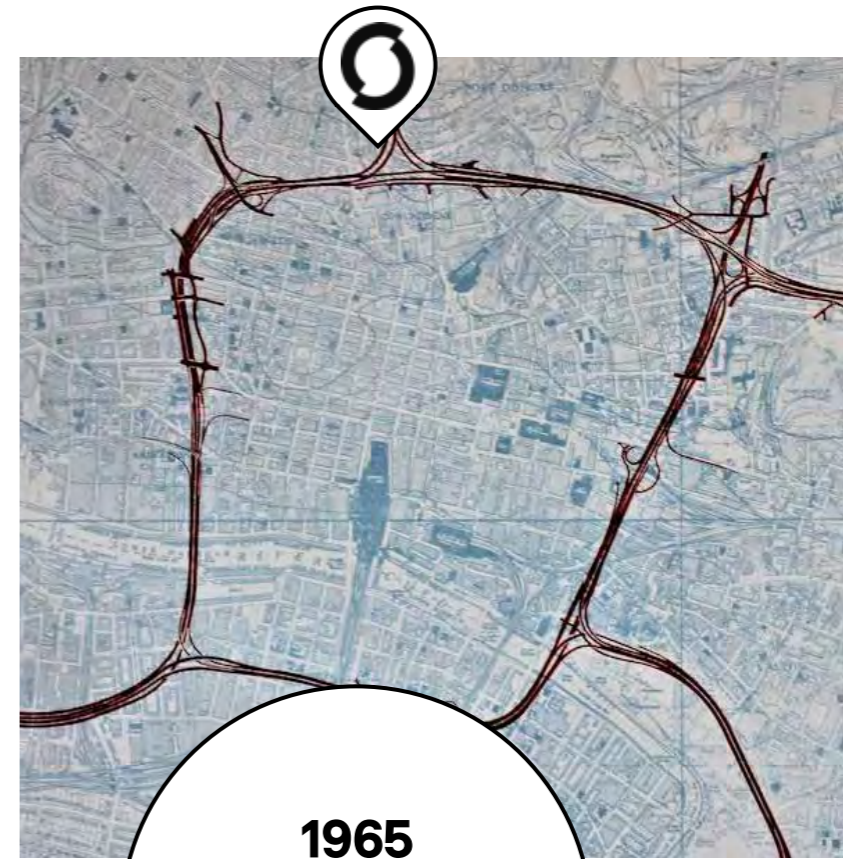
▼ In North Glasgow

The 1960s saw another wave of change across north Glasgow. Much of the tenement stock in Woodside had become slum housing and was swept away as the district was designated a Comprehensive Redevelopment Area.

In adjacent Sighthill, ten twenty-storey tower blocks were built on ground formally owned by the St Rollox Chemical Works. As Glasgow's high-rise experiment faltered, housing demand in Sighthill dropped and the area developed a reputation of being socially deprived.

Most significantly, the completion of the M8 motorway in 1971 drew a new hard boundary between north Glasgow and the city centre. It saw the canal east of Port Dundas infilled, and isolated new housing estates like Sighthill. Tenements and historic buildings in its path were demolished, and while many of the historic arterial routes to north Glasgow from the centre were preserved underneath flyovers, it remains a barrier to this day.

Image: Canmore



1965
Highway Plan
for Glasgow

At New Rotterdam Wharf ►



Image: The Glasgow Motorway Archive

The 1965 publication "A Highway Plan for Glasgow" shows the proposed ring-road and the impact it might have had on the canal and the Rotterdam Wharf site had its north junction been completed as intended.

The north junction was later omitted, along with the east and south flanks of the ring road.

The 1970s and 80s

At New Rotterdam Wharf ►

Despite having a large output at the time of its opening, Port Dundas Power Station quickly became unable to meet demand and closed between the First and Second World Wars.

The buildings were later used as workshops and storage, and photographs from the 1960s show the chimneys were removed in this period. The tenements along Edington Street were cleared in the late 60s / early 70s, and the Power Station was demolished soon after.



Image: Canmore

Image: Canmore



Image: Google



▼ Scottish Opera at New Rotterdam Wharf

In 1999, Scottish Opera moved their production operations into a new custom-built Production Studio on Edington Street, on the site of the former Power Station. It contains set and prop building facilities, the costume department, and rehearsal spaces for productions. The building is designed and specified to meet Scottish Opera’s technical requirements, and external service yards allow direct access for lorries and production vehicles.

Remnants of the Power Station boundary wall are visible on Edington Street, and notably at the service entrance to the Scottish Opera Production Studios on Corn Street. This historic entry point has been in constant use since at least 1807.

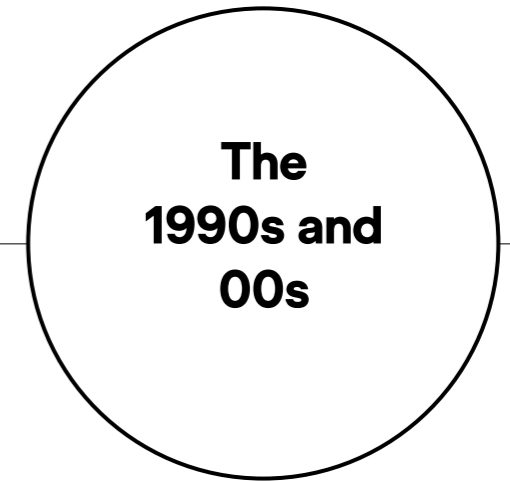


Image (left) Canmore
Image (right): Google

Scottish Opera in the City Centre ►


In 2014, Scottish Opera completed a significant redevelopment project at the Theatre Royal on Hope Street. A new build extension to the category-A listed theatre occupies a prominent city centre corner site, providing an opportunity to signal the Theatre Royal in a dramatic way, and giving this important public building an appropriate civic presence.

From its roof terrace, the building orientates visitors towards Cowcaddens, and north Glasgow beyond. The canal and New Rotterdam site are easily visible, linking the 'production' and 'showroom' identities of Scottish Opera across the historical impasses of the canal, and more recently the motorway. Where the Glasgow skyline to the north was previously dominated by hard industry, today it is made up of its creative industries: Scottish Opera; National Theatre of Scotland; Royal Conservatoire of Scotland; and The Whisky Bond.

The
2010s



3.2 Changing Context

 Scottish Opera Production Studio, Edington Street

 Scottish Opera Theatre Royal, Hope Street

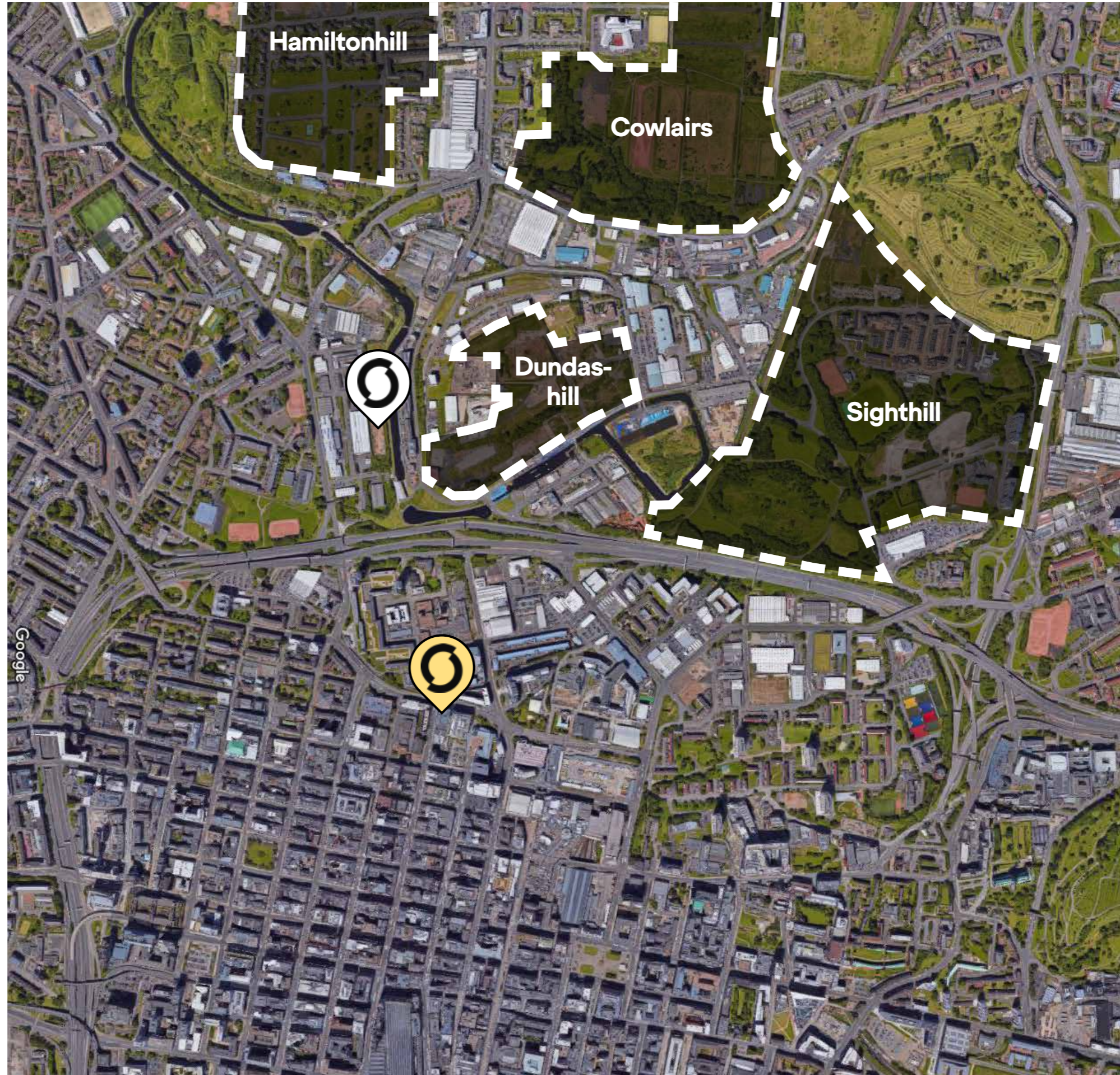


Image: Google

North Glasgow is the subject of major redevelopment. The interwar housing estate at Hamiltonhill and towers at Sighthill are subject to ongoing demolition, clearing the way for major new residential developments within walking distance of the city centre, and around the Pinkston canal basin at Port Dundas.

At Sighthill ►

Sighthill has been designated a Transformational Regeneration Area (the largest in Glasgow), with work beginning on-site in 2016. Over eight-hundred homes for private sale or mid-market rent will be constructed, in addition to new retail and commercial sites and road infrastructure. Crucially, a major new pedestrian bridge over the M8 now links the site to the city centre, perhaps more directly and effectively than at any time in its history.



Top right: Sighthill housing by Collective Architecture. Image credit: Andrew Lee.

Right: aerial view of new pedestrian bridge over M8. Image: [www.https://www.bamnuttall.co.uk/case-study/Sighthillpedestrianbridge/](https://www.bamnuttall.co.uk/case-study/Sighthillpedestrianbridge/)



The Canal and North Gateway Project

Much of the ongoing and proposed development in the canal and surrounding area is supported by the overarching Canal and North Gateway Project.

With an investment of £83.6m, the project aims to "deliver site remediation, servicing, new bridges, roads access and public realm improvements in Sighthill, Port Dundas, Cowlairs and Speirs Lock". It includes the implementation of a sophisticated Integrated Water Management System, designed to mitigate flood risk, and to be delivered in partnership with Scottish Canals.

The ultimate aim of the project is to support the growth of north Glasgow, and improve connections to the city centre.



◀ At Hamiltonhill

Hamiltonhill, north of the Scottish Opera site, is undergoing similar regeneration. Queens Cross Housing Association completed a masterplan in 2018 with plans for over six-hundred homes on the site, a mix of private sale and affordable units for Queens Cross Housing Association.

Woodside is also the subject of an ongoing active travel project, 'Connecting Woodside', which aims to improve pedestrian and cycle networks, and make the area more attractive for visitors and residents alike.

The Claypits Local Nature Reserve has been completed on the canal bank and will be major asset to the regeneration of Hamiltonhill. The Garscube Bridge, connecting Hamiltonhill and the Claypits with Woodside has recently been completed.



Claypits Local Nature Reserve. Image: Scottish Canals

At Dundashill ►

In Port Dundas, the Dundashill masterplan will see the construction of six-hundred more new homes, and a network of new public spaces and footpaths. Construction began in 2020 and is ongoing.

▼ And at Cowlairs

At Cowlairs, to the north of Hamiltonhill, Glasgow City Council are planning to deliver eight-hundred and fifty new mixed tenure homes, with the first phase completed in 2022.

At the heart of improvements in north Glasgow is the regeneration of the canal itself. This long-term project has seen a steady increase in use of the canal for active leisure and has stimulated creative industries along the bank. Scottish Opera, The Whisky Bond, The National Theatre of Scotland, and The Royal Conservatoire of Scotland among others are at the forefront of the canal's contemporary reputation as a cultural workplace setting.



Image: Igloo Regeneration



Image: Glasgow City Council

In Summary



Over 2850 new homes to be delivered within a 2km radius of the site



Infrastructure upgrades to the canal and surrounding area



Improved connections to the City Centre inc. active transport



Embedded in a growing community of cultural tenants

3.3 Cultural Hub

As one of its earliest cultural tenants, the opening of Scottish Opera's Production Studios in 1999 led the way in transforming the Speirs Wharf / New Rotterdam Wharf area into a hub of cultural workplaces and activities.

Twenty years on, the area is a diverse representation of Scotland's creative industries, and it continues to grow; stimulated by investment in the wider setting, and by the long-term commitment of its tenants to develop their facilities and engage meaningfully with the wider community.

Scottish Opera's neighbours today include:

Royal Conservatoire of Scotland [1]

Wallace Studios at Speirs Locks was opened in 2011, providing teaching space for modern ballet, production arts and musical theatre students.

Civic House [2]

The former home of Civic Press Ltd, Civic House is a workspace, venue and canteen, open to hire for a wide range of functions.

The Glue Factory [3]

An independent arts venue in a decommissioned glue factory, the building is made up of affordable workspaces and studios, and exhibition space.

GAMTA [4]

Founded in 1994, GAMTA offer intensive and highly specialised courses in musical theatre.

The Whisky Bond [5]

Since 2012, the former warehouse of Highland Distilleries has been home to seven floors of studios, offices, co-working and social spaces. It is also the home of Glasgow Sculpture Studios.

National Theatre of Scotland [6]

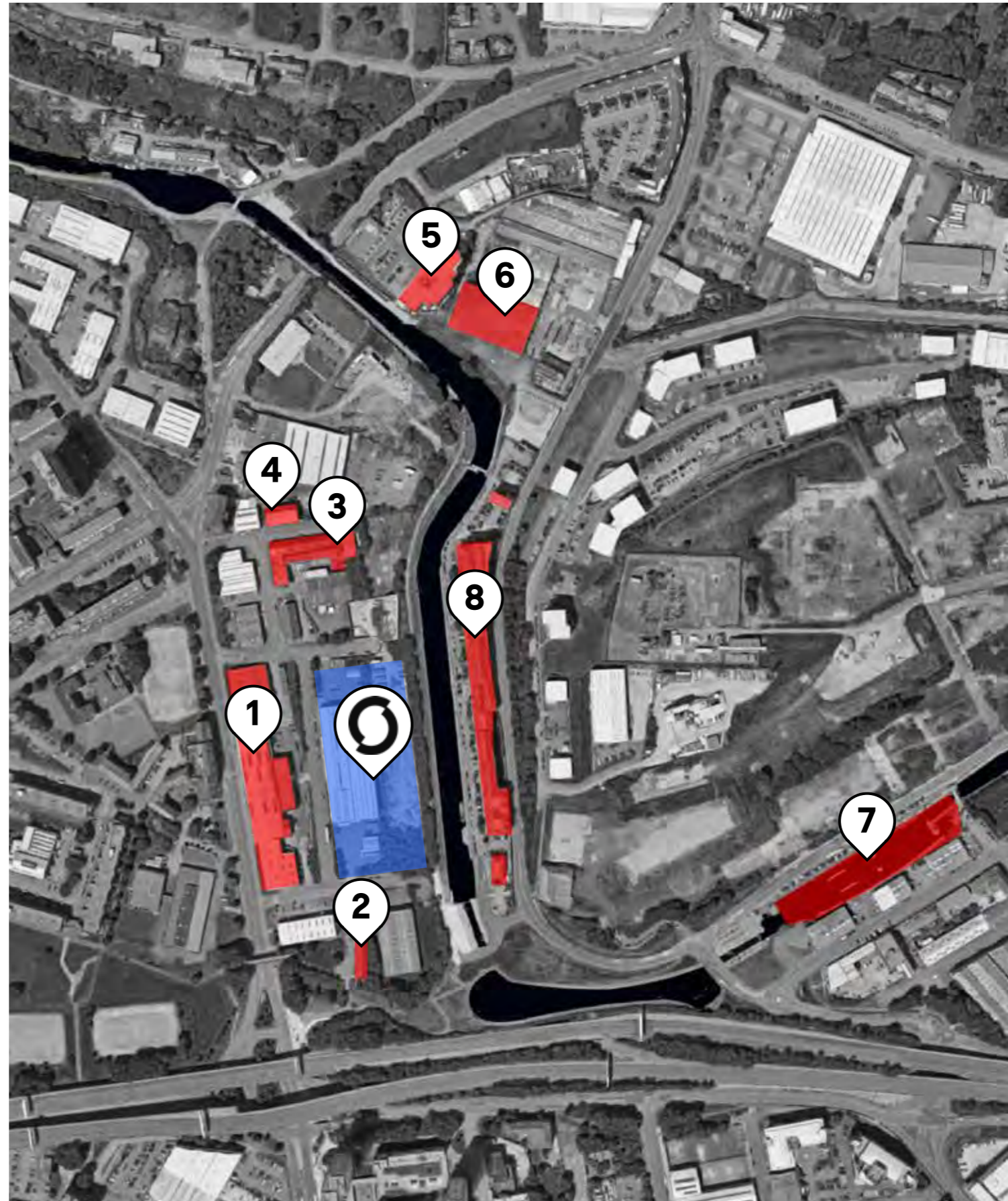
Opened in 2016, 'Rockvilla', the new home of National Theatre of Scotland, is a purpose-built facility housing rehearsal spaces, production workshops and office accommodation.

Canalside Activity Centres [7]

A legacy project from the 2014 Commonwealth Games, Pinkston Watersports offers Scotland's only artificial white water course, open to organisations and individuals

Speirs Wharf Housing and Commercial Units [8]

And various other retail and commercial units.



(right) Wallace Studios. Image: The Royal Conservatoire of Scotland.

(right-middle) Civic House. Image: Civic House.

(far-right) Exhibition Space at the Glue Factory. Image: The Glue Factory.



(right) GAMTA training centre. Image: GAMTA.

(far-right) The Whisky Bond co-working spaces. Image: The Whisky Bond.



(right) National Theatre of Scotland at Rockvilla. Image: Hoskins Architects.

(right-middle) Pinkston Watersports. Image: Scottish Canals.

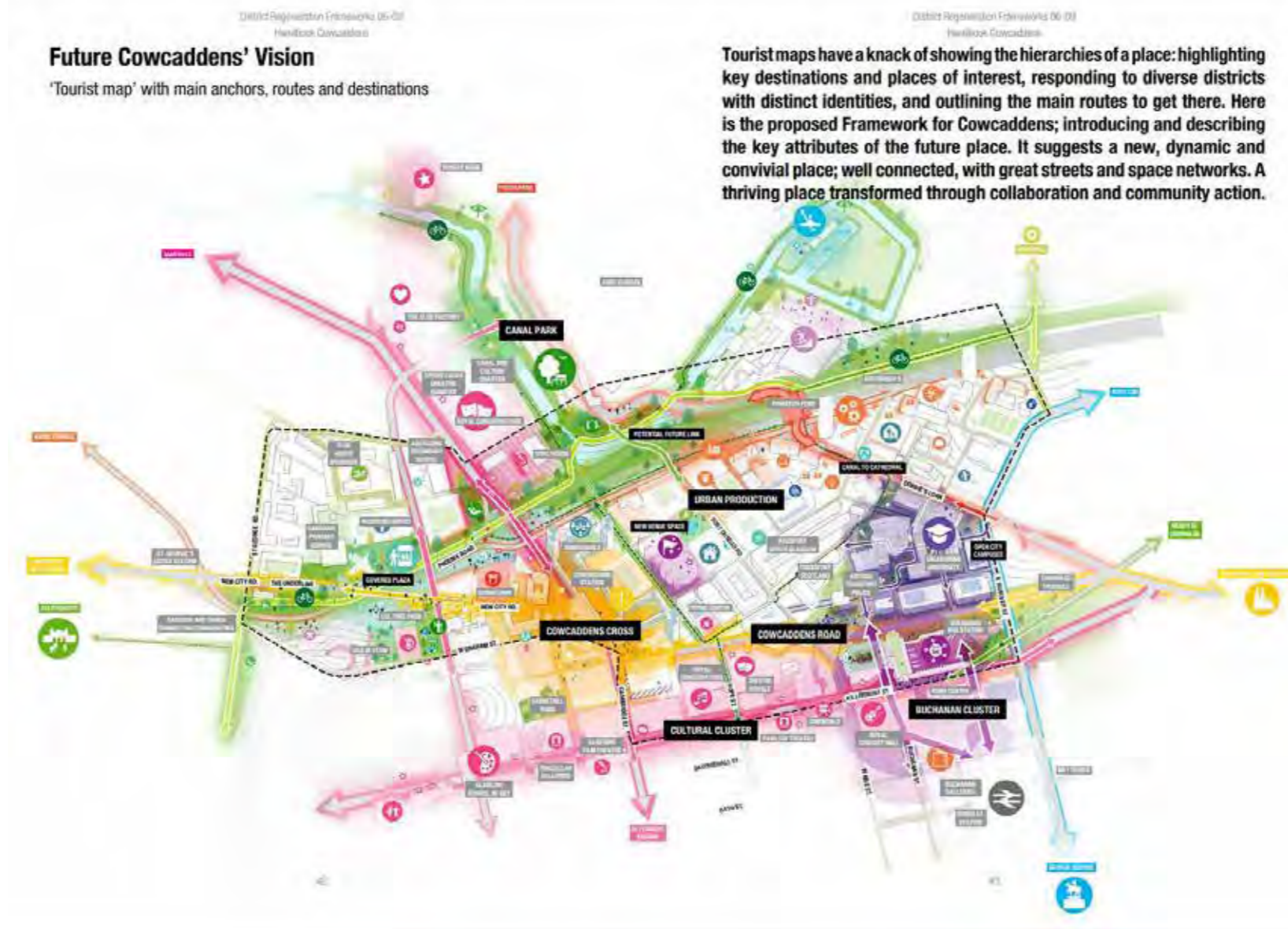
(far-right) Speirs Wharf Housing. Image: www.speirswharf.com



4

Planning Context

4.1 Planning Designation



The application being submitted by Scottish Opera described in this document is for a mixed use development comprising:

- theatre / concert space and production studios
- purpose built student accommodation with retail / professional uses (Class 1A)
- food and drink (Class 3 / sui generis)
- business (Class 4)
- leisure (Class 11)

and associated landscape & public realm works.

Within the Glasgow City Development Plan the site is designated as:

- Within the City boundary
- Economic Development Area

The site is located outwith the Central Conservation Area and does not contain any listed buildings. However it is noted that the site bounds the Forth and Clyde Canal to the east, which is a designated Scheduled Monument of national importance.

There are listed buildings in the vicinity including the Category B listed Spiers Wharf complex of warehouses and the Category B listed Canal House to the east side of the canal adjacent Speirs Lock.

4.2 Historic Planning Applications and Masterplans

2006 Design Proposals App Ref: 06/00845/DC

In 2006, design proposals were submitted by RMJM Architects and Bradford Robertson Architects for a number of sites along the canal between Port Dundas and Speirs Wharf. This included the Scottish Opera site that is the focus of this report. The massing of proposals provoked a negative reaction from some members of the local community, with recurring concerns expressed about the effect the proposals might have on views to and from existing buildings along the canal.

The application was withdrawn in 2007



(left) The proposed 2005 development on the Scottish Opera site. Images: glasgowarchitecture.co.uk

2008 Masterplan ►

In 2008, Make Architects (subsequently to become 7N Architects) were appointed by Glasgow Canal Regeneration Partnership to develop a Regeneration Framework for Speirs Locks. The project cited the disconnect from the City Centre as a barrier to redevelopment in the area, and made addressing this a key objective.

The architect's proposals to overcome this included reclaiming the link under the M8 motorway for pedestrians and cyclists, by blanketing it in a vivid red surface and creating a new gateway to North Glasgow and the canal. Proposals would enliven the canal bank with temporary studios, cafés and performance spaces.

A key characteristic of the 2008 masterplan was to capitalise on the growing cultural quarter in the area, with Scottish Opera at its heart. Proposals described an ambition to "somehow turn the [Scottish Opera] building inside out so this creativity could energise the surrounding area".

The masterplan was adopted by Glasgow City Council, and a report on the Masterplan and community engagement process was produced by the Glasgow Canal Regeneration Framework in 2008.

In it, it again acknowledges concerns from residents about the height of any proposed developments, but notes that "the principle of

change was accepted and the openness and thoroughness of the engagement process was endorsed".

Other key characteristics of the masterplan included:

- Mixed use buildings to Garscube Road with local amenity at street level.
- Views and links between gaps in the buildings.
- An urban link from the canal to the underpass.
- Existing street patterns adjusted to emphasise routes to the canal.
- Prominent canal-side commercial space.



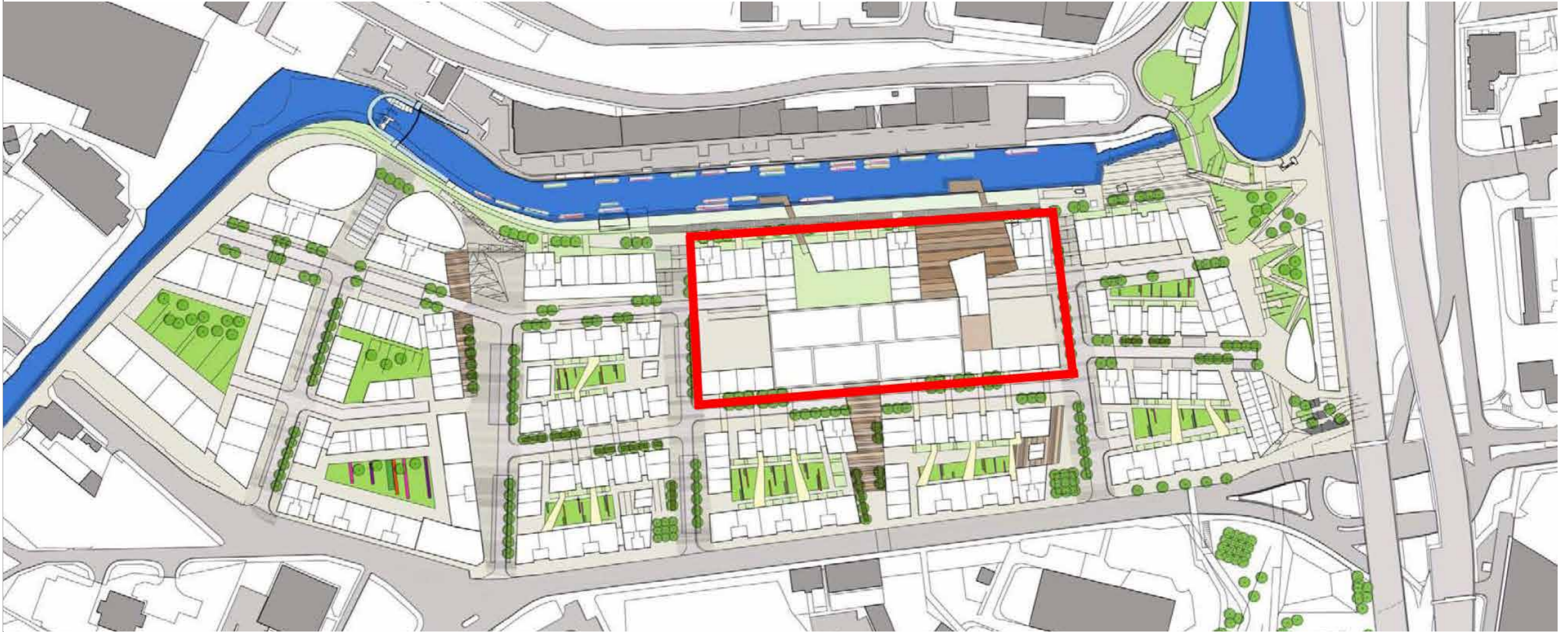
(top-left) Delivered improvement works under the M8 motorway.



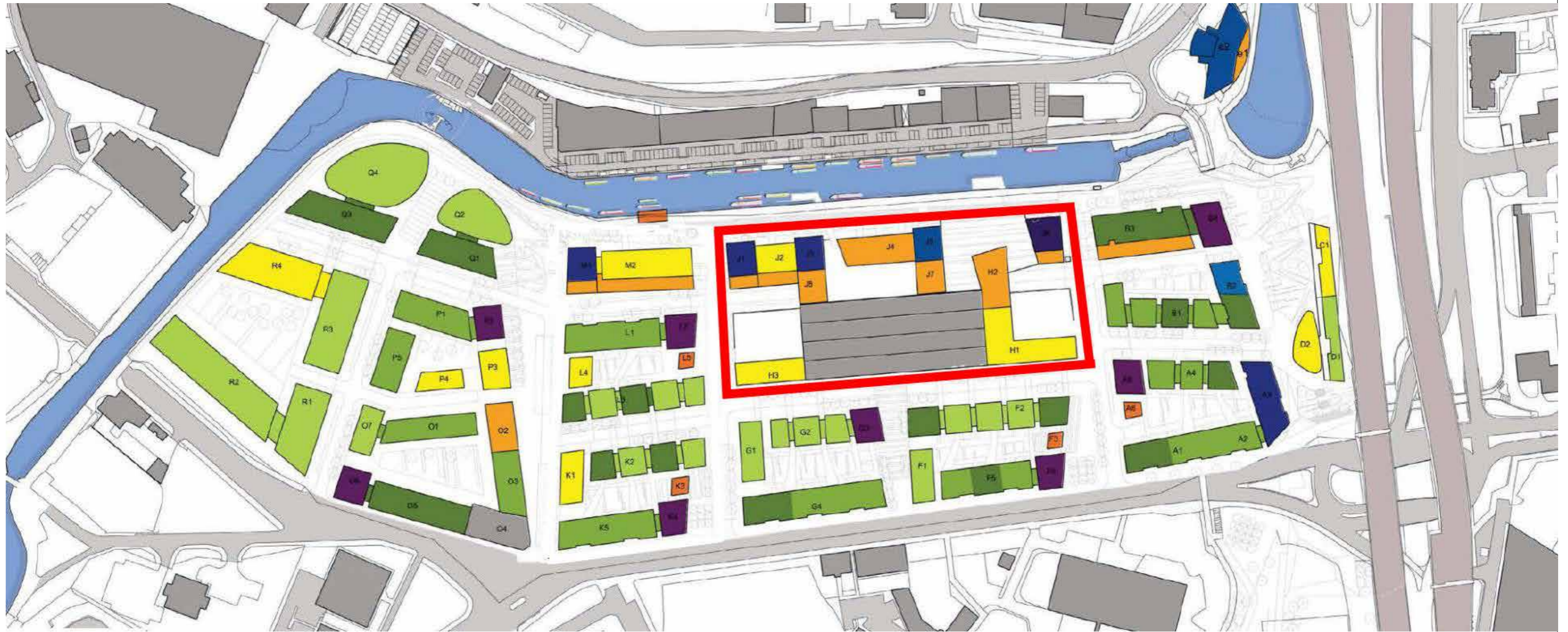
(top-right) 2008 masterplan overview with Scottish Opera at the heart of the site. Images: 7N Architects



(right) 2008 masterplan view west from Speirs Wharf with massing proposals on the Scottish Opera site. Image: 7N Architects



2008 masterplan (7N Architects)
depicting massing strategy for
cultural quarter around Scottish
Opera site.
Image: 7N Architects



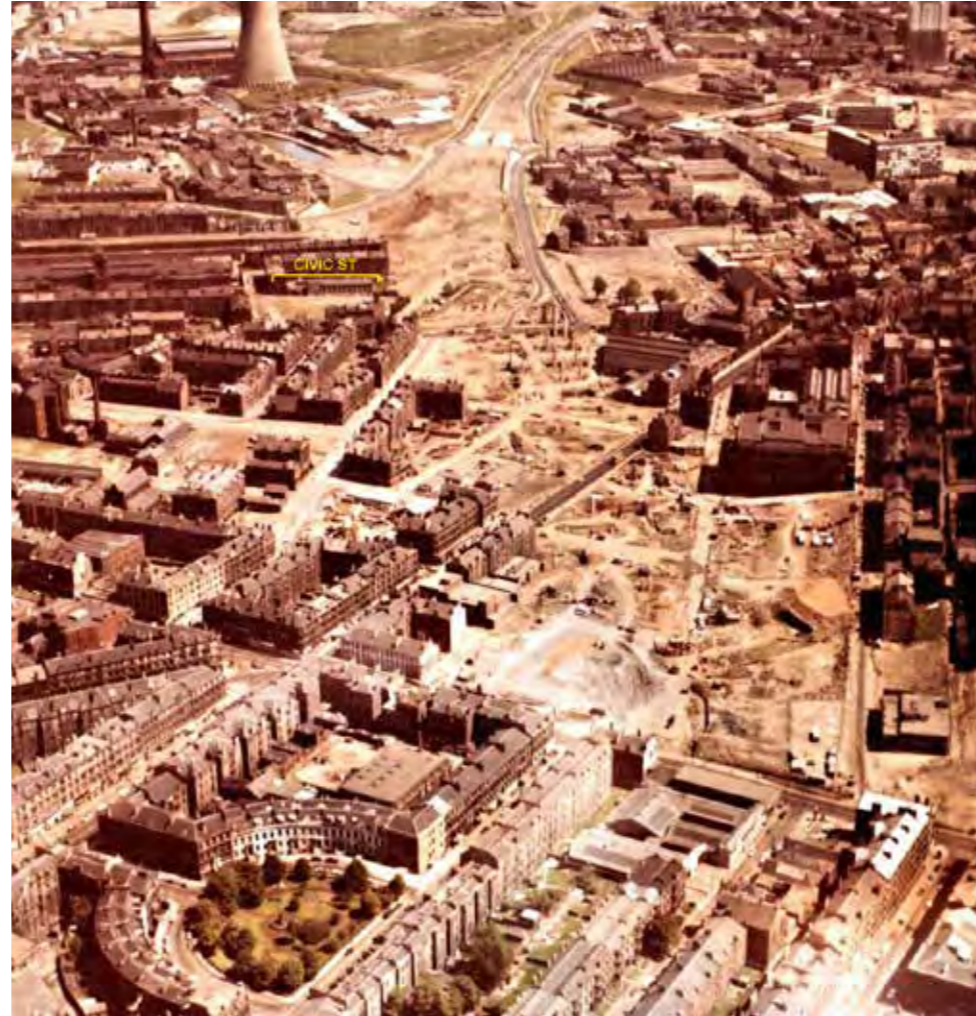
2008 masterplan (7N Architects) with building height analysis for cultural quarter surrounding Scottish Opera site. Image: 7N Architects



2020 Student Campus Refresh App Ref: 20/00455/FUL

In March 2020 Stallan Brand Architects submitted reworked proposals on the same site as 2014 for planning permission. The application was refused at Planning Committee, and at the subsequent Appeal the refusal was upheld.

The scheme was for one hundred and eighty two flats, split between towers of thirteen and twenty storeys at the north and south extents of the site, lying immediately to the north of Scottish Opera's land. Between the towers was an open plaza with ramped access to the canal side, and opportunities for retail and commercial use.



2023 Civic Street project App Ref: 23/02134/FUL

<https://civic-street.com/about/>

Civic House started life as Civic Press in the 1920s and now hosts a dynamic range of activities—including co-working, festivals, workshops, talks and food events - bringing together a community working across architecture, design, music, film, and food.

Flooded with natural light, the interior celebrates its open-plan industrial past. In 2021 an extensive PassivHaus retrofit project was undertaken to become one of Scotland's first post-industrial spaces to become energy positive.

Originally the building was surrounded by tenements but these were cleared away in the late 1960s for the formation of the M8 motorway, leaving Civic House isolated. Civic House are currently developing plans to animate and activate the vacant land opposite Civic House into a community focused garden space, with improved connections to the existing network of active travel routes. This provides the opportunity to create a public green space that can host community-led growing activities and enhance biodiversity for the area.

Known as 'Civic Street' several events days have been held to help shape the plans prepared by Erz Landscape Architects which will form the basis of an imminent planning application.

Far right: aerial view of construction of M8 motorway.
Right: landscape proposals for Civic Street: Erz.

This section provides a high-level overview of the planning policies applicable to this application. Planning Consultant Ryden have prepared a separate Planning Statement to accompany this application which should be read in conjunction with the Design and Access Statement.

National Planning Framework 4

National Planning Framework 4 (NPF4) is the national spatial strategy for Scotland, setting out spatial principles, regional priorities, national developments and national planning policy. NPF4 supersedes National Planning Framework 3 and Scottish Planning Policy.

Following the approval by the Scottish Parliament of National Planning Framework 4 (NPF4) on 13 February 2023, these policies now form part of the statutory development plan, along with City Development Plans.

NPF4 is underpinned by six overarching spatial principles:

- **Just transition.** We will empower people to shape their places and ensure the transition to net zero is fair and inclusive.
- **Conserving and recycling assets.** We will make productive use of existing buildings, places, infrastructure and services, locking in carbon, minimising waste, and building a circular economy.
- **Local living.** We will support local liveability and improve community health and wellbeing by ensuring people can easily access services, greenspace, learning, work and leisure locally.
- **Compact urban growth.** We will limit urban expansion so we can optimise the use of land to provide services and resources, including carbon storage, flood risk management, blue and green infrastructure and biodiversity.
- **Rebalanced development.** We will target development to create opportunities for communities and investment in areas of past decline and manage development sustainably in areas of high demand.
- **Rural revitalisation.** We will encourage sustainable development in rural areas, recognising the need to grow and support urban and rural communities together.

The proposed development of New Rotterdam Wharf addresses the policies of NPF4. This development of brownfield land strikes a balance between promoting health, sustainability, conservation, and promoting development and cultural investment.

Sustainable Places National Spatial Strategy: Scotland's future places will be net zero, nature-positive places that are designed to reduce emissions and adapt to the impacts of climate change, whilst protecting, recovering and restoring our environment.

New Rotterdam Wharf develops a derelict brownfield site just north of the city centre. The development provides opportunity to enhance biodiversity through sensitive landscape proposals that complement the existing tree belt along the western edge of the Forth and Clyde Canal. The proposals enhance the historic setting of the canal and Speirs Wharf.

Relevant policies include:

- Policy 9 Brownfield, vacant and derelict land and empty buildings.
- Policy 11 Energy
- Policy 12 Zero Waste
- Policy 12 Sustainable Transport

Liveable Places National Spatial Strategy: Scotland's future places will have homes and neighbourhoods that are healthier, affordable and vibrant places to live.

The development of the New Rotterdam Wharf site helps strengthen the resilience of neighbouring communities with a focus on high quality place-making. Enhanced connections to the canal network will provide improved access to active travel networks to support better health outcomes and bring more activity to the canal basin. The proposals will activate the towpath on the western edge of the Forth and Clyde Canal.

The proposals for New Rotterdam Wharf have adopted a design-led approach applying the Place Principle.

The proposals seek to improve natural surveillance and hence safety of the existing canal towpath and provide high quality public realm for all to enjoy. The site enhances connections east-west from the canal to Garscube Road.

The architectural form and materiality of the new buildings provides a distinctive character, developed from a strong understanding of the historical context of the site. The development promotes a sustainable approach to the choice of construction and materials and integrates landscape proposals which increase biodiversity. The new buildings are designed with flexibility in mind to facilitate future adaptation.

The development relates to two of the six national developments which support the delivery of liveable places Central Scotland Green Network and National Walking, Cycling and Wheeling Network.

Relevant policies include:

- Policy 14 Design, quality and place
- Policy 15 Local Living and 20-minute neighbourhoods
- Policy 20 Blue and Green infrastructure
- Policy 21 Play, recreation and sport

Productive Places National Spatial Strategy:

Our future places will attract new investment, build business confidence, stimulate GDP, export growth and entrepreneurship, and facilitate future ways of working.

The development of New Rotterdam Wharf enables the expansion of Scottish Opera with substantial benefits both in terms of community wealth building, job creation and talent retention, and supporting the creative and cultural sector. The development of this historic industrial site to support 21st Century 'industry' is appropriate. The high quality mixed-use development that will increase footfall and bring vitality and vibrancy to the local area.

Relevant policies include:

- Policy 25 Community wealth building
- Policy 26 Business and industry
- Policy 27 City, town, local and commercial centres
- Policy 31 Culture and Creativity

Glasgow City Development Plan

The Statutory Development Plan covering the application site is the Glasgow City Development Plan (CDP) adopted in 2017 and associated Supplementary Guidance (SG). The key aims of the CDP are creating and maintaining a high-quality healthy place and developing a compact city form that supports sustainable development.

The CDP 'Strategic Outcomes' are noted below;

- A vibrant place with a growing economy - This outcome seeks to reinforce the city as being at the centre of Scotland's economy, with support for new investment and employment opportunities and local communities are rejuvenated. The redevelopment of the long-term brownfield site for Scottish Opera production and theatre space, along with purpose-built student use can assist in this

4.3 Planning Policy Overview

regard and contribute to the cultural economy and target of doubling the city centre population by 2035.

- A thriving and sustainable place to live and work - This outcome seeks to achieve a city that is made up of sustainable, vibrant, and distinctive places which are well designed, accessible, and amongst other matters provide for a growing and diverse population. Scottish Opera's commitment to Glasgow and consolidation of its holdings to Edington Street and applying a community centred placemaking approach is very much in line with this principle. The scheme is well designed, providing active frontages, with appropriate materials which reflect the sites heritage.
- A connected place to move around and do business in - The proposed development is in a location which is accessible by sustainable means therefore supporting this outcome regarding active travel and public transport considerations. By encouraging pedestrian movements the development assists to repair the severance of the M8 and minimises the impact on the road network.
- A green place - The proposed development contributes towards high environmental quality, sustainability credentials, and will provide much needed added focus onto the Canal, with unique opportunity to introduce dedicated amenity spaces for residents and community to access.

Within the City Development Plan the site is designated as:

- Within the City boundary
- Economic Development Area
- The site does not have any listed buildings on it nor located within the Central Conservation Area, although there is a Scheduled Monument and listed building(s) in the vicinity.

Policies CDP 1 (The Placemaking Principle) and CDP 2 (Sustainable Spatial Strategy) are overarching policies which must be considered for all development proposals to help achieve the key aims of The City Development Plan.

Policy CDP 1 - The Placemaking Principle

Placemaking is vital to the success of the development of New Rotterdam Wharf. The proposals seek to take a creative and holistic approach to developing the site. There is a unique opportunity to provide a place of special urban character that would attract people to a flourishing

cultural quarter. The proposals provide opportunity to improve connectivity with the adjacent Forth and Clyde Canal with new public amenity spaces to increase leisure opportunities for both locals and visitors.

Policy CDP 2 – Sustainable Spatial Strategy

This policy should be read in conjunction with Policy CDP 1 and provides a spatial representation of The Plan's strategy, with a strong emphasis on placemaking, health and wellbeing, and sustainability.

The site lies within the Glasgow North Strategic Development Frameworks (SDF), an area of the city identified with a focus on regeneration and redevelopment. Scottish Opera's new facility will provide a significant public building on a brownfield site offering community and cultural use, complementary residential and commercial activity.

The site will redevelop vacant and derelict land into a development that contributes positively into a vibrant and accessible neighbourhood, easily accessible to the city centre.

The activation of the Forth and Clyde Canal towpath adjacent to the site will encourage greater use of the waterway for leisure and enhance the existing active travel network.

In addition to these CDP designations, the following policies/SG are of relevance.

Policy CDP 3 - Economic Development

Glasgow has one of the UK's fastest growing economies and has successfully grown its business base in recent years and retains its position as having the biggest economy of Scotland's cities.

Glasgow continues to develop as a centre of innovation and is the creative and cultural capital of Scotland. A diversity of the City's economy is crucial to long-term sustainability and resilience.

Policy CDP3 Economic Development seeks to further develop the City's economy. The New Rotterdam Wharf site falls within one of the economic development areas, and the use of the site as a home of creative industries will both support current and create new employment opportunities.

Policy CDP 5 - Resource Management

Glasgow is taking a strategic approach to energy planning, seeking to reduce energy consumption and utilise cleaner and more renewable sources of energy. SG5 provides guidance on the use and derivation of energy and the processing of waste in new development.

New Rotterdam Wharf lies within a planned district heating scheme. The new buildings will be high performance with efficient MEP systems to minimise operational carbon. The embodied carbon of their construction is being considered, along with the circular economy and the ability to deconstruct and recycle at the end of the building's life.

During construction Contractors will require to explain their management procedures to minimise waste. The proposals include adequate storage for waste.

Refer to the separate Sustainability report accompanying this application.

Policy CDP 6 - Green Belt and Green Network

The Green Network consists of a variety of elements including connecting corridors and links such as the Forth and Clyde Canal. The proposed New Rotterdam Wharf development will enhance the functionality, quality, connectivity and accessibility of the Canal towpaths and its role as green infrastructure. The development will increase the attractiveness of the area as a location for Scottish Opera and associated business activity, create opportunities for health improvement and building better connected communities and protect and enhance wildlife and the environment. The soft landscape proposals will encourage greater biodiversity and assist with water management. These are described in full detail later in this report.

The development will provide better natural surveillance of and improved accessibility to the towpath. The rooftop garden of the Scottish Opera building will provide an enhanced aspect for both the Speirs Wharf flats and adjacent PBSA blocks.

Policy CDP 8 – Water Environment

With an increase in the severity and frequency of storms there is an increased risk of flooding from both surface water and drainage / sewerage systems. It has been determined that the site is of low flood risk. Refer to the separate Drainage Impact Assessment and Flood Risk reports accompanying this application.

Policy CDP 9 – Historic Environment

Glasgow enjoys a rich heritage of buildings and historic settings which enrich the city's cultural identity and provides a strong sense of place.

The New Rotterdam Wharf site lies adjacent to the Forth and Clyde Canal scheduled monument, with the listed Speirs Wharf complex lying to the east and will therefore have an impact on this important historic setting.

The policies for the protection and management of the built heritage are underpinned by the Historic Environment (Amendment) (Scotland) Act 2011, and a Scheduled Monument Consent application is being made in parallel.

The proposals offer high quality design that respects and enhances the historic environment by encouraging more activity along the Forth and Clyde Canal and preserving views from and of Speirs Wharf from key vantage points.

Refer to Section 4.5 Heritage Impact Statement.

Policy CDP 10 - Meeting Housing Needs

The Scottish Government is committed to increasing housing provision to support population and household growth. New Rotterdam Wharf provides an opportunity for the development of a brownfield site to support this aim by the provision of high-quality Purpose Build Student Accommodation in an area where there is currently limited PBSA development, yet is conveniently sited close to the city centre and higher education establishments. This helps to meet the demands of the city's growing student population and reduce the reliance on houses in multiple occupancy.

The proposed PBSA building footprint is just below the 2,000 sqm threshold requiring a main stream residential component, however, as evidenced within this Design and Access Statement document, the proposed development is a genuine mixed-use masterplan with Scottish Opera at its heart. The proportion of PBSA floor area to other cultural uses floor area across the site is approx. 70/30. This development is a unique opportunity to promote a significant cultural quarter destination with international presence, with excellence in design, and promote the spirit of SG10 for inclusive population growth with a student element contributing towards sustainable mixed communities.

The PBSA will enhance local amenities, with the provision of facilities such as a convenience store and gym at the various entrance level(s) reflecting the topography of the site and benefitting

the existing neighbouring communities. The development will encourage additional services to the area rather than add more strain onto existing.

The proposals include significant new areas of high quality public realm with new public spaces at the four corners of the development site, internal courtyards and a rooftop garden to the Scottish Opera facility that will be publicly accessible.

The PBSA will offer suitable, high quality communal facilities, amenity and social spaces along with adequate refuse and recycling facilities. Amenity space exceeding the required 5m² / bed is provided both internally and externally for the PBSA blocks. Room sizes exceed the minimum space standards stated in SG10. The design utilise a whole life approach with flexible floorplates and building design to ensure there is scope and flexibility for adaptation to alternative future uses including mainstream residential.

Effective security measures and an operational management plan will help to deliver a safe and secure environment for residents whilst proactively minimising potential adverse impacts on the local neighbourhood.

A separate Student Needs Assessment report to evidence demand and capacity, and an Operational Management Plan accompany the planning application.

Policy CDP 11 – 'Sustainable Transport'

New Rotterdam Wharf enjoys good transport and improved connectivity with the city centre. The proximity of the site relative to the city centre provides an opportunity to provide direct connection for sustainable transport.

The New Rotterdam Wharf site is well connected to local active travel network of pedestrian routes and cycle ways, including the branch that connects to National Cycle Route 754. Garscube Road is a short walk away and is well served by local bus routes. Buchanan Bus Station and both Central and Queen Street train stations are within comfortable walking distance of the site.

Refer to Section 4.6 on Connectivity and the separate Transport Assessment that accompanies this submission.

Policy CDP 12 – 'Delivering Development'

The proposals provide a positive impact on the city, encouraging the following:

- Activating the western edge of the Forth and Clyde Canal at Speirs Wharf.

- Enhancing the public realm, improving connections to the canal.
- Enhancing biodiversity and strengthening the Green Network of travel routes.
- Creating a destination with a publicly accessible cultural facility at its heart.
- Enhancing engagement with culture.
- Offering training and employment opportunities for the Creative Sector.
- Providing high quality student accommodation with associated amenity.
- Improving facilities such as a shop and gym to strengthen the resilience of existing neighbouring communities.

In addition to NPF4 and the Glasgow City Development Plan the proposed development also responds to the following policy documents.

Cowcaddens District Regeneration Framework

The Cowcaddens District Regeneration Framework (DRF) refers to the underutilisation of canal areas and specifically reference Speirs Locks creative quarter. It references the need for mix of uses and improved wayfinding, creating a focus point of the quarter as a public destination, and repairing the M8 severance. These proposals meet these objectives.

City Centre Strategic Development Framework

GCC has approved this Framework which promotes city centre living, and a vibrant place to work and live. This includes promoting sustainable city centre living with 20-minute communities and promoting densification to repair the urban townscape.

This application meets GCC's aspirations in terms of redeveloping a vacant site, to provide new amenity and facilities for both new residents and existing neighbouring communities.

Glasgow City Centre Living Strategy

This strategy seeks to double the city centre residential population by 2035 by supporting city centre living. The provision of student accommodation is a critical piece of this residential offer and promotes amenities and resilient communities.

Glasgow City Centre Recovery Plan

This Plan provides clarity on GCC priorities to existing businesses and future investors alike to assist the post Covid recovery.

Whilst sustainability is naturally at the heart of the Plan, the main priorities include promoting activity and footfall, maximise employment and development opportunities, enhance city centre attractiveness, and embedding climate mitigation and enhancements. These priorities are addressed in the development proposals for New Rotterdam Wharf.

4.4 Environmental Policies & Climate Resilience

The National Spatial Strategy for 2045 set out in NPF4 sets out the objective as to how we can make sustainable use of our natural assets in a way which benefits communities, and ensures that the planning system in Scotland can deliver equitable abundance that reflects the fact that; 'Scotland's rich heritage, culture and outstanding environment are national assets which support our economy, identity, health and wellbeing. Many communities benefit from great places with excellent quality of life and quality, affordable homes. Many people can easily access high quality local greenspaces and neighbourhood facilities, safe and welcoming streets and spaces and buildings that reflect diverse cultures and aspirations. Increasingly, communities have been finding new ways to live sustainably, including taking control of their property or land'.

Through our understanding and interpretation of NPF4 we are proposing the creation of high quality accessible spaces providing a setting for the Scottish Opera mixed use development. This will include improved inclusive access to the Forth and Clyde Canal Towpath to the east of the site at New Rotterdam Wharf. The well-designed place making proposals will make a successful place through a design-led approach and apply the Place Principle. Scottish Opera, at New Rotterdam Wharf will become a healthy, pleasant, distinctive, connected, sustainable and adaptable place.

Aligned with Policy 14 (NPF4)

a) Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.

b) Development proposals will be supported where they are 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 to be interpreted, literally or creatively, into designs to reinforce identity.

Sustainable: Supporting the efficient use of resources that will 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 the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.

c) Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported.

We have set out our proposals aligned to the Local Living and 20-minute neighbourhoods policy principles. This has included reference to the abundant resources around the site which are easily accessible. Where there is improvement to be made, we propose such, for example improved links to the canal towpath. This development also sits in the context of a masterplan for the wider area which promotes 20minute neighbourhood policies through mixed use, provision of services across the area and easily accessible facilities for all. Our proposals for Scottish Opera site should be considered in the context of the overall masterplan.

'To encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options.'

The 20-minute neighbourhood concept outlines a flexible approach to assessing our places against the concept of local living. The localism agenda raised in popular parlance from the COVID era of living locally. A method of achieving connected and often compact neighbourhoods designed in such a way that people can meet most of their daily needs within a reasonable distance of their home preferably by sustainable and active travel methods arose and is commonly referred to as the 20minute neighbourhood. The principle can be applied to the New Rotterdam Wharf development in the context of the wider masterplan and proposed developments in the surrounding area. These are planned to significantly reduce the need to use unsustainable methods of travel, to prioritise quality of life, help tackle inequalities, increase levels of health and wellbeing and respond to the climate emergency.

The proposals at New Rotterdam Wharf create a well-planned place informed by its context – historic, cultural, and social. It is an accessible development, supporting health and wellbeing and is resilient to climate change impacts. Planting species for instance are climate resilient and drainage has been designed to accommodate the predicted changes. The local infrastructure requirements are addressed and support the community. Our proposals therefore align with Policy 15;

d) Development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development with the surrounding area, including local access to:

- sustainable modes of transport including local public transport and safe, high quality walking, wheeling and cycling networks;
- employment;
- shopping;
- health and social care facilities;
- childcare, schools and lifelong learning opportunities;
- playgrounds and informal play opportunities, parks, green streets and spaces, community gardens, opportunities for food growth and allotments, sport and recreation facilities.

All of which will be or already are available in the local area (see Section 4)

Biodiversity & Climate Change Resilience

'Green infrastructure should be thought about at every scale of planning, from the strategic framework right down through neighbourhoods and within streets to the individual house or flat.' Green Infrastructure, Design and Placemaking, The Scottish Government 2012.

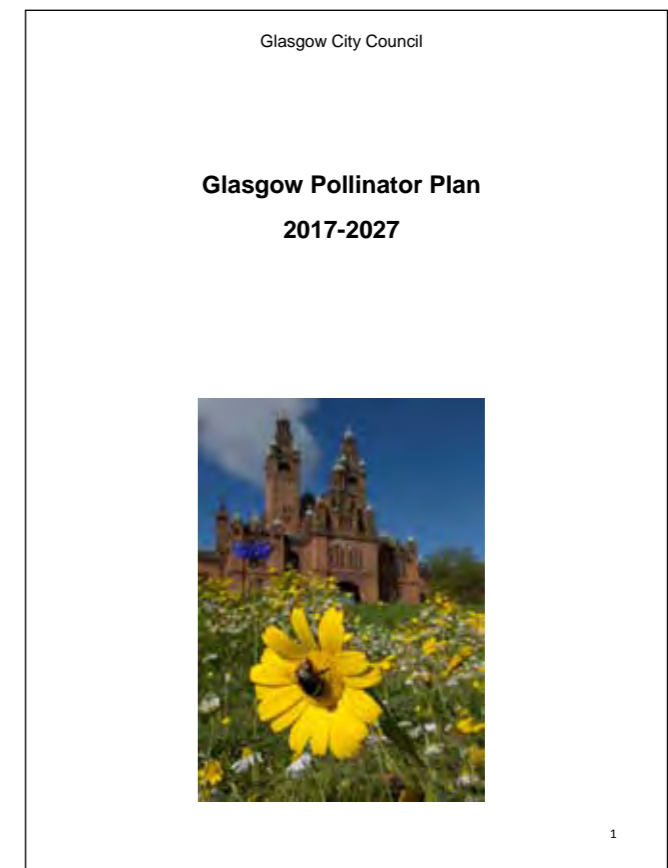
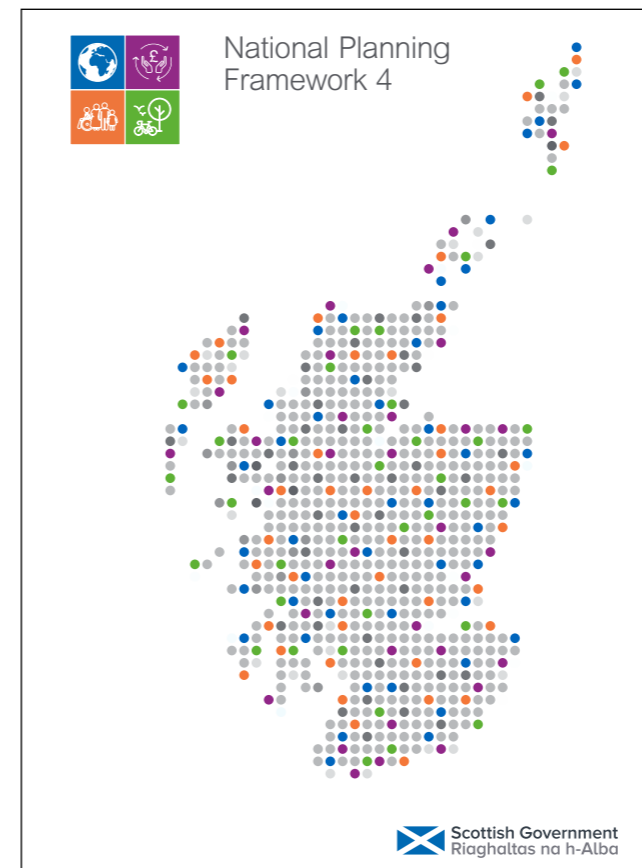
We need to initiate climate recovery action and address the biodiversity loss as seen across the city in developments over the recent decades. NPF 4 encourages greater attention to biodiversity across all aspects of a new development. Its policy objective is 'to protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks'. Through our development we will deliver biodiversity net gain and make a positive contribution to the natural asset of the existing site. Biodiversity is enhanced through the proposed connectivity to the existing linear networks, the adjacent canal, and the nature-based solutions we will propose.

Policy 14 of NPF4 sets out an objective to ensure that biodiversity in locations such as New Rotterdam Wharf is conserved and accessible to communities, bringing nature into the design and layout of our cities, towns, streets and spaces.

Policy 3 of the NPF4 ensures that development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them.

Proposals should also integrate nature-based solutions, where possible. This will include future management of the natural asset to ensure that the objectives are met. Our proposal is informed by an understanding of the existing characteristics of the site and its local ecological context. A Preliminary Ecological Assessment, PEA, will be carried out. This survey provides a base line, our starting point from which we have developed our planting and habitat proposals, incorporating nature-based solution, including significant biodiversity enhancements and nature networks, linking to and strengthening habitat connectivity within and beyond the development. This data can be used as the baseline from which to benchmark future interventions.

We see this development as an opportunity to make a positive contribution to address national biodiversity, habitat and climate change issues.



Covers of relevant documents

4.5 Consultation Process

The application is classified as a 'Major Application' under Planning Legislation. As such, and due to the importance of the site and scale of the ambition, there has been extensive consultation on the proposed redevelopment of New Rotterdam Wharf. This process and outcomes is fully described and referenced in the separate Consultation Report prepared by Rydens Planning Consultants.

Scottish Opera have shared their ambitions with representatives of Scottish and UK Government, local councillors, and potential partnering organisations. Feedback has been very positive and supportive of the need for Scottish Opera to consolidate their operations in Glasgow and to act as an ongoing catalyst for regeneration of the Forth and Clyde canal area.

Scottish Opera have also consulted with outreach and participation programme partners to help inform the brief for their new building.

The proposals have been subject to a formal pre-application process in which the Client and Design Team have met with GCC planners on four occasions to discuss massing, scale, establish key views and discuss architectural concepts and materiality. A separate meeting has been held with GCC Highways to discuss traffic impact.

In addition, the Design Team have met with key stakeholder Scottish Canals and are liaising with HES to discuss the impact on the Forth and Clyde Canal Scheduled Monument both in terms of the final proposals, site investigation works and construction.

Two public consultations have been held on 24th October and 13th December 2023 at Edington Street. These events were publicised in advance in the local newspaper and by flier and streetlamp wraps. Presentation boards provided background information, accompanied by physical models of the site. Representatives of the Client and Design Team were on hand to answer queries.

In addition to the consultation events there is a dedicated website hosting the same information, with both in-person and digital attendees being encouraged to provide feedback on the proposals via an online questionnaire. Scottish Opera social media accounts have been used to drive traffic to the website.

Feedback received has been reviewed and reflected on by the Client and Design Team and has helped inform the developing designs. This is described in more detail in later sections of this report.

For full detail of the consultation process please refer to the separate Consultation Report by Rydens Planning Consultants that accompanies the planning application.

Right: consultation board 9 from second public event held on 13th Dec 2023.

Feedback from consultation No.1



31  people attended our first consultation

15  feedbacks were received: 9 of which are positive comments and 6 highlighted some concerns, which we have responded to below;

1. The two towers are too tall and should be lower

The scale of the development has been carefully considered. The towers are split into two elements, with the lower parts adjacent the towpath and fronting Speirs Wharf set lower to respond to the scale of the Speirs Wharf buildings. See section A-A below.

2. There will be a negative townscape impact upon the outlook and views of Speirs Wharf residents

Views to and from Speirs Wharf have been a central consideration of the design approach taken. The floorplates of the PBSA blocks have been designed to minimise the impact on views by orientating the blocks perpendicular to the Speirs Wharf elevation (minimising the elevation width presented to the Wharf). In addition, by chamfering the corners of the blocks, this increases the openness of views, reducing the impact. See Plan 1 on this page and refer to FAQ board

3. What are the sunlight and daylight impacts for residents?

Refer to the environmental impact assessment within the FAQ Boards board

4. Will there be any noise issues associated with the development?

Refer to FAQ board

5. What is the parking solution?

Refer to FAQ board

6. What are the proposed commercial units going to be?

Café at the Walled Garden with an emphasis on weekend hours, Gym that is open to public membership and the possibility of a supermarket chain is being explored at the moment. There have also been early discussions with a Medical Practice and a Dental Practice about a possible relocation. Refer to board 8

7. How will the community spaces be curated and truly open to everyone?

The Walled Garden will be curated by Scottish Opera with the intention of hosting small scale music performances in the warmer months – both in the garden space and in the southern rehearsal room with the audience seated on the tiered steps. In addition, the Education Room on the lower northern end will (when not required for Scottish Opera projects) be available for performances for (and by) the Primary Schools of North Glasgow. The room will also be available to the wider community for events, meetings and displays.

