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# New Rotterdam Wharf, Glasgow – Townscape and Visual Impact Assessment

Townscape and Visual Impact Assessment

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**Townscape and Visual Amenity**

**Introduction**

This report, which was prepared by HarrisonStevens Limited, presents an assessment of the likely significant townscape and visual effects of the Proposed Development. It has been prepared by a Chartered Landscape Architect experienced in Townscape and Visual Impact Assessment (TVIA), in accordance with the guidance issued by the Landscape Institute, and has been peer reviewed by another Chartered Landscape Architect. Both have over 20 years of professional experience in undertaking Townscape and Visual Impact Assessment.

The TVIA concentrates on the key townscape and visual issues identified during the pre-planning stages and in conjunction with Glasgow City Council (GCC) in relation to:

- Townscape character and resources, including effects on the aesthetic values of the townscape, caused by changes in the elements, characteristics, character and qualities of the townscape as a result of development; and
- Visual amenity, including effects upon potential viewers and viewing groups caused by change in the appearance of the townscape as a result of development.

Townscape character and resources are considered to be of importance in their own right and are valued for their intrinsic qualities regardless of whether they are visible / seen by people or not. Effects on visual amenity as perceived by people are clearly distinguished from, although closely linked to, effects on townscape character and resources. Townscape and visual assessments are therefore separate, but linked processes.

This report provides a summary of relevant planning policy and a description of the methods used in the assessment. This is followed by a description of the relevant baseline conditions of the site and surrounding area, and an assessment of the likely significant effects during the site clearance and construction works, and once the Proposed Development is completed and operational. Mitigation measures are identified, where appropriate to avoid, reduce or offset any adverse effects identified, together with the nature and significance of likely residual effects.

This chapter has been prepared by a Chartered Landscape Architect experienced in Townscape and Visual Impact Assessment (TVIA) in accordance with the guidance issued by the Landscape Institute.

The TVIA is supported by a comprehensive set of Figures illustrating the Proposed Development's context, the predicted visibility and appearance. These include the Townscape Designations Plan and Viewpoint Location Plan, **Figure 1.1.1**, and Townscape Character Plan, **Figure 1.1.2**. The assessment of Townscape and Visual effects is supported by viewpoint photographs and visualisations in **Figures 1.2.1 to 1.2.9**.

In addition to this assessment of Townscape and Visual Effects, a detailed Design and Access Statement was prepared by Page\Park Architects and HarrisonStevens Landscape Architects which sets out a structured analysis of how the design of the Proposed Development has been taken forward.

**Scope and Methodology**

***General Approach***

The TVIA has been based on guidelines provided in the following publications:

- Landscape Character Assessment: Guidance for England and Scotland (The Countryside Agency and NatureScot, 2002);
- Managing Change in the Historic Environment, Setting (Historic Environment Scotland, 2016); and
- Guidelines for Landscape and Visual Impact Assessment (Landscape Institute and Institute of Environmental Assessment, 3rd Edition 2013).

The general approach to the TVIA includes the following tasks:

- Pre application correspondence with Page\Park Architects who have agreed the scope of the TVIA with GCC;
- Baseline Assessment (comprising desk study and field survey); and
- Analysis and Reporting

These tasks are described in detail below.

***Scoping***

The scope of the TVIA was a subject of discussion through the Pre-App process between Page\Park Architects and Glasgow City Council. Given the localised nature of the effects within Glasgow City Centre, the assessment has been focussed on a core study area of c.0.5km beyond the site boundary to assess townscape effects in detail, and c.1.5 km to assess visual effects. The following viewpoints to be included in the assessment were presented by Page\Park Architects to Glasgow City Council, and, following discussions, were refined and microsited through subsequent fieldwork:

1. Pedestrian route linking New City Road to Braid Park beside M8 Motorway.
2. St Georges Road, Charing Cross.
3. Blythswood Square, Blythswood Street.
4. Junction of Garscube Road and Hopehill Road.
5. Sighthill Circus.
6. Junction of Craighall Road and Borron Street.
7. South eastern corner of Dobbie's Loan and Kyle Street.
8. Spiers Wharf, beside Speaker Martin's Loch.
9. Spiers Wharf, north.

***Baseline Assessment***

The first stage of the assessment reviews the existing townscape and visual resource of the study area in terms of its character, quality (i.e., the baseline condition) and establishes sensitivity of the resources/receptors. The baseline assessment forms the basis against which to assess the magnitude and significance of the predicted townscape and visual effects arising from the Proposed Development.

The baseline assessment has three elements:

- Description – the process of collecting and presenting information about townscape and visual resources in a systematic manner;

- Classification – the more analytical activity whereby townscape and visual resources are refined into units of distinct and recognisable character; and
- Evaluation – the process of attributing a sensitivity rating to a given townscape or visual resource, by reference to specified criteria.

In determining these elements, the baseline assessment process comprises three stages: desk study, field survey and analysis. These are described below.

**Desk Study**

As part of the desk study, existing map and written data regarding the Proposed Development site and its environs were reviewed, including:

- City Development Plan, Glasgow City Council, 2017;
- Glasgow Central, Conservation Area Appraisal, Glasgow City Council, 2012;
- Supplementary Guidance – The Place Making Principle, Parts 1 and 2, 2018;
- Historic Environment Scotland Inventory of Gardens and Designed Landscapes.

The desk study enabled the definition of the baseline townscape and visual resource within the study area and the main users of the area, key viewpoints and key features were identified (these were subsequently confirmed as part of the field studies).

The aim of the baseline visual assessment was to ensure that a representative range of viewpoints were included in the visual assessment in order to represent the identified receptors. The potential extent of visibility of the Proposed Development was identified by reference to Ordnance Survey map data and observations made in the field. Following this, potential visual receptors likely to be affected by the Proposed Development were identified.

The viewpoints were selected to ensure that the visual assessment included a representative range in relation to the following criteria:

- Type of receptor - including different townscape character areas;
- Distance of receptor from Proposed Development - to a maximum distance of c.1.5 km from the Proposed Development; and
- Direction of receptor from Proposed Development, with the aim of achieving a distribution from different compass points around the site.

The desk study provides the basis for subsequent field survey work. It informs the description of the Townscape Character Areas for the study area, the definition of the potential extent of visibility and the identification of the principal viewpoints and receptors, which were subsequently confirmed during the field survey.

**Field Survey**

Field survey was undertaken to verify the townscape character areas identified within the study area and gain a full appreciation of the relationship between the Proposed Development and the existing townscape.

Field survey work also verified the appropriateness of the proposed viewpoints. This involved checking the initial viewpoint selection on the ground, to ensure that there will be views of the Proposed Development

from these locations. In some instances, this can be remedied by slight adjustments of the location, although this has to remain relevant to the particular receptor(s) for which the viewpoint was selected. It is also important to ensure that the selected viewpoints are a representative view, and demonstrate potential visibility of the Proposed Development for the selected location. The fieldwork was supported by analysis of Ordnance Survey maps, and observations were recorded with photographs.

**Analysis and Reporting**

Analysis and reporting of the baseline assessment took place after completion of the desk and field surveys. The baseline townscape assessment provided a description, classification and evaluation of the townscape of the study area from which to assess the potential townscape effects of the Proposed Development. The baseline visual assessment provided an initial list of viewpoints for the viewpoint assessment, with brief commentary on viewpoint location, distance from the Proposed Development, receptors and rationale for selection, from which to assess the potential visual effects of the Proposed Development. The baseline assessment is supported by **Figures 1.1.1 – 1.1.2**, which show the relevant townscape designations/ viewpoint locations and townscape character areas respectively.

The baseline assessment provided a description of the townscape and visual resource from which an assessment of the townscape and visual effects of the Proposed Development can be undertaken to determine the development's acceptability in principle and its preferred siting, layout and design. The baseline assessment contributed to influencing the development of embedded mitigation measures.

**Assessment of Residual Townscape and Visual Effects**

The assessment describes the changes in the character and quality of the townscape and visual resources that are expected to result from the Proposed Development. It covers both townscape impacts, i.e., changes in the fabric, character and key defining characteristics of the townscape; and visual impacts, i.e., changes in available views of the townscape and the significance of those changes on people.

In assessing townscape impacts, the potential direct effects on the fabric of the townscape are considered, together with the potential effects on the perception of townscape character. The latter depends on a number of factors:

- The nature of the townscape character area, including factors such as the nature of views and sense of enclosure;
- The extent of the potential visibility of the Proposed Development (e.g., the number of potential viewpoints and extent of the development seen);
- The proportion of the character area with potential visibility; and
- The distance to the Proposed Development.

The baseline townscape character assessment together with an assessment of the potential effects on each townscape character area is included in the assessment, along with consideration of the extent of potentially significant effects.

A viewpoint analysis has been carried out to identify and evaluate the potential effects on visual amenity arising from the Proposed Development at specific representative locations in the study area. The viewpoints selected are considered to be representative of the spectrum of receptors in the study area, located at different distances, directions and elevations relative to the Proposed Development.

The assessment has involved the production of computer-generated wireframes and photomontages to predict and illustrate views of the Proposed Development from each of the agreed viewpoints and to assist in the assessment of impacts. These are shown in **Figures 1.2.1 – 1.2.9**. The viewpoint locations are identified on **Figure 1.1.1**.

**Assessment Methodology and Significance Criteria**

The TVIA is supported by **Technical Appendix 1**, which contains a detailed description of the method of assessment. The Townscape and Visual Assessment methodology follows good-practice guidance and advice on the assessment of the impacts of development on townscape and visual resources. A key source of guidance is the Guidelines for Landscape and Visual Impact Assessment (Third Edition, 2013) (GLVIA 3). Other documents specific to photography and visualisation techniques, and cumulative impacts have also been referred to.

*Overview of Methodology and Limitations*

The general approach to the TVIA includes the following key tasks:

- Desk study: A desk study was undertaken to define the baseline townscape and visual resources within the study area and identify the main users of the area, key viewpoints and key features. Refer to **Technical Appendix 2** for further details on the baseline townscape characterisation;
- Field survey: The townscape and visual resource identified through the Desk Study was then verified through field survey work. This allowed the assessor to gain a full appreciation of the relationship between the Proposed Development and the townscape;
- The viewpoints to be included in the assessment were discussed between Page\Park Architects, Ryden and Glasgow City Council as part of the formal Pre-App consultation;
- Baseline assessment of townscape and visual resources (consisting of desk study, field survey and reporting) reviews the existing townscape and visual resource of the study area in terms of its character, quality (i.e., the baseline condition) and establishes sensitivity of the resources/receptors. The baseline assessment forms the basis against which to assess the magnitude and significance of the predicted townscape and visual effects arising from the Proposed Development;
- Design optimisation, iterative development of the design and layout of the Proposed Development based upon a combination of townscape and visual factors alongside, wind, noise, daylight, etc;
- Assessment of townscape and visual effects (construction and, in particular, residual operational effects). The assessment describes the changes in the character and quality of the townscape and visual resources that are expected to result from the Proposed Development. In assessing townscape impacts, the potential direct effects on the fabric of the townscape are considered, together with the effects on the perception of townscape character. The baseline townscape character assessment together with an assessment of the effects on each character area is included in the assessment, along with consideration of the extent of potential significant effects. The visual assessment includes a viewpoint analysis which has been carried out to identify and evaluate the effects on visual amenity arising from the Proposed Development at specific representative locations in the study area.

Limitations of the standard approach include the use of agreed viewpoints as a proxy in order to understand effects across the study area. This is because it is not feasible to make an assessment of every visual receptor across an extensive area. This is standard practice.

*Study Area*

The core study area comprises a 500m radius circle centred on the site, as shown in **Figure 1.1.2**. This study area boundary extends to encompass the key areas of influence of the Proposed Development on the surrounding townscape. A wider study area has been used to understand the visual effects of the Proposed Development, extending to c.1.5 km, as indicated on **Figure 1.1.1**. The extent of the Study Area was determined as appropriate, given the height of the Proposed Development, and in consultation with the relevant consultees.

*Method of Assessing Residual Effects and their Significance*

Once the baseline situation in relation to townscape and visual receptors has been reviewed, this information is combined with an understanding of the proposed change or development that is to be introduced, in order to identify and describe the townscape and visual effects. As the mitigation is embedded as part of the design, potential effects and residual effects will be the same. The assessment process determines whether the level of an effect would be significant or not through methodical consideration of, firstly, the sensitivity of townscape and visual receptors relative to changes as a result of the Proposed Development and, secondly, the magnitude of change that they would experience.

A description of the principles used in assigning sensitivity to change to townscape and visual receptors and evaluating the likely magnitude of change that would be experienced in relation to the Proposed Development, and in the subsequent consideration of sensitivity and magnitude in determining the level and overall significance of resultant effects, as informed by GLVIA 3, is set out in **Technical Appendix 1**.

*Level of Effects and Determination of Significance*

The level of any identified townscape or visual effect has been assessed as major, moderate, minor or no effect, or intermediate categories (e.g., major/moderate) between these. These categories have been determined by consideration of the sensitivity of townscape or visual receptor and the predicted magnitude of change that would be experienced as a result of the Proposed Development, as summarised above and described in detail in **Technical Appendix 1**. The following matrix in **Table 1** is used as a guide to correlating sensitivity and magnitude to determine the level of predicted effects and their significance.

**Table 1: Significance of Effects on the Townscape Resource and Visual Receptors**

| SENSITIVITY | MAGNITUDE OF CHANGE | | | |
|---|---|---|---|---|
| | Substantial | Moderate | Slight | Negligible |
| High | Major | Major/Moderate | Moderate | Moderate/Minor |
| Medium | Major/Moderate | Moderate | Moderate/Minor | Minor |
| Low | Moderate | Moderate/Minor | Minor | Minor/None |

Where the townscape or visual effect has been classified as major or major/moderate, this is considered to be a significant effect in terms of the EIA Regulations (if applicable). It should be noted that significant effects need not be adverse and may be either negative or positive and also may be reversible in respect of the development, the assumption is that with regard to intrinsic nature of the townscape and visual effects, effects are negative unless stated.

The matrix is not used as a prescriptive tool, and the methodology and analysis of potential effects at any particular location must make allowance for the exercise of professional judgement. Thus, in some instances, a particular parameter may be considered as having a determining effect on the analysis.

**Planning Policy and Guidance**

In the preparation of this Townscape and Visual Assessment, consideration has been given to the policies, guidance and advice contained in National Planning Framework 4 (NPF4) which sets the context to the development plan and specifically the City Development Plan, 2017.

*Local Planning Policy*

The Glasgow City Development Plan, 2017 provides guidance and key policies relevant to the TVIA as set out below.

*CDP1: The Placemaking Principle.*

The Council expects new development to be: *"design-led, to contribute towards making the City a better and healthier environment to live in and aspire towards the highest standards of design while protecting the City's heritage."* This includes the following objectives:

- *Making the City an appealing place to live, work and visit;*
- *Creating healthy and more equitable environments…*
- *Delivering sustainable buildings, areas and spaces that are attractive and enhance the quality of life for everyone;*
- *Demonstrating a creative and iterative process in developing proposals;*

- *Delivering highly creative, innovative, and technical standards in design of buildings, structures, infrastructures and their setting;*
- *Respecting the historic… environment by responding to its qualities and character;*
- *Providing high quality amenity…in the City;*
- *Promoting connectivity, active travel and public transport; [and]*
- *Bringing, where possible, vacant and derelict land back into effective use…*

Policy CDP9 Historic Environment

The Council will protect, preserve and, where appropriate, conserve and/or enhance the historic environment. *"The historic environment encompasses, in this context, world heritage sites, listed buildings, conservation areas, scheduled monuments, archaeological sites, Inventory and non-Inventory gardens and designed landscapes and Inventory battlefields. The Council will assess the impact of Proposed Developments that affect historic environment features and/or their settings according to the principles set out in relevant SG."*

Supplementary Guidance SG1 Part 1

Supplementary Guidance SG1 – The Place Making Principle, Part 1, takes forward the aims of Policy CDP1 in The Glasgow City Development Plan (the Plan) and provides the necessary detail to explain how these policy aims will be achieved. The Proposed Development has been prepared in light of principles set out in this guidance.

Supplementary Guidance SG1 Part 2

Supplementary Guidance SG1 – The Place Making Principle, Part 2, contains detailed assessment criteria relating to physical design. Part 2 sets out in particular the requirements for the development of Tall Buildings. The guidance defines tall building as a *"building (including roof top structures and masts) that significantly exceeds general building heights in the immediate vicinity and which alters the skyline."*

The guidance states that *"It is an absolute prerequisite that tall buildings are restricted to locations that can accommodate their dominant built form, that protect areas of sensitive urban character, achieve excellent design quality and enhance the City's image."* The *"guidance seeks to identify opportunities for the development of tall buildings and establish the criteria to be observed in promoting their suitability", requiring proposals of "excellent architectural quality in their own right… to enhance the City's skyline."*

The Proposed Development adheres to the following guidance which states that tall buildings should be located:

a. *"within sustainable areas (e.g. the City Centre Western and Northern Fringes, the International Financial Services District, selected parts of the River Frontage from the Clyde Gateway westwards to the Clyde Tunnel and south of the Clydeside Expressway) and in areas with appropriate above and below ground infrastructure, public transport links and pedestrian accessibility;*
a. *to avoid areas of Sensitive Urban Character (see Definition) unless it is demonstrated, to the satisfaction of the Council, that the particular qualities of the area would be retained;*
b. *to avoid interruption of strategic views or competition with views of established landmarks and other significant or prominent listed buildings (e.g. the Trinity College building in the Park area), see also SG1 - Placemaking, Part 1, Qualities of Place - Character and Identity;*

c. *in a way that sensitively responds to local street conditions, recognising street hierarchies, building datums and in locations where tall building material choices will be appropriate; [and]*
d. *in a manner that is not detrimental to local microclimate, public realm and local views."*

"In addition to the general Placemaking design principles outlined in SG1, Part 1, Site and Area Analysis and Qualities of Place, the design of tall buildings should take specific cognisance of:

a. *the urban morphology of their context, in terms of height, datums, urban grain, roofscapes, scale and massing;*
b. *the design of the building 'in the round' creating articulated elevations that respond to wider as well as local views. Generally avoiding large, blank or inactive gables;*
c. *how a building's design responds to and enhances the character of the skyline, as well as avoiding slab-like forms that over-dominate, and carefully designing and controlling any rooftop plant;*
d. *the creation of a lively, engaging and activated public realm, that specifically considers and mitigates a building's impacts in terms of wind, overshadowing, and servicing requirements at ground floor..;*
e. *the townscape character of the specific street(s) that they are located on (especially in relation to datums, urban grain and massing)… Street elevations and local views should be provided to support this;* [and]

j. *the potential to offer something of additional and unique benefit to the city, such as rooftop access to the public (with a clearly defined public entrance), enhanced public realm as well as outstanding, and distinctive architectural character that imaginatively responds to its Glasgow context.*

Furthermore, the following assessment requirements are noted and included with the submission, whereby: *"all proposals for tall buildings…shall be accompanied by a Townscape Statement which provides a detailed analysis and appraisal of the site's context, a reasoned expression of the proposal's design aspirations and a quantification of its impact on the City. The scope of the statement shall address the following requirements, constraints and obligations:*

a. *Contextual Analysis - A detailed appraisal of the Sustainable Area's defining built form characteristics that separate it from other parts of the city will form the basis for the Townscape Statement. Among other things, appraisals will identify strategic views, identify the key features of its skyline and establish the area's building height datums. The built form should be analysed in three dimensions and also considered in detail with a street-by-street basis around the site. Views from pedestrian level should be a primary tool for analysis, and townscape analysis should include particular focus on historic development, plot patterns, building lines, datums, building heights, urban morphology, and wider street elevations and urban sections.*
b. *Strategic and local views - For all significant views affected (near, middle and distant) images that show the proposed tall building in context with the surrounding area shall be presented. The emerging design shall clearly display an understanding and analysis of these views, demonstrating that this understanding has informed the development of the design through various massing and height options.*
c. *Design Standards - Tall building proposals shall include a design and access statement (see also SG1 - Placemaking, Part 1) that sets out architectural and townscape ambitions and demonstrates the achievement of excellent design in sufficient detail to allow a suitability assessment to be made. All proposals shall incorporate the highest quality building materials and robust construction technologies.*

*Conservation Area Appraisals*

The site lies c.411 m to the north of the Glasgow Central Conservation Area. The Planning (Listed Buildings and Conservation Area) (Scotland) Act 1997 provides the current legislative framework for the designation of conservation areas. A conservation area is defined in the Act as *"an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance".*

The proposals have been iteratively designed to reduce direct effects that may harm the character or appearance of the Conservation Area. The Conservation Area is described in the definition of townscape character areas set out in **Technical Appendix 2**.

**Baseline Assessment**

***Introduction***

This section provides a general description of the townscape and visual context of the Proposed Development site and Study Area. It briefly describes the historical and cultural context within the study area, identifying both sensitive locations and receptors to be addressed in the subsequent impact assessment.

***The Proposed Development***

The Proposed Development is described as follows:

- The proposals at New Rotterdam Wharf are intended to change a single sided 'industrial estate' plot into a mixed-use urban block, activated on all sides with new cultural, student use and commercial opportunity, connecting with the western tow-path of the Forth and Clyde Canal.
- The development strategy will introduce a new purpose-built rehearsal and support building between the existing Edington Street production studios and the canal towpath. A core circulation route through this new building will link a new canal-side entrance down into the existing production studio and to the existing entrance on Edington Street.
- To the north and south, two student Purpose Built Student Accommodation (PBSA) blocks are proposed, with stepping scales, effectively 'book ending' the site and providing activated frontages to all four corners of the plot. Pended access under each PBSA block provides access to two internal courtyards providing service and visitor access to the Scottish Opera building.
- Feature steps at both the north and south ends of the site provide connection between the ends of Sawmillfield St and Corn Street, connecting up to the Forth and Clyde Canal and the setting of Spiers Wharf.

***Townscape Resources***

*Site Setting*

The existing building was built in 1999, upon part of the site of the former Port Dundas Power Station (1898), is the Scottish Opera Production Studio. 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. The existing 2 storey warehouse rises to 7.6 m. The perimeter of the site is secured by high brick walls and fencing which include sections of the original red brick walling which surrounded the power station.

The rectilinear plot lies between the Forth and Clyde Canal at Spiers Wharf to the east, separated by an embankment and high wall. Edington Street defines the boundary to the west. The east west orientated Corn Street to the south and Sawmillfield Street to the north connect the plot to the busy thoroughfare of Garscube Road to the west. The plot includes a forecourt, a small area of car parking, and a loading bay area both to the north and south and a larger storage yard and truck bay to the east, known as the platform site. The platform site is set between the Scottish Opera Production Studio to the west and the Forth and Clyde Canal to the east. The platform site, comprising the thick concrete slab floor of the former Port Dundas Power Station, lies c.4m higher than the production studio and c.8 m below the canal towpath.

The platform site plot extends to 5,780m², c.193 m from north to south and c.29m from east to west.

The platform site is entered from Sawmillfield Street to the north. The adjacent site to the north is currently vacant. A recent application for residential development across two separate towers rising to 20 storeys to the north and 10 storeys to the south, 20/00455/FUL, has been refused.

To the east is the canal bank and tow path of New Rotterdam Wharf which is owned by Scottish Canals. This Glasgow Branch of the Forth and Clyde Canal is a Scheduled Monument Ref. SM6771. The listed Speirs Wharf development, including former mill buildings converted in the 1970's/80's to commercial and residential uses frames the eastern side of the canal corridor and looks west across the site of the proposed development. A narrow steep flight of steps provides access for pedestrians between Sawmillfield Street and the canal towpath.

To the south is Corn Street and an adjacent low linear factory unit which follows the alignment of the Forth and Clyde Canal. A former access to the platform site from Corn Street is bricked up.

*Site Context*

The urban district to the west, north and south of the site between Garscube Road and the Forth and Clyde Canal comprise the low lying linear warehouses and workshops of the Oak Bank/Garscube Road Commercial District as defined on **Figure 1.1.2**. This light industrial and commercial sector occupies the change in level between the lower lying Garscube Road and the higher corridor of the Canal. The character of the district is gradually changing to more cultural/art-based uses reflecting the ongoing occupancy of the site by the Scottish Opera, the nearby Royal Conservatoire of Scotland and the National Theatre of Scotland's 'Rockvilla' building, alongside the site's overall proximity to the city centre.

To the south of the Garscube Road Commercial District a narrow pocket park, which has been enhanced through recent investment, takes up the steep level change between Spiers Wharf and the brutal corridor of the M8 motorway. The M8 corridor forms a well-defined edge to the south of the study area. The elevated position of the canal at Spiers Wharf and the lower lying motorway corridor reveals longer views back towards the city centre to the south, contrasting with the tight corridor of the canal towpaths at Spiers Wharf.

To the west the busy arterial Garscube Road, separates the Commercial District from the lower lying inner suburban districts of Woodside. This area was largely cleared of low rise terraced housing during the comprehensive re-development of Glasgow during the post war years. Low rise residential blocks and a few relict modernist residential tower blocks now characterise this densely developed, residential district which lacks a distinct focus.

The low rise 'terrace' of the former mill buildings at Spiers Wharf defines a back drop to the east of the site area. The elevated built form defining a distinct visual separation to much of the higher land of Port Dundas to the east, forms a relatively abrupt edge to the cityscape. Some modern low rise commercial office blocks on High Craighall Road to the east rise above the roofline of Spiers Wharf to convey a slightly castellated backdrop.

*Topographic Features*

Views within the city are accentuated by the steep undulation of the natural underlying landform. Much of Glasgow is constructed on elongated drumlins. These are recognised by the word 'hill' in local placenames.

The site is stepped rising from west to east from c. 33 m on Garscube Road to c.48.5 m at Spiers Wharf. Further west the land form gently drops away to the west through the dense overlying fabric of the urban form. The mass of the built form within the district of Woodside to the west screens and funnel views and the low to medium rise flatted built form curtails visibility further west.

The Glasgow Branch of the Forth and Clyde Canal responded to these landforms and is terraced into the side of the drumlin at Port Dundas, with the sequentially higher Spiers Wharf, Craighall Road and High Craighall Road stepped into its western flank. The drumlin rises to 77 m AOD before gently tailing off to the east and south. Here there are longer views south across the city whilst views west towards the site are curtailed by the underlaying landform.

The M8 corridor follows lower terrain to the south of the higher ground of Sighthill to the east and Port Dundas to the west and the rising terrain of Garnethill within the city centre to the south west. Within the city centre the Georgian grid pattern of streets was laid down with apparently little regard for natural undulation and the underlying rolling drumlin forms reveal dramatic funnelled north – south aligned views, some of which frame direct distant views to the north towards the proposed development.

Locally to the site visibility is deflected west by the rising terrain and the well-defined façade of Spiers Wharf and the immediate site area sits at a step in the land form with terrain falling gently to the west. The woodland tree belt to the east of the site and to the west of the canal at Spiers Wharf filters and contains direct local views from the immediate corridor of Spiers Wharf.

*Urban Districts*

The Glasgow conurbation surrounds the site. The site lies within the mixed commercial district of Oakbank/Garscube Road and immediately to the east of the residential district of Woodside. The rising underlying terrain of the drumlin form at Port Dundas orientates the key relationship of the site towards Woodside in the west. **Figure 1.1.2**, Townscape Character Areas illustrates the position of the local districts. Relevant townscape character area descriptions are set out in **Technical Appendix 2**.

*Key Urban Road Corridors*

Garscube Road forms the principal thoroughfare through the core study area, with key intersections leading from the city centre and the M8 to the south and routes to the suburbs to the north. The route which forms the principal local thoroughfare through the city, and forms a focus for movement through the study area, will have a limited visual relationship with the site, forming a backdrop to the surrounding district. The M8

corridor passes through lower lying terrain and is sheltered to a degree by the dense urban form and adjacent tree belts which line the route corridor.

**Landscape/Townscape Designations**

National and local designations within the wider 1.5 km radius study area are described below and their locations are shown in **Figure 1.1.1**.

***Scheduled Monuments***

Historic Environment Scotland maintains a schedule (a list) of monuments of national importance. Scheduling is the process of adding monuments to this list. Scheduling is carried out under the Ancient Monuments and Archaeological Areas Act 1979.

There are two scheduled sites found within the inner 500 m study area, as illustrated on **Figure 1.1.1**:

- Forth and Clyde Canal: Glasgow Branch; and
- Forth and Clyde Canal: Port Dundas canal basin.

Whilst not a landscape/townscape designation for the purposes of this assessment, scheduled monuments are considered to be a relevant consideration when determining the sensitivity to change of an area associated with the proposal.

***Conservation Areas***

There are 25 conservation areas in Glasgow, designated for their special architectural or historic interest. Glasgow City Council and the Scottish Government are obliged to protect conservation areas from development that would adversely affect their special character. In this regard, Character Appraisals have been prepared to define the key elements that contribute to the special historic and architectural character of an area. The Proposed Development is located beyond the northern edge of the Central Conservation Area, with the potential for some limited intervisibility, and therefore been considered in the assessment. The Conservation Areas are mapped on **Figure 1.1.1** and where relevant a description of the location and setting is described in **Technical Appendix 2**.

***Townscape Classification***

Townscape classification is a means of sub-dividing the townscape into different areas with distinctive characteristics. The published Glasgow City Council's Conservation Area Appraisals have been used to define Townscape Character Area (TCA) boundaries (alongside comprehensive fieldwork to define other TCA boundaries) whilst the accompanying character area descriptions have been used as the basis for the assessment of effects on townscape character. Detailed descriptions of those TCAs considered in detail in this assessment are set out in **Technical Appendix 2**. This provides a baseline against which the potential impact of the Proposed Development on the townscape and visual amenity of the area can be judged:

- 1 - Port Dundas
- 2 - Spiers Wharf
- 3 - Oak Bank / Garscube Road commercial district
- 4 - Woodside
- 5 - Hamiltonhill

- 6 - M8 Corridor
- 7 - Pinkston Basin
- 8 - Garnethill
- 9 - Dundasvale Court
- 10 - Milton Street commercial district

A key component of the assessment is the appraisal of effects from key locations within the study area. This assessment is undertaken through comprehensive field work and confirmation of the extent of visibility through the preparation of photomontages and use of these in the field.

***Viewpoint Selection***

Viewpoints for the visual assessment were identified following a detailed analysis of the visibility of the Proposed Development and a list of viewpoints were selected and discussed between City of Glasgow Council and Page/Park Architects through the Pre-App consultation. The type of receptors considered included the following:

- Different Townscape Character Areas;
- Designated townscapes;
- Historic gardens and designed landscapes;
- The wider settlement pattern of Glasgow;
- Roads (main and minor), Cycle Routes, rights of way;
- Marked / popular viewpoints; and
- Tourist facilities and visitor attractions.

In order to confirm the appropriateness of the viewpoint selection, field survey verification was carried out. This involved checking the viewpoint grid references on the ground, to ensure that there would be views of the Proposed Development from these locations.

The final selection included viewpoints that cover a range of representative townscape and visual receptors, distances from the Proposed Development, altitudes and directions, with the aim of achieving a reasonable distribution at compass points around the Proposed Development. Viewpoints were visited as part of the baseline visual assessment. The final list of viewpoints is shown in **Table 1.5** and their locations are illustrated in **Figures 1.1.1**. Photographs of the existing views from these viewpoints are shown in **Figures 1.2.1 to 1.2.9**. The existing and predicted views of the Proposed Development are described in the assessment below.

**Table 1.5: Viewpoint Locations**

| No. | Location | Distance and Direction to the Proposed Development | Receptors and Sensitivity | Grid Reference |
|---|---|---|---|---|
| 1 | Pedestrian route linking New City Road to Braid Park beside M8 Motorway | 290 m to the north east | Pedestrians - High | 258456, 666421 |

| No. | Location | Distance and Direction to the Proposed Development | Receptors and Sensitivity | Grid Reference |
|---|---|---|---|---|
| 2 | St Georges Road, Charing Cross | 775 m to the north east | Pedestrians - High<br><br>Road Users - Medium | 258015, 666220 |
| 3 | Blythswood Square, Blythswood Street | 865 m to the north | Pedestrians - High<br><br>Road Users - Medium | 258500, 665650 |
| 4 | Garscube Road | 535 m to the south east | Pedestrians - High<br><br>Road Users - Medium | 258353, 667202 |
| 5 | Sighthill Circus | 885 m to the west | Pedestrians - High<br><br>Road Users - Medium | 259677, 666400 |
| 6 | Junction of Craighall Road and Borron Street | 320 m to the south west | Pedestrians - High<br><br>Road Users - Medium | 258964, 667026 |
| 7. | South eastern corner of Dobbie's Loan and Kyle Street | 830 m to the north west | Pedestrians - High<br><br>Road Users – Medium/Low | 259449, 666050 |
| 8. | Spiers Wharf, beside Speaker Martin's Loch | 195 m to the south west | Pedestrians - High | 258832, 666513 |
| 9. | Spiers Wharf, north | 115 m to the south west | Pedestrians - High | 258832, 666868 |

**Assessment of Construction Stage Effects**

The construction phase of the Proposed Development is expected to last approximately 25 months. During this phase temporary activities and elements have the potential to cause an effect on the townscape and visual amenity of the study area. The following list summarises the potential sources of effects:

- Construction of new built form;
- Formation of temporary construction compound and fencing;
- Machinery and material storage;
- Plant and vehicle movements;
- Short term use of tall cranes;
- HGV and abnormal load deliveries to site and vehicle movements onsite;
- Construction site lighting in winter months; and
- Reinstatement work, including removal of temporary accommodation.

**Mitigation of Construction Effects**

The location and management of the construction operations identified above will be carefully considered to minimise effects on the townscape resource and visual receptors. The following measures will be used to minimise temporary effects:

- During the construction phase good standards of housekeeping will be employed to ensure that the site is kept tidy;
- Roads that afford access to the site will be kept as clean and free from mud and dust as practical;
- Protection of valued features within the application boundary;
- Maintenance of tidy and contained construction compound and laydown area; and
- Lighting of compounds and works sites will be restricted to agreed working hours and that which is necessary for safety and security. Construction lighting will be designed so that it does not impinge into sensitive views, such as close views from bedroom windows of residential properties. Low level lighting will be used where possible, rather than lighting on tall columns.

Once the Proposed Development is operational there may be occasional infrequent requirements to repair and maintain the new built form. This may result in large vehicles and/or cranes being present on site for a few days, and could result in townscape and visual effects for short periods of time.

**Assessment of Residual Construction Effects**

It should be noted that the construction phase will be temporary. The overall effect of the construction phase on townscape and visual amenity is not anticipated to be any greater than the effects during the operational phase although some construction phase effects will differ slightly with some slightly greater local effects. Where there are specific short term construction phase effects these are noted in the assessment of operational effects below.

Effects on medium to long distance views and the perception of the townscape character will be as discussed in detail below in the assessment of residual effects with respect to townscape resource and visual amenity. Locally to the site, there will be significant short- term effects due to the construction phase on townscape and visual amenity. These effects will be short term in nature and will be typical of normal construction activity seen elsewhere in Glasgow.

**Mitigation of Operational Effects**

Design iteration of the Proposed Development was undertaken to reduce townscape and visual effects. The subsequent assessment has, therefore, been completed taking into account the following embedded mitigation measures which will be adopted within the design:

- The proposed new Scottish Opera rehearsal and support building is proposed between the existing Edington Street production studios and the canal towpath.
- The core circulation route through this new building will link a new canal-side entrance down into the existing production studio and to the existing entrance on Edington Street.
- Development of active frontages at ground level to create a strong relationship to Spiers Wharf to the east, transforming the single sided 'industrial estate' plot into a mixed use vibrant urban block.
- To the north and south, two student accommodation blocks (PBSA) are proposed, with stepping scales, effectively 'book ending' the site and providing activated frontages to all four corners of the plot.
- The design development of the PBSA elevations has sought to maintain and enhance the relationship of Spiers Wharf to the potentially expansive views to the west side of Glasgow as follows:
    - Maintaining visibility through the site by articulating and shaping the development blocks to reveal views to the west.
    - The PBSA blocks have been articulated in plan to create a wedge-shaped profile when viewed along their East-West axis.
    - Retain visibility of the existing Speirs Wharf buildings from the west of the city, whilst maintaining views from Speirs Wharf across the West of Glasgow.
    - Each PBSA block's footprint has also been staggered with an offset in the plan, to help break down the overall mass of the blocks. The staggered sections rise to different levels. The side closest to the canal has been kept at a lower level, and the side facing the west of Glasgow rises.
- In contrast the scale of the new Scottish Opera rehearsal and support building has been kept to a minimum, with the bulk of the mass being held below the level of the canal towpath.
- The two higher pavilion elements buildings rise one and two storeys above towpath level, reaching the approximate height of the existing treeline along the canal.
- The substantial retention of the existing willow trees across the canal side embankment to the west of the tow path will form a soft visual break between the proposed development and Spiers Wharf. Two narrow breaks in this tree belt will be introduced to connect the canal and the Scottish Opera rehearsal and support building via two new bridge connections.
- Two large new breaks in the tree belt will be formed at both the north and south ends of the site to form new broad feature steps providing pedestrian connection through a stepped pocket park between the ends of Sawmillfield Street and Corn Street, connecting to the canal edge.
- Further integration will be secured through the formation of street level plaza spaces at the junction of Edington Street with Sawmillfield Street to the north and Corn Street to the south.
- Throughout the development, the use of colour and materials have been carefully selected to set the Proposed Development within, and create an appropriate response to, the components of the surrounding townscape.

A sympathetic lighting strategy will be prepared within the context of the design of the building to minimise any potential adverse effects. A number of measures will be introduced within the context of the operational requirements of the site to minimise the unwanted effects associated with light sources. These will include:

- Cowls/shielding of lights to prevent glare;
- Minimisation of light spread through the use of directional lighting;
- Minimising the potential for sky glow by avoiding the potential for upward reflected light;
- Reducing the operational hours of the lighting to reduce the potential for disturbance; and

- All services associated with the new Proposed Development will be routed underground and therefore, any visual effects, once construction is completed, will be limited to directional lighting units.

**Assessment of Residual Operational Effects on the Townscape Resource**

***Introduction***

Townscape effects are those that will directly alter its physical pattern and will thus have an effect on its character. These effects will occur within the townscape character area in which the Proposed Development is located. Beyond this, changes to the townscape character would be confined to indirect changes to the landscape resource. The assessment of the effects on the townscape resource is subdivided into direct effects on the townscape resource and indirect effects on townscape character. The following assessment of townscape effects addresses:

- Effects on the application site;
- Effects on Townscape Character; and
- Effects on Designated Landscapes

Identification of the potential for significant residual effects has been undertaken following a review of the visualisations provided in **Figures 1.2.1** to **1.2.9**. This is in addition to comprehensive field work assessment and the use of computer-generated visualisations in order to inform the judgements made by the landscape professional undertaking the assessment.

***Duration and Reversibility of the Visual Effects***

The magnitude of changes that would be experienced by receptors as a result of the Proposed Development relates in part to the duration of effects and their permanence/ reversibility. The effects will be permanent on completion of the Proposed Development.

**Assessment of Direct Effects on the Townscape Resource**

***Location***

The site as described above extends across the footprint of the existing Scottish Opera's Production Studios and the platform site to the east. The extent of the Proposed Development is shown in **Figure 1.1.1**.

***Townscape Sensitivity***

It is considered that the sensitivity of the townscape to change is **Medium**. The factors which have contributed to this judgement are as follows:

*Value*

Medium: The site itself is not designated however, it is directly adjacent the Forth and Clyde Canal scheduled monument site which conveys a higher sensitivity.

*Susceptibility to Change*

Medium: The utilitarian character of the surrounding warehouse buildings, vacant sites and the surrounding security fencing and walling give the immediate urban fabric a robust industrial character. The well-defined belt of willow trees to the east of the site screen direct views to the site and its contribution to views or providing borrowed townscape features is limited within the immediate townscape. However, the site is in a relatively elevated position within the townscape from locally to the west and in framed views east from Garscube Road. Development on the site will be seen on the skyline in views from the west of Glasgow, and will be an important part of local views from the inner urban suburb Woodside. The site is therefore relatively sensitive and susceptible to change which departs from the baseline situation.

***Magnitude of Change***

The overall magnitude of change to the existing townscape fabric is **Substantial**. The factors which have contributed to this judgement are as follows:

*Size or Scale*

As a result of construction onsite there will be a change to the existing townscape resources as follows:

- Proposed development of new built forms including the following sequence of purpose-built blocks: Scottish Opera rehearsal and support building immediately to the east of the existing Scottish Opera production warehouse; two student accommodation blocks (PBSA) book ending the Scottish Opera rehearsal and support building to the north and south rising to 11 and 16 storeys to the south and 14 and 21 storeys to the north.
- The Proposed Development will be identifiable as a distinct group of buildings, set within a sequence of carefully planned spaces.
- The PBSA blocks are designed with narrow east and west facing elevations to maintain the flow of views to and from Spiers Wharf in the east and the western setting of Glasgow. The north south elevations are broad and the development would be seen in wider views across the city.
- The proposals also include the implementation of a hierarchy new hard and soft landscape works to coherently link the various elements of the scheme.
- Active ground floor community/amenity are proposed to engage with the Forth and Clyde canal towpath to the east and areas of new public realm to the west at Edington Street, with a transition to internal courtyard spaces around the Scottish Opera rehearsal and support building.
- Two large scale public steps are proposed to the north and south of the site connecting the canal side environment and Sawmillfield Street to the north and Corn Street to the south.

The Proposed Development has been sensitively designed to complement the surrounding development. The position, form and scale of the buildings has been designed with close regard to the setting, with permeable views above the Scottish Opera rehearsal and support building. The gradual rise in storey height between the PBSA blocks to the north and south will be seen to fit coherently with overall flow of the wider cityscape.

On completion of the Proposed Development the new built form will increase the value of the townscape resource.

*Geographical Extent*

The Proposed Development is contained by the surrounding built form. The total Site occupies 1.15 Hectares with changes proposed across the entire site area. The site datum is c.36 m AOD to the west, rising up a step to c.41 m AOD on the platform site and the again up to 48.8 m AOD at the tow path level. The proposed built form rises 59.8 m AOD at the central positioned Scottish Opera rehearsal and support building. This will be framed to the south by the stepped PBSA block at 74.3 m AOD to the south east and 89.3 m AOD to the south west, and to the north by the taller stepped PBSA block at 83.3 m AOD to the north east and 104.3 m AOD to the north west.

**Significance of Effect**

Whilst the Proposed Development will affect the existing townscape resource as described above, the Proposed Development presents an opportunity for a beneficial restructuring of the townscape in this locality. The combination of the individual judgements of **Medium** sensitivity and **Substantial** magnitude of change on the fabric of the townscape at operational stage of the Proposed Development on the application site, are considered to result in an effect of **Major/Moderate** and Significant effect. As discussed in the methodology not all change is adverse and in the context of the underuse of the existing buildings whilst the effects are **Significant**, they are considered to be a positive and beneficial change to the existing townscape.

## *Assessment of Effects on Townscape Character and Designations*

People's perceptions of the effects of a development on townscape character and designated or other relevant townscape areas are closely related to the potential extent and nature of visibility of the development. An overview of the nature of the visibility of the Proposed Development (the components most likely to be visible) within the study area is therefore provided below.

### *General Appraisal of Visibility of the Proposed Development*

The potential visual influence of the Proposed Development is closely related to a range of parameters, which include viewpoint position and elevation, and distance. The upper floors of the development are likely to be the only part of the Proposed Development which will be seen from the wider townscape where they will be seen as new elements on the city skyline. Built form screens views towards the Proposed Development from the majority of street level views.

From the north there will be direct local views from Spiers Wharf and corridor of the Forth and Clyde Canal north to the pedestrian bridge and stop lock beside the “Rockvilla” National Theatre of Scotland Building, Viewpoint 9, **Figure 1.2.9**). There will also be visibility along the north western extent of Garscube Road where framed views will be possible along the road corridor between the surrounding dense built form, (Viewpoint 4, **Figure 1.2.4**).

Visibility is strongly curtailed to the east by mass of the former mill buildings at Spiers Wharf and the topographic screening of Port Dundas Hill. The elevated vantage point at Sighthill Circus to the south west will experience distant visibility (Viewpoint 5, **Figure 1.2.5**).

From the south there will be direct views from speaker Martin’s Loch (Viewpoint 8, **Figure 1.2.8**) and the southern extent of Spiers Wharf, extending above the incised corridor of the M8 motorway, and beyond to the northern edges of the Dundasvale Court TCA and in oblique or framed views along the north west – south east aligned streets within the Milton Street commercial District TCA (Viewpoint 7, **Figure 1.2.7**). Locally views will be picked up from the corridor of the M8 at the Woodside Viaduct and from the bounding

urban edges including St George's Road, (Viewpoint 2, Figure **1.2.2**), at the southern edges of Woodside (Viewpoint 1, **Figure 1.2.1**) and from the northern edges of Garnethill. More distant framed visibility penetrates through to the West End of Glasgow along the city grid, including for example at Blythswood Square (Viewpoint 3, **Figure 1.2.3**).

Visibility from the west is reduced by the lower lying terrain and the dense urban fabric with layers of low rise flatted development limiting views. However, there will be local direct views to the site from the southern extent of Garscube Road.

Beyond, c.500 m there are very limited opportunities for views. Where visible the relative size of the built form will be much reduced, becoming less distinct, assimilating into wider views of the cityscape. Longer views will be experienced from the north west where the corridor of Garscube Road opens a swathe of visibility through the townscape. As the terrain rises through Port Dundas Hill, Hamiltonhill and Cowlairs to the north there will be the potential for long views to the south west across the city towards the site. From these elevated vantage points, where visible through or rising above the existing built form, the Proposed Development will be seen as new noticeable elements in the townscape.

Whilst it is acknowledged that there would be direct visibility from the elevations of the surrounding built form, the Proposed Development will have a very tight visual footprint from public viewpoints.

**Assessment of Effects upon Townscape Character**

This section assesses effects upon Townscape Character Areas within c.500 m of the Proposed Development. Beyond c.500 m, due to the effect of distance, built form and topography, the direct influence of the Proposed Development will be significantly reduced. As such the resulting effects on townscape character will only give rise to no more than slight or negligible magnitudes of change beyond 500 m and therefore no further assessment is considered to be appropriate. The location of Townscape Character Areas is presented on **Figure 1.1.2**.

The detailed assessment of effects on townscape receptors is set out in **Technical Appendix 3**. No significant effects are predicted on the following Townscape Character Units. There would be no significant influence on the defining characteristics of these areas and therefore and no further assessment is set out in **Technical Appendix 3**:

- TCA 1 – Port Dundas
- TCA 5 – Hamiltonhill
- TCA 6 – M8 Corridor
- TCA 7 – Pinkston Basin
- TCA 8 - Garnethill
- TCA 9 – Dundasvale court
- TCA 10 – Milton Street Commercial District

**Table 1.6** below sets out a summary of the assessment of significant effects on the key characteristics and defining features resulting from the Proposed Development on the Townscape Character Areas.

**Table 1.6: Predicted Effects on Townscape Character Areas within c.500 m**

| Townscape Character Area | Influence on Townscape Character | Sensitivity to the Proposed Development | Magnitude of Change | Potential for Significant Effects |
|---|---|---|---|---|
| Spiers Wharf | There will be direct local views to the Proposed Development from locations along spiers Wharf, the Forth and Clyde Canal and the area around Speaker Martin's Loch. | High | Substantial | **Major Significant** Neutral Effects. |
| Oak Bank / Garscube Road Commercial District | There will be direct local views from the southern extent of the TCA, south of Farnell Street, to the Proposed Development. Further to the north, built form and distance reduce the influence of the Proposed Development. | Low | Locally Substantial from the southern extent of the TCA. No greater than Moderate elsewhere. | Moderate Not Significant Neutral Effects from the southern extent of the TCA.<br>Moderate/Minor Not Significant elsewhere. |
| Woodside | There will be direct views to the upper towers of the Proposed Development seen beyond the intervening built form as prominent new elements framing views to the back drop of Spiers Wharf. | Medium | Moderate local influence on townscape character from the eastern edges of the district. | Moderate Not Significant Neutral Effects. |

**Gardens and Designed Landscapes**

A summary of the predicted visibility from the Inventory Gardens and Designed Landscapes within a 2 km study area is set out in **Table 1.7**. Inventory Gardens and Designed Landscapes are considered to be of high sensitivity to change associated with the Proposed Development. No significant effects are predicted to arise with respect to the setting of the Inventory Gardens and Designed Landscapes. The locations of Inventory Gardens and Designed Landscapes within the Study area are shown in **Figure 1.1.1**.

**Table 1.7: Predicted Effects on Inventory Gardens and Designed Landscapes within c.2 km**

| Inventory Garden and Designed Landscape | Visibility/Commentary | Magnitude of Change | Potential for Significant Effects |
|---|---|---|---|
| Glasgow Necropolis | Visibility will be reduced by distance and the intervening built form. | Negligible | None |
| Kelvingrove Park | Visibility is curtailed by terrain, built form and the mature tree cover within the park. | Negligible | None |

**Assessment of Residual Effects on Visual Receptors**

**General**

The following sections provide an assessment of the residual visual effects that would be likely to arise from the Proposed Development during the operational period. The effects are residual because they take into account the design and mitigation measures discussed above.

The following assessment addresses effects on the visual amenity of people, through assessing:

- Effects on key transport routes; and
- Effects at viewpoints.

The assessment has been undertaken through field survey and the analysis of visualisations, in order to confirm the likely nature of visibility.

**Assessment of Effects on the Visual Amenity of Route Corridors**

Fieldwork and analysis of mapping has indicated that visibility from the majority of routes through the city centre will be substantially contained by built form and topography and no significant effects are predicted to arise. Some short sections of the main road network will however, experience views of the Proposed Development where it will be visible for a short duration on a journey, which may result in locally significant effects, as follows:

- Craighall Road, A879;
- Garscube Road, A81;
- Great Western Road, A82;
- M8 Motorway.

**Table 1.8** below provides a summary assessment of those effects on the visual amenity of route corridors resulting from the Proposed Development. In accordance with the methodology the sensitivity of receptors using road routes (i.e., motorised vehicle users of cars/ motorbikes/ buses) are considered to range from low or low to medium (e.g., for motorway users, trunk and main roads) through to medium sensitivity, (for B-roads, passengers on railways, and minor roads etc.), and High sensitivity for walkers on core paths and who will engaged in views from the route.

**Table 1.8: Predicted Effects on the Main Transport Routes within 1 km**

| Route | Visibility/Commentary | Magnitude of Change | Potential for Significant Effects |
|---|---|---|---|
| Craighall Road, A879 | There will be a short section of views to the south towards the Proposed Development as the route passes between Borron Street and the rear of spiers Wharf. The Proposed Development will locally noticeable as a prominent new element in views to the south west from the route corridor. | Locally Moderate | Significant effects unlikely |
| Garscube Road, A81 | There will be direct local views to the western elevations of the Proposed Development from the southern extent of Garscube Road between the M8 and St George's Road where the Proposed Development will be seen in framed views to the west along Corn Street and Cornfield Street, adding to the drama of the cityscape in local views and seen in the context of the varied and diverse views.<br><br>To the north of St George's Road, the road aligns to the south east- north west and there will be framed views along the road corridor towards the Proposed Development which will locally noticeable as a prominent new element within the cityscape. | Locally Moderate | Significant effects unlikely |
| Great Western Road | There will be brief view towards the Proposed Development to the north west of the city centre as the route passes over the elevated flyover above the M8. The Proposed Development will be locally noticeable as a prominent new element within the cityscape and in the context of distant partial views to Spiers Wharf on the side of Port Dundas Hill. | Locally Slight | Significant effects unlikely |
| M8 Motorway | There will be a short section of views to the north west towards the Proposed Development as the route passes to the north of the city centre. The Proposed Development will locally noticeable as a prominent new element within the cityscape as the route passes over the elevated Woodside Viaduct above the A81, Garscube Road. | Locally Moderate | Significant effects unlikely |

**Assessment of Effects on Viewpoints**

The viewpoint assessment has been carried out to identify and evaluate the potential effects on visual amenity arising from the Proposed Development at specific representative locations in the study area. The selection of viewpoints is discussed above.

The predicted views from the 9 viewpoint locations are illustrated using photomontage visualisations in **Figures 1.2.1** to **1.2.9** which are accurate in terms of the positioning, spatial distribution and size of the Proposed Development.

For the purposes of assessing the effects on visual amenity, the sensitivity of the receptors is as defined **Table 1.3**, 'Definition of Visual Receptor Sensitivity' in the methodology.

The detailed assessment of effects on viewpoints is set out in **Technical Appendix 4**. **Table 1.9** below sets out a summary of the viewpoint assessment. It sets out the sensitivity to change for each receptor, the magnitude of change that would arise as a result of the Proposed Development, and the level of resultant effects and their significance.

*Duration and Reversibility of the Visual Effects*

The magnitude of changes that would be experienced by visual receptors as a result of the Proposed Development relates in part to the duration of effects and their permanence/ reversibility. The effects will be permanent on completion of the Proposed Development.

As the duration of the effects of the Proposed Development will be common to all visual receptors, they have been implicitly considered with regard to the likely magnitude of change in all views, but are not repeated with regard to each viewpoint.

**Table 1.9: Summary of Effects on Viewpoints**

| No. | Location | Receptors and Sensitivity | Magnitude of Change | Effect | Significance |
|---|---|---|---|---|---|
| 1 | Pedestrian route linking New City Road to Braid Park beside M8 Motorway. | Pedestrians - High<br><br>Road Users (inferred for motorist on the M8) - Low | Moderate | Major/ Moderate<br><br>Moderate / Minor | **Significant**<br><br>Not Significant |
| 2 | St Georges Road, Charing Cross. | Pedestrians - High<br><br>Road Users - Medium | Slight | Moderate<br><br>Moderate / Minor | Not Significant<br><br>Not Significant |
| 3 | Blythswood Square, Blythswood Street. | Pedestrians - High<br><br>Road Users - Medium | Moderate | Major/ Moderate<br><br>Moderate | **Significant**<br><br>Not Significant |

| No. | Location | Receptors and Sensitivity | Magnitude of Change | Effect | Significance |
|---|---|---|---|---|---|
| 4 | Garscube Road. | Pedestrians - High<br><br>Road Users - Medium | Moderate | Major/ Moderate<br><br>Moderate | **Significant**<br><br>Not Significant |
| 5 | Sighthill Circus. | Pedestrians - High | Slight | Moderate | Not Significant |
| 6 | Junction of Craighall Road and Borron Street. | Pedestrians - High<br><br>Road Users - Medium | Moderate | Major/ Moderate<br><br>Moderate | **Significant**<br><br>Not Significant |
| 7. | South eastern corner of Dobbie's Loan and Kyle Street. | Pedestrians - Medium<br><br>Road Users – Medium/Low | Slight | Moderate<br><br>Moderate /Minor | Not Significant<br><br>Not Significant |
| 8. | Spiers Wharf, beside Speaker Martin's Loch. | Pedestrians - High | Substantial | Major | **Significant** |
| 9. | Spiers Wharf, north. | Pedestrians - High | Substantial | Major | **Significant** |

**Summary and Conclusion**

In summary, a Townscape and Visual Impact Assessment has been undertaken for the Proposed Development in order to identify significant effects on townscape and visual receptors, the receptors being identified through desk study and field work. This assessment reviewed potential effects on the townscape fabric, townscape character and effects on visual amenity.

The Proposed Development area is not covered by any townscape designations. Within a 2 km radius of the site there are two Inventory Garden and Designed Landscape: the Glasgow Necropolis; and Kelvingrove Park. Townscape designations are shown on **Figure 1.1.1**.

*Residual Effects on the Townscape Fabric*

The proposed development will necessitate alterations to the existing building, and releasing land around the existing building for the development of the new buildings and infrastructure. The proposed development will be set within an attractive townscape with important areas of new street tree planting and pocket parks and other public and private amenity spaces within this urban context.

The Proposed Development will include new townscape elements which will bring benefits to the setting and increase the value of the townscape resources. In particular, new landscape elements include areas of new tree planting, feature steps, courtyard spaces, walkways, roof gardens and terraces which will together

have a beneficial effect on the overall setting of the new development. Development on the site will facilitate improvements at Edington Street with new areas of accessible open space.

The Proposed Development will have a substantial magnitude of change on the existing townscape resource. Taking into account adjacent land uses, it is considered that the sensitivity to change of this townscape resource is Medium. The direct effects on the Proposed Development site itself will be **Major/Moderate** which constitutes a **Significant** effect in the context of this assessment. However, these effects are localised to the site area and in the context of the wider townscape resource, it is considered that the effects will be Moderate. **As discussed in the methodology, not all change is adverse and in the context of the underused condition of the existing platform site, the proposed well-designed development is considered to represent a positive change to the existing townscape**.

*Residual Effects on Townscape Character*

Townscape effects of the Proposed Development have been considered using Townscape Character Areas which were derived in part from areas identified in the published Conservation Area Character Appraisals. The site is situated within an extensively modified and changing townscape setting. The interplay between the existing built form and topography limit and focus the influence of the Proposed Development on the local townscape character.

The proposed development will change the local character, adding visual diversity and new features and foci in the townscape. These effects upon townscape character are locally significant within the vicinity of the Proposed Development. Significant effects are predicted on the Spiers Wharf townscape character area.

The effects of the Proposed Development on the townscape are considered to be neutral providing a new well-designed built form on the site. Effects reduce with distance so that beyond the immediate setting only the PBSA blocks will have a wider, Not Significant, neutral influence on townscape character.

*Residual Visual Effects*

The study included an assessment of the effects of the Proposed Development on transport corridors and viewpoints representative of a range of receptors within the study area, as discussed between Page\Park Architects and Glasgow City Council.

Effects on visual amenity from principal transport corridors within the core 500 m study area were assessed. The limited sections of the adjoining primary road network will experience visibility to the Proposed Development including Garscube Road, Great Western Road, Craighall Road and the M8 Motorway. These local views from route corridors are not considered to have significant effects on visual amenity.

The nature of the visibility of the Proposed Development was assessed from 9 viewpoints which were discussed between Page\Park Architects and Glasgow City Council through the Pre-App consultation process. The viewpoints included adjoining residential and commercial districts, route corridors, vantage points, and the local road network. The existing built form alongside the underlying topography will limit the extent of direct views to the Proposed Development. The assessment of the viewpoints concluded that there would be significant effects on visual amenity at locations adjacent to the Proposed Development at Spiers Wharf, the pedestrian link between the City Centre and Woodside, Garscube Road and Craighall Road and in local framed views where it would appear as a prominent change within the view such as at Blythswood Square.

Within the wider townscape the Proposed Development would largely assimilate with the existing setting, and will often be contained from view by existing built form. The development will be seen as a noticeable change to the skyline from elevated vantage points at Sighthill Circus, as well as from gaps in the urban form more locally to the site such in local views from Garscube Road. From more distant locations, the Proposed Development would appear as a new element in the diverse and changing views across the city, which in turn will accommodate the level of change associated with the scale of the Proposed Development.

**Conclusion**

In conclusion, the Townscape and Visual Impact Assessment has followed recognised guidance and assessed the potential effects of the Proposed Development on townscape and visual receptors using a core study area of c.0.5km beyond the site boundary to assess townscape effects in detail.

The townscape and visual assessment has established that the Proposed Development will change the existing townscape and visual baseline conditions.

Although there will be effects on both the townscape resource and to visual amenity, some of which will be significant, these effects will be generally localised and should be considered in the context of the re-configuration and long-term future use of the site. The direct local effects on townscape and visual receptors will be locally Significant within the immediate site area introducing substantial yet beneficial change. The effects will be generally localised and will be seen to add new elements to the townscape in keeping with the ongoing transformation of the Oak Bank / Garscube Road Commercial District. The development strategy incorporates a comprehensive approach to establishing a strong relationship and interface with the sensitive setting of Spiers Wharf and the Forth and Clyde Canal.

Where effects arise, they will be in relation to the perception of the influence of the new development within the context of a diverse and changing skyline. Whilst significant effects will arise, the introduction of the development will be seen to add drama to the townscape but, which is sensitive to key features of the existing built form and the sites immediate setting. The careful approach to the design of the Proposed Development will assist in reducing adverse effects and will introduce beneficial and positive changes to enhance the immediate area. The influence of additional development is appropriate to the wider townscape setting.

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## Technical Appendix 1 - Townscape and Visual Impact Assessment Methodology

### *Assessment Criteria*

The aim of the townscape and visual impact assessment (TVIA) is to identify, predict and evaluate potential key effects arising from a development. Wherever possible, identified effects are quantified, however, the nature of TVIA requires an element of interpretation using professional judgement. In order to provide a level of consistency to the assessment, the prediction of magnitude and assessment of significance of the residual townscape and visual effects have been based on pre-defined criteria.

### *Sensitivity of the Townscape and Magnitude of Change*

The capacity of the townscape to accommodate change of the type and scale involved in the construction of the Proposed Development is assessed. Part of this process involves an assessment of townscape sensitivity, or susceptibility to change, in the context of these proposals.

The sensitivity of the townscape is not absolute and varies according to the existing townscape, the nature of the Proposed Development and the type of change being considered. The determination of the sensitivity of the townscape resource to changes associated with the Proposed Development is defined as high, medium, low, or negligible - or intermediate bands between these. It is developed from guidance within GLVIA3, and based on professional interpretation of a combination of parameters as follows:

- Key townscape characteristics - a professional evaluation informed by the key characteristics of the townscape and existing character appraisals, describing the elements that make up the townscape including:
    - Townscape value, as reflected by local, regional, or national townscape designation;
    - Townscape scale – which is the relative size of the main townscape elements and components;
    - Physical influences such as landform;
    - Land cover, including different types of vegetation and patterns and types of tree cover; and
    - The nature of views - whether open, closed, long or short distance, simple or diverse.

GLVIA 3 advises that the two components of 'value' and 'susceptibility' to change are taken into account in assigning sensitivity to change from the Proposed Development to townscape and visual receptors. The two factors are described and explained in greater detail below.

*Townscape Value*

Establishing townscape value requires an understanding of how society values different townscapes. This is used to inform judgements on the significance of effects. Value is most often expressed through designation; however, undesignated townscapes and components of individual townscapes also need to be examined. As part of the baseline the following factors are considered when developing an understanding of townscape value:

- Townscape quality/condition - the physical state of the townscape;

- Scenic quality - aspects of the townscape that appeal to the senses;
- Rarity - presence of unusual or rare features;
- Representativeness - the townscape may be representative of a typical townscape;
- Recreation values - particularly where townscape experience is important;
- Perceptual aspects - value for particular experience such as tranquillity; and
- Cultural associations - with people such as writers or artists, events, etc.

Information on townscape value is included in the baseline descriptions of townscape character, in information included from the citations of designated townscapes. This information has been reviewed and refined through survey and analysis.

*Susceptibility to Change*

GLVIA 3 defines susceptibility to change as *'the ability of the landscape* [or townscape] *…to accommodate the proposed development without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape* [or townscape] *planning policies and strategies.'*

The degree to which a particular townscape type or area can accommodate change will vary with:

- existing land use;
- the pattern and scale of the townscape;
- visual enclosure/openness of views, and distribution of visual receptors; and
- the scope for mitigation, which will be in character with the existing townscape.

Key characteristics likely to be affected by the Proposed Development are evaluated, taking into account *'quality, value, contribution to landscape* [or townscape] *character, and the degree to which the particular element or characteristic can be replaced or substituted*'.

Townscape Sensitivity

In order to evaluate the sensitivity of the townscape/visual receptor the criteria outlined in **Table 1.1** below have been used, combining an understanding of the townscape value and susceptibility to change, based on GLVIA 3.

In some instances, a townscape with important components and high quality may be of a lower sensitivity as a result of its potential tolerance to change and opportunities for mitigation. Conversely a townscape with few features of interest may be of a higher sensitivity because it is vulnerable to change with little opportunity to mitigate change.

Having described the townscape resource and the key components that contribute to the character of the townscape character areas, and categorised the sensitivity of each townscape type to change, the probable magnitude of change sustained as a result of the Proposed Development is assessed. This change could be adverse, neutral, or beneficial. The assessment of the magnitude of change is described below.

**Table 1.1: Townscape Sensitivity**

| Description | Sensitivity |
|---|---|
| Landscape / townscape with important components, usually of particularly distinctive character and high quality, susceptible to relatively small changes and for which mitigation will be difficult or not possible. Some less distinctive or lower quality landscapes / townscapes may also fall into this category where characteristics are such that mitigation of negative changes will be difficult. Landscape is often recognised through designation. | High Sensitivity |
| Landscape / townscape with characteristics reasonably tolerant of changes or for which mitigation is likely to be possible. These landscapes / townscapes may be of high quality or of distinctive character but will usually be relatively ordinary and moderately valued. | Medium Sensitivity |
| A less distinctive or relatively poor landscape / townscape with few features of quality or interest, potentially tolerant of substantial change and with scope for mitigation of any negative changes. | |
| Considerably modified or degraded landscape / townscape, with few/no features of quality or interest e.g. heavily industrialised landscapes / townscapes. | Low Sensitivity |

***Magnitude of Change on Townscape Receptors***

Each effect on townscape needs to be assessed in terms of its size or scale, the geographical extent of the area influenced, and its duration and reversibility.

*Size or Scale (including nature of influence on townscape character)*

Judgements are made about the size or scale of the change in the townscape that are likely to be experienced as a result of the Proposed Development. The judgements take account of:

- The extent to which townscape elements will be lost, the proportion of the total extent that this represents and the contribution of that element to the character of the townscape;
- The degree to which aesthetic or perceptual aspects of the townscape are altered either by removal of existing components of the townscape or by addition of new ones; and
- Whether the effect changes the key characteristics of the townscape which are critical to its distinctive character.

*Geographic Extent*

The geographic extent over which townscape effects are considered. Distinct from size or scale, the extent of effects will vary according to the nature of the proposal. The effect of a development may have an influence at the following scales:

- At site level, within the development site itself;
- At the level of the immediate setting of the site;
- At the scale of the townscape character area within which the proposal lies; or
- At a larger scale influencing several townscape character areas.

*Duration and Reversibility of Landscape Effects*

In the context of the Proposed Development the effects on the townscape are likely to be permanent.

*Judgement on Magnitude of Change*

Magnitude of change on townscape is categorised as substantial, moderate, slight, or negligible – or intermediate categories – as set out in **Table 1.2** below. There may also be no magnitude of change, where further analysis of potential effects upon townscape receptors reveals that there will be no alteration as a result of the Proposed Development.

**Table 1.2: Definition of Magnitude**

| Level of Magnitude | Definition of Magnitude |
|---|---|
| Substantial | Total loss or major alteration to key elements/features/characteristics of the baseline (pre-development) conditions such that post development character/composition of baseline will be fundamentally changed. |
| Moderate | Partial loss or alteration to one or more key elements/features/characteristics of the baseline (pre-development) conditions such that post development character/ composition/ attributes of baseline will be partially changed. |
| Slight | Minor loss of or alteration to one or more key elements/features/characteristics of the baseline (pre-development) conditions. Change arising from the loss/alteration will be discernible but underlying character/composition of the baseline condition will be similar to pre-development circumstances/patterns. |
| Negligible | Very minor loss or alteration to one or more key elements/features/characteristics of the baseline (pre-development) conditions. Change barely distinguishable, approximating to the "no change" situation. |
| None | No change. |

**Visual Receptor Sensitivity and Magnitude of Change**

The sensitivity of visual receptors depends upon:

- The location of the viewpoint;
- The context of the view;
- The activity of the receptor; and
- Frequency and duration of the view.

*Value attached to Views*

Judgements are also made about the value attached to views experienced taking account of:

- Recognition of the value attached to particular views, for example in relation to heritage assets, or through planning designations.
- Indication of value attached to particular locations as a distinctive view through appearance in guide books, provision of formal facilities such as a car park and sign board, references in art and literature.

*Susceptibility of Visual Receptors to Change*

The susceptibility of different visual receptors to changes in views is a function of:

- The occupation or activity of people experiencing the view at particular locations; and
- The extent to which their attention or interest may therefore be focussed on the views and visual amenity they experience at particular locations.

Visual receptor susceptibility is defined as high, medium, low, or negligible, or bands in-between, as set out in **Table 1.3**.

**Table 1.3: Definition of Visual Receptor Sensitivity**

| Level of Sensitivity | Definition of Visual Receptor Sensitivity |
|---|---|
| High | ▪ Users of outdoor recreational facilities including strategic recreational footpaths, cycle routes or rights of way, whose attention may be focused on the landscape / townscape; important landscape / townscape features with physical, cultural or historic attributes; views from principal settlements; visitors to beauty spots and picnic areas. |
| Medium | ▪ Other footpaths; people travelling through or past the landscape / townscape on roads, train lines or other transport routes, views from minor settlements. |
| | ▪ People engaged in outdoor sports or recreation (other than appreciation of the landscape), those whose attention may be focused on their work or activity rather than the wider landscape / townscape. |
| Low | ▪ Views from heavily industrialised or densely built up areas. |

The magnitude of visual change arising from the Proposed Development is described as substantial, moderate, slight, negligible or none based on the overall extent of visibility. For individual viewpoints it will depend upon:

- distance of the viewpoint from the development;
- duration of effect;
- angle of view in relation to main receptor activity;
- proportion of the field of view occupied by the development;
- background to the development; and
- extent of other built development visible, particularly vertical, elements.

*Size or Scale*

Judging magnitude of visual effects identified needs to take account of:

- The scale of change in the view with respect to the loss or addition of features in the view and changes in its composition, including the proportion of the view occupied by the Proposed Development;
- The degree of contrast or integration of any new features or changes in the townscape with the existing or remaining townscape elements and characteristics in terms of form, scale and mass, line, height, colour, and texture; and
- The nature of the Proposed Development, in terms of the relative amount of time over which it will be experienced and whether views will be full, partial or glimpses.

*Geographical Extent*

The geographical extent of a visual effect will vary with different viewpoints and is likely to reflect:

- The angle of the view in relation to the main activity of the receptor;
- The distance of the viewpoint from the Proposed Development; and
- The extent of the area over which the changes would be visible.

*Duration and Reversibility of Visual Effects*

In the context of the propose development the effects on views are likely to be permanent.

**Level and Significance of Effects**

The significance of any identified townscape or visual effect has been assessed as major, moderate, minor or no effect. These categories have been determined by consideration of viewpoint or townscape sensitivity and predicted magnitude of change as described above, with the following matrix in **Table 1.4** used as a guide to correlating sensitivity and magnitude to determine significance of effects.

**Table 1.4: Significance of Effects on the Townscape Resource and Visual Receptors**

| SENSITIVITY | MAGNITUDE OF CHANGE | | | |
|---|---|---|---|---|
| | Substantial | Moderate | Slight | Negligible |
| High | Major | Major/Moderate | Moderate | Moderate/Minor |
| Medium | Major/Moderate | Moderate | Moderate/Minor | Minor |
| Low | Moderate | Moderate/Minor | Minor | Minor/None |

Where the townscape or visual effect has been classified as major or major/moderate, this is considered to be a significant effect in terms of the EIA Regulations (if applicable). It should be noted that significant effects need not be adverse and may be either negative or positive and also may be reversible in respect of the development, the assumption is that with regard to intrinsic nature of the townscape and visual effects, effects are negative unless stated.

The matrix is not used as a prescriptive tool, and the methodology and analysis of potential effects at any particular location must make allowance for the exercise of professional judgement. Thus, in some instances, a particular parameter may be considered as having a determining effect on the analysis.

**Supporting Graphics**

*Approach*

The TVIA is supported by a range of figures including viewpoint photography. These have been prepared in adherence to the principles presented in the Landscape Institute's Guidance Note TGN 06/19 Visual Representation of Development Proposals and the Guidelines for Landscape and Visual Impact Assessment (Landscape Institute and Institute of Environmental Assessment, 3rd Edition 2013).

NB The timing of the assessment work and the project programme has influenced the practicality of the viewpoint assessment covering more than one season. There will be seasonal differences to effects arising from the Proposed Development due to the varying degree of screening and/or filtering of views by vegetation that will apply in summer and winter. The assessment considers effects arising during winter conditions, without leaf cover, and therefore least screening.

*Photography*

All photography was undertaken through the use of a full frame digital Single Lens Reflex (dSLR) (Canon EOS 5d) camera mounted with a 50 millimetre (mm) 'fixed' lens (Canon EF 50mm - f/1.4 USM) and also a 28 mm 'fixed' lens (Canon EF 28mm F/1.8 USM) for closer views. The camera was mounted on a tripod with a panoramic head in order to obtain a stable platform for the single frame and panoramic views. The position

of the tripod was recorded with a handheld GPS device. In addition to recording the location of the viewpoint, observations with regard to time of day, weather, cloud cover, and visibility were recorded.

Following completion of the fieldwork, the photography was reviewed and the clearest images selected for the production of panoramic images. In some cases, small adjustments are made to the images through the use of Adobe Photoshop/CS3 software in order to improve clarity.

The panoramas were then prepared through the joining of two or more images (typically three) in Photoshop.

*Visualisations*

The visualisations supporting the TVIA are presented in order to provide a view of the Proposed Development within its landscape context and assist the assessor in determining the change and resultant effect on the viewpoint location.

The photomontages were prepared through the use of AutoCAD and Adobe Photoshop. A photomontage is a visualisation based on the superimposition of an image of the Proposed Development on to a photograph for the purpose of creating a realistic representation of proposed or potential changes to a view, generated using computer software.

The presentation of graphics material requires careful consideration in order to prepare a visualisation that provides an accurately scaled depiction of the Proposed Development for use at the viewpoint location. The following images were produced to support the townscape and visual impact assessment:

- A 90° panoramic image of the existing view presented on the viewpoint sheets alongside a rendered photomontage across a matching 90° angle of view, allowing a direct comparison of the changes.

The visualisations were used by the assessor in the field in order to help inform an understanding of the effect resulting from the Proposed Development at the viewpoint location.

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## Technical Appendix 2 - Townscape Character Areas

### Introduction

Townscape classification is a means of sub dividing the townscape into different areas with distinctive characteristics. To gain a more detailed understanding of the study area, a Townscape Character Assessment has been carried out to define Townscape Character Areas (TCAs) within approximately 0.5km of the Proposed Development boundary from which a robust description of the baseline resource can be used to identify potential impacts. TCA descriptions where possible draw upon the Conservation Area Character Appraisals published by Glasgow City Council. Townscape Character Area (TCA) boundaries are illustrated on **Figure 1.1.2**.

### Port Dundas Townscape Character Area 1

Port Dundas, the original terminus of the Forth and Clyde Canal stands on a broadly east – west orientated drumlin above the city centre, rising from 50 m AOD beside the Forth and Clyde Canal to 77 m AOD. Boron Street forms a loop around the hill to the north and east. Craighall Road bounds the base of the drumlin to the west, the terrain rises steeply through the wooded western slopes to the High Craighall Road which parallels Craig Hall Road. The western sector of the hill form is developed with commercial offices and light industrial premises in detached plots separated with grassed areas along High Craighall Road. The upper 'summit' area of the drumlin hosts a large grid station where transmission lines traversing the city to the north west terminate. A large concrete plant lies immediately to the south.

Port Dundas basin to the south has been largely filled in with the construction of the M8 motorway which has severed the area from the former industrial lands of Cowcaddens to the south. To the east of the TCA, Dundas Hill the site of a former Diageo distillery has been cleared for re-development which will include 600 new houses. Similarly to the south former Grain Mills, Bonded Warehouses and the Dundas Hill Distillery which would have originally formed a back drop of stone mills on the city skyline, and which traversed the change of level at the southern base of the drumlin, have been cleared for redevelopment as a mixed-use development focussed on residential accommodation.

*Sensitivity to Change* – **Low**

### Spiers Wharf Townscape Character Area 2

Spiers Wharf forms a distinct sub unit of Port Dundas with the core of the area focussed on the long range of former mill buildings, now converted to flats and offices beside the Forth and Clyde Canal at the wharf. This long range of tall rubble walled mills and warehouse are the former City of Glasgow Grain Mills and stores, developed between 1851-1870. The slightly higher former Dundas Sugar Refinery terminates the main range facing the canal, and the Wheatsheaf mill building at right angles to the north frames the north edge of the character area as the canal bends to the north west, marked by a tall pylon. The WWII stop lock at the north end of Spiers Wharf provides an opportunity for a pedestrian bridge connecting tow paths and

providing pedestrian access to Craighall Road. To the south of Spiers Wharf the two storey house of the Canal Offices, 1812, narks the end of the developed wharf.

To the west of the wharf a well-defined tree belt provides a strong visual separation between the wharf, the tow path and the site of the proposed development which lies at a lower level to the west, separated by a partial embankment and a c.5 m retaining wall.

To the south the terminus of the navigable extent of the Forth and Clyde canal is marked by the restored speaker Martin's Loch which provides a vantage point across the city centre to the south. From this point new pedestrian steps and a cycle ramp lead down through the steep change of level to the M8 underpass at Garscube Road

*Sensitivity to Change* – **High**

### Oakbank Industrial Estate/Garscube Road Commercial District Townscape Character Area 3

The lands between the north-south aligned Garscube Road and the broadly north south route of the Forth and Clyde Canal, and bounded by the brutal corridor of the M8 motorway to the south comprise a varied mix of low rise industrial and commercial uses, interspersed with a hotchpotch of grassed spaces and surface car parks and derelict land, sections of security fencing and high walls, with a contrasting fragmentary open character in places.

The underlying terrain and the built form steadily rise from west to east and Edington Street and Burns Street are higher than Garscube Road. The line of former mill buildings at Spiers Wharf and the fringing tree belt beside the Forth and Clyde Canal form a backdrop to the east of the TCA.

The Tower Building beside Garscube Road is one of the few buildings to survive the areas comprehensive re-development during the 1960s and 70s. It was built in 1875 as offices and warehouses for James Allen of Elmbank Foundry. The 4 storey, sandstone faced block, lies to the east of the junction of Possil Road, Garscube Road and Farnell Street. Shops at street level give way flats above with heavily ornamented windows.

To the east the TCA encompasses the site of the Proposed Development, comprising the profiled metal warehouse on Edington Street which houses Scottish Opera Production Facility. The site encompasses the adjoining car parks to the north and south and the large yard area which lies between the warehouse and the canal to the east of the building.

In contrast to the general commercial character of the TCA, a new residential flatted unit has been built to the north on Rodney Street which provides emergency accommodation for homeless. The purpose-built brick block rises to 3 storeys and is nestled into a sheltered position beside the canal.

*Sensitivity to Change* – **Low**

### Woodside Townscape Character Area 4

Woodside is bounded to the south west by the dominant corridor of the M8, the M8 flyover at the junction with the Great Western Road and the associated slip roads. Similarly, the south eastern edge can be defined by the grade separated junction of the M8 with Garscube Road. A newly built twelve storey student

accommodation block rises from Phoenix Road beside the M8 at the south of the TCA. The relatively open setting of Oakgrove School and Abercorn School to the south of the district give way to an increasingly densely developed residential district with a mix of low rise modern tenements, low rise modern flatted develops rising to c.8 storeys and few legacy 60s and 70s high rise flats such as the three blocks on Cedar Court (Torridon Court, Cedar Court and Lorne Court) rising to 23 storeys. However, these blocks have been extensively remodelled from their original condition. Garscube Road bounds the TCA to the east defining the boundary between the residential development within Woodside to the west and the area of warehouses, showrooms, workshops and light industry to the east.

Very few older buildings survive from the comprehensive redevelopment of the area during the 1960s and 1970s when most of the brick terraces were demolished. However, some original buildings remain such as sections of stone-built tenements, a few stone built villas and Woodside Library on St George's Road. The Grade a listed St Geoge's in the Fields on St George's Road, is a notable grand church which dates from 1885 rendered in Greek temple form. It was converted to housing in 1989.

*Sensitivity to Change* – **Medium/Low**

### Hamilltonhill Basin Townscape Character Area 5

The corridor of the Forth and Clyde Canal passes through the edge of Hamiltonhill to the north of Port Dundas and the large warehouse and former grain stores give way to section of canal with a smaller scale and semi-rural character extending as a narrow finger between the residential suburbs to the north of the City. The canal corridor is elevated above the industrial units of the Oakbank Industrial Estate to the south and separated from it by a fringing edge of mature trees along the steep embankment which emphasise the separation between the canal and city beyond. To the south east the large former bond building, rising to 6 storeys, built in red brick and now converted to offices and studios, bounds the south eastern canal side edge of the TCA.

This oval shaped basin, known as the Hamiltonhill basin, originally formed the terminus of the Glasgow Branch of the Forth and Clyde Canal when it was built in 1777. Baird's Brae Bascule Bridge connects the northern and southern towpaths to the east of the basin. The Scottish Canals headquarters is located here in a modern brick-built office Canal House, and various boats are generally moored in the basin. The basin forms the southern extent of the Claypits regeneration project which has formed a nature reserve with associated measures to improve pedestrian access. The project has encompassed heritage initiatives to protect and convert former canal side building to new community related purposes including the Old Basin House.

*Sensitivity to Change* – **Medium**

### M8 Corridor: Townscape Character Area 6

After the Second World War, the concept of 'Comprehensive Development' was conceived to resolve areas of bad housing and overcrowding within inner-city areas in Britain. This meant the total demolition of areas of substandard housing and slums in the city, so that new, planned communities could be built on the cleared ground. The need to improve Glasgow's road network led to the plans for building a motorway

through the city. The route of this motorway passed to the north of Cowcaddens and the area was irrevocably changed by the construction of the M8 motorway, whose tangle of concrete flyovers and pedestrian bridges form a break between the canal side lands to the north at Spiers Wharf and the commercial centre of Glasgow and the West End.

The new road left many areas with poor connections and failed to address pedestrian links. The recently opened Sighthill bridge connects Sighthill Circus with Cowcaddens/Townhead.

*Sensitivity to Change* – **Low**

### Port Dundas/Pinkston Basin Townscape Character Area 7

The 18th century Port Dundas basins were linked to the Monkland canal, a waterway running eastwards out of Glasgow. This canal is today infilled. The western link to the Forth and Clyde Canal is currently separated from the basin and this small area between the stranded canal and M8 corridor retains a strong industrial character with a concentration of workshops and flexible workspaces. A bascule bridge links the basin across the canal to North Canal Bank Street. The area has received investment for the formation of pedestrian access and the formation of a linear park connecting Sighthill circus via the Pinkston Basin Terraces through basin to Craighall Road.

*Sensitivity to Change* – **Low**

### Garnethill: Townscape Character Area 8

(Summarised from the Glasgow Central Conservation Area Appraisal)

This relatively quiet and leafy residential area is set between the commercial bustle of Sauchiehall Street in the south and the M8 in the north and west. The gridiron street plan forms an extension of the adjoining Blythswood Character Area.

From the ridge of the Garnethill (Hill Street), there are fine views north to Port Dundas and the Campsie Hills, south to the Cathkin Braes, west to the towers of the former Trinity College, and east to the Cathedral and Royal Infirmary.

The grid-plan provides a unifying layout, but there is considerable variety in the date, size and style of the buildings. Various waves of architectural style and building types, from small early 19th-century classical villas to large later 20th-century Brutalist tower blocks, have lapped at Garnethill, each leaving their mark, but none covering the whole area. The area is mainly residential, but there are also several substantial religious, educational and institutional buildings, notably the Glasgow School of Art and its annexes.

The long east-west streets provide the main frontages, but ingenious use of the steep sloping north-south streets for subsidiary elevations is a characteristic of a number of buildings, notably the Mackintosh Building of the Glasgow School of Art.

The principal types of residential buildings are villas and tenements. The villas are all sited parallel to the ridge of the hill on the east-west streets. Some of the villas were redeveloped with higher density tenements.

As land values rose, more tenements made use of the difficult levels of the north-south streets and fewer front gardens were provided. With the exception of Newbery Tower, Fleming House and the Dental Hospital, all the buildings are 4-storey or less.

Green space forms an important part of Garnethill Character Area. Front gardens and back greens survive in greater quantities here than in the rest of the Conservation Area.

*Sensitivity to Change* - **High/Medium**

### Dundasvale Court: Townscape Character Area 9

To the north east of Cowcaddens, set between the sharp curve of Cowcaddens Road and the M8, is the simple modernist Cowcaddens Housing Scheme centred around the raised deck of Dundasvale Court. The site was constructed between 1968-1975 with a five-storey brick-built wall of flats enclosing central greens within an overall 'C' shaped plot. Three, twenty-three storey, blocks mark the corners at the north western, north-eastern, and south-eastern corners.

The low-rise Police Scotland Division Headquarters occupies the central portion of the 'c' shaped plot.

*Sensitivity to Change* - **Low**

### Milton Street Commercial District: Townscape Character Area 10

The lands between Milton Street/Dobbie's Loan northward to the brutal corridor of the M8 motorway comprise a varied mix of low rise industrial and commercial uses, interspersed with a hotchpotch of vacant land, surface car parks and modern infill development. The legacy of demolition has left a significant number of gap sites within and around the area, creating a fragmentary open character in places.

To the east the area includes significant areas of student accommodation within both low rise and high-rise blocks within both older converted social housing blocks and contemporary purpose-built accommodation.

*Sensitivity to Change* – **Low**

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## Technical Appendix 3 - Detailed Assessment of Effects on Townscape Character Areas

### Introduction

This section comprises the detailed assessment of the effects on the townscape resource arising from the completed development during the operational period.

Effects are assessed upon Townscape Character Areas within c.500 m of the Proposed Development. Beyond c.500 m, due to the effect of distance, built form and topography, the direct influence of the Proposed Development will be significantly reduced. As such the resulting effects on townscape character will only give rise to no more than slight magnitudes of change beyond 500 m and therefore no further assessment is considered to be appropriate.

Identification of the potential for significant residual effects has been undertaken following a review visibility mapping and the of the visualisations provided in **Figures 1.2.1 to 1.2.9**. This is in addition to field work assessment and the use of computer-generated visualisations in order to inform the judgements made by the landscape professional undertaking the assessment.

Townscape Character Area boundaries are illustrated on **Figure 1.1.2**.

**Table 1: Operational Effects on TCA 2: Spiers Wharf**

| ***Location*** |
|---|
| Spiers Wharf forms a distinct sub unit of Port Dundas district, with the core of the area focussed on the long range of former mill buildings, now converted to flats and offices beside the Forth and Clyde Canal at the wharf. |
| ***Townscape Sensitivity*** |
| The sensitivity is considered to be **High**. The factors which have contributed to this judgement are as follows:<br>*Value – High:*<br>▪ The former mill buildings, etc comprising the built form of Spiers Wharf, now converted to residential and commercial development, is listed.<br>▪ The canal is a Scheduled Monument.<br>*Susceptibility to Change - High:*<br>▪ The composition of the canal and listed buildings are seen together as a single unified element and are therefore sensitive to change. |

- The mature line of willow trees to the west of the canal creates a tight visual envelope to the immediate setting reducing the indirect influence of the wider townscape setting.

The townscape sub unit has a low capacity to accommodate change associated with the Proposed Development without undue consequence to baseline qualities.

***Magnitude of Change***

The magnitude of change in the Spiers Wharf TCA will be **Substantial**. The factors which have contributed to this judgement are as follows:

***Size and Scale***

- The Proposed Development will not have a direct effect on the built fabric of the townscape.
- There will be relatively close and direct views directly towards the site.
- Visibility will be seen in the context of the substantially retained belt of mature willow trees which will soften direct views to the lower elements of the proposed development. However, breaks will be formed in the tree belt for access between the proposed development and there will be direct views to parts of the Proposed Development.
- The Proposed Development will locally increase building scale, dominating the scale of the setting to the west, with the two PBSA blocks appearing as prominent new elements in the built form.
- The inclusion of comprehensive landscape proposals and public realm spaces as transitional human scale elements in the townscape will assist in anchoring the development to the of the adjoining townscape.

***Geographical Extent***

The Proposed Development will form a visible new element in the townscape which will be seen as prominent addition to the townscape at Spiers Wharf:

- The Proposed Development will form a permanent addition to the local skyline.
- Visibility to the PBSA blocks will extend through the TCA.
- There will be close and direct views from the properties at Spiers Wharf to the east of the site.

***Potential for Construction Phase Effects***

There will be Significant short-term local effects due to the construction phase on townscape and visual amenity

***Significance of Effect***

The Proposed Development will have a local beneficial effect on Spiers Wharf introducing carefully designed and detailed series of contemporary buildings, and a sequence of new public realm, creating a new focus to this part of Glasgow.

The combination of the individual judgements of **High** sensitivity and locally **Substantial** magnitude of change are considered to result in **Major** effects on the TCA. In the context of this assessment this is considered to be a **Significant** effect.

**Table 2: Operational Effects on TCA 3: Oak Bank / Garscube Road Commercial District**

***Location***

This TCA encompasses the lands between the north-south aligned Garscube Road and the broadly north south route of the Forth and Clyde Canal, bounded by the corridor of the M8 motorway to the south. The TCA encompasses the Proposed Development.

***Townscape Sensitivity***

The sensitivity is considered to be **Low**. The factors which have contributed to this judgement are as follows:

*Value – Low:*

- The TCA is not covered by any townscape designations.

*Susceptibility to Change - Low:*

- The low rise industrial and commercial uses, interspersed with a hotchpotch of grassed spaces and surface car parks and derelict land, sections of security fencing and high walls are not sensitive to change.
- The TCA is characterised by relatively low built form however, it is indirectly influenced by medium and high-rise blocks to the west within the suburb of Woodside.

The townscape sub unit has a high capacity to accommodate change associated with the Proposed Development without undue consequence to baseline qualities.

***Magnitude of Change***

The magnitude of change in the Oak Bank / Garscube Road Commercial District TCA will be locally **Substantial** in vicinity of the site at the southern extent of the TCA. Reducing to no greater than **Moderate** in framed views from the east-west aligned road corridors at Sawmillfield Street and Corn Street and from the northern extent of Garscube Road, reducing to **Slight** where the existing built form curtails the extent of views to the site. The factors which have contributed to this judgement are as follows:

***Size and Scale***

- The Proposed Development will have a direct effect on the townscape.
- There will be close and direct views from Edington Street, Sawmillfield Street and Corn Street.
- Visibility will be seen in the context of the existing tall flats within Woodside to the west, with the Proposed Development appearing as further new tall buildings in the wider built

form of the city, seen in the immediate foreground experience of the southern sector of the TCA.

- The Proposed Development will locally increase building scale, dominating the scale of the setting.
- The inclusion of comprehensive ground floor landscape proposals and public realm spaces proposed as a transitional human scale elements in the townscape will assist in anchoring the development to the scale of the adjoining streetscape.

***Geographical Extent***

The Proposed Development will form a visible new element in the townscape which will be seen to form a noticeable addition to the pattern of development within the Oak Bank / Garscube Road Commercial District TCA:

- The Proposed Development will form a permanent addition to the local skyline.
- The influence of the Proposed Development will predominantly affect the southern extent of the TCA.
- There will be opportunities for framed views to the upper storeys of the Proposed Development from the wider TCA.
- Wider visibility from the TCA at ground floor level is restricted by built form and there will be a negligible influence.

***Potential for Construction Phase Effects***

There will be Significant short-term local effects due to the construction phase on townscape and visual amenity at the western edge of the TCA.

***Significance of Effect***

The Proposed Development will have a positive effect on the townscape with the reconfiguration of the existing Scottish Opera building with new the proposed new built form introducing comprehensive change to the TCA. The Proposed Development with a carefully considered elevational treatment will introduce dramatic change to the setting, modifying and enhancing the relationship with Spiers Wharf, framing new views and creating new landmarks.

The Proposed Development will be seen in the context of the existing and ongoing recent developments within the wider TCA to which the Proposed Development will be seen to form an appropriate addition.

The combination of the individual judgements of **Low** sensitivity and locally **Substantial** magnitude of change are considered to result in **Moderate** local effects on the southern extent of the TCA. In the context of this assessment this is considered to be a Not Significant effect. From the much of the of the TCA the influence of the Proposed Development will be curtailed by existing built form with a **Slight** effect on the perception townscape from the north of the TCA which in the context of this assessment is a **Moderate/Minor** and **Not Significant** effect.

**Table 3: Operational Effects on TCA 4: Woodside**

***Location***

The residential district of Woodside lies to the west of the Proposed Development, comprising a varied mix of low-rise modern tenements, low rise modern flatted develops rising to c.8 storeys and a few legacy 60s and 70s high rise flats. The area is bounded by Garscube Road to the south and the M8 corridor to the south.

***Townscape Sensitivity***

The sensitivity is considered to be **Medium**. The factors which have contributed to this judgement are as follows:

*Value – Low:*

- The TCA is not covered by any townscape designations.

*Susceptibility to Change - Medium:*

- Proximity to the M8 corridor and the mix of utilitarian domestic architecture reduces the sensitivity of the area.
- The dense and relatively large scale of the component flats and tenements restricts visibility limiting views to the outer edges of the district or to a few framed views to the east.

The townscape sub unit has a high capacity to accommodate change associated with the Proposed Development without undue consequence to baseline qualities.

***Magnitude of Change***

There will be a locally **Moderate** influence on the is eastern edges of the district. Effects reduce to **Slight** and **None** elsewhere where the existing built form curtails the extent of views to the Proposed Development. The factors which have contributed to this judgement are as follows:

***Size and Scale***

- The large-scale nature of the surrounding townscape features and the context of the robust character of the TCA will assist in accommodating the scale of development proposed.
- The Proposed Development will locally increase building scale, to the west, introducing prominent new large scale townscape elements immediately beyond the TCA.
- There will be locally direct views to the PBSA towers of the Proposed Development from the eastern edge of the district.
- Visibility will be seen in the context of the existing tall residential blocks within the TCA and in particular the three blocks on Cedar Court (Torridon Court, Cedar Court and Lorne Court) rising to 23 storeys, with the Proposed Development appearing as new tall buildings in the wider built form of the city.

***Geographical Extent***

The Proposed Development will form a visible new element in the townscape which will be seen to form a noticeable addition to the pattern of development from the eastern edge of the TCA at Garscube Road and in a few framed views from within the TCA:

- The Proposed Development will form a permanent addition to the local skyline.
- There will be opportunities for framed views towards the Proposed Development from east-west aligned street within the TCA, with an indirect influence on the townscape, where it will be seen beyond and above the existing built form.
- Local built form will greatly reduce the extent of direct views towards the Proposed Development.

***Potential for Construction Phase Effects***

From the southern edge of the TCA there will be limited Moderate short-term effects due to the construction phase on townscape and visual amenity.

***Significance of Effect***

The Proposed Development will have a positive effect on views from the TCA with a new carefully designed elevations visible on the skyline beyond the immediate setting of the TCA. The Proposed Development with its strong elevational treatment will add interest to the skyline with an overall neutral effect on townscape character.

The combination of the individual judgements of **Medium** sensitivity and locally **Moderate** magnitude of change, are considered to result in a locally **Moderate** effect. In the context of this assessment this is considered to be Not Significant. In wider views across the townscape the effect of the Proposed Development on townscape character will be limited with a locally **Slight** magnitude of change, with **Moderate/Minor** effects, on the perception of the townscape, which in the context of this assessment is considered to be Not Significant. Elsewhere where built form screens the Proposed Development there will be no change.

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## Technical Appendix 4 - Detailed Viewpoint Assessment

### Introduction

This section comprises the detailed viewpoint assessment. The viewpoint assessment has been carried out to identify and evaluate the potential effects on visual amenity arising from the Proposed Development at specific representative locations in the study area. The following detailed analysis of 9 viewpoints includes a description of the existing and predicted view, an assignment of receptor sensitivity (including confirmation of receptor susceptibility and the value applied to the viewpoint), an analysis of the magnitude of change and an assessment of the level of predicted effects on visual amenity and a determination of their significance.

The supporting figures include the existing photographic view, and the predicted view, illustrated with photomontage visualisations in **Figures 1.2.1** to **1.2.9**. Viewpoint Locations are illustrated on **Figure 1.1.1**.

For the purposes of assessing the effects on visual amenity, the sensitivity of the receptors is as defined **Table 3**, 'Definition of Visual Receptor Sensitivity' of the methodology in **Technical Appendix 1**.

*Duration and Reversibility of the Visual Effects*

The magnitude of changes that would be experienced by visual receptors as a result of the Proposed Development relates in part to the duration of effects and their permanence/ reversibility. The effects will be permanent on completion of the Proposed Development.

As the duration of the effects of the Proposed Development will be common to all visual receptors, they have been implicitly considered with regard to the likely magnitude of change in all views but, are not repeated with regard to each viewpoint.

The following detailed analysis includes a description of the existing and predicted view, an assignment of receptor sensitivity (including confirmation of receptor susceptibility and the value applied to the viewpoint), an analysis of the magnitude of change and an assessment of the level of predicted effects on visual amenity and a determination of their significance.

**Table 1: Viewpoint 1: Pedestrian route linking New City Road to Braid Park beside M8 Motorway.**

| ***Location and Rationale for Selection*** |
|---|
| Viewpoint 1 is located to the south of the Woodside TCA on the pedestrian path linking through Braid Park immediately to the north of the M8 Motorway, and looks to the north east towards Spiers Wharf. The viewpoint lies 290 m from the site boundary, as indicated on the Viewpoint Location Plan, **Figure 1.1.1**. The viewpoint was selected as being representative of views experienced by pedestrians but also as a proxy for the views that would be experienced by road users travelling on the M8 motorway across the Woodside Viaduct. **Figure 1.2.1a** shows 90° |

panorama of the existing view; **Figure 1.2.1b** shows 90° panoramic photomontage visualisation of the Proposed Development. All figures are presented as cylindrical projections.

***Description of Existing View***

The existing view looks to the north east across the edge of the playing fields to the east of Oakgrove Primary School. The four storey modern low rise flats frame the view to the left, with the taller high rise flats at Cedar Court rising beyond. To the right the foreground view looks over the painted timber hoardings surrounding the temporary construction yard associated with the ongoing repair work to the Woodside Viaduct. To the rear of the view the long terrace of stone built former mill buildings at Spiers Wharf, extend in front of Port Dundas Hill, the modern block of commercial offices at No.50 Craighall Road rises above roofline of Spiers Wharf. Transmission lines, tall pylon towers and the step down substation are seen on the skyline. The low-lying long warehouse of the Scottish Opera Production Facility is seen stepped into the slope beneath Spiers Wharf, with the fringing line of mature willow trees seen beyond. The lower lying roofline of the Wallace Studios of the Royal Conservatoire of Scotland on Garscube Road, are seen in narrow linear profile below.

***Visual Sensitivity***

The overall sensitivity of receptors at this location is considered to be **High** for pedestrians and **Medium** for road users. The factors that have contributed to this judgement are as follows:

*Value*

Medium: The viewpoint is not located within a national or regional townscape designation.

*Susceptibility to Change*

High: Awareness of views for pedestrians passing through Braid Park, with views in the direction of the Proposed Development.

Medium: Road users will be focussed on views along the road and across the surrounding townscape.

***Magnitude of Change***

The effects on visual receptors have been evaluated according to the nature of the change to the view in terms of size, scale, and character; the geographical extent of the predicted visibility and its duration as part of the overall visual experience of the receptor as follows:

*Size and Scale (including nature of influence on the character of the view)*

- The southern PBSA block at the southern corner of the site, comprising the South Western Block at 16 storeys forms a prominent new landmark block in front of and towards the right hand side of Spiers Wharf. The lower 11 storey South Eastern PBSA block is partially seen behind. The broader southern elevation of the block is seen from this viewpoint.
- Similarly to the north the two North PBSA blocks are seen in foreground of the northern extent of Spiers Wharf with the taller North Western PBSA Block seen at the left hand edge and the lower North Eastern PBSA Block seen in partial overlap beyond. The stepping down

of the elevation on the Spiers Wharf side is clearly seen from this position, framing the long central elevation of Spiers Wharf.

- The central pavilions of the proposed Scottish Opera Rehearsal and Support Building are seen in the centre of the composition in front of the tree line beside the Forth and Clyde Canal.
- The lower portion of the proposed development is screened from view from this viewpoint by the intervening built form.
- The PBSA blocks are proposed in a pale red colour whilst the pavilions of the Scottish Opera Rehearsal and Support Building are golden yellow, together contrasting with the lighter buff shades of Spiers Wharf beyond.
- The Proposed Development will be identifiable as a distinct group of buildings.
- The vertical façades of the PBSA blocks reduce the apparent mass of the new built forms, and break the existing strong horizontal lines in the immediate townscape.
- The Proposed Development will locally increase building scale however, the taller blocks build on the character of the local townscape with occasional higher blocks seen within the immediate townscape.
- The stepped back elevations retain the shaft of space through to Spiers Wharf, maintaining the existing landmark elements seen in views from the south west.

***Geographical Extent (including influence on focus of the view)***

- The view to the proposed built forms will lie at c.49° to the viewpoint.
- The Proposed Development will lie at c.290 m from the viewpoint.
- Similar views will be experienced locally from Braid Park and the Woodside Viaduct.

***Judgement on Magnitude of Change***

Based on factors considered above, the overall magnitude of change to this viewpoint is considered to be **Moderate** in respect of the Proposed Development.

***Potential for Construction Phase Effects***

There will be Moderate short-term effects due to the construction phase on visual amenity.

***Significance of Effect***

The **High** sensitivity of pedestrians and **Medium** sensitivity of road users and the **Moderate** magnitude of change are considered to result in **Major/Moderate** and **Moderate** levels of effect respectively, which in the context of this assessment is **Significant** for Pedestrians and Not Significant for Road Users. The effect is considered to be Neutral.

**Table 2: Viewpoint 2: St Georges Road, Charing Cross.**

***Location and Rationale for Selection***

Viewpoint 2 is located on St George's Road, adjacent to and overlooking the M8 corridor, and looks north east towards Spiers Wharf. The viewpoint lies 775 m from the site boundary, as indicated on the Viewpoint Location Plan, **Figure 1.1.1**. The viewpoint was selected as being representative of views experienced by pedestrians and road users. **Figure 1.2.2a** shows 90° panorama of the existing view; **Figure 1.2.2b** shows 90° panoramic photomontage visualisation of the Proposed Development. All figures are presented as cylindrical projections.

***Description of Existing View***

The existing view looks north west along St George's Road. The view is framed to the left by the shop frontages beside this busy inner urban route. To the right the view looks over the deep cutting of the motorway and towards the flyover and grade separated junction with the Great Western Road. The distant elevation of the former mill buildings at Spiers Wharf is seen above the motorway on the side of Port Dundas Hill to the centre right of the view, with a long low warehouse building rising on the skyline beyond. The recently built 'True Student' 13-storey PBSA block on New City Road/Phoenix Road is seen beyond the motorway in the centre of the image. The three high-rise blocks at Cedar Court are seen beyond and to the left of the view.

***Visual Sensitivity***

The overall sensitivity of receptors at this location is considered to be **High** for pedestrians and **Medium** for road users. The factors that have contributed to this judgement are as follows:

*Value*

Low: The viewpoint is not located within a national or regional townscape designation.

*Susceptibility to Change*

High: Awareness of views for pedestrians passing along St George's Road, with views in the direction of the Proposed Development.

Medium: Road users will be focussed on views along the road and across the surrounding townscape.

***Magnitude of Change***

The effects on visual receptors have been evaluated according to the nature of the change to the view in terms of size, scale, and character; the geographical extent of the predicted visibility and its duration as part of the overall visual experience of the receptor as follows:

***Size and Scale (including nature of influence on the character of the view)***

- The South Western Block at 16 storeys forms a prominent new landmark block in front of and towards the right hand side of Spiers Wharf, screening views beyond to the warehouse, substation, and mobile phone masts in the background. The lower 11 storey South Eastern PBSA block is also screened from view by the foreground vegetation cover and existing built form.

- The elevation of the PBSA blocks is narrowed in this angle of view with the eastern/southern elevation seen from this viewpoint.
- The northern PBSA blocks are screened from view behind the 'True Student' PBSA block in the foreground.
- The central pavilions of the proposed Scottish Opera Rehearsal and Support Building are partially seen in the centre of the composition just below the retained view to the distant elevation of Spiers Wharf.
- The lower portion of the proposed development is screened from view from this viewpoint by the intervening built form.
- The PBSA block is proposed in a pale red colour whilst the pavilions of the Scottish Opera Rehearsal and Support Building are golden yellow, together contrasting with the lighter buff shades of Spiers Wharf beyond.
- The Proposed Development will be identifiable as a distinct group of buildings.
- The narrow vertical façade of the PBSA block as seen in this angle of view reduces the apparent mass of the new built form.
- The Proposed Development will locally increase building scale however, the taller blocks build on the character of the local townscape with occasional higher blocks seen within the immediate townscape.

***Geographical Extent (including influence on focus of the view)***

- The view to the proposed built forms will lie at c.64° to the viewpoint.
- The Proposed Development will lie at c.775 m from the viewpoint.
- Similar views will be experienced locally along the south western extent of St George's Road.

***Judgement on Magnitude of Change***

Based on factors considered above, the overall magnitude of change to this viewpoint is considered to be **Slight** in respect of the Proposed Development.

***Potential for Construction Phase Effects***

There will be Slight short-term effects due to the construction phase on visual amenity.

***Significance of Effect***

The **High** sensitivity of pedestrians and **Medium** sensitivity of road users and the **Slight** magnitude of change are considered to result in **Moderate** and **Moderate/Minor** levels of effect respectively, which in the context of this assessment is Not Significant for Pedestrians and Road Users. The effect is considered to be Neutral.

**Table 3: Viewpoint 3: Blythswood Square, Blythswood Street**

***Location and Rationale for Selection***

Viewpoint 3 is located on the eastern side of Blythswood Square, positioned to show the long distance view along the city grid to the north. The viewpoint lies 865 m from the site boundary, as indicated on the Viewpoint Location Plan, **Figure 1.1.1**. The viewpoint was selected as being representative of views experienced by pedestrians and road users. **Figure 1.3.1a** shows 90° panorama of the existing view; **Figure 1.3.1b** shows 90° panoramic photomontage visualisation of the Proposed Development. All figures are presented as cylindrical projections.

***Description of Existing View***

The existing view looks north along the straight north-south aligned Blythswood Street which continues as Rose Street further north. The view is framed by the built form of Glasgow's Commercial Centre and Garnethill. The St Aloysius' Church tower is seen to the left of the framed view, Fleming Tower, and the more distant Block No.2 at Dundasvale Court are seen to the right. The distant view focuses on the pylon tower to the north of Spiers Wharf, the backdrop of the tenements at Hamiltonhill and the distant flank of the Campsie Fells beyond. The foreground view looks across the formal neoclassical buildings surrounding the square, initially built in the 1820-30's the warm sandstone, three storey, three bay houses, are framed at their corners by elegant ionic porticoes. Iron railings surround the central gardens to the left of the view.

***Visual Sensitivity***

The overall sensitivity of receptors at this location is considered to be **High** for pedestrians and **Medium** for road users. The factors that have contributed to this judgement are as follows:

*Value*

High: The viewpoint is located within the Glasgow Central Conservation Area.

*Susceptibility to Change*

High: Awareness of views for pedestrians passing through George Square, with views in the direction of the Proposed Development.

Medium: Road users will be focussed on views along the road and across the surrounding townscape.

***Magnitude of Change***

The effects on visual receptors have been evaluated according to the nature of the change to the view in terms of size, scale, and character; the geographical extent of the predicted visibility and its duration as part of the overall visual experience of the receptor as follows:

***Size and Scale (including nature of influence on the character of the view)***

- The South Western PBSA Block at 16 storeys will be seen at the right hand edge of the framed view in the foreground of the taller 21 storey North Western PBSA Block seen at the left hand edge of the framed view.

- The lower portion of the proposed development is screened from view from this viewpoint by the intervening built form.
- The PBSA blocks are proposed in a pale red colour complimenting the foreground tower of St Aloysius' Church.
- The Proposed Development will be seen as distant but identifiable group of buildings.
- Whilst the buildings are seen broadside on, the careful detailing of the vertical façades of the blocks reduce the apparent mass of the new built forms and a clear gap between the south-western block and the north-western block provides relief to the skyline impact.

***Geographical Extent (including influence on focus of the view)***

- The view to the proposed built forms will lie at c.12.5° to the viewpoint.
- The Proposed Development will lie at c.865 m from the viewpoint.
- Similar views will be experienced locally from Blythswood Street to the north

***Judgement on Magnitude of Change***

Based on the factors considered above, the overall magnitude of change to this viewpoint is considered to be locally **Moderate** in respect of the Proposed Development due to the framing of the view.

***Potential for Construction Phase Effects***

There will be Moderate short-term effects due to the construction phase on visual amenity.

***Significance of Effect***

The **High** sensitivity of pedestrians and **Medium** sensitivity of road users and the **Moderate** magnitude of change are considered to result in a **Major/Moderate** and **Moderate** levels of effect respectively, which in the context of this assessment is **Significant** for Pedestrians and Not significant for Road Users. The effect is considered to be Neutral.

**Table 4: Viewpoint 4: View south east from Garscube Road**

***Location and Rationale for Selection***

Viewpoint 4 is located on Garscube Road at the junction with Hopehill Road just to the north of the Arnold Clark Car Dealership. The viewpoint lies 535 m from the site boundary, as indicated Viewpoint Location Plan, **Figure 1.1.1**. The viewpoint was selected as being representative of views experienced by pedestrians and road users. **Figure 1.2.4a** shows 90° panorama of the existing view; **Figure 1.2.4b** shows 90° panoramic photomontage visualisation of the Proposed Development. All figures are presented as cylindrical projections.

***Description of Existing View***

The existing view looks slightly downhill towards the city centre. The showroom and forecourt dominate the foreground to the right of the view. The low units of the Oakbank Trading Estate frame the road corridor to the left, with views beyond to the former mill buildings of Spiers Wharf and the Port Dundas Hill beyond. The Tower Building forms a noticeable land mark building at the junction with Possil Road to the south, the three storey terrace and distinctive mansard tower breaking up the functional workspace units to either side. The transmission lines, pylon and sub station and commercial office buildings crown the summit of Port Dundas Hill to the left of the view. The 24 storey residential tower block at No.15 Grafton Place rises beyond the Tower Buildings at the centre of the view and the tall blocks of Dundasvale Court and Cedar Court punctuate the sky line to the right of the view.

***Visual Sensitivity***

The overall sensitivity of receptors at this location is considered to be **High** for pedestrians and **Medium** for road users. The factors that have contributed to this judgement are as follows:

*Value*

Medium: The viewpoint is not located within a national or regional townscape designation.

*Susceptibility to Change*

High: Awareness of views for pedestrians passing along Garscube Road, with views in the direction of the Proposed Development.

Medium: Road users will be focussed on views along the road and across the surrounding townscape.

***Magnitude of Change***

The effects on visual receptors have been evaluated according to the nature of the change to the view in terms of size, scale, and character; the geographical extent of the predicted visibility and its duration as part of the overall visual experience of the receptor as follows:

*Size and Scale (including nature of influence on the character of the view)*

- The northern PBSA blocks are seen beyond the Tower Buildings and in foreground of the southern extent of Spiers Wharf with the taller North Western PBSA Block, rising to 21 storeys, seen at the right-hand edge and the lower North Eastern PBSA Block, rising to 14 storeys seen in partial overlap beyond. The stepping down of the elevation on the Spiers Wharf side is clearly seen from this position, creating a visual transition to the elevation of Spiers Wharf.
- The southern PBSA block at the southern corner of the site, comprising the South Western Block at 16 storeys will form a new element in the city scape. The lower 11 storey South Eastern PBSA block is partially seen behind.
- The broader northern elevations of the PBSA blocks are seen from this viewpoint.
- The central pavilions of the proposed Scottish Opera Rehearsal and Support Building are seen in the centre of the composition in front of the block at Grafton Place.

- The lower portion of the proposed development is screened from view from this viewpoint by the intervening built form.
- The PBSA blocks are proposed in a pale red colour whilst the pavilions of the Scottish Opera Rehearsal and Support Building are golden yellow, together contrasting with the lighter buff shades of Spiers Wharf beyond, together noticeable as a distinct group of buildings.
- The PBSA blocks break the existing strong horizontal lines in the immediate townscape however, the taller blocks reflect the character of the local townscape with occasional higher blocks.
- The stepped back elevations respect the lower height of Spiers Wharf, maintaining the existing landmark elements seen in views from the south west.

***Geographical Extent (including influence on focus of the view)***

- The view to the proposed built forms will lie at c.141° to the viewpoint.
- The Proposed Development will lie at c.535 m from the viewpoint.
- Similar views will be experienced locally along the northern extent of Garscube Road.

***Judgement on Magnitude of Change***

Based on factors considered above, the overall magnitude of change to this viewpoint is considered to be **Moderate** in respect of the Proposed Development.

***Potential for Construction Phase Effects***

There will be Moderate short-term effects due to the construction phase on visual amenity.

***Significance of Effect***

The **High** sensitivity of pedestrians and **Medium** sensitivity of road users and the **Moderate** magnitude of change are considered to result in **Major/Moderate** and **Moderate** levels of effect respectively, which in the context of this assessment is **Significant** for Pedestrians and Not Significant Road Users. The effect is considered to be Neutral.

**Table 5: Viewpoint 5: View west from the plaza at Sighthill Circus.**

***Location and Rationale for Selection***

Viewpoint 5 is located beside Sighthill Circus. The viewpoint lies 885 m from the site boundary, as indicated on the Viewpoint Location Plan, **Figure 1.1.1**. The viewpoint was selected as being representative of views experienced by pedestrians. **Figure 1.2.5a** shows a 90° panorama of the existing view; **Figure 1.2.5b** shows 90° panoramic photomontage visualisation of the Proposed Development. All figures are presented as cylindrical projections.

***Description of Existing View***

The existing view looks west parallel to Sighthill Circus across the new parkland laid out across the route of former Monklands Canal. The newly built modern tenement flats at Harvey Street are seen across the summit area of Port Dundas Hill, above the lower lying industrial units at Pinkston Basin. The edge of the former mill buildings at Spiers Wharf are seen beyond the southern flank of Port Dundas Hill with the broad east facing elevations of the Cedar Court flats rising above. The view opens beyond the low lying corridor of the M8 to the Main Building of Glasgow University at Hillhead marked by the tall tower and spire and the roofline of Bute Hall. The modern block of Glasgow University Library rises towards the centre of the view. To the left views to the red sandstone tenements at Garnethill are punctuated by the flats at Dundasvale Court, Fleming House on Renfrew Street and to the far left the student accommodation blocks at Buchanan View. The distant hills of the Clyde Muirshiel Regional Park are seen to the left of the view with Inverclyde Wind Farm in the foreground; and the distant hills of Argyll and Bute to the centre.

***Visual Sensitivity***

The overall sensitivity of receptors at this location is considered to be **High** for pedestrians. The factors that have contributed to this judgement are as follows:

*Value*

Low: The viewpoint is not located within a national or regional townscape designation.

*Susceptibility to Change*

High: Awareness of views for pedestrians passing over Sighthill Bridge, with views in the direction of the Proposed Development.

***Magnitude of Change***

The effects on visual receptors have been evaluated according to the nature of the change to the view in terms of size, scale, and character; the geographical extent of the predicted visibility and its duration as part of the overall visual experience of the receptor as follows:

***Size and Scale (including nature of influence on the character of the view)***

- The PBSA blocks will break the skyline either side of the short elevation of Spiers Wharf, adding further height in the context of Port Dundas Hill.
- The proposed PBSA will be slightly higher than the existing blocks at Cedar Court.
- The reddish hues of the blocks pick up on the existing colours seen in the cityscape.
- The PBSA blocks are seen on their narrower eastern elevations in this view, reducing the apparent bulk of the Proposed Development and maintaining the flow of views to the west.

***Geographical Extent (including influence on focus of the view)***

- The view to the proposed built forms will lie at c.285° to the viewpoint.
- The Proposed Development will lie at c.885 m from the viewpoint.
- Similar views will be experienced locally from the plaza on the northern side of the new Sighthill pedestrian bridge.

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| ***Judgement on Magnitude of Change*** |
| Based on the factors considered above, the overall magnitude of change to this viewpoint is considered to be **Slight** in respect of the Proposed Development. |
| ***Potential for Construction Phase Effects*** |
| There will be Moderate short-term effects due to the construction phase on visual amenity. |
| ***Significance of Effect*** |
| The **High** sensitivity of pedestrians and the **Slight** magnitude of change are considered to result in a **Moderate** level of effect, which is **Not Significant** for Pedestrians. The effect is considered to be Neutral. |

**Table 6: Viewpoint 6: Junction of Craighall Road and Borron Street.**

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| ***Location and Rationale for Selection*** |
| Viewpoint 6 is located at the junction of Craighall Road with Borron Street just to the east of the building materials yard. The viewpoint lies 320 m from the site boundary, as indicated Viewpoint Location Plan, **Figure 1.1.1**. The viewpoint was selected as being representative of views experienced by pedestrians and road users. **Figure 1.2.6a** shows 90° panorama of the existing view; **Figure 1.2.6b** shows 90° panoramic photomontage visualisation of the Proposed Development. All figures are presented as cylindrical projections. |
| ***Description of Existing View*** |
| The existing view looks south along Craighall Road. The rear elevation of No.52 Spiers Wharf, the Grade C listed Wheatsheaf Building forming part of the former mill buildings at Spiers Wharf, is seen beyond the road corridor towards the centre of the view. The main block of Spiers Wharf is seen beyond, with the secondary rear brick finished elevation facing Craighall Road. The modern detached low rise office buildings of the Craighall Business Park are seen rising across the western edge of the Port Dundas Hill to the left of the view. The palisade security fencing, yard space and low sheds comprising the adjacent builders' merchants frame the view to the right. The transmission lines and tall supporting pylon rise above the road corridor. The upper floors of the True Student PBSA block on New City Road is seen rising above the stone walls framing the road corridor to the west. |
| ***Visual Sensitivity*** |
| The overall sensitivity of receptors at this location is considered to be **High** for pedestrians and **Medium** for road users. The factors that have contributed to this judgement are as follows: |
| *Value* |

Medium: The viewpoint is not located within a national or regional townscape designation. The clutter of signage, industrial fencing and the presence of the electricity infrastructure reduce the sensitivity of the viewpoint.

*Susceptibility to Change*

High: Awareness of views for pedestrians passing along Craighall Road, with views in the direction of the Proposed Development.

Medium: Road users will be focussed on views along the road and across the surrounding townscape.

***Magnitude of Change***

The effects on visual receptors have been evaluated according to the nature of the change to the view in terms of size, scale, and character; the geographical extent of the predicted visibility and its duration as part of the overall visual experience of the receptor as follows:

*Size and Scale (including nature of influence on the character of the view)*

- The north western PBSA block is seen beyond the northern extent of Spiers Wharf, rising to 21 storeys (18 storeys above towpath level as seen in this view), at the right-hand edge of No.52 Spiers Wharf, forming a new element in the city scape. The lower 14 storey (11 storeys above towpath level as seen in this view) North Eastern PBSA block is screened from view.
- The broad northern elevation of the block is seen from this viewpoint.
- The lower portion of the proposed development are screened from view from this viewpoint by the intervening built form.
- The PBSA block is proposed in a pale red colour contrasting with the lighter buff shades of Spiers Wharf.
- The PBSA block builds on the character of the local townscape with occasional higher blocks.

***Geographical Extent (including influence on focus of the view)***

- The view to the proposed built forms will lie at c.222° to the viewpoint.
- The Proposed Development will lie at c.320 m from the viewpoint.
- Similar views will be experienced locally along the northern extent of Craighall Road.

***Judgement on Magnitude of Change***

Based on factors considered above, the overall magnitude of change to this viewpoint is considered to be **Moderate** in respect of the Proposed Development.

***Potential for Construction Phase Effects***

There will be Moderate short-term effects due to the construction phase on visual amenity.

***Significance of Effect***

The **High** sensitivity of pedestrians and **Medium** sensitivity of road users and the **Moderate** magnitude of change are considered to result in **Major/Moderate** and **Moderate** levels of effect respectively, which is **Significant** for Pedestrians and Not Significant Road Users. The effect is considered to be Neutral.

**Table 5: Viewpoint 7: South eastern corner of Dobbie's Loan, North Hanover Street and Kyle Street.**

***Location and Rationale for Selection***

Viewpoint 7 is located at the eastern side of the junction of Dobbie's Loan, North Hanover Street and Kyle Street. The viewpoint lies 320 m from the site boundary, as indicated on the Viewpoint Location Plan, **Figure 1.1.1**. The viewpoint was selected as being representative of views experienced by pedestrians. **Figure 1.2.7a** shows a 90° panorama of the existing view; **Figure 1.2.7b** shows 90° panoramic photomontage visualisation of the Proposed Development. All figures are presented as cylindrical projections.

***Description of Existing View***

The existing view looks to the north west along Dobbies Loan towards the distant profile of Port Dundas Hill. The view is framed to the right by car show rooms and low sheds within the Milton Street Commercial District. To the left the large buildings of the Glasgow Caledonian University, comprising the concrete clad eight storey eastern wing of the George Moore Building, 1965-7, funnel the view along Dobbies Loan. The southern vegetated flank of Port Dundas Hill, with new areas of planting either side of Craighall Road and beside the corridor of the M8, is seen across the hillside. The edge of the former mill buildings at Spiers Wharf are seen beyond the western flank of Port Dundas Hill with the upper edge of the flats at Cedar Court rising above.

***Visual Sensitivity***

The overall sensitivity of receptors at this location is considered to be **High** for pedestrians and **Medium** for road users. The factors that have contributed to this judgement are as follows:

*Value*

Medium: The viewpoint is not located within a national or regional townscape designation.

*Susceptibility to Change*

High: Awareness of views for pedestrians passing along Dobbies Loan, with views in the direction of the Proposed Development.

Medium: Road users will be focussed on views along the road and across the surrounding townscape.

***Magnitude of Change***

The effects on visual receptors have been evaluated according to the nature of the change to the view in terms of size, scale, and character; the geographical extent of the predicted visibility and its duration as part of the overall visual experience of the receptor as follows:

***Size and Scale (including nature of influence on the character of the view)***

- The northern PBSA blocks will break the skyline beyond the short elevation of Spiers Wharf.
- The proposed PBSA will be higher than the existing blocks at Cedar Court.
- The PBSA blocks are seen on their broad eastern elevation in this view.
- The stepping down of the PBSA blocks to the east creates a transition in the height and massing with the lower lying Spiers Wharf.
- The detail in the facades break up the overall mass of the blocks.

***Geographical Extent (including influence on focus of the view)***

- The view to the proposed built forms will lie at c.316° to the viewpoint.
- The Proposed Development will lie at c.830 m from the viewpoint.
- Similar views will be experienced locally from Dobbies Loan.

***Judgement on Magnitude of Change***

Based on the factors considered above, the overall magnitude of change to this viewpoint is considered to be **Slight** in respect of the Proposed Development.

***Potential for Construction Phase Effects***

There will be Moderate short-term effects due to the construction phase on visual amenity.

***Significance of Effect***

The **High** sensitivity of pedestrians and **Medium** sensitivity of road users and the **Slight** magnitude of change are considered to result in **Moderate** and **Moderate/Minor** levels of effect respectively, which is Not Significant for Pedestrians and Road Users. The effect is considered to be Neutral.

**Table 8: Viewpoint 8: Spiers Wharf, beside Speaker Martin's Loch.**

***Location and Rationale for Selection***

Viewpoint 8 is located at the southern extent of Spiers Wharf, beside Speaker Martin's Loch and looks to the north west towards the proposed development. The viewpoint lies 75 m from the site boundary, as indicated on the Viewpoint Location Plan, **Figure 1.1.1**. The viewpoint was selected as being representative of views experienced by pedestrians. **Figure 1.2.8a** shows 90° panorama of the existing view; **Figure 1.2.8b** shows 90° panoramic photomontage visualisation of the Proposed Development. All figures are presented as cylindrical projections.

***Description of Existing View***

The existing view looks across the area of hardstanding beside the loch, the loch and loch gates and the surrounding lengths of railings which separate the areas of pedestrian circulation and the canal. The view beyond looks along the truncated section of the Forth and Clyde Canal, framed to the east by the listed buildings of Spiers Wharf comprising the former City of Glasgow Grain Mills now converted to ground floor offices and residential flats above. The listed 2 storey Canal Offices building is seen to the south. Spiers Wharf faces onto the canal which is fringed by mature line of willow trees to the west. To the west the view opens across the residential district of Woodside marked by the tall tower blocks at Cedar Court. The low lying sheds of the Garscube Road Commercial District are seen beyond the line of deciduous trees at the back of the towpath. The view along the canal corridor is focussed on the six storey red brick converted warehouse 'The Whisky Bond,' the new flats at No.60 Rodney Street are seen to the left.

***Visual Sensitivity***

The overall sensitivity of receptors at this location is considered to be **High** for pedestrians. The factors that have contributed to this judgement are as follows:

*Value*

High: The viewpoint is located within Forth and Clyde Canal scheduled monument designation.

*Susceptibility to Change*

High: Awareness of views for pedestrians, with views in the direction of the Proposed Development.

***Magnitude of Change***

The effects on visual receptors have been evaluated according to the nature of the change to the view in terms of size, scale, and character; the geographical extent of the predicted visibility and its duration as part of the overall visual experience of the receptor as follows:

*Size and Scale (including nature of influence on the character of the view)*

- The southern PBSA blocks at the southern corner of the site, comprising the South Eastern Block at 11 storeys (8 storeys above towpath level as seen in this view) forms a prominent new landmark block to the left hand side of Spiers Wharf, rising to the higher 16 storey South Western PBSA block behind and to the left.
- The broader southern elevation of the blocks is seen from this viewpoint.
- Similarly to the north the northern PBSA block is seen opposite the northern extent of Spiers Wharf with the lower 14 storey (11 storeys above towpath level as seen in this view) North Eastern PBSA Block seen at the left hand edge of the framed view along the canal and the higher 21 storey North Western PBSA Block seen in partial overlap beyond to the left.
- The stepping down of the elevations of both the northern and southern PBSA blocks on the Spiers Wharf side is clearly seen from this position, leaving space for the long central elevation of Spiers Wharf.

- The upper storeys of the PBSA blocks are given lighter weight in the upper elevation by the introduction of a clerestory/lantern feature to soften direct views to rooftop plant.
- The central pavilions of the proposed Scottish Opera Rehearsal and Support Building are seen in the centre of the composition beyond the substantially retained tree line beside the Forth and Clyde Canal.
- The lower portion of the proposed development is set at a lower level beneath the canal and is screened from view from this viewpoint by the intervening terrain and the mature line of trees.
- The PBSA blocks are proposed in a pale red colour whilst the pavilions of the Scottish Opera Rehearsal and Support Building are golden yellow, together contrasting with the lighter buff shades of Spiers Wharf.
- The Proposed Development will be identifiable as a distinct group of buildings.
- The vertical, carefully articulated façades of the PBSA blocks reduce the apparent mass of the new built forms, and break the existing strong horizontal lines in the immediate townscape.
- The Proposed Development will locally increase building scale however, the taller blocks build on the character of the local townscape with occasional higher blocks seen within the immediate townscape.
- The stepped back elevations retain the shaft of space through to Spiers Wharf.

***Geographical Extent (including influence on focus of the view)***

- The view to the proposed built forms will lie at c.333° to the viewpoint.
- The Proposed Development will lie at c.75 m from the viewpoint.
- Similar views will be experienced locally from southern extent of the canal corridor.

***Judgement on Magnitude of Change***

Based on factors considered above, the overall magnitude of change to this viewpoint is considered to be **Substantial** in respect of the Proposed Development.

***Potential for Construction Phase Effects***

There will be Major short-term effects due to the construction phase on visual amenity.

***Significance of Effect***

The **High** sensitivity of pedestrians and the **Substantial** magnitude of change are considered to result in a **Major** level of effect, which in the context of this assessment is **Significant** for Pedestrians. The effect is considered to be Neutral.

**Table 9: Viewpoint 9: Spiers Wharf, north end.**

***Location and Rationale for Selection***

Viewpoint 9 is located at the northern extent of Spiers Wharf, beside the northern elevation of the former Port Dundas Sugar Refinery, and looks to the south west towards the proposed development. The viewpoint lies 115 m from the site boundary, as indicated on the Viewpoint Location Plan, **Figure 1.1.1**. The viewpoint was selected as being representative of views experienced by pedestrians. **Figure 1.2.9a** shows 90° panorama of the existing view; **Figure 1.2.9b** shows 90° panoramic photomontage visualisation of the Proposed Development. All figures are presented as cylindrical projections.

***Description of Existing View***

The existing view looks across the area of hardstanding beside the loch and beyond across the canal corridor towards the residential district of Woodside marked by the tall tower blocks at Cedar Court to the right, with the lower lying 7 storey flats at Raglan Street seen below to the left. The low lying sheds of the Garscube Road Commercial District are largely screened from view by the change in level between the canal corridor and the lands to the west. The sandstone tenements at Garnethill are seen across the low hill in the centre left of the view. The tower block at Dundasvale Court is seen to the left of the view beyond the lower edge of Spiers Wharf. The True Student PBSA block on New City Road is seen breaking the skyline towards the centre of the view. Spiers Wharf faces the canal which is fringed by mature line of willow trees to the west.

***Visual Sensitivity***

The overall sensitivity of receptors at this location is considered to be **High** for pedestrians. The factors that have contributed to this judgement are as follows:

*Value*

High: The viewpoint is located within Forth and Clyde Canal scheduled monument designation.

*Susceptibility to Change*

High: Awareness of views for pedestrians, with views in the direction of the Proposed Development.

***Magnitude of Change***

The effects on visual receptors have been evaluated according to the nature of the change to the view in terms of size, scale, and character; the geographical extent of the predicted visibility and its duration as part of the overall visual experience of the receptor as follows:

*Size and Scale (including nature of influence on the character of the view)*

- The northern PBSA blocks at the northern corner of the site, comprising the North Eastern Block at 14 storeys (11 storeys above towpath level as seen in this view) which forms a prominent new landmark block at the centre of the view from Spiers Wharf, stepping up to the higher 21 storey (18 storeys above towpath level as seen in this view) North Western PBSA block behind and to the right.
- The broader northern elevation of the blocks is seen from this viewpoint.

- Similarly to the south the southern PBSA block is seen to the left with the lower 11 storey (8 storeys above towpath level as seen in this view) South Eastern PBSA Block seen at the left hand edge of the view along the canal and the higher 16 storey South Western PBSA Block seen in partial overlap beyond.
- The stepping down of the elevations of both the northern and southern PBSA blocks on the Spiers Wharf side is clearly seen from this position. The stepped back elevations retain the central shaft of space through to Spiers Wharf.
- The upper storeys of the PBSA blocks are given lighter weight in the upper elevation by the introduction of a clerestory/lantern feature to soften direct views to rooftop plant.
- The central pavilions of the proposed Scottish Opera Rehearsal and Support Building are seen in the centre of the composition beyond the substantially retained tree line beside the Forth and Clyde Canal.
- The lower portion of the proposed development is set at a lower level beneath the canal and is screened from view from this viewpoint by the intervening terrain and the mature line of trees.
- The PBSA blocks are proposed in a pale red colour whilst the pavilions of the Scottish Opera Rehearsal and Support Building are golden yellow, together contrasting with the lighter buff shades of Spiers Wharf.
- The vertical, carefully articulated façades of the PBSA blocks reduce the apparent mass of the new built forms, and break the existing strong horizontal lines in the immediate townscape.
- The Proposed Development will locally increase building scale however, the taller blocks build on the character of the local townscape with occasional higher blocks seen within the immediate townscape.

***Geographical Extent (including influence on focus of the view)***

- The view to the proposed built forms will lie at c.209° to the viewpoint.
- The Proposed Development will lie at c.115 m from the viewpoint.
- Similar views will be experienced locally from northern extent of the canal corridor.

***Judgement on Magnitude of Change***

Based on factors considered above, the overall magnitude of change to this viewpoint is **Substantial** in respect of the Proposed Development.

***Potential for Construction Phase Effects***

There will be Major short-term effects due to the construction phase on visual amenity.

***Significance of Effect***

The **High** sensitivity of pedestrians and the **Substantial** magnitude of change are considered to result in a **Major** level of effect, which in the context of this assessment is **Significant** for Pedestrians. The effect is considered to be Neutral.