CALTON COMMUNITY COUNCIL (CCC)

Final City Development Plan 2 (CDP2) Representations

Calton Community Council's (CCC's) statutory response to Glasgow City Council's (GCC's) Proposed CDP2

Prepared by Mark Taylor on behalf of Calton Community Council (CCC)

CCC is the statutory community council representing and advocating for the Calton community, providing a local forum for residents and engaging with public bodies on matters affecting the area.

Final approved representations for submission to Glasgow City Council's CDP2 portal.

PUBLIC CONSULTATION

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Why CDP2 matters: a vision for Calton

CDP2 is not simply a list of sites. It will form Glasgow's 10-year planning framework and help shape decisions about development, regeneration, infrastructure and the protection of the natural and historic environment.

Homes for people

Permanent, good-quality homes; balanced tenure; family housing; affordability; protection from inappropriate transient use.

Place, heritage & environment

Respect Calton's built heritage; reuse brownfield land; strengthen green space; protect important civic and cultural assets.

Connected, thriving communities

Infrastructure first; accessible public realm; active travel; safe streets; a coordinated, area-wide Calton parking policy providing practical resident, visitor, and business parking alongside essential vehicle access (Blue Badge holders, carers, deliveries, and trade/work vehicles); local facilities and cultural/economic vitality.

CCC's guiding principle: support positive change but seek specific safeguards where the draft plan needs to work harder for Calton.

How CCC developed the proposed response

Learn

Attended GCC face-to-face and online training; discussed the process with GCC planners.

Survey

Site visits across the CCC area and spatial review of the CDP2 proposals and maps.

Research

Thorough review of CDP2, relevant policies, site histories and previous CCC planning representations.

Listen

Public meetings, resident comments, Members and Associate Members, plus extensive local knowledge and experience.

Challenge omissions

Looked strategically beyond the sites already listed by GCC to identify important Calton assets and sites missing from the plan.

Draft & review

Converted that evidence into site-by-site proposed representations for collective and public scrutiny.

Representation period & how to take part

GCC representation period

21st August to midnight on 18th November 2026

GCC welcomes representations supporting CDP2 and/or explaining changes people think should be made.

Official information

CDP2 information hub:
https://www.glasgow.gov.uk/pcdp2

Official representation form:
https://www.smartsurvey.co.uk/t/GlasgowCDP2

Why this matters now

A 10-year vision with real weight. CDP2 will guide Glasgow's development, regeneration and infrastructure, and help determine future planning applications alongside National Planning Framework 4. What it says will directly shape Calton's homes, streets, heritage and environment.

Calton still needs a clear voice. Although Calton is not identified as an Area of Change, CDP2's city-wide topic policies still apply here. This is our opportunity to secure local sites, safeguards and priorities so Calton helps shape its own future.

From the current plan to CDP2. The existing City Development Plan, adopted on 29 March 2017, remains the adopted local plan until CDP2 replaces it. GCC currently anticipates adoption in 2027, subject to the statutory process; CDP2 will then provide the next 10-year framework.

PUBLIC CONSULTATION

CCC Representation proposals, the ask and the route to submission

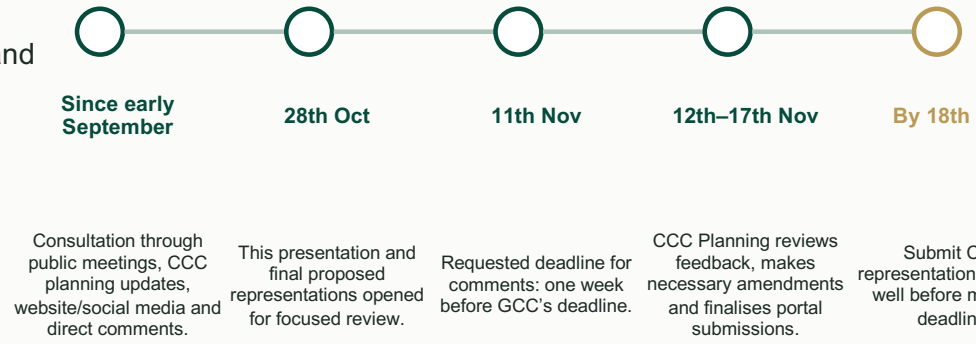
23 PROPOSED REPRESENTATIONS

19 existing CDP2 sites + 4 additional sites CCC proposes should be recognised

Your review

Please check whether the proposed position is fair, reasonable and proportionate. If anything should be corrected, strengthened, softened or added, tell CCC Planning.

planning&licencing@calton-community-council.scot



Residents can also make their own representation direct to GCC: https://www.smartsurvey.co.uk/t/GlasgowCDP2

Calton area & representation stance — Part 1 of 2

CCC area

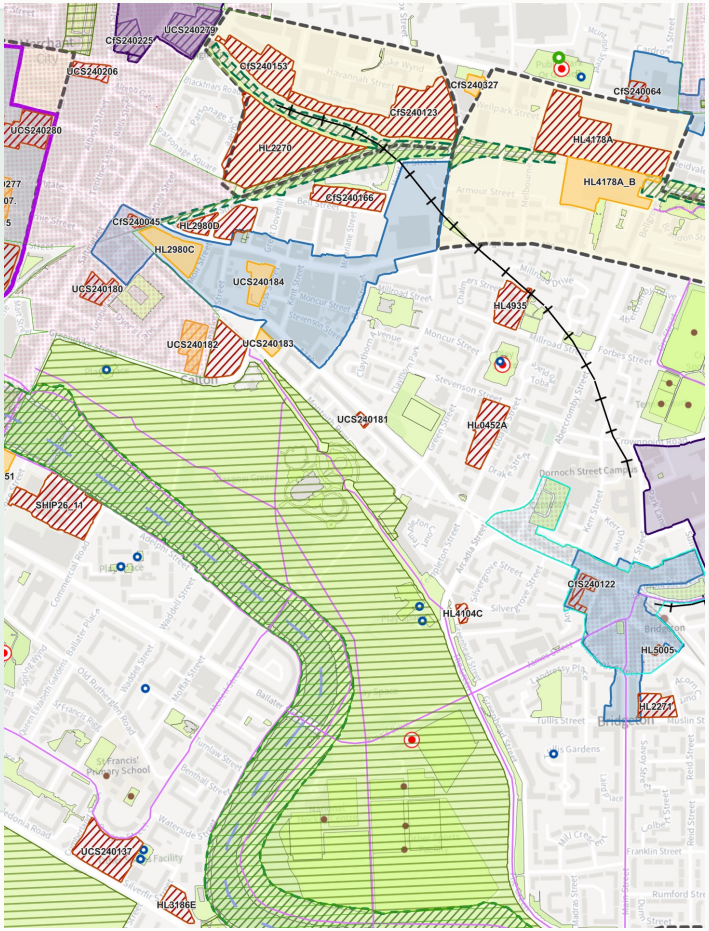
Use GCC's interactive CDP2 Proposals Map to zoom into Calton, inspect site boundaries and switch policy/site layers on and off.

Interactive map

https://glasgowgis.maps.arcgis.com/apps/instant/sidebar/index.html?appid=c765eb6e1b2f4373abe38301b4e96538

Map note

The presentation is a review aid. The interactive GCC map remains the best source for precise site boundaries and layers.



"In support of CDP2"

Appropriate where CCC is satisfied with the allocation, policy wording and site requirements as drafted and seeks no modification.

"Seek a change (objection)"

CCC may support the principle of development while still seeking amendments. Where CCC asks GCC to alter wording, add safeguards or recognise an omitted site, the representation is framed as a requested change rather than simple support.

Area-wide transport & parking stance: CCC rejects blanket car-free mandates, seeking a comprehensive Calton-wide parking policy that provides practical on-site/local parking, prevents commuter displacement, and protects Blue Badge, carer, delivery, and work vehicle access.

All 23 site proposals at a glance — Part 2 of 2

19 existing CDP2 sites + 4 additional sites • CCC stance: Seek a change (objection) • Click any page number to jump

REF	SITE / LOCATION	PAGE
HL4178A	Duke Street/Melbourne Street, Meat Market	9
HL4178A_B	Bellgrove Street, Meat Market	14
UCS240182	58-72 Charlotte Street	19
HL2832	Greendyke St / London Rd — Homes for Future Site B	23
UCS240183	Monteith Row/Greendyke Street	26
CfS240327	Barrack Street	29
HL0452A	Tobago Street/Stevenson Street	32
HL2980C	London Rd / Moir St — ‘Barrowlands Park’	35
UCS240181	288-290 London Road	39
CfS240166	331 Bell St — former James Duncan House	42
UCS240184	Ross Street Car Park	45

REF	SITE / LOCATION	PAGE
CfS240123	East of 16 Havannah St — Collegelands	49
HL4935	35 & 37 Tureen St / Millroad Dr — former school	54
CfS240045	Mercat Building — London Rd / Gallowgate	57
UCS240180	4-16 Turnbull Street	61
HL2270	College Gardens, 170 High St	66
CfS240153	206 High St — Collegelands	69
HL2980D	Molendinar Street/Spoutmouth (West)	72
HL2980A	Great Dovehill/Spoutmouth	77
CCC-ADD-01	People’s Palace Museum & Winter Gardens	81
CCC-ADD-02	120 Sydney / Melbourne / Wellpark Streets	86
CCC-ADD-03	London Rd / Stevenson St / Bain St	90
CCC-ADD-04	High Street Railway Station (Step-Free Access)	94

EXISTING CDP2 SITE

HL4178A | Duke Street/Melbourne Street, Meat Market

HL4178A

Policy 12: Housing; Gallowgate; HL4178A • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 2

Precise Change Sought / Proposed Alternative Wording for Site HL4178A

In the Proposed City Development Plan 2 (Policy 12 Housing Schedule and Gallowgate Area of Change Site Requirements for HL4178A - Duke Street / Melbourne Street, Meat Market), amend and insert the following site-specific requirements:

1. Constraints-Led Housing Capacity: The indicative capacity of 200 units on Site HL4178A shall not be treated as a predetermined numerical target. In accordance with NPF4 Policies 14, 16, and 18, the final developable capacity must be determined through an updated, site-specific Development Brief and Cumulative Impact Assessment evaluating the combined infrastructure load across all 700+ homes in the Meat Market regeneration corridor (addressing local healthcare, education, and open-space capacities).

2. Residential Amenity & Setback Standards: In light of the immediate proximity of occupied residential tenements (located approximately 17.4 metres from the eastern boundary), all new building footprints must incorporate generous setbacks to achieve a minimum 18-metre separation between facing habitable room windows in strict compliance with SG1 Placemaking. Proposals must submit verified 3D daylight, sunlight, and microclimate assessments demonstrating no adverse daylight deprivation or overbearing enclosure to existing homes.

3. Phased Delivery of the Meat Market Linear Park: The delivery of the central Meat Market Linear Park and high-quality play infrastructure must be formally phased as essential enabling infrastructure within the Delivery Programme. Substantial completion and public opening of the linear park shall be required prior to or concurrently with the completion of the first residential phase on Site HL4178A.

4. Cumulative Transport, Parking Provision & Essential Access: Development proposals must include a Comprehensive Cumulative Transport Assessment integrated within a coordinated, area-wide Calton parking policy, evaluating local junction capacity along Duke Street and Bellgrove Street, emergency vehicle access, internal refuse collection, and delivery servicing. Rejecting blanket car-free assumptions as unrealistic, the scheme must provide proportionate on-site/dedicated resident parking (enabled by constraints-led density calibration under Requirement 1) alongside strict Controlled Parking Zone (CPZ) controls preventing external commuter displacement, while guaranteeing barrier-free access and bays for Blue Badge holders (Equality Act 2010 and NPF4 Policy 13), domiciliary carers/support workers, home deliveries, and workers with company cars or commercial vans.

EXISTING CDP2 SITE

HL4178A | Duke Street/Melbourne Street, Meat Market

HL4178A

Policy 12: Housing; Gallowgate; HL4178A • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 2 OF 2

5. Permanent Tenure, District Heating & Active Travel: Dwellings shall be delivered exclusively as permanent affordable and mid-market rent homes, with an absolute prohibition against commercial short-term lets (STLs). Proposals must connect to the East 1 and 2 heat networks and deliver safe, barrier-free, and well-lit active-travel links directly connecting Duke Street to Bellgrove Station.

EXISTING CDP2 SITE

HL4178A | Duke Street/Melbourne Street, Meat Market

HL4178A

Policy 12: Housing; Gallowgate; HL4178A • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 3

Calton Community Council submits this formal representation seeking a modification to the proposed allocation of Site HL4178A, Duke Street / Melbourne Street, Meat Market, under Policy 12 of the Proposed Glasgow City Development Plan 2. Calton Community Council strongly supports the overarching brownfield regeneration of the historic Meat Market and the delivery of permanent affordable and mid-market rent homes in partnership with Home in Scotland under masterplan reference 19/01220/FUL. However, following detailed formal submissions from local residents living in the recently completed phases of the Meat Market, the Community Council objects to fixing a predetermined capacity of 200 homes without an up-to-date site-specific development brief and cumulative impact assessment. The Community Council seeks essential modifications to the site requirements within City Development Plan 2 to mandate a constraints-led approach, protect the daylight and privacy of adjoining occupied homes, legally tie development to the completion of the promised linear park, and evaluate cumulative infrastructure capacity in accordance with National Planning Framework 4.

The wider Meat Market masterplan area already accommodates approximately 500 recently completed and occupied affordable homes. The proposed allocation of an additional 200 units on Site HL4178A would increase the cumulative residential population of this masterplan corridor to over 700 households. Calton Community Council fully endorses the objection lodged by local residents that assigning a rigid target of 200 homes prior to detailed constraint modelling is fundamentally flawed. In accordance with National Planning Framework 4 Policies 14, 16, and 18, planning policy must operate on an "Infrastructure First" basis: site-specific physical constraints and social infrastructure capacity must determine the acceptable developable envelope, which in turn dictates the appropriate capacity. Glasgow City Council must provide an updated development brief that assesses the cumulative impacts of 700+ households on local GP surgeries, dental practices, primary schools, and the surrounding road network rather than starting with a predetermined numerical quota and forcing it onto a constrained site.

EXISTING CDP2 SITE

HL4178A | Duke Street/Melbourne Street, Meat Market

HL4178A

Policy 12: Housing; Gallowgate; HL4178A • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 3

The physical relationship between Site HL4178A and immediately adjoining occupied homes demands explicit policy safeguards. Existing occupied residential blocks lie immediately adjacent to the eastern boundary of the allocation, with residential elevations situated as close as 17.4 metres from the plot edge. This proximity confirms that the residential amenity constraint already extends into the developable area of Site HL4178A. Any future building layout must strictly adhere to Glasgow's SG1 Placemaking standard, maintaining at least 18 metres between facing habitable room windows. Building heights and massing must be carefully stepped down toward Melbourne Street and existing homes to protect natural daylight, prevent visual overshadowing, and eliminate an oppressive sense of enclosure for current residents. These essential amenity setbacks reduce the net developable land area and demonstrate why an arbitrary 200-home figure cannot be guaranteed in advance.

Crucially, City Development Plan 2 must address the critical deficiency of open space. The original masterplan consultation explicitly acknowledged a severe lack of meaningful community green space in this part of Calton, where the nearest major civic park (Glasgow Green) is approximately 1 kilometre away. The proposed central linear park was presented as vital mitigation to justify high-density housing. It is unacceptable that hundreds of families are now living in the development while this park remains unbuilt. Proposed open space cannot be treated as existing infrastructure. City Development Plan 2 must embed enforceable phasing conditions within its Delivery Programme, legally requiring the physical completion, landscaping, and public opening of the Meat Market Linear Park prior to or concurrently with the completion of housing on Site HL4178A.

EXISTING CDP2 SITE

HL4178A | Duke Street/Melbourne Street, Meat Market

HL4178A

Policy 12: Housing; Gallowgate; HL4178A • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 3 OF 3

Finally, cumulative transport, parking, servicing, and heating infrastructure must be managed realistically within a comprehensive, area-wide Calton parking policy rather than piecemeal car-free restrictions. Blanket car-free mandates are unworkable where residents rely on vehicles for work, caring responsibilities, or mobility. The local road network around Duke Street and Bellgrove Street suffers heavy peak-time congestion, requiring a comprehensive cumulative traffic and junction assessment. In accordance with National Planning Framework 4 Policies 13 and 18, the Equality Act 2010, and Glasgow City Council's Sustainable Transport framework, constraints-led unit numbers must allow proportionate, dedicated on-site resident parking paired with robust area-wide CPZ enforcement so vacated street space is not absorbed by external commuters, while explicitly safeguarding dedicated bays and operational kerbside access for Blue Badge holders, carers and health/support visits, home deliveries, and workers provided with a company car or van. The scheme must also deliver safe, well-lit active-travel routes to Bellgrove Station, connect to the East 1 and 2 district heat networks, and enforce permanent affordable housing tenures with an absolute ban on commercial short-term lets. Calton Community Council therefore requests that Glasgow City Council modify the entry for Site HL4178A in City Development Plan 2 to embed these essential constraints-led, amenity, linear park, parking, and infrastructure safeguards alongside its housing allocation.

EXISTING CDP2 SITE

HL4178A_B | Bellgrove Street, Meat Market

HL4178A_B

Policy 9: Brownfield, VDL and Empty Buildings; Gallowgate; HL4178A_B • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 2

Precise Change Sought / Proposed Alternative Wording for Site HL4178A_B

In the Proposed City Development Plan 2 (Policy 9 Brownfield Development Opportunities Schedule and Meat Market Regeneration Site Requirements for HL4178A_B - Bellgrove Street, Meat Market), insert the following site-specific requirements:

1. Constraints-Led Capacity & Infrastructure First: In accordance with NPF4 Policies 14, 16, and 18, development on Site HL4178A_B (and the wider Meat Market masterplan corridor) must follow a strict constraints-led approach. Predetermined density targets shall not be imposed; the scale of development must be derived from a verified site-specific development brief that assesses cumulative impacts on local roads, healthcare facilities, and education capacity across the 500+ existing occupied homes in the Meat Market.

2. Mandatory Listed Shed Retention & Public Benefit: Development must secure the full structural repair, conservation, and adaptive reuse of the Category B-listed former Moore Street Meat Market iron-framed sheds and perimeter boundary walls. Demolition of these listed assets shall not be supported under Policy 9.2 or Historic Environment policies. Uses shall prioritise community sports, leisure, local enterprise, and cultural amenities that provide direct public benefit to Calton and Dennistoun residents.

3. Protection of Adjoining Residential Amenity: In light of the immediate proximity of occupied residential blocks (sitting within 17.4 metres of the boundary), new building massing and commercial structures must maintain a minimum 18-metre window-to-window separation distance in compliance with SG1 Placemaking. Comprehensive daylight, sunlight, and acoustic assessments must be approved prior to development to prevent overlooking, overshadowing, or plant noise disturbance.

4. Linear Park: The delivery of the central Meat Market Linear Park and dedicated public green infrastructure must be formally conditioned as essential infrastructure within the CDP2 Delivery Programme. Substantial completion and public opening of the park must occur prior to or concurrently with the first phase of commercial, leisure, or additional residential occupation.

EXISTING CDP2 SITE

HL4178A_B | Bellgrove Street, Meat Market

HL4178A_B

Policy 9: Brownfield, VDL and Empty Buildings; Gallowgate; HL4178A_B • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 2 OF 2

5. Area-Wide Parking Provision, Essential Access & Servicing Strategy: Embedded within a comprehensive, area-wide Calton parking policy and in accordance with NPF4 Policy 13 and the Equality Act 2010, development must reject unrealistic blanket car-free exclusions by providing proportionate dedicated parking for residents, community facility users, Blue Badge holders, domiciliary carers/support staff, deliveries, and workers with company cars or vans, backed by area-wide Controlled Parking Zone (CPZ) enforcement against external commuter overspill. Servicing, deliveries, and commercial loading must be accommodated directly from Bellgrove Street or dedicated off-street service bays, preventing commercial traffic from penetrating the internal residential street network.

EXISTING CDP2 SITE

HL4178A_B | Bellgrove Street, Meat Market

HL4178A_B

Policy 9: Brownfield, VDL and Empty Buildings; Gallowgate; HL4178A_B • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 3

Calton Community Council submits this formal representation seeking a modification to the proposed allocation of Site HL4178A_B, Bellgrove Street, Meat Market, under Policy 9 of the Proposed Glasgow City Development Plan 2. Calton Community Council strongly supports the overarching regeneration of the historic Meat Market site and the delivery of permanent affordable housing and community facilities in the East End. However, following formal representations from local residents living in the recently occupied residential blocks, the Community Council objects to fixing predetermined capacities and generic land-use criteria without a comprehensive, constraints-led assessment. The Community Council seeks specific modifications to the site-specific requirements within City Development Plan 2 to mandate an Infrastructure First methodology, protect existing residential amenity, secure the mandatory structural retention and community reuse of the Category B-listed sheds, guarantee the delivery of the linear park, and enforce sustainable transport controls in accordance with National Planning Framework 4.

The Meat Market masterplan has already delivered approximately 500 new affordable homes across its earlier phases, significantly transforming the demographic density of this quadrant. Calton Community Council fully endorses the detailed planning case raised by local residents that Glasgow City Council must abandon the practice of assigning fixed, top-down housing numbers to remaining parcels (such as the 200 units assigned to adjoining parcel HL4178A) without an up-to-date site-specific development brief. In accordance with National Planning Framework 4 Policies 14, 16, and 18, planning policy must operate on an "Infrastructure First" and constraints-led basis: existing site constraints and infrastructure capacity must determine the acceptable developable envelope, which in turn determines capacity, rather than forcing predetermined figures onto a constrained site. A cumulative impact assessment evaluating transport network capacity, local healthcare provision, and primary school intake across the combined 700+ household population must be completed before further development envelopes are finalised.

EXISTING CDP2 SITE

HL4178A_B | Bellgrove Street, Meat Market

HL4178A_B

Policy 9: Brownfield, VDL and Empty Buildings; Gallowgate; HL4178A_B • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 3

Residential amenity for existing occupants must be explicitly safeguarded in the statutory plan. Occupied residential tenements along the eastern edge of the Meat Market sit within approximately 17.4 metres of the site boundary. This proximity means that the residential amenity constraint already extends into Site HL4178A_B. Any future structures, whether commercial, leisure, or flatted blocks, must strictly adhere to Glasgow's SG1 Placemaking standard of at least 18 metres between facing habitable windows. Building massing, roof profiles, and mechanical ventilation plant must be subject to rigorous daylight, overshadowing, and acoustic assessments to ensure that existing residents do not suffer from loss of privacy, daylight deprivation, or an overbearing sense of enclosure.

The architectural and civic centrepiece of Site HL4178A_B is the Category B-listed Moore Street Meat Market sheds and historic boundary walls. These historic iron-framed structures represent a vital link to Glasgow's industrial and working-class heritage. City Development Plan 2 must embed a non-negotiable policy requirement mandating their permanent structural repair, preservation, and sensitive adaptive reuse. Total or partial demolition must be strictly resisted under Policy 9.2. Furthermore, the future use of these sheds must directly serve the local community, delivering sports facilities, indoor recreational spaces, community enterprise hubs, and creative cultural venues that provide genuine public access and social benefit to residents of Calton and Dennistoun.

Crucially, the statutory plan must secure the long-promised Meat Market Linear Park. When the masterplan was approved, the linear park was promoted as essential infrastructure to address the severe, acknowledged deficiency of usable, multifunctional green open space in the surrounding neighbourhood, where the nearest major public park (Glasgow Green) is approximately 1 kilometre away. It is unacceptable that hundreds of families have moved into the development while this vital green infrastructure remains unbuilt. City Development Plan 2 must include binding phasing triggers within its Delivery Programme, establishing that the linear park must be fully completed, landscaped, and opened for public use prior to or concurrently with the operation of any new facilities on Site HL4178A_B.

EXISTING CDP2 SITE

HL4178A_B | Bellgrove Street, Meat Market

HL4178A_B

Policy 9: Brownfield, VDL and Empty Buildings; Gallowgate; HL4178A_B • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 3 OF 3

Finally, transport, parking, access, and servicing must be regulated through a comprehensive, area-wide Calton parking policy rather than unrealistic car-free prohibitions. Bellgrove Street and the surrounding road network experience heavy traffic congestion, and residents, community facility users, and workers cannot be expected to function without practical vehicle access. In accordance with National Planning Framework 4 Policy 13, the Equality Act 2010, and Glasgow City Council's Neighbourhood Parking Programme, the development must provide proportionate dedicated parking alongside area-wide Controlled Parking Zone controls that deter external commuters while explicitly safeguarding accessible bays and kerbside access for Blue Badge holders, carers and support workers, deliveries, and workers provided with a company car or van. Commercial loading, refuse servicing, and delivery access for the redeveloped sheds must be taken directly from Bellgrove Street or dedicated off-street service bays, preventing delivery vans and heavy goods vehicles from infiltrating the pedestrian-priority residential streets of the Meat Market. Calton Community Council therefore requests that Glasgow City Council modify the site schedule for HL4178A_B in City Development Plan 2 to embed these essential constraints-led, heritage, open-space, parking, and amenity safeguards.

EXISTING CDP2 SITE

UCS240182 | 58-72 Charlotte Street

UCS240182

Policy 9: Brownfield, VDL and Empty Buildings; UCS240182 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 1

In the Proposed City Development Plan 2 (Policy 9 Brownfield Development Opportunities Schedule and Central Conservation Area Site Requirements for UCS240182 - 58-72 Charlotte Street), amend and insert the following site-specific requirements:

1. Density Cap, SG1 Compliance & Practical Parking: The indicative capacity for Site UCS240182 shall be reduced from 65 units to a maximum of 40–45 units (reflecting an appropriate inner-urban density of 100 dph under SG1 Placemaking) to prevent gross overdevelopment, protect townscape character, secure adequate ground-level communal open space, and provide proportionate, acoustically screened on-site resident parking without encroaching on Lanark Street.

2. Building Setback & Boundary Protection (Lanark Street): Development massing must respect an established building setback of not less than 18 metres from the rear residential curtilages and habitable room windows of 14–22 Lanark Street. No subterranean soakaways, attenuation tanks, or intensive shale planting shall be permitted within 5 metres of existing third-party residential boundary walls.

3. Height, Massing & Conservation Area Setting: Building heights shall be capped at a maximum of 4 storeys. Massing must step down toward Claythorn and Lanark Street to preserve daylight, eliminate oppressive canyoning, and respect the architectural primacy and setting of the two adjacent Grade A-listed buildings (the Gillespie, Kidd & Coia building and Adams House).

4. Acoustic Privacy & Roof Garden Controls: To safeguard neighbouring residential amenity, there shall be a presumption against communal roof gardens directly overlooking Lanark Street. Any outdoor amenity decks must be set back substantially from site perimeters, acoustically baffled, and governed by an enforceable management plan restricting hours of access.

5. Permanent Residential Tenure & STL Exclusion: All dwellings delivered shall be secured as permanent mainstream and social housing (providing a minimum 25% affordable tenure). In light of severe residential amenity pressures across Ward 9, there shall be an absolute policy prohibition against the conversion, licensing, or operation of units as commercial short-term lets (STLs) or serviced apartments.

6. Area-Wide Parking Policy & Essential Vehicle Access: Rejecting unrealistic blanket car-free assumptions, on-site and kerbside parking must be managed within a comprehensive, area-wide Calton parking policy (NPF4 Policy 13 and Equality Act 2010), protecting resident permit eligibility against external commuter displacement while guaranteeing dedicated accessible bays and safe access for Blue Badge holders, carers/support workers, deliveries, and workers with company cars or vans, set well back from Lanark Street.

EXISTING CDP2 SITE

UCS240182 | 58-72 Charlotte Street

UCS240182

Policy 9: Brownfield, VDL and Empty Buildings; UCS240182 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 3

Calton Community Council submits this formal representation seeking a modification to the proposed allocation of Site UCS240182, 58–72 Charlotte Street, under Policy 9 of the Proposed Glasgow City Development Plan 2. While Calton Community Council and local residents fully support the principle of brownfield residential redevelopment and the productive reuse of this 0.44-hectare site, the Community Council strongly objects to the excessive density and unneighbourly massing currently indicated in the schedule, which replicates the severe flaws of application 23/00026/FUL. Essential modifications to the Local Development Plan are required to cap residential density, establish binding setbacks from Lanark Street, safeguard the setting of two adjacent Grade A-listed landmarks, protect acoustic and daylight privacy, and secure permanent housing tenures in accordance with National Planning Framework 4.

The proposed allocation of 65 flatted dwellings on a 0.44-hectare parcel represents an excessive density of approximately 148 dwellings per hectare. This significantly exceeds Glasgow City Development Plan Supplementary Guidance (SG1 Placemaking), which specifies that inner-urban densities should sit between 30 and 100 dwellings per hectare. By direct comparison, the adjacent, internationally celebrated Homes for the Future masterplan accommodates 96 homes across 0.94 hectares (~102 dph). Cramming 65 units into monolithic 6- and 7-storey blocks on this plot severely harms the surrounding urban fabric. The site sits within the Central Conservation Area directly framed between two masterworks of Scottish architecture: the Category A-listed Gillespie, Kidd & Coia building and the Category A-listed Adams House. City Development Plan 2 must embed a strict density cap of no more than 40 to 45 homes and restrict building heights to a maximum of 4 storeys, ensuring that new development complements rather than overwhelms these Grade A heritage assets.

EXISTING CDP2 SITE

UCS240182 | 58-72 Charlotte Street

UCS240182

Policy 9: Brownfield, VDL and Empty Buildings; UCS240182 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

The physical relationship between Site UCS240182 and established residential properties on Lanark Street demands decisive policy intervention. As documented in exhaustive submissions by residents of 14, 16, 18, 20, and 22 Lanark Street during the planning process, the proposed massing brings multi-storey building blocks less than 9 metres from existing residential walls and private garden grounds. This represents an unneighbourly overdevelopment that inflicts daylight deprivation, visual overshadowing, and severe loss of privacy upon established homes. Furthermore, technical concerns regarding proposed drainage soakaways and planting flush against third-party residential boundary walls remain unresolved. City Development Plan 2 must mandate a binding building setback of at least 18 metres from the Lanark Street boundary, alongside a mandatory 5-metre exclusion zone for subterranean drainage infrastructure to protect neighbouring foundations and residential amenity.

Acoustic and amenity safeguards must also be embedded regarding outdoor spaces and parking. Because excessive building footprints for 65 flats consumed nearly all ground-level space, the previous scheme relied on large communal roof gardens that created unmanageable overlooking and late-night noise disturbance for Lanark Street bedroom windows. City Development Plan 2 must establish a clear presumption against roof gardens overlooking neighbouring homes. At the same time, blanket car-free development is unrealistic for households requiring vehicles for work, care, or mobility: capping unit numbers at 40–45 dwellings creates the physical scope to provide proportionate, well-screened on-site resident parking (including internal undercroft/ground-level provision where feasible) set well away from the 18-metre Lanark Street boundary, integrated within a comprehensive, area-wide Calton parking policy under National Planning Framework 4 Policy 13 and the Equality Act 2010 that prevents external commuter displacement while safeguarding access for Blue Badge holders, carers/support workers, deliveries, and workers with company cars or vans.

EXISTING CDP2 SITE

UCS240182 | 58-72 Charlotte Street

UCS240182

Policy 9: Brownfield, VDL and Empty Buildings; UCS240182 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 3 OF 3

Finally, the development plan must protect tenure stability. Ward 9 has experienced severe housing pressures from transient student housing and unlawful commercial holiday lets. City Development Plan 2 must require all units delivered on Site UCS240182 to be secured as permanent mainstream and social housing, with an absolute prohibition against commercial short-term letting, aparthotels, or transient accommodation models. Calton Community Council therefore requests that Glasgow City Council modify the entry for Site UCS240182 in City Development Plan 2 to embed these essential density caps, boundary setbacks, heritage protections, and amenity safeguards alongside its brownfield housing allocation.

EXISTING CDP2 SITE

HL2832 | Greendyke Street/London Road Homes For Future Site B

HL2832

Policy 12: Housing; HL2832 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 1

Precise Change Sought / Proposed Alternative Wording for Site HL2832

In the Proposed City Development Plan 2 (Policy 12 Housing Schedule and Inner East Site Requirements for HL2832 - Greendyke Street / London Road Homes For Future Site B), insert the following site-specific requirements:

1. Design Excellence & Homes for the Future Legacy: Development on Site HL2832 shall complete Phase 2 of the landmark 'Homes for the Future' masterplan (originating under consent 97/02701/DC). In keeping with the architectural significance of Phase 1, proposals must demonstrate exceptional architectural quality, low-embodied carbon construction, and exemplar energy performance, respecting the urban grain and setting of the Central Conservation Area and Glasgow Green.

2. Proportionate Density & Height Modulation: The indicative capacity of 70 units on this 0.69 ha parcel (~101 dph) represents an appropriate, humane urban density that must be maintained. Building heights must be carefully modulated, stepping down toward Greendyke Street to preserve natural light, skyline views, and the open landscape setting of Glasgow Green.

3. Permanent Residential Tenure & STL Prohibition: All 70 dwellings shall be delivered exclusively as permanent mainstream and affordable residential homes. In light of severe residential amenity pressures across Ward 9, there shall be an absolute policy prohibition against the conversion, licensing, or operation of units as commercial short-term lets (STLs), serviced apartments, or transient visitor accommodation.

4. Public Permeability & Active Travel Green Corridor: The layout must incorporate an unobstructed, 24/7 publicly accessible, safe, and well-lit active travel corridor providing direct north–south connectivity between London Road (and The Barras) and Greendyke Street / Glasgow Green.

5. Area-Wide Parking Policy, Essential Access & Sustainable Infrastructure: Rejecting unrealistic blanket car-free mandates, development must be integrated within a comprehensive, area-wide Calton parking policy (NPF4 Policy 13 and Equality Act 2010) by providing proportionate on-site/screened resident parking alongside area-wide Controlled Parking Zone (CPZ) enforcement against external LEZ commuter displacement, while guaranteeing safe bays and kerbside access for Blue Badge holders, carers/support workers, deliveries, and workers with company cars or vans, alongside high-capacity secure cycle storage, internal drying facilities, generous communal green courtyards, and nature-based sustainable urban drainage (SuDS).

EXISTING CDP2 SITE

HL2832 | Greendyke Street/London Road Homes For Future Site B

HL2832

Policy 12: Housing; HL2832 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 2

Calton Community Council submits this formal representation regarding Site HL2832, Greendyke Street / London Road (Homes For Future Site B), allocated under Policy 12 of the Proposed Glasgow City Development Plan 2. Calton Community Council strongly supports the long-awaited residential completion of Phase 2 of the landmark Homes for the Future masterplan, which was originally established under outline consent 97/02701/DC as a centrepiece of Glasgow's 1999 UK City of Architecture and Design festival. The Community Council particularly welcomes the sensible, humane density proposed for this 0.69-hectare parcel. At an indicative capacity of 70 units (approximately 101 dwellings per hectare), the allocation represents a far more balanced and appropriate urban density than neighbouring overdeveloped allocations such as Site UCS240182 (65 units on 0.44 ha) and Site UCS240181 (15 units on 0.06 ha). However, the Community Council seeks specific modifications to the site-specific requirements within the Local Development Plan to guarantee that this site delivers architectural excellence worthy of its heritage, safeguards the sensitive setting of Glasgow Green, enforces permanent residential tenures, and secures vital active-travel permeability in accordance with National Planning Framework 4.

The Homes for the Future masterplan remains one of Glasgow's most internationally recognised modern architectural achievements, featuring award-winning designs that established new benchmarks for urban living. The prolonged delay in building out Phase 2 has left a prominent gap along Greendyke Street and London Road for over two decades. City Development Plan 2 must ensure that the completion of this urban block does not default to standard, commercial developer architecture. The statutory site requirements must mandate exceptional design quality, innovative residential layouts, low-embodied carbon materials, and net-zero operational standards that honour the pioneering spirit of the 1999 festival and provide a worthy architectural companion to the existing Phase 1 buildings.

EXISTING CDP2 SITE

HL2832 | Greendyke Street/London Road Homes For Future Site B

HL2832

Policy 12: Housing; HL2832 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 2

The site's interface with Glasgow Green demands the highest sensitivity. Directly fronting Greendyke Street, new development will frame the northern boundary of Scotland's oldest public park and sit within the setting of the Central Conservation Area. Building massing and rooflines must be carefully modulated, stepping down toward the park to avoid creating an overbearing street wall or casting shadow across public open spaces. The design must present dignified, active residential frontages that overlook Glasgow Green, providing natural surveillance while respecting the quiet, landscaped character of the river corridor.

Securing permanent residential tenures is an absolute priority for Calton Community Council. Flatted accommodation directly overlooking Glasgow Green has repeatedly faced aggressive commercial acquisition for short-term holiday letting, which destabilises residential closes, depletes housing stock, and generates late-night noise disturbance. City Development Plan 2 must embed a binding policy condition ensuring that all 70 units delivered on Site HL2832 are restricted to permanent mainstream residential living, establishing an explicit prohibition against commercial short-term lets, party flats, or serviced apartments.

Finally, the site layout must act as a vital active-travel link. Positioned between London Road and Greendyke Street, the development provides a natural pedestrian desire line connecting the bustling commercial and cultural quarter of The Barras directly into the core paths of Glasgow Green. City Development Plan 2 must require an attractive, well-lit, barrier-free public right of way through the site, accompanied by surface-level sustainable urban drainage and communal green space. Rejecting unrealistic blanket car-free mandates, the development must also be governed by a comprehensive, area-wide Calton parking policy under National Planning Framework 4 Policy 13 and the Equality Act 2010, providing proportionate on-site resident parking alongside area-wide Controlled Parking Zone enforcement to prevent external Low Emission Zone commuter overspill, while explicitly guaranteeing safe bays and kerbside access for Blue Badge holders, carers/support workers, deliveries, and workers provided with a company car or van, supported by high-capacity secure cycle storage and internal drying facilities. Calton Community Council therefore requests that Glasgow City Council modify the site entry for HL2832 in City Development Plan 2 to embed these essential design, heritage, amenity, parking, and active-travel requirements alongside its housing allocation.

EXISTING CDP2 SITE

UCS240183 | Monteith Row/Greendyke Street

UCS240183

Policy 9: Brownfield, VDL and Empty Buildings; UCS240183 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 1

Precise Change Sought / Proposed Alternative Wording for UCS240183

In the Proposed City Development Plan 2 (Policy 9 Brownfield Development Opportunities Schedule for UCS240183), insert the following site-specific requirements:

1. Community Asset Transfer Priority: The Planning Authority shall formally recognise and prioritise the live People Make Glasgow Communities (PMGC) Community Asset Transfer application by Sunny Cycles on Site UCS240183. Allocation under Policy 9 shall not prejudice, delay, or supersede the transfer of this site for community-led active-travel, cycling hub, and local enterprise operations.

2. Built Heritage & Setting of Glasgow Green: Any future built development (whether community enterprise or residential) must present a high-quality, sensitive architectural design that respects the conservation area setting, aligns with the traditional residential eaves line of Monteith Row, and preserves the open landscape setting of Glasgow Green.

3. Permanent Residential Tenure & STL Ban: If residential units are delivered (indicative 8 units), they must be secured as permanent mainstream dwellings. There shall be an absolute policy prohibition against the conversion, licensing, or operation of approved homes as commercial short-term lets (STLs) or serviced apartments.

4. Active Travel, Area-Wide Parking & Essential Access: Rejecting unrealistic zero-car prohibitions, any residential or community-hub scheme must be integrated within a comprehensive, area-wide Calton parking policy (NPF4 Policy 13 and Equality Act 2010), providing proportionate dedicated parking alongside area-wide Controlled Parking Zone (CPZ) controls against commuter displacement, while guaranteeing accessible bays and safe operational kerbside access for Blue Badge holders, carers/support workers, deliveries, and workers with company cars or vans, alongside direct, barrier-free active-travel integration into Glasgow Green's core path network.

EXISTING CDP2 SITE

UCS240183 | Monteith Row/Greendyke Street

UCS240183

Policy 9: Brownfield, VDL and Empty Buildings; UCS240183 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 2

Calton Community Council submits this formal representation seeking a modification to the proposed allocation of Site UCS240183, Monteith Row / Greendyke Street, under Policy 9 of the Proposed Glasgow City Development Plan 2. Calton Community Council strongly advocates that City Development Plan 2 must formally prioritise community empowerment and local wealth building by embedding explicit support for the live People Make Glasgow Communities (PMGC) Community Asset Transfer application submitted by Sunny Cycles. Sunny Cycles is an established community asset that provides essential active-travel support, cycling access, and local community programming. National Planning Framework 4 Policies 9 and 15 place great emphasis on community wealth building, local living, and active mobility. City Development Plan 2 must not treat this parcel as a speculative residential windfall plot that overrides or bypasses this active community transfer process.

Should built development proceed on this 0.14-hectare footprint, the scale, massing, and architectural treatment must be held to the highest standards. The site sits at the prominent interface between the historic residential character of Monteith Row and the open parkland of Glasgow Green. Any proposed structure must strictly respect the prevailing residential eaves line of Monteith Row, utilise high-quality materials sympathetic to the conservation area setting, and provide an active, attractive frontage that frames the entrance into the park.

EXISTING CDP2 SITE

UCS240183 | Monteith Row/Greendyke Street

UCS240183

Policy 9: Brownfield, VDL and Empty Buildings; UCS240183 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 2

Furthermore, residential tenure must be safeguarded. Monteith Row has experienced substantial amenity disruption from unauthorised commercial short-term lets, as evidenced in repeated community council casework regarding unlawful operations at Weaver Court. In the event that residential accommodation is delivered, City Development Plan 2 must embed a binding requirement restricting all units to permanent mainstream occupancy, with an absolute prohibition against commercial short-stay letting or serviced apartments. Rejecting unrealistic zero-car restrictions, any scheme must also be embedded within a comprehensive, area-wide Calton parking policy under National Planning Framework 4 Policy 13 and the Equality Act 2010, providing proportionate resident and community-hub parking alongside area-wide Controlled Parking Zone enforcement that prevents external commuter overspill, while guaranteeing dedicated accessible bays and kerbside access for Blue Badge holders, carers and support visitors, deliveries, and workers provided with a company car or van, alongside safe pedestrian and cycle access into Glasgow Green. Calton Community Council therefore requests that Glasgow City Council modify the site entry for UCS240183 in City Development Plan 2 to embed these essential community asset, design, parking, and tenure safeguards.

EXISTING CDP2 SITE

CfS240327 | Barrack Street

CfS240327

Policy 9: Brownfield, VDL and Empty Buildings; CfS240327 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 1

Precise Change Sought / Proposed Alternative Wording for Site CfS240327

In the Proposed City Development Plan 2 (Policy 9 Brownfield Development Opportunities Schedule and Site Requirements for CfS240327 - Barrack Street / Duke Street), insert the following site-specific requirements:

1. Digital Advertising Decommissioning & Land Delivery: To prevent the sterilisation of allocated housing land, any development on Site CfS240327 must ensure that existing and consented digital advertising displays bordering the site (including under references 26/01854/ADV and 26/01967/ADV) are decommissioned and permanently removed prior to the commencement or first residential occupation of the dwellings, eliminating adverse light trespass, glare, and visual distraction.

2. Agent of Change & Industrial Coexistence: In accordance with NPF4 Policy 9, residential design must strictly apply the Agent of Change principle regarding the operational Tennent's Wellpark Brewery directly opposite on Duke Street. Building envelopes must incorporate high-specification acoustic insulation, vibration dampening, and mechanical ventilation heat recovery (MVHR) systems to safeguard residential amenity without imposing operational restrictions or noise complaints on adjacent commercial and brewing facilities.

3. Placemaking & Street Corner Architecture: Development must reinstate a continuous, high-quality urban street wall that anchors the corner of Barrack Street and Duke Street. Building heights and massing must step down toward neighbouring residential properties on Hunter Street, ensuring active ground-floor thresholds, generous natural lighting, and high-quality masonry detailing.

4. Permanent Residential Tenure & STL Prohibition: The allocated 12 dwellings shall be delivered exclusively as permanent mainstream or affordable residential homes. There shall be an absolute policy prohibition against the conversion, licensing, or operation of units as commercial short-term lets (STLs), serviced apartments, or party flats.

5. Area-Wide Parking Provision, Essential Access & Active Travel: Consistent with a comprehensive, area-wide Calton parking policy and NPF4 Policy 13, development must reject unrealistic blanket car-free exclusions by providing proportionate on-site/dedicated resident parking (or screened ground-level garaging/courtyard bays) alongside area-wide Controlled Parking Zone (CPZ) controls preventing commuter displacement, while guaranteeing safe kerbside and operational access for Blue Badge holders (Equality Act 2010), carers/support workers, deliveries, and workers with company cars or vans. Sheltered, secure ground-level cycle parking and well-ventilated indoor drying facilities must also be provided within the building footprint.

EXISTING CDP2 SITE

CfS240327 | Barrack Street

CfS240327

Policy 9: Brownfield, VDL and Empty Buildings; CfS240327 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 2

Calton Community Council submits this formal representation seeking a modification to the proposed allocation of Site CfS240327, Barrack Street / Duke Street, under Policy 9 of the Proposed Glasgow City Development Plan 2. Calton Community Council strongly supports the principle of brownfield regeneration and the delivery of 12 new permanent homes on this prominent 0.13-hectare parcel, which sits directly opposite the iconic Tennent's Wellpark Brewery. However, the Community Council seeks essential modifications to the site-specific requirements within the Local Development Plan to address direct conflicts with commercial digital advertising hoardings, embed the Agent of Change principle to protect adjacent industrial operations, enforce permanent residential tenures, and secure sympathetic townscape integration in accordance with National Planning Framework 4.

The site occupies a visible and strategic position along the northern perimeter of Calton at the junction of Duke Street and Barrack Street. While the reuse of this brownfield plot for flatted dwellings is welcomed, City Development Plan 2 must address critical land-use incompatibilities on the site’s boundaries. As formally raised by Calton Community Council in its representation of 15 September 2026 on advertising application 26/01854/ADV, the land bordering this allocation has been subject to applications for large-format digital LED advertising hoardings. Permitting high-intensity commercial digital screens to operate adjacent to this site creates severe light trespass and visual glare that threatens to sterilise the land for housing. City Development Plan 2 must embed a binding policy requirement ensuring that any digital advertising structures on or bordering Site CfS240327 are phased out and permanently removed prior to residential occupation, guaranteeing acceptable daylight and night-time amenity for future occupants.

EXISTING CDP2 SITE

CfS240327 | Barrack Street

CfS240327

Policy 9: Brownfield, VDL and Empty Buildings; CfS240327 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 2

The relationship between new housing and surrounding industrial operations demands strict statutory safeguarding. Directly across Duke Street lies the historic Wellpark Brewery, an essential industrial employer operating 24 hours a day with intensive brewing processes and commercial vehicle movements. Under National Planning Framework 4 Policy 9, the statutory development plan must enforce the Agent of Change principle. Any future residential scheme brought forward on Site CfS240327 must incorporate high-specification acoustic glazing, building envelope dampening, and mechanical ventilation heat recovery systems. This ensures that future residents enjoy peaceful indoor living environments while completely insulating the neighbouring brewery from vexatious noise complaints or operational constraints.

The architectural design and massing of the scheme must also respect the established urban grain. The 12-unit allocation offers an appropriate urban density that must repair the broken street corner of Duke Street and Barrack Street. Building heights should align with the prevailing tenement eaves line while stepping down appropriately to avoid visual overbearing or daylight loss to established residential properties to the south on Hunter Street. The street edge must feature active, attractive residential entrances and defensible threshold landscaping rather than inactive commercial compound walls.

Finally, the development plan must protect tenure stability and realistic, sustainable transport. Calton Community Council insists that all 12 units are restricted to permanent mainstream or social housing, with an absolute prohibition against commercial short-term lets and serviced apartments. Because blanket car-free mandates are unrealistic for residents who rely on vehicles for work, care, or mobility, the scheme must be integrated within a comprehensive, area-wide Calton parking policy under National Planning Framework 4 Policy 13 and the Equality Act 2010, providing proportionate on-site resident parking alongside area-wide Controlled Parking Zone enforcement to deter external commuters, while explicitly guaranteeing safe kerbside and operational access for Blue Badge holders, carers/support workers, deliveries, and workers provided with a company car or van, supported by generous, secure, ground-level cycle parking and internal drying facilities. Calton Community Council therefore requests that Glasgow City Council modify the entry for Site CfS240327 in City Development Plan 2 to embed these essential advertising removal, brewery protection, design, parking, and tenure safeguards alongside its brownfield housing allocation.

EXISTING CDP2 SITE

HL0452A | Tobago Street/Stevenson Street

HL0452A

Policy 12: Housing; HL0452A • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 1

Precise Change Sought / Proposed Alternative Wording for Site HL0452A

In the Proposed City Development Plan 2 (Policy 12 Housing Schedule and Inner East Site Requirements for HL0452A - Tobago Street / Stevenson Street), insert the following site-specific requirements:

1. 100% Social Rented Housing Delivery: The allocated capacity of 52 units shall be delivered exclusively as permanent social rented / affordable housing in partnership with a Registered Social Landlord (Thenue Housing Association). Development must provide a balanced mix of flatted tenures, including wheelchair-accessible ground-floor dwellings and family-sized units. Commercial short-term lets, student housing, or speculative private conversion shall not be permitted.

2. Placemaking, Street Edge & Urban Repair: Development must reinstate a strong, continuous urban perimeter block repairing the historic street corners of Tobago Street and Stevenson Street. Elevations must incorporate active ground-floor entrances, defensible threshold planting, and high-quality masonry detailing to maximise natural street surveillance and eliminate secluded voids, blind recesses, or unlit lanes.

3. Public Realm, Green Infrastructure & Civic Assets: Layouts must provide high-quality communal backcourt amenity space, native tree planting, and surface-level sustainable urban drainage (SuDS). Public realm treatments along Tobago Street must integrate community infrastructure, including space for formal community council noticeboards and upgraded footways to remediate historic streetscape neglect.

4. Active Travel & Pedestrian Permeability: The development must provide safe, barrier-free, and well-lit active travel connections linking Stevenson Street southward toward the Barras Local Town Centre and westward toward Calton village and local education hubs.

5. Area-Wide Parking Policy, Essential Access & Servicing Integrity: Embedded within a comprehensive, area-wide Calton parking policy and NPF4 Policy 13, development must reject unrealistic car-free mandates by providing proportionate dedicated resident and wheelchair-accessible parking bays alongside area-wide Controlled Parking Zone (CPZ) enforcement against external commuter displacement, while guaranteeing accessible bays and safe kerbside access for Blue Badge holders (Equality Act 2010), domiciliary carers/health visitors, deliveries, and workers with company cars or vans. Sheltered, secure ground-level cycle parking, well-ventilated indoor drying areas, and internal four-stream refuse stores must be accommodated within the building footprint to keep footpaths entirely clear.

EXISTING CDP2 SITE

HL0452A | Tobago Street/Stevenson Street

HL0452A

Policy 12: Housing; HL0452A • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 2

Calton Community Council submits this formal representation regarding Site HL0452A, Tobago Street / Stevenson Street, allocated under Policy 12 of the Proposed Glasgow City Development Plan 2. Calton Community Council strongly supports the principle of long-term brownfield housing regeneration and the delivery of 52 affordable homes by Thenue Housing Association under planning reference 19/02045/FUL. However, the Community Council seeks specific modifications to the site requirements within the Local Development Plan to ensure that this development delivers 100% permanent social housing, physically repairs the fractured townscape of Tobago Street, eliminates anti-social blind spots, integrates civic streetscape improvements, and enforces sustainable transport standards in accordance with National Planning Framework 4.

Tobago Street and Stevenson Street sit at the historical heart of Calton, yet this quadrant has suffered for years from acute urban blights, stalled sites, and damaged streetscapes. As repeatedly raised at Calton Community Council public meetings, the Tobago Street corridor has been marred by structural building collapses, extensive security hoarding, unkempt vacant ground, and persistent anti-social behaviour. The redevelopment of this 0.68-hectare parcel represents a critical opportunity to restore stability and pride to the area. City Development Plan 2 must require an urban design response that reinstates a formal, traditional perimeter block along both Tobago Street and Stevenson Street. The design must provide active street edges, attractive main-door and flatted entrances, and clear sightlines that maximise natural surveillance over the public pavements, decisively eradicating the dark, secluded voids that have plagued this street corner.

EXISTING CDP2 SITE

HL0452A | Tobago Street/Stevenson Street

HL0452A

Policy 12: Housing; HL0452A • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 2

Securing the site exclusively for permanent social rented accommodation is vital for the community. The provision of 52 high-quality social homes by Thenue Housing Association will address chronic housing need in Ward 9 and provide long-term stability for local families. City Development Plan 2 must explicitly designate Site HL0452A for 100% permanent affordable social rent delivered in partnership with an RSL, incorporating wheelchair-accessible ground-floor homes and family accommodation, while establishing an absolute prohibition against any future conversion into commercial short-term lets or transient visitor accommodation.

The development plan must also ensure that the physical scheme delivers meaningful open space and civic infrastructure. High-density residential housing must be accompanied by high-quality, secure communal green space, native tree planting, and surface-water SuDS features within the rear court. Furthermore, the public realm along Tobago Street must be comprehensively upgraded to overcome historic street neglect. Calton Community Council has actively sought the installation of community noticeboards and civic information points across the neighbourhood; City Development Plan 2 should mandate that public realm delivery on this site incorporates designated space for local community signage, widened pedestrian pavements, and attractive soft landscaping.

Finally, the development must operate under realistic transport principles aligned with a comprehensive, area-wide Calton parking policy. Stevenson Street and Tobago Street are constrained residential roads that cannot absorb indiscriminate external commuter parking, yet blanket car-free prohibitions are unworkable for social housing tenants, families, disabled residents, and key workers requiring a vehicle. In accordance with National Planning Framework 4 Policy 13, the Equality Act 2010, and the Disabled Persons' Parking Places (Scotland) Act 2009, the development must provide proportionate dedicated resident and accessible parking spaces backed by area-wide Controlled Parking Zone controls that deter external commuters while explicitly guaranteeing safe bays and kerbside access for Blue Badge holders, carers and health/support workers, home deliveries, and workers provided with a company car or van. This must be matched by generous, secure, ground-level cycle parking, well-ventilated indoor drying facilities, and fully integrated internal waste stores that ensure refuse containers never obstruct pedestrian movements along Stevenson Street or Tobago Street. Calton Community Council therefore requests that Glasgow City Council modify the site entry for HL0452A in City Development Plan 2 to embed these essential social housing, placemaking, parking, amenity, and transport safeguards alongside its housing allocation.

EXISTING CDP2 SITE

HL2980C | London Road/Moir Street 'AKA Barrowlands Park'

HL2980C

Policy 9: Brownfield, VDL and Empty Buildings; HL2980C • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 1

Precise Change Sought / Proposed Alternative Wording for Site HL2980C

In the Proposed City Development Plan 2 (Policy 9 Brownfield Development Opportunities Schedule and The Barras Local Town Centre Site Requirements for HL2980C), amend and insert the following site-specific requirements:

1. Recognition of Cultural & Open Space Function (Barrowland Park): The Council shall formally recognise that Site HL2980C operates locally as 'Barrowland Park'—an open cultural and civic space incorporating the celebrated Glasgow 2014 Commonwealth Games legacy asset (the Jim Lambie 'Album Pathway'). While recorded technically as brownfield land, the site performs the social, visual, and environmental functions of green open space for the Calton community.

2. Permanent Civic / Open Space Retention Appraisal: Prior to the release of this site for development, the Council must carry out a formal open-space deficiency appraisal to assess the viability of retaining the site in whole or in substantial part as a permanent public park and cultural asset within the Barras Local Town Centre.

3. Heritage, Public Art & Memorial Safeguards: If redevelopment proceeds, any future scheme must ensure the full preservation, careful cataloguing, and permanent on-site relocation or seamless local reincorporation of the Jim Lambie 'Album Pathway' and associated Commonwealth Games legacy features within the public realm of the Barras.

4. Permanent Housing Tenure & Short-Term Let Exclusion: Any residential element brought forward shall deliver permanent mainstream or social housing, with an explicit prohibition against conversion to commercial short-term lets (STLs), serviced apartments, or transient visitor accommodation.

5. Public Permeability, Area-Wide Parking & Open Space Mitigation: The layout must preserve unobstructed, 24/7 publicly accessible, safe, and well-lit active travel desire lines between London Road and Gallowgate via Moir Street. Should any built scheme proceed, it must reject unrealistic car-free prohibitions and operate within a comprehensive, area-wide Calton parking policy (NPF4 Policy 13 and Equality Act 2010), providing proportionate resident and town-centre visitor parking alongside area-wide Controlled Parking Zone controls against commuter displacement, while guaranteeing accessible bays and kerbside access for Blue Badge holders, carers/support workers, deliveries, and workers with company cars or vans. Full compensatory multifunctional open space, play facilities, and green infrastructure must be delivered on site or directly within the immediate Calton neighbourhood to mitigate the loss of this established community space.

EXISTING CDP2 SITE

HL2980C | London Road/Moir Street 'AKA Barrowlands Park'

HL2980C

Policy 9: Brownfield, VDL and Empty Buildings; HL2980C • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 3

Calton Community Council submits this formal representation regarding the proposed allocation of Site HL2980C, London Road / Moir Street, under Policy 9 of the Proposed Glasgow City Development Plan 2. Calton Community Council wishes to place on record its deep regret that this site is brought forward for development rather than being retained as permanent open space and seeks specific modifications to the site requirements to ensure that its cultural legacy is safeguarded, local open space deficiencies are mitigated, and any future residential development is held to strict community-first standards.

To the planning system and in technical policy registers, Site HL2980C is classified as brownfield and vacant land. To the naked eye and in the daily life of the local community, however, it has functioned for over a decade as green open space and is known locally and affectionately as Barrowland Park. Created as a temporary greenspace initiative, the park quickly evolved into a much-loved civic oasis, outdoor gathering venue, and cohesive community asset within the dense, heavily built environment of the inner East End. Most significantly, the park hosts an internationally recognised cultural installation: the magnificent Album Pathway created by Turner Prize nominee Jim Lambie for the Glasgow 2014 Commonwealth Games. This vibrant pathway, capturing decades of musical history from the adjacent Barrowland Ballroom, represents a lasting, tangible cultural legacy of the Games that resonates deeply with Glaswegians and visitors alike.

EXISTING CDP2 SITE

HL2980C | London Road/Moir Street 'AKA Barrowlands Park'

HL2980C

Policy 9: Brownfield, VDL and Empty Buildings; HL2980C • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 3

Calton Community Council recognises the legal reality of historic planning permissions and the overarching pressure to address Glasgow's housing emergency through brownfield delivery. Nevertheless, it is a matter of profound civic sadness that a site which has served as an essential green lung and cultural focal point could not be permanently protected as dedicated public open space. Calton experiences well-documented deficits in high-quality, multifunctional green parks, with Glasgow Green situated at an excessive distance for many elderly residents and young families. Removing an established green asset at the primary threshold of The Barras Local Town Centre represents a severe loss of amenity and civic identity. The Community Council strongly contends that before any development is permitted to erase this open ground, Glasgow City Council should exhaustively review whether the site can be formally retained as permanent public realm infrastructure.

If the loss of this space to built development is treated by the planning authority as an unavoidable necessity, City Development Plan 2 must embed the strongest possible statutory safeguards to protect its cultural and community legacy. It is essential that the site-specific requirements explicitly mandate the protection and sensitive handling of the 2014 Commonwealth Games legacy features. Any developer bringing forward proposals on Site HL2980C must be legally bound to preserve, restore, and permanently incorporate the Jim Lambie Album Pathway within a dedicated public civic space or accessible public pedestrian corridor on the site or immediately adjacent to it in the Barras, ensuring that this vital piece of Glasgow's modern cultural history is not destroyed or discarded.

EXISTING CDP2 SITE

HL2980C | London Road/Moir Street 'AKA Barrowlands Park'

HL2980C

Policy 9: Brownfield, VDL and Empty Buildings; HL2980C • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 3 OF 3

Furthermore, any future housing development on this plot must deliver permanent, high-quality residential accommodation that genuinely serves local housing needs rather than commercial speculation. In light of acute community concerns regarding unlawful short-term lets and high-turnover rentals along the London Road corridor, the development plan must strictly prohibit the use or conversion of approved dwellings into short-term holiday lets or serviced apartments. The scheme must also deliver genuine east–west and north–south active travel permeability, providing a safe, well-lit, barrier-free public right of way linking London Road through Moir Street to Gallowgate. Rejecting unrealistic car-free restrictions, any built proposal must also be governed by a comprehensive, area-wide Calton parking policy under National Planning Framework 4 Policy 13 and the Equality Act 2010, providing proportionate resident and Barras visitor parking alongside area-wide Controlled Parking Zone enforcement to prevent commuter overspill, while guaranteeing safe bays and kerbside access for Blue Badge holders, carers/support workers, deliveries, and workers provided with a company car or van. Substantial developer contributions must be ring-fenced exclusively within Ward 9 to deliver compensatory greening, play provision, and tree planting across Calton to offset the painful loss of this cherished community park. Calton Community Council therefore requests that Glasgow City Council modify the entry for Site HL2980C in City Development Plan 2 to embed these essential cultural, heritage, parking, and open-space requirements.

EXISTING CDP2 SITE

UCS240181 | 288-290 London Road

UCS240181

Policy 12: Housing; UCS240181 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 1

Precise Change Sought / Proposed Alternative Wording for Site UCS240181

In the Proposed City Development Plan 2 (Policy 12 Housing Schedule and Inner East Site Requirements for UCS240181 - 288-290 London Road), insert the following site-specific requirements:

1. Density, Scale & Daylight Protection: In light of the high indicative density (15 units on 0.06 ha / 250 dph), unit capacity must be reduced to a constraints-led scale that does not exceed the prevailing tenement eaves line on London Road, prevents unmanageable street parking saturation, and allows verified 3D daylight, sunlight, and overshadowing assessments demonstrating no unacceptable daylight loss or visual enclosure to adjoining residential properties and rear communal drying greens.

2. Verified Site Boundary Demarcation: In response to local concerns regarding ambiguous plot perimeters, planning applications on Site UCS240181 must provide certified boundary surveys establishing precise curtilage lines and rights of access, ensuring no encroachment upon neighbouring titles or communal backcourts.

3. Area-Wide Parking Policy, Essential Access & LEZ Displacement Mitigation: Rejecting piecemeal car-free restrictions that simply vacate street space for external commuters evading the adjacent Low Emission Zone (LEZ) under the Transport (Scotland) Act 2019, parking must be governed by a comprehensive, area-wide Calton Controlled Parking Zone (CPZ) policy protecting resident permit priority and enforcing strict time limits against all-day commuter parking. In accordance with NPF4 Policy 13 and the Equality Act 2010, kerbside and servicing arrangements must guarantee safe, accessible provision for Blue Badge holders, carers/support workers, deliveries, and workers with company cars or vans, alongside well-ventilated internal communal drying facilities.

4. Permanent Housing Tenure & STL Exclusion: The 15 allocated units shall be delivered exclusively as permanent mainstream or affordable housing. The conversion, licensing, or operation of approved dwellings as commercial short-term lets (STLs), serviced apartments, or transient visitor accommodation shall be strictly prohibited.

5. Integrated Servicing & Waste Management: In light of the constrained 0.06 ha footprint, all residential four-stream refuse storage, recycling facilities, bulky waste areas, and secure cycle parking must be fully integrated within the building footprint. Waste collection arrangements must be designed to prevent bins, delivery vehicles, or service apparatus from obstructing the public footway along London Road.

EXISTING CDP2 SITE

UCS240181 | 288-290 London Road

UCS240181

Policy 12: Housing; UCS240181 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 2

Calton Community Council submits this formal representation seeking a modification to the proposed allocation of Site UCS240181, 288–290 London Road (formerly known as 290 London Road), under Policy 12 of the Proposed Glasgow City Development Plan 2. Calton Community Council supports the principle of brownfield infill and the delivery of new homes to heal fragmented streetscapes along London Road. However, the Community Council seeks essential modifications to the site-specific requirements within the Local Development Plan to address the extreme urban density proposed on a micro-plot, prevent boundary encroachment, mitigate severe parking pressures linked to Low Emission Zone avoidance, and protect neighbouring residential amenity in accordance with National Planning Framework 4.

The allocation of 15 flatted dwellings across an exceptionally compact 0.06-hectare site represents an extraordinary density of 250 dwellings per hectare. While high-density brownfield delivery is supported in principle along primary public transport corridors, crammed development on a narrow gap site presents serious townscape and amenity risks. In reviewing live application 25/02932/FUL, local residents expressed grave concerns regarding the sheer scale of the proposal, loss of natural daylight, and the physical enclosure of neighbouring tenement windows and rear drying greens. Furthermore, representations from members of the public highlighted that site boundaries on application drawings appeared poorly defined, raising fears of boundary encroachment into shared neighbouring backcourt ground. City Development Plan 2 must establish strict design and layout parameters, requiring verified site boundary surveys, subservient massing that aligns with adjacent tenement eaves lines, and robust daylight testing to ensure new development does not unacceptably harm established homes.

EXISTING CDP2 SITE

UCS240181 | 288-290 London Road

UCS240181

Policy 12: Housing; UCS240181 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 2

Parking displacement, realistic car ownership, and traffic management along this corridor demand rigorous statutory policy control within a comprehensive, area-wide Calton parking policy. Calton Community Council has consistently highlighted that because Calton borders the eastern edge of Glasgow's Low Emission Zone (LEZ) under the Transport (Scotland) Act 2019, local residential streets have become heavily congested by non-compliant vehicles and external commuters seeking free or unrestricted parking to avoid LEZ penalties and city-centre charges. Simply imposing blanket car-free bans on new residents is unrealistic for households needing vehicles for employment, caring, or mobility, and merely frees up kerbside space for more external commuters to park all day. In accordance with National Planning Framework 4 Policy 13, the Equality Act 2010, and Glasgow City Council's Neighbourhood Parking Programme, City Development Plan 2 must pair a constraints-led reduction in unit density with a comprehensive area-wide Calton CPZ/Restricted Parking Zone strategy that deters external commuters, protects local resident parking, and explicitly guarantees safe kerbside and operational access for Blue Badge holders, carers and support visits, home deliveries, and workers provided with a company car or van.

The physical constraints of a 0.06-hectare footprint also present acute operational challenges regarding servicing and waste storage. It is essential that City Development Plan 2 prevents waste overspill onto London Road. The site requirements must mandate that all statutory four-stream waste containers, food waste bins, and secure ground-level cycle parking are accommodated entirely within the building footprint, accompanied by a verified servicing plan that ensures refuse collection and deliveries do not cause traffic congestion or create pedestrian hazards along the primary London Road active-travel corridor.

Finally, the development plan must protect tenure stability. Given the site's strategic location near the Barras and City Centre, there is a clear temptation for private developers to market high-density flatted blocks as transient accommodation. Calton Community Council requests that City Development Plan 2 explicitly restricts the 15 units to permanent mainstream residential living, establishing an absolute prohibition against commercial short-term lets and serviced apartments. Calton Community Council therefore requests that Glasgow City Council modify the entry for Site UCS240181 in City Development Plan 2 to embed these essential density, boundary, parking, and amenity safeguards alongside its housing allocation.

EXISTING CDP2 SITE

CfS240166 | 331 Bell Street, former James Duncan House

CfS240166

Policy 12: Housing; CfS240166 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 1

Precise Change Sought / Proposed Alternative Wording for Site CfS240166

In the Proposed City Development Plan 2 (Policy 12 Housing Schedule and Inner East Site Requirements for CfS240166 - 331 Bell Street), insert the following site-specific requirements.

1. Brownfield Housing Delivery & Permanent Tenure: The allocated capacity of 85 units shall be delivered as permanent mainstream or affordable residential dwellings on this cleared brownfield site. To prevent transient overconcentration in Ward 9, there shall be a strict policy presumption against conversion or operation as commercial short-term lets, serviced apartments, or purpose-built student accommodation.

2. Civic Memory & Commemorative Reinstatement: Reflecting the site's historic role as James Duncan House and in honour of James Duncan's civic contributions to the Calton community, any future development must incorporate the James Duncan name within the formal building/street naming or deliver a prominent commemorative public art feature within the scheme's public realm.

3. Townscape, Height & Daylight Protection: New building massing must respect the narrow street profile of Bell Street and the historic character of the adjacent railway viaduct arches. Frontages must incorporate appropriate setbacks and stepped heights to prevent canyoning or overshadowing of facing residential tenements.

4. Active Ground Floor & Pedestrian Safety: Ground-floor frontages facing Bell Street must provide active, defensible street edges to establish natural surveillance over the pavement. The layout must deliver safe, well-lit, fully accessible east–west active-travel routes connecting Bell Street to Spoutmouth and High Street Station.

5. Area-Wide Parking Provision, Essential Access & Environmental Safeguards: Rejecting unrealistic zero-car prohibitions, development must be integrated within a comprehensive, area-wide Calton parking policy (NPF4 Policy 13 and Equality Act 2010) by calibrating unit density to provide proportionate on-site/undercroft resident parking alongside area-wide Controlled Parking Zone (CPZ) enforcement against commuter displacement, while guaranteeing accessible bays and safe operational kerbside access for Blue Badge holders, carers/support workers, deliveries, and workers with company cars or vans. Development must provide high-ratio secure cycle storage, well-ventilated indoor drying facilities, acoustic and vibration mitigation safeguarding residents from adjacent rail lines, and sustainable urban drainage (SuDS) to handle surface runoff.

EXISTING CDP2 SITE

CfS240166 | 331 Bell Street, former James Duncan House

CfS240166

Policy 12: Housing; CfS240166 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 2

Calton Community Council submits this formal representation regarding Site CfS240166, 331 Bell Street (former James Duncan House), allocated under Policy 12 of the Proposed Glasgow City Development Plan 2. Calton Community Council supports the principle of long-term brownfield housing delivery on this 0.56 hectare plot, which has remained vacant and underutilised as temporary car parking since the demolition of the former hostel building in 2012. However, the Community Council seeks specific modifications to the site requirements within the Local Development Plan to secure civic heritage continuity, protect the townscape and daylight along the Bell Street corridor, ensure permanent residential tenures, and enforce sustainable travel standards in accordance with National Planning Framework 4.

Although the physical structure of James Duncan House was cleared over a decade ago following fire damage, the site retains significant civic and emotional resonance for the Calton community. Named after James Duncan in recognition of his dedicated civic and community service across the East End, the memory of the site remains an integral part of local working-class history. Community forums and local residents have strongly emphasised that new speculative development must not erase this civic connection. Calton Community Council insists that City Development Plan 2 mandates the retention of the James Duncan name within the formal naming of any future residential scheme, or requires the installation of a permanent, high-quality public-realm commemorative installation to ensure his contribution to Calton is visibly honoured for future generations.

The proposed allocation of 85 flatted dwellings introduces significant urban density onto a tightly constrained site framed by the railway viaduct and narrow street geometry along Bell Street. It is essential that City Development Plan 2 establishes clear design, massing, and height parameters. Development must not create an overbearing, canyon-like wall that deprives Bell Street of daylight or overshadows existing tenement properties opposite. Instead, the design should incorporate stepped rooflines, active ground-floor frontages, and defensible entrances that deliver natural surveillance and turn what has long been a bleak, fenced-off gap site into a welcoming, safe urban street.

EXISTING CDP2 SITE

CfS240166 | 331 Bell Street, former James Duncan House

CfS240166

Policy 12: Housing; CfS240166 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 2

Securing stable, permanent homes must be a core priority for this allocation. Ward 9 has experienced substantial cumulative pressure from transient student accommodation and commercial short-term lets. The Community Council requests that City Development Plan 2 explicitly restricts the 85 units to permanent mainstream or affordable housing, incorporating family-sized flats, and establishes a binding prohibition against conversion to short-term lets, serviced apartments, or student halls.

Finally, rejecting unrealistic zero-car prohibitions, development must be delivered within a comprehensive, area-wide Calton parking policy under National Planning Framework 4 Policy 13 and the Equality Act 2010. Calibrating unit numbers appropriately on this 0.56-hectare plot allows proportionate on-site or well-ventilated ground-level/undercroft resident parking to be accommodated behind active Bell Street frontages alongside area-wide Controlled Parking Zone enforcement that deters external commuters, while explicitly guaranteeing dedicated accessible bays and safe kerbside access for Blue Badge holders, carers and support workers, deliveries, and workers provided with a company car or van. Given the physical constraints of Bell Street and its proximity to high-frequency rail and bus services, the scheme must also provide generous, secure, ground-level cycle storage, well-ventilated indoor drying facilities, acoustic insulation against rail noise, and safe, well-lit active travel connections linking Bell Street westward to High Street Station and eastward into Calton. Calton Community Council therefore requests that Glasgow City Council modify the site entry for CfS240166 in City Development Plan 2 to embed these essential civic, townscape, parking, and residential safeguards alongside its housing allocation.

EXISTING CDP2 SITE

UCS240184 | Ross Street Car Park

UCS240184

Policy 9: Brownfield, VDL and Empty Buildings; UCS240184 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 1

CCC welcomes the principle of repairing urban gap sites and delivering permanent housing in Calton. However, the generic criteria currently assigned to UCS240184 fail to address the acute, out-of-control parking congestion across the Barras Local Town Centre (evidenced during weekend and seasonal events such as the Halloween Market). CCC demands modifications to:

1. Retain & Expand Barras Parking via Multi-Storey Decked Provision: Embedded within a comprehensive, area-wide Calton and Barras parking policy, reject the net loss of public/trader parking on Site UCS240184 and formally appraise and deliver a well-designed, visually and acoustically screened 3- to 4-storey decked car park (integrated with active ground-floor uses and/or upper-level housing where feasible) to relieve severe congestion on surrounding streets and safeguard Barras traders, visitors, local businesses, and community venues such as Many Studios;

2. Essential Vehicle Access & Anti-Commuter Controls: Guarantee dedicated accessible bays and safe operational access for Blue Badge holders (Equality Act 2010 and NPF4 Policy 13), domiciliary carers/support workers, deliveries, market traders, and workers with company cars or vans, paired with area-wide Controlled Parking Zone (CPZ) enforcement to prevent all-day commuter saturation;

3. Permanent Residential Tenure & STL Ban: Where residential units are incorporated, enforce permanent residential tenure with an absolute ban on short-term holiday lets (STLs) or aparthotels;

4. Active Frontages & Agent of Change: Mandate active, creative, or community ground-floor frontages that complement the cultural character of Ross Street, and enforce the Agent of Change principle (NPF4 Policy 9) to protect neighbouring cultural and arts spaces.

EXISTING CDP2 SITE

UCS240184 | Ross Street Car Park

UCS240184

Policy 9: Brownfield, VDL and Empty Buildings; UCS240184 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 3

Calton Community Council submits this formal representation regarding Site UCS240184, Ross Street Car Park, allocated under Policy 9 of the Proposed Glasgow City Development Plan 2. Calton Community Council supports the principle of brownfield regeneration and the productive reuse of urban land to deliver 20 new homes within the Calton community. However, the Community Council seeks essential modifications to the site-specific requirements within the Local Development Plan to address parking displacement, protect local cultural and community enterprise, enforce permanent residential tenures, and ensure sympathetic townscape integration in accordance with National Planning Framework 4.

The site currently operates as an active surface car park in the heart of the Calton and Barras area. Glasgow City Council must recognise that parking congestion around the Barras Local Town Centre has become severe and out of control—as repeatedly documented at Calton Community Council public meetings and evidenced during major trading events such as the Halloween Market opposite Fabric Bazaar. This facility provides essential parking infrastructure supporting Barras traders, visitors, local retail businesses, and nearby community and arts organisations, including Many Studios on Ross Street. Simply erasing this car park for car-free housing without replacement capacity will severely worsen street congestion and undermine local economic viability. Embedded within an urgent, comprehensive area-wide Calton parking policy under National Planning Framework 4 Policies 6, 13, and 18, City Development Plan 2 must require a comprehensive Parking Impact, Displacement, and Multi-Storey Capacity Assessment that formally appraises constructing a sensitively designed, visually screened 3- to 4-storey car park on the Ross Street site—incorporating active ground-floor commercial/community frontages and compatible residential accommodation where feasible—to retain and expand vital local parking capacity while preventing overspill onto surrounding residential streets.

EXISTING CDP2 SITE

UCS240184 | Ross Street Car Park

UCS240184

Policy 9: Brownfield, VDL and Empty Buildings; UCS240184 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

The scale and design of any future residential scheme on this 0.34 hectare parcel must carefully respect the established urban grain. Ross Street is characterised by traditional tenement proportions and active cultural spaces. Development must not impose excessive height or monolithic massing that would overshadow neighbouring properties or create an overbearing sense of enclosure. City Development Plan 2 must require proposals to reinstate a continuous, attractive street wall that repairs the broken urban block, utilising high-quality, durable materials. The ground floor should provide either defensible residential entrances with private threshold planting or small-scale creative workspace and community premises that reflect and enhance the distinctive creative identity of Ross Street.

Securing genuine, permanent housing for local people is an absolute necessity. Calton Community Council has had to repeatedly challenge the damaging expansion of unlawful commercial short-term lets and high-turnover rentals across Ward 9, which erode residential amenity and deplete the long-term housing supply. The site-specific policy text within City Development Plan 2 must explicitly mandate that all 20 units delivered on Site UCS240184 are restricted to permanent residential tenure, with robust conditions prohibiting their subsequent conversion into commercial short-term lets or aparthotels.

Furthermore, given the site's close proximity to late-night market trading, licensed premises, and cultural venues across the Barras quarter, the statutory plan must firmly embed the Agent of Change principle in accordance with National Planning Framework 4 Policy 9. Future residential accommodation must incorporate high-specification acoustic glazing and mechanical ventilation systems to protect future occupants from urban ambient sound, guaranteeing that established local cultural enterprises and arts hubs operate without fear of restrictive noise complaints.

EXISTING CDP2 SITE

UCS240184 | Ross Street Car Park

UCS240184

Policy 9: Brownfield, VDL and Empty Buildings; UCS240184 • **CCC STANCE: SEEK A CHANGE (OBJECTION)**

DRAFT ONLINE-FORM REPRESENTATION

PART 3 OF 3

Finally, in line with National Planning Framework 4 Policies 13 and 18, the Equality Act 2010, and a comprehensive, area-wide Calton parking policy, the site must incorporate sustainable urban drainage systems (SuDS), secure ground-level cycle parking, and dedicated accessible bays and operational access for Blue Badge holders, carers/support workers, deliveries, market traders, and workers provided with a company car or van, supported by area-wide Controlled Parking Zone enforcement so parking capacity serves local residents, visitors, and traders rather than all-day external commuters. Calton Community Council therefore requests that Glasgow City Council modify the entry for Site UCS240184 in City Development Plan 2 to embed these essential economic, parking, cultural, and amenity safeguards alongside its brownfield allocation.

EXISTING CDP2 SITE

CfS240123 | East of 16 Havannah Street, Collegelands

CfS240123

Policy 12: Housing; Collegelands; CfS240123 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 2

In the Proposed City Development Plan 2 (Policy 12 Housing Schedule and Collegelands Area of Change Site Requirements for CfS240123 - East of 16 Havannah Street), insert the following site-specific requirements:

1. Permanent Housing Tenure Safeguards: The allocated capacity of 147 units shall be delivered exclusively as permanent, mainstream residential dwellings (incorporating a minimum proportion of two- and three-bedroom family-sized homes). To protect against the unsustainable overconcentration of transient populations in Ward 9, no conversion, variation, or substitution of these units into purpose-built student accommodation (PBSA) or commercial visitor accommodation shall be supported.

2. Phased Delivery of Collegelands Park: The provision of the dedicated 2.5-acre public park ('Collegelands Park'), community arts facility, and associated green infrastructure must be formally phased within the Delivery Programme to ensure substantial completion and public opening prior to or alongside the first phase of residential or student occupation. The parkland must be permanently secured under a Section 75 agreement as an un-gated public right of passage accessible 24/7 to the wider community.

3. Townscape Scale, Height & Daylight Protection: Building massing and tower heights must be carefully modulated and stepped down toward existing residential quarters and street frontages. Development proposals must submit verified 3D daylight, sunlight, and microclimate wind assessments demonstrating that new blocks will not cause unacceptable overshadowing or overbearing enclosure to neighbouring residential homes (including Parsonage Square).

Infrastructure & Health Capacity Ring-Fencing: In accordance with

4. NPF4 Policy 18 (Infrastructure First), developer contributions secured via Section 75 agreements must be ring-fenced directly within Ward 9 (Calton) to address cumulative pressures on local primary medical practices, dental surgeries, and community infrastructure generated by high-density mixed developments in the Collegelands corridor.

EXISTING CDP2 SITE

CfS240123 | East of 16 Havannah Street, Collegelands

CfS240123

Policy 12: Housing; Collegelands; CfS240123 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 2 OF 2

5. Active Travel, Area-Wide Parking & Essential Access: Rejecting unrealistic blanket car-free mandates, development must be integrated within a comprehensive, area-wide Calton parking policy (NPF4 Policy 13 and Equality Act 2010) by providing proportionate on-site/undercroft resident parking alongside area-wide Controlled Parking Zone (CPZ) enforcement against commuter displacement, while guaranteeing dedicated accessible bays and safe operational kerbside access for Blue Badge holders, carers/support workers, deliveries, and workers with company cars or vans. Development must provide extensive, secure, ground-floor cycle parking, well-ventilated indoor drying facilities, and barrier-free, well-lit active travel connections linking Havannah Street eastward to Duke Street and westward to High Street Station.

EXISTING CDP2 SITE

CfS240123 | East of 16 Havannah Street, Collegelands

CfS240123

Policy 12: Housing; Collegelands; CfS240123 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 3

Calton Community Council submits this formal representation regarding Site CfS240123, East of 16 Havannah Street, Collegelands, allocated under Policy 12 of the Proposed Glasgow City Development Plan 2. Calton Community Council supports the principle of brownfield regeneration and the productive reuse of this long-vacant 1.99 hectare parcel to deliver new homes and dedicated public parkland. However, the Community Council seeks essential modifications to the site-specific requirements within the Local Development Plan to protect tenure balance, guarantee the delivery of Collegelands Park as an un-gated civic asset, protect the daylight and residential amenity of neighbouring properties, and secure critical social infrastructure in accordance with National Planning Framework 4.

The Collegelands and Havannah Street corridor has experienced unprecedented development of purpose-built student accommodation in recent years, creating an acute demographic imbalance that places intense strain on neighbourhood cohesion. National Planning Framework 4 Policy 16 emphasises the creation of balanced, sustainable, and liveable communities. While planning application 24/02272/FUL proposes a mixed-use development comprising student beds, build-to-rent apartments, and parkland, City Development Plan 2 must ensure that the allocated residential capacity of 147 units is strictly secured as permanent mainstream housing, incorporating multi-bedroom family accommodation. The development plan must establish an unequivocal policy prohibition against the subsequent conversion, phasing change, or substitution of these mainstream homes into further student bed spaces or transient commercial visitor lets, ensuring that this allocation contributes permanently to Glasgow's established housing supply.

EXISTING CDP2 SITE

CfS240123 | East of 16 Havannah Street, Collegelands

CfS240123

Policy 12: Housing; Collegelands; CfS240123 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 3

The creation of meaningful, accessible public green space is fundamental to the acceptability of high-density development on this site. Collegelands Park has been widely promoted as a major civic benefit that will provide active green space, community gardens, and an arts venue for the wider East End community. However, Calton Community Council insists that this public amenity must not remain an aspirational masterplan promise that risks being delayed, scaled back, or privatised. City Development Plan 2 must embed enforceable phasing triggers within its Delivery Programme, legally requiring the physical completion and opening of Collegelands Park alongside early development phases. Furthermore, the park and its connecting footpaths must be formally secured as non-gated public rights of passage, maintained to the highest standards of universal accessibility and open to all members of the public at all times.

The scale, height, and massing of proposed multi-storey towers on this plot present significant urban design and amenity challenges. Local residents from surrounding communities, including Parsonage Square, have raised serious concerns at Community Council public meetings regarding excessive tower heights that exceed surrounding tenement heights and threaten severe loss of natural daylight and visual outlook. City Development Plan 2 must establish robust design and height parameters for Site CfS240123, requiring stepped building envelopes, thorough microclimate wind assessments, and verified daylight testing to prevent oppressive canyoning or overshadowing of established residential homes.

EXISTING CDP2 SITE

CfS240123 | East of 16 Havannah Street, Collegelands

CfS240123

Policy 12: Housing; Collegelands; CfS240123 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 3 OF 3

Finally, the cumulative impact of thousands of new residents moving into the Collegelands Area of Change demands strict alignment with the Infrastructure First principles of National Planning Framework 4 Policy 18. Developer contributions secured through Section 75 agreements must be transparently ring-fenced within Ward 9 to support local GP practices, dental surgeries, and community facilities currently operating at capacity. Rejecting unrealistic blanket car-free prohibitions, the development must also be governed by a comprehensive, area-wide Calton parking policy under National Planning Framework 4 Policy 13 and the Equality Act 2010, providing proportionate on-site/undercroft resident parking alongside area-wide Controlled Parking Zone enforcement that deters external commuters, while explicitly guaranteeing dedicated accessible bays and safe kerbside access for Blue Badge holders, carers and support workers, deliveries, and workers provided with a company car or van, alongside generous, secure, ground-level cycle storage, internal drying facilities, and safe, well-lit active travel connections linking Havannah Street to High Street Station and Duke Street. Calton Community Council therefore requests that Glasgow City Council modify the entry for Site CfS240123 in City Development Plan 2 to embed these essential tenure, parkland, design, parking, and infrastructure safeguards alongside its housing allocation.

EXISTING CDP2 SITE

HL4935 | 35 and 37 Tureen Street (now at Millroad Drive), former Tureen Street School

HL4935

Policy 12: Housing; HL4935 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 1

Precise Change Sought / Proposed Alternative Wording for Site HL4935

In the Proposed City Development Plan 2 (Policy 12 Housing Schedule and Inner East Site Requirements for HL4935 - 35 and 37 Tureen Street / Millroad Drive), insert the following site-specific requirements:

1. Mandatory Heritage Façade Retention: Development on Site HL4935 must incorporate the structural retention, repair, and long-term integration of the historic 1875 blonde sandstone school façade (designed by John Honeyman). Total demolition of the principal façade shall not be supported under Policy 2 (Historic Environment).

2. Affordable Housing Tenure Commitment: The allocated capacity of 42 units shall be delivered exclusively as permanent social rented / affordable housing in partnership with a Registered Social Landlord (Thenue Housing Association), incorporating a balanced mix of flats and family maisonettes. No conversion to private speculative or commercial visitor accommodation shall be permitted.

3. Daylight Protection & Massing Controls: In light of the close physical relationship with neighbouring residential properties on Lanark Street, building heights and roof profiles must incorporate the stepped setbacks and softened rooflines established under application 25/00634/FUL to safeguard residential daylight, sunlight, and privacy in accordance with SG1 Placemaking guidance.

4. Green Amenity & Public Permeability: Layouts must provide high-quality communal green space, doorstep play facilities, and tree planting, alongside safe, barrier-free, and well-lit pedestrian desire lines connecting Millroad Drive to the surrounding street grid.

5. Area-Wide Parking Policy, Essential Access & Travel Planning: Rejecting unrealistic car-free restrictions, development must be integrated within a comprehensive, area-wide Calton parking policy (NPF4 Policy 13 and Equality Act 2010) by providing proportionate dedicated resident and wheelchair-accessible parking bays alongside area-wide Controlled Parking Zone (CPZ) enforcement against commuter displacement, while guaranteeing accessible bays and safe kerbside access for Blue Badge holders, domiciliary carers/health workers, deliveries, and workers with company cars or vans. Sheltered, secure ground-level cycle parking and well-ventilated indoor drying facilities must be provided within the building footprint.

EXISTING CDP2 SITE

HL4935 | 35 and 37 Tureen Street (now at Millroad Drive), former Tureen Street School

HL4935

Policy 12: Housing; HL4935 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 2

Calton Community Council submits this formal representation regarding Site HL4935, 35 and 37 Tureen Street (now addressed at Millroad Drive), former Tureen Street Primary School, allocated under Policy 12 of the Proposed Glasgow City Development Plan 2. Calton Community Council strongly supports the principle of redeveloping this long-derelict former school site to deliver 42 permanent social rented flats and maisonettes in partnership with Thenue Housing Association under planning applications 25/00634/FUL and 25/00635/LBA. However, the Community Council seeks specific modifications to the site-specific requirements within the Local Development Plan to formally lock in the essential design refinements and heritage commitments secured during the planning consultation process, specifically regarding the structural retention of the historic school façade, the protection of neighbour daylight on Lanark Street, and the enforcement of sustainable travel standards in accordance with National Planning Framework 4.

The former Tureen Street School, designed in 1875 by celebrated architect John Honeyman, is a valued historic landmark in Calton whose prolonged vacancy and presence on the Buildings at Risk Register have blighted the local streetscape for decades. Calton Community Council engaged extensively with the planning authority and the applicant following the initial submission in April 2025 and subsequent July 2025 revisions. The Community Council formally endorsed the revised structural proposals that guarantee the careful retention and physical integration of the blonde sandstone school façade into the new housing blocks. City Development Plan 2 must establish this façade retention as an explicit, binding statutory site requirement under Policy 2, ensuring that any future delivery on site cannot default to speculative clearance or total demolition.

EXISTING CDP2 SITE

HL4935 | 35 and 37 Tureen Street (now at Millroad Drive), former Tureen Street School

HL4935

Policy 12: Housing; HL4935 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 2

While supporting the delivery of 42 high-density social rented homes on this 0.52 hectare footprint, the Community Council emphasises that massing and height must respect the immediate residential context. CCC representations on the planning applications directly highlighted concerns raised by adjoining residents along the east side of Lanark Street regarding building proximity, visual enclosure, and loss of natural light. The revisions secured under application 25/00634/FUL—incorporating reduced building heights, a softened roof profile, and improved building setbacks—were essential to achieving an acceptable neighbour relationship. City Development Plan 2 must embed these design thresholds within the site schedule to guarantee that the massing does not compromise the daylight, sunlight, or privacy of facing residential tenements in Lanark Street.

Securing genuine, permanent social housing remains paramount for the Calton community. Thenue Housing Association's proposals provide much-needed social rented flats and family maisonettes that will reinforce neighbourhood stability and address the housing crisis in Ward 9. City Development Plan 2 must explicitly designate Site HL4935 for 100% permanent affordable social rent delivered in partnership with a Registered Social Landlord, with clear policies prohibiting any subsequent conversion into private speculative rentals or commercial short-term lets.

Finally, the development must adhere to realistic, sustainable transport principles within a comprehensive, area-wide Calton parking policy. Millroad Drive has a restricted carriageway width and cannot absorb indiscriminate external commuter parking, yet blanket car-free bans are unworkable for social housing tenants, families, disabled residents, and key workers needing a vehicle. In accordance with National Planning Framework 4 Policy 13, the Equality Act 2010, and the Disabled Persons' Parking Places (Scotland) Act 2009, the development must provide proportionate dedicated resident and accessible parking spaces backed by area-wide Controlled Parking Zone controls that deter external commuters while explicitly guaranteeing safe bays and kerbside access for Blue Badge holders, carers and health/support workers, home deliveries, and workers provided with a company car or van. This must be complemented by generous, secure, ground-level cycle parking and well-ventilated indoor drying facilities within the building footprint, alongside high-quality landscaping and well-lit pedestrian pathways connecting Millroad Drive seamlessly into the wider Calton neighbourhood. Calton Community Council therefore requests that Glasgow City Council modify the site schedule for HL4935 in City Development Plan 2 to embed these essential heritage, daylight, parking, amenity, and social housing requirements.

EXISTING CDP2 SITE

CfS240045 | Mercat Building, 15-23 London Road / 26-36 Gallowgate

CfS240045

Policy 12: Housing; CfS240045 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 1

Precise Change Sought / Proposed Alternative Wording for Site CfS240045

In the Proposed City Development Plan 2 (Policy 12 Housing Schedule and City Centre / Glasgow Cross Site Requirements for CfS240045 - Mercat Building), insert the following site-specific requirements:

1. Category A Conservation, Active Ground-Floor Uses & Internal Facilities: Development on Site CfS240045 shall secure the sensitive repair and long-term conservation of the Category A-listed Mercat Building (consistent with 25/00707/FUL and 25/00712/LBA). Ground-floor elevations fronting Glasgow Cross, London Road, and Gallowgate must be retained and operated exclusively for active commercial, retail, food and drink, or community enterprise uses rather than inactive residential windows or structural breaches for street-front garage doors; well-ventilated internal communal drying/laundry facilities, secure cycle storage, and four-stream waste stores must be integrated within internal rear or basement zones behind attractive, intact Category A-listed stonework.

2. Permanent Residential Tenure & STL Exclusion: The residential capacity delivered through this conversion scheme shall be secured as permanent mainstream and assisted homes, supporting demographic diversity within the Calton community. The site-specific policy shall strictly prohibit the operation, change of use, or conversion of residential dwellings into commercial short-term lets (STLs), serviced apartments, or transient visitor accommodation.

3. Rooftop Terrace Management & Amenity Safeguards: Any communal rooftop garden or amenity space must incorporate permanent privacy screening, acoustic setbacks, and an enforceable operational management plan (including restricted access hours) to protect the privacy and residential amenity of facing properties on Gallowgate and Saltmarket.

4. Public Realm & Pedestrian Realm Upgrades: Development shall support footway and public-realm improvements at the Glasgow Cross threshold, exploring the reallocation of surplus carriageway or rank space to widen pavements, introduce urban greening, and install defensible boundary railings.

5. Area-Wide Parking Policy, Essential Access & Infrastructure Ring-Fencing: Embedded within a comprehensive, area-wide Calton parking policy and NPF4 Policy 13, realistic resident vehicle ownership must be supported through dedicated nearby resident permit/off-street allocation and strict area-wide Controlled Parking Zone (CPZ) enforcement against external commuter overspill, while guaranteeing safe kerbside and loading access for Blue Badge holders (Equality Act 2010), carers/support workers, home and commercial deliveries, and workers with company cars or vans. Developer contributions secured for open space, sports, and civic amenities must be ring-fenced within Ward 9 to support public open space and community facilities in Calton.

EXISTING CDP2 SITE

CfS240045 | Mercat Building, 15-23 London Road / 26-36 Gallowgate

CfS240045

Policy 12: Housing; CfS240045 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 3

Calton Community Council submits this formal representation seeking a modification to the proposed allocation of Site CfS240045, the Mercat Building, 15–23 London Road / 26–36 Gallowgate, under Policy 12 of the Proposed Glasgow City Development Plan 2. Calton Community Council welcomes the conservation and productive reuse of this landmark Category A-listed building, which occupies a prominent gateway position linking the City Centre and Glasgow Cross with the community of Calton. With comprehensive repair and conversion works currently proceeding behind scaffolding, the Community Council seeks specific modifications to the site requirements to ensure that ground-floor commercial activation is permanently safeguarded, long-term residential tenures are protected from commercial short-term lets, neighbouring privacy is respected, and essential transport and public realm improvements are delivered in line with National Planning Framework 4.

The Mercat Building terminates the eastern visual axis of the Merchant City and frames the historic entrance into Calton. Following extensive local consultations and discussions on planning applications 22/01983/FUL, 22/01984/LBC, 25/00707/FUL, and 25/00712/LBA, the Community Council strongly emphasised that ground-floor uses on this pivotal corner must support the vitality of the street and preserve its Category A-listed stonework. While earlier iterations proposed residential flats at pavement level—and while cutting vehicular garage doors into the historic Category A-listed ashlar arcading would harm its architectural integrity under National Planning Framework 4 Policy 7 and the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997—City Development Plan 2 must formalise active commercial, retail, or community ground-floor frontages along Glasgow Cross, London Road, and Gallowgate while incorporating well-ventilated internal communal drying/laundry facilities, secure cycle storage, and waste stores within internal rear or basement service zones behind the active exterior.

EXISTING CDP2 SITE

CfS240045 | Mercat Building, 15-23 London Road / 26-36 Gallowgate

CfS240045

Policy 12: Housing; CfS240045 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 3

The statutory development plan must also provide clear safeguards regarding tenure balance and housing capacity. While the Proposed Plan notes an indicative capacity of 25 units, the conversion application brought forward up to 44 flatted homes. Calton Community Council supports the provision of permanent private and assisted homes to reflect the diverse housing needs of the area. However, given the site's central location, there is an acute risk of residential units being exploited for commercial short-term lets, holiday apartments, or party flats. City Development Plan 2 must embed a strict policy condition requiring all approved homes within the Mercat Building to remain as permanent residential accommodation, prohibiting short-stay commercial letting that disrupts residential amenity and depletes the long-term housing supply.

Residential amenity considerations require careful policy management in relation to the communal rooftop garden. The Community Council raised legitimate concerns during the planning process regarding overlooking, loss of privacy, and late-night noise affecting occupants of facing tenement flats on Gallowgate and Saltmarket. City Development Plan 2 must condition the allocation on the implementation of privacy screens, acoustic buffers, and a binding rooftop management plan that regulates access hours. Furthermore, Glasgow City Council should actively investigate public realm improvements at the building’s base, including reallocating surplus road or rank space to widen narrow footpaths and integrating soft landscaping and defensible railings to enhance pedestrian comfort and urban greening.

EXISTING CDP2 SITE

CfS240045 | Mercat Building, 15-23 London Road / 26-36 Gallowgate

CfS240045

Policy 12: Housing; CfS240045 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 3 OF 3

Finally, the development must operate within a comprehensive, area-wide Calton parking policy rather than unrealistic blanket car-free assumptions. Because the Mercat Building is a historic Category A-listed conversion without an internal car park, Glasgow City Council must pair area-wide Controlled Parking Zone enforcement (preventing external commuters from saturating nearby streets) with practical local permit/off-street parking arrangements for residents who require a vehicle for employment, caring, or mobility, while guaranteeing safe kerbside and loading access in accordance with National Planning Framework 4 Policy 13 and the Equality Act 2010 for Blue Badge holders, carers/support workers, home and commercial deliveries, and workers provided with a company car or van. Open space and civic infrastructure contributions secured under Section 75 agreements must be ring-fenced exclusively within Ward 9 to upgrade local parks and public spaces, such as Barrowland Park and Glasgow Green. Calton Community Council therefore requests that Glasgow City Council modify the entry for Site CfS240045 in City Development Plan 2 to embed these essential commercial, tenure, parking, amenity, and public realm safeguards.

EXISTING CDP2 SITE

UCS240180 | 4-16 Turnbull Street

UCS240180

Policy 12: Housing; UCS240180 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 2

Precise Change Sought / Proposed Alternative Wording for Site UCS240180

In the Proposed City Development Plan 2 (Policy 12 Housing Schedule and City Centre / St Andrew's Square Site Requirements for UCS240180 - 4-16 Turnbull Street), insert the following site-specific requirements:

1. Statutory Fabric Protection & Emergency Stabilisation: Development on Site UCS240180 shall prioritise the urgent conservation, repair, and structural stabilisation of the Category B-listed former Police Headquarters and Court. In light of prolonged vacancy and advanced deterioration, the Planning Authority shall utilise statutory powers under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 and Building (Scotland) Act 2003 (including Urgent Works and Repairs Notices) to ensure the building is secured, wind- and watertight, and protected against further loss of historic fabric prior to conversion.

2. Ownership Delivery & Community Transparency: The Delivery Programme shall establish an active monitoring protocol for this site. In the event of continued delivery failure or lack of transparent progress under planning consent 23/02881/FUL, the Council shall explore statutory intervention, including Compulsory Purchase Order (CPO) powers in partnership with registered social landlords or heritage trusts. The developer/owner must maintain formal, transparent communication with Calton Community Council regarding construction timetables, ownership changes, and site security.

3. Permanent Residential Tenure & STL Exclusion: The 31 allocated dwellings shall be delivered exclusively as permanent mainstream or affordable residential homes. To safeguard residential stability in the St Andrew's Square area, there shall be an absolute policy prohibition against the conversion or operation of units as commercial short-term lets (STLs), serviced apartments, or student accommodation.

4. Conservation Standards & Re-use: Development must adhere strictly to the conservation conditions established under 23/02880/LBA, requiring the retention and re-use of original internal features (including courtrooms, cell doors, timber panelling, and masonry detailing), with petrographic stone repairs matching original blonde sandstone.

EXISTING CDP2 SITE

UCS240180 | 4-16 Turnbull Street

UCS240180

Policy 12: Housing; UCS240180 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 2 OF 2

5. Ground-Floor Stables/Garages Parking, Communal Courtyard, Area-Wide Parking Policy & Public Realm Upgrades: Rejecting unrealistic zero-car restrictions and consistent with a comprehensive, area-wide Calton parking policy (NPF4 Policy 13 and Equality Act 2010), the scheme must provide sensitively managed resident and accessible car parking on the ground floor within the existing historic rooms previously used as stables/garages (alongside secure cycle storage, waste management, and well-ventilated indoor communal drying/laundry facilities with pulley systems and cross-ventilation without harming Category B-listed fabric), thereby preserving the central courtyard as shared communal open space for residents. This must be paired with area-wide Controlled Parking Zone (CPZ) enforcement against commuter displacement, while guaranteeing safe kerbside and operational access for Blue Badge holders, carers/support workers, emergency/refuse vehicles, deliveries, and workers with company cars or vans. Developer contributions secured under Section 75 shall be ring-fenced to enhance public lighting, footway paving, and urban greening directly fronting Turnbull Street and St Andrew's Street to address local crime-prevention and road safety concerns.

EXISTING CDP2 SITE

UCS240180 | 4-16 Turnbull Street

UCS240180

Policy 12: Housing; UCS240180 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 3

Calton Community Council submits this formal representation seeking a modification to the proposed allocation of Site UCS240180, 4–16 Turnbull Street (former Central Police Headquarters and Court), under Policy 12 of the Proposed Glasgow City Development Plan 2. Calton Community Council strongly supports the principle of conserving and converting this prominent Category B-listed building to deliver 31 permanent residential homes. However, the Community Council seeks essential modifications to the site-specific requirements within the Local Development Plan to mandate urgent statutory stabilisation, establish clear mechanisms for public intervention should private delivery fail, enforce transparent community engagement regarding ownership and construction progress, and secure permanent residential tenures in accordance with National Planning Framework 4.

The former Police Headquarters and Court, designed in 1906 by A.B. McDonald, is an architectural landmark situated within the Central Conservation Area directly opposite the nationally significant St Andrew's Square. Despite planning and listed building consents being granted under references 23/02881/FUL and 23/02880/LBA for conversion into 31 flats, the building has endured over a decade of acute dereliction and speculative blight. Over spring and summer 2026, the building degraded into a dangerous and unstable condition, necessitating formal high-level escalation by Calton Community Council to the First Minister, Glasgow City Council leadership, Building Standards, Police Scotland, and Historic Environment Scotland. The community has had to endure falling glass hazarding footways along Turnbull Street and St Andrew's Street, stripped lead, internal structural water ingress, masonry degradation, and upwards of 20 police call-outs per month for repeated break-ins, drug dealing, and antisocial behaviour.

EXISTING CDP2 SITE

UCS240180 | 4-16 Turnbull Street

UCS240180

Policy 12: Housing; UCS240180 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 3

City Development Plan 2 cannot afford to treat Site UCS240180 as a routine, passive housing allocation. The statutory plan must establish a proactive, interventionist policy framework. The site requirements must explicitly mandate that Glasgow City Council deploy its statutory enforcement powers—including Urgent Works Notices and Dangerous Building Orders under the Building (Scotland) Act 2003—to ensure the building is immediately made structurally secure, weather-tight, and cleared of loose masonry and glass. Furthermore, because previous prospective developers have withdrawn and funding negotiations have proven fragile, the Delivery Programme must state clearly that should private delivery stall, the Council will actively pursue compulsory acquisition or partnership interventions with heritage trusts and housing associations to prevent the catastrophic loss of this Grade B asset.

Community transparency must also be embedded as a planning requirement. While reports emerged in October 2026 that workmen were observed entering the premises, the current ownership status, the nature of the on-site activity, and the timeline for implementing the approved planning consent remain completely unpublicised to the local community. Surrounding residents directly overlook this site daily and have lived with severe blight, intimidation, and uncertainty for years. The development plan must require that any party bringing forward operations on this site establishes formal, proactive community liaison with Calton Community Council, providing verified updates on site safety, ownership transitions, and construction programmes.

EXISTING CDP2 SITE

UCS240180 | 4-16 Turnbull Street

UCS240180

Policy 12: Housing; UCS240180 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 3 OF 3

Finally, the development plan must protect tenure stability, resident amenity, and realistic transport infrastructure. High-density residential conversion must deliver permanent homes rather than transient commercial models. City Development Plan 2 must strictly prohibit the operation or conversion of approved dwellings into commercial short-term lets, serviced apartments, or party flats. Rejecting unrealistic zero-car assumptions, the conversion must be integrated within a comprehensive, area-wide Calton parking policy under National Planning Framework 4 Policy 13 and the Equality Act 2010, providing sensitively designed resident and accessible parking spaces on the ground floor within the rooms previously used as stables/garages (alongside secure cycle storage and well-ventilated indoor communal drying facilities), thereby leaving the internal courtyard free as dedicated communal garden and amenity space for residents. This must be backed by area-wide Controlled Parking Zone enforcement to prevent external commuter displacement into St Andrew's Square, while guaranteeing safe kerbside and operational access for Blue Badge holders, carers and support workers, deliveries, and workers provided with a company car or van. Section 75 developer contributions must be ring-fenced locally to upgrade street lighting, footways, and defensible urban realm along Turnbull Street to design out crime and support active travel. Calton Community Council therefore requests that Glasgow City Council modify the site entry for UCS240180 in City Development Plan 2 to embed these essential statutory, civic, parking, and amenity safeguards alongside its housing allocation.

EXISTING CDP2 SITE

HL2270 | College Gardens', 170 High Street

HL2270

Policy 12: Housing; Collegelands; HL2270 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 1

Precise Change Sought / Proposed Alternative Wording for Site HL2270:

In the Proposed City Development Plan 2 (Policy 12 Housing Schedule and Collegelands Area of Change Site Requirements for HL2270), insert the following site-specific requirements:

1. Tenure Safeguards: The allocated capacity of 713 units shall be delivered exclusively as permanent, mainstream residential dwellings (including an appropriate proportion of multi-bedroom family homes). No subsequent conversion, redesignation, or variation to purpose-built student accommodation (PBSA) or short-term/commercial visitor accommodation shall be supported.

2. Public Permeability & Active Travel: Development layout must deliver unobstructed, 24/7 publicly accessible, safe, and fully DDA-compliant east–west active travel routes linking High Street through the site to Havannah Street, Duke Street, and the wider Calton community. These routes shall be secured by planning agreement as public rights of passage and shall not be gated or restricted to residents.

3. Public Open Space & Phasing: The open space ('College Gardens') must be delivered as genuinely public, multifunctional green amenity meeting Glasgow Open Space Strategy Quality Standards and integrating into the wider Collegelands Park network. Delivery of this open space must be formally phased within the Delivery Programme to be completed prior to, or alongside, initial residential occupation.

4. Infrastructure, Area-Wide Parking & Essential Access: In accordance with NPF4 Policies 18 (Infrastructure First) and 13 (Sustainable Transport), developer contributions secured via Section 75 agreement must be ring-fenced to mitigate cumulative health, educational, and community service pressures within Ward 9 (Calton). Rejecting unrealistic blanket car-free mandates, development must be integrated within a comprehensive, area-wide Calton parking policy by providing proportionate on-site/undercroft resident parking alongside area-wide Controlled Parking Zone (CPZ) enforcement against commuter displacement, while guaranteeing dedicated accessible bays and safe kerbside access for Blue Badge holders (Equality Act 2010), carers/support workers, deliveries, and workers with company cars or vans, alongside high-capacity ground-floor secure cycle storage and indoor drying facilities.

EXISTING CDP2 SITE

HL2270 | College Gardens', 170 High Street

HL2270

Policy 12: Housing; Collegelands; HL2270 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 2

Calton Community Council submits this formal representation regarding the proposed allocation of Site HL2270, College Gardens, 170 High Street, under Policy 12 of the Proposed Glasgow City Development Plan 2. Calton Community Council supports the principle of brownfield regeneration and the delivery of permanent residential accommodation on this long-vacant former railway goods yard. However, the Community Council seeks specific modifications to the site requirements and delivery schedule to ensure that the scale and nature of the development contribute positively to the wider Calton community, protect local residential amenity, and deliver essential social and physical infrastructure in accordance with the Infrastructure First principles of National Planning Framework 4.

The allocation of 713 residential units on this 2.77 hectare site sits alongside planning approvals incorporating an additional 999 purpose-built student accommodation bed spaces. The surrounding Collegelands and Havannah Street corridor is already heavily saturated with transient and student populations. National Planning Framework 4 Policy 16 emphasises the creation of balanced, sustainable communities, and the Local Development Plan must avoid compounding the acute concentration of mono-cultural tenures in Ward 9. Calton Community Council requests that the site-specific policy text in City Development Plan 2 explicitly secures the 713 units as genuine, permanent, mainstream residential homes, incorporating an appropriate mix of family-sized flats, and strictly prohibits the subsequent conversion or phasing of these units into further student or short-term commercial accommodation.

The physical relationship between High Street and the Collegelands basin presents a historic barrier that has long severed the City Centre from the residential communities of Calton and the inner East End. The steep topographical drop and adjacent active railway infrastructure must not result in an isolated, inward-looking development. City Development Plan 2 must specify that any layout delivered on site incorporates non-gated, universally accessible, safe, and well-lit active travel routes connecting High Street through to Havannah Street, Duke Street, and the wider Calton area. These connections must function as public rights of passage rather than private estate footways.

EXISTING CDP2 SITE

HL2270 | College Gardens', 170 High Street

HL2270

Policy 12: Housing; Collegelands; HL2270 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 2

The provision of meaningful, multifunctional open space is a critical requirement for this allocation. While the site is branded as College Gardens, the surrounding neighbourhood already experiences an acknowledged deficit in accessible, high-quality public open space, with Glasgow Green located approximately one kilometre away. The open space delivered within Site HL2270 must be secured as genuinely public, publicly accessible green infrastructure rather than enclosed private amenity space restricted to residents. The delivery of this civic green space and its integration with the wider Collegelands Park network must be formally linked to the development phasing within the Delivery Programme to ensure that landscape infrastructure is completed alongside early residential occupation.

The cumulative impact of high-density regeneration across the Collegelands and Meat Market masterplans places significant pressure on primary healthcare, dental practices, community facilities, and local road networks. In line with National Planning Framework 4 Policy 18, developer contributions secured under Section 75 agreements must be transparently accounted for and reinvested locally within Ward 9 to bolster social infrastructure and community services. Furthermore, rejecting unrealistic blanket car-free restrictions, the development must be governed by a comprehensive, area-wide Calton parking policy under National Planning Framework 4 Policy 13 and the Equality Act 2010, providing proportionate on-site or screened undercroft resident parking alongside area-wide Controlled Parking Zone enforcement to deter external commuters, while explicitly guaranteeing dedicated accessible bays and safe kerbside access for Blue Badge holders, carers and support workers, deliveries, and workers provided with a company car or van, accompanied by ample, secure, ground-level cycle storage and internal drying facilities.

Calton Community Council therefore requests that Glasgow City Council modify the entry for Site HL2270 in the Proposed City Development Plan 2 and its associated Delivery Programme by inserting binding site-specific requirements. These requirements must mandate the protection of permanent housing tenures, the delivery of unobstructed and accessible public east–west active travel routes into Calton, the provision and early phasing of genuinely public open space meeting the Open Space Strategy standards, and clear developer contribution mechanisms addressing the cumulative infrastructure pressures across Ward 9.

EXISTING CDP2 SITE

CfS240153 | 206 High Street, Collegelands

CfS240153

Policy 12: Housing; Collegelands; CfS240153 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 1

Precise Change Sought / Proposed Alternative Wording for Site CfS240153

In the Proposed City Development Plan 2 (Policy 12 Housing Schedule and Collegelands Area of Change Site Requirements for CfS240153), insert the following site-specific requirements:

1. Permanent Housing Tenure Delivery: The allocated capacity of 236 units shall be delivered primarily as permanent, mainstream residential dwellings (incorporating a minimum proportion of two-bedroom or larger family-sized flats). To prevent the further overconcentration of transient accommodation in Ward 9, no conversion or substitution of these residential units to purpose-built student accommodation (PBSA) or short-term commercial visitor accommodation shall be permitted.

2. Station Gateway & Public Permeability: The layout must establish a high-quality, publicly accessible civic square fronting High Street Station, integrating unobstructed, well-lit, 24/7 active-travel and pedestrian links eastward through to Havannah Street, Collegelands Park, and the Calton community. These routes shall be secured by planning agreement as public rights of passage and shall remain non-gated.

3. Active Ground-Floor Edges: Development must provide active commercial, workspace, or community uses along ground-floor elevations facing the station approach and Havannah Street, ensuring that plant rooms, bin storage, and substation infrastructure are located internally to prevent dead street frontages.

4. Infrastructure, Area-Wide Parking & Environmental Safeguards: In accordance with NPF4 Policies 18 (Infrastructure First) and 13 (Sustainable Transport), developer contributions shall be secured through Section 75 agreements to address cumulative pressures on Ward 9 healthcare and community facilities. Rejecting unrealistic blanket car-free restrictions, development must be integrated within a comprehensive, area-wide Calton parking policy by providing proportionate on-site/undercroft resident parking alongside area-wide Controlled Parking Zone (CPZ) enforcement against commuter displacement, while guaranteeing dedicated accessible bays and safe operational kerbside access for Blue Badge holders (Equality Act 2010), carers/support workers, deliveries, and workers with company cars or vans, alongside well-ventilated indoor drying facilities and enhanced acoustic and vibration mitigation adjacent to the active railway corridor.

EXISTING CDP2 SITE

CfS240153 | 206 High Street, Collegelands

CfS240153

Policy 12: Housing; Collegelands; CfS240153 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 2

Calton Community Council submits this formal representation regarding the proposed allocation of Site CfS240153, 206 High Street, Collegelands, under Policy 12 of the Proposed Glasgow City Development Plan 2. Calton Community Council supports the principle of brownfield regeneration and the replacement of this long-standing surface car park with sustainable urban development. However, the Community Council seeks essential modifications to the site requirements within the Local Development Plan to protect the tenure balance of the neighbourhood, deliver genuine east–west public connectivity into Calton, and safeguard local infrastructure in line with the Infrastructure First principles of National Planning Framework 4.

The allocation of 236 homes on this 0.94-hectare plot occupies the critical hinge between the Merchant City, High Street railway station, and the residential communities of Calton. The wider Collegelands masterplan area already contains an overwhelming concentration of purpose-built student accommodation and transient student beds. National Planning Framework 4 Policy 16 emphasises the creation of balanced, sustainable communities, and local community council records have repeatedly raised serious concerns regarding the cumulative saturation of student halls across the Collegelands and Havannah Street quarter. Calton Community Council requests that City Development Plan 2 explicitly condition the 236-unit allocation as permanent, mainstream residential homes, incorporating multi-bedroom family flats, and establish a clear policy presumption prohibiting the substitution of these units for further student or short-term visitor accommodation.

EXISTING CDP2 SITE

CfS240153 | 206 High Street, Collegelands

CfS240153

Policy 12: Housing; Collegelands; CfS240153 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 2

The physical barrier created by the active railway line and complex ground levels has historically severed Calton and Bellgrove from the City Centre core and the Strathclyde University campus. It is vital that development on this site does not become an enclosed corporate or private enclave that turns its back on the East End. The site-specific policy within City Development Plan 2 must mandate the provision of unobstructed, well-lit, universally accessible active travel pathways that link High Street Station through to Havannah Street and the emerging Collegelands Park green network. These routes must be permanently secured as public rights of passage and remain open to all members of the public at all times.

The interface with High Street Station demands an exemplary standard of urban design and placemaking. The development must incorporate a high-quality civic public realm at the station threshold, complemented by active ground-floor commercial, workspace, or community frontages along the principal pedestrian corridors. Service bays, refuse stores, well-ventilated indoor drying rooms, and electrical substations must be integrated within the building footprint rather than presenting dead, inactive elevations facing neighbouring streets. Furthermore, rejecting unrealistic blanket car-free mandates, development must be delivered within a comprehensive, area-wide Calton parking policy under National Planning Framework 4 Policy 13 and the Equality Act 2010, providing proportionate on-site/undercroft resident parking alongside area-wide Controlled Parking Zone enforcement that prevents external commuter displacement into surrounding Calton residential streets, while explicitly guaranteeing dedicated accessible bays and safe kerbside access for Blue Badge holders, carers/support workers, deliveries, and workers provided with a company car or van, paired with generous, secure, ground-level cycle storage.

Finally, in accordance with National Planning Framework 4 Policy 18, developer contributions secured under Section 75 agreements must be ring-fenced locally within Ward 9 to support primary healthcare facilities, dental surgeries, and community assets that are subject to acute cumulative pressure from ongoing high-density developments. Rigorous construction environmental management plans, ground remediation protocols, and acoustic and vibration mitigation must also be enforced through development plan policy to protect the amenity of future residents and the structural stability of the adjacent railway infrastructure. Calton Community Council therefore requests that Glasgow City Council modify the site schedule for CfS240153 in the City Development Plan 2 to embed these binding site-specific requirements.

EXISTING CDP2 SITE

HL2980D | Molendinar Street/Spoutmouth (West)

HL2980D

Policy 12: Housing; HL2980D • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 2

Precise Change Sought / Proposed Alternative Wording for Site HL2980D

In the Proposed City Development Plan 2 (Policy 12 Housing Schedule and City Centre / Gallowgate Site Requirements for HL2980D), amend the text as follows:

1. Delivery Status & Commercial Fit-Out: The allocated capacity of 34 units shall be completed as permanent social rented housing in accordance with application 23/01200/FUL. The approved ground-floor commercial premises fronting Gallowgate and Spoutmouth must be actively brought into viable commercial, enterprise, or community use upon completion, with a policy presumption against their conversion into inactive residential space, storage, or plant voids.

2. Archaeological & Industrial Heritage Interpretation: Following significant post-medieval and industrial discoveries made during site investigations (including the stone-vaulted Molendinar Burn culvert and 18th-century clay pipe manufacturing infrastructure), the development must incorporate interpretive public-realm elements or internal foyer installations. These features must celebrate and interpret the historic Molendinar Burn and the area's industrial heritage for residents and visitors, in consultation with the West of Scotland Archaeology Service (WoSAS).

3. Local Open Space Upgrades: In accordance with NPF4 Policy 18, developer contributions secured for open space and civic amenity shall be deployed directly within Ward 9 to deliver physical upgrades, greening, and long-term maintenance at Barrowland Park to support the incoming resident population.

4. Area-Wide Parking Policy, Essential Access & Servicing Enforcement: Embedded within a comprehensive, area-wide Calton parking policy and NPF4 Policy 13, realistic resident vehicle ownership must be supported through local Controlled Parking Zone (CPZ) permit priority and strict enforcement against external commuter overspill, while guaranteeing safe kerbside and operational access for Blue Badge holders (Equality Act 2010), domiciliary carers/health workers, home deliveries, and workers with company cars or vans. Fully enclosed, secure ground-level cycle parking must be fully operational prior to occupation, accompanied by an approved Servicing and Waste Management Plan that prevents collection and delivery vehicles from obstructing Spoutmouth and Molendinar Street.

EXISTING CDP2 SITE

HL2980D | Molendinar Street/Spoutmouth (West)

HL2980D

Policy 12: Housing; HL2980D • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 2 OF 2

5. Public Realm Reinstatement: Following the completion of structural works, the developer must fully reinstate and upgrade adjoining footways along Spoutmouth and Molendinar Street to ensure high-quality, fully accessible, and well-lit pedestrian permeability connecting Gallowgate to the wider inner-east network."

EXISTING CDP2 SITE

HL2980D | Molendinar Street/Spoutmouth (West)

HL2980D

Policy 12: Housing; HL2980D • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 3

Calton Community Council submits this updated formal representation regarding Site HL2980D, Molendinar Street / Spoutmouth (West), allocated under Policy 12 of the Proposed Glasgow City Development Plan 2. Calton Community Council strongly welcomes the delivery of 34 permanent social rented homes by Wheatley Homes Glasgow under planning permission 23/01200/FUL. With building works on site now quite advanced and the structural frame establishing a prominent physical presence at the corner of Gallowgate, Spoutmouth, and Molendinar Street, the Community Council seeks specific modifications to the development plan entry to ensure that post-completion operations, street activation, archaeological heritage interpretation, open space mitigation, and transport management are properly secured.

The physical reinstatement of this historic urban block repairs a long-standing brownfield void that previously severed footfall between Glasgow Cross and Calton. Throughout the planning process, Calton Community Council supported the principle of social housing at this location while emphasising the vital role of active ground-floor commercial premises in sustaining street vitality. With the building works progressing rapidly toward completion, it is essential that City Development Plan 2 establishes clear policy requirements to ensure that the two approved ground-floor commercial units are fully fitted out and actively occupied by viable retail, food and drink, creative, or community enterprises. Under no circumstances should these units be left vacant, boarded over, or converted into inactive residential accommodation or ancillary building services, as maintaining a vibrant, active frontage along Gallowgate is critical to drawing footfall eastward into Calton.

EXISTING CDP2 SITE

HL2980D | Molendinar Street/Spoutmouth (West)

HL2980D

Policy 12: Housing; HL2980D • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 3

The site is steeped in civic and industrial significance, as demonstrated by the extensive archaeological discoveries uncovered during ground investigations and reported across local media. Excavations supervised under West of Scotland Archaeology Service requirements revealed significant 18th and 19th-century industrial remains, including structural evidence of historic clay pipe kilns and tanneries, alongside the vaulted masonry alignment of the subterranean Molendinar Burn culvert. Because these finds highlight the direct origins of Glasgow's urban expansion into the East End, the Community Council requests that City Development Plan 2 explicitly requires on-site heritage interpretation. Permanent public-realm markers or foyer displays must be installed to interpret the path of the Molendinar Burn and the area's rich industrial archaeology, ensuring that the physical history unearthed below ground remains visible to the community and future generations.

The approaching occupation of 34 high-density households on a compact 0.20 hectare footprint will immediately increase pressure on local civic infrastructure and recreational space. Given that on-site amenity is physically constrained, incoming residents will rely heavily on existing neighbourhood facilities. The Community Council insists that developer contributions secured under Section 75 agreements for open space and civic amenity are strictly ring-fenced within Ward 9, with funds directed specifically toward the upgrading, greening, and maintenance of Barrowland Park. Ensuring that Barrowland Park is enhanced to meet the recreational needs of this growing residential population is essential to creating a successful and liveable 20-minute neighbourhood in line with National Planning Framework 4.

EXISTING CDP2 SITE

HL2980D | Molendinar Street/Spoutmouth (West)

HL2980D

Policy 12: Housing; HL2980D • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 3 OF 3

Operational traffic and parking management require realistic, enforceable policy controls within a comprehensive, area-wide Calton parking policy as the site transitions from construction to residential occupation. While the site benefits from high-frequency public transport along Gallowgate and nearby rail connections at High Street and Argyle Street, blanket car-free restrictions are unrealistic for social housing tenants, families, disabled residents, and key workers requiring a vehicle. The narrow carriageways of Spoutmouth and Molendinar Street cannot tolerate external commuter overspill or servicing chaos. In accordance with National Planning Framework 4 Policy 13 and the Equality Act 2010, Glasgow City Council must enforce area-wide Controlled Parking Zone controls that deter all-day commuters while protecting local resident permit access and guaranteeing safe kerbside and operational access for Blue Badge holders, carers and health/support workers, home deliveries, and workers provided with a company car or van, alongside secure cycle storage from day one. In addition, an enforceable Servicing and Waste Management Plan must be maintained to ensure that refuse collection, courier drop-offs, and emergency access do not block the surrounding lane network.

Finally, upon completion of the superstructure and removal of construction hoardings, the surrounding public realm must be fully restored and enhanced. Glasgow City Council must ensure that the footways, kerbs, and public street lighting along Molendinar Street and Spoutmouth are reinstated to an exemplary standard, eliminating historic blind spots and delivering a safe, well-lit, fully accessible pedestrian environment. Calton Community Council therefore requests that Glasgow City Council modify the site entry for HL2980D in City Development Plan 2 to reflect the advanced construction status of the development and embed these vital operational, archaeological, and place-based requirements.

EXISTING CDP2 SITE

HL2980A | Great Dovehill/Spoutmouth

HL2980A

Policy 12: Housing; HL2980A • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 1

Precise Change Sought / Proposed Alternative Wording for Site HL2980A

In the Proposed City Development Plan 2 (Policy 12 Housing Schedule and City Centre / Gallowgate Backlands Site Requirements for HL2980A), insert the following site-specific requirements:

1. Permanent Affordable Housing Delivery: Development on Site HL2980A shall deliver permanent social or mid-market rented homes (including multi-bedroom family accommodation) to support balanced community growth in Ward 9. No conversion to transient, short-term let, or purpose-built student accommodation shall be supported.

2. Agent of Change & Acoustic Protection: In accordance with NPF4 Policy 9, development design must incorporate the Agent of Change principle. Habitable rooms must incorporate high-specification acoustic glazing and mechanical ventilation heat recovery (MVHR) systems to safeguard residential amenity without restricting the ongoing operation of established cultural, commercial, and live music venues along Gallowgate and the Barras.

3. Urban Safety & Secured by Design: Layouts must eliminate unlit lanes, blind corners, and recessed voids between Great Dovehill, Little Dovehill, and Spoutmouth. Direct, well-lit, barrier-free active-travel routes connecting Gallowgate through to Bell Street and High Street Station must be provided as dedicated public rights of passage.

4. Tree Retention & Environmental Mitigation: In accordance with CDP2 Section C, existing mature trees on the site must be retained wherever practicable. Where tree loss is proven unavoidable, compensatory native planting must be provided on a minimum 1-for-1 ratio on site or within the immediate Calton public realm.

5. Subsurface Safeguards & Local Park Infrastructure: Structural foundations must maintain verified easements and continuous vibration monitoring to ensure the integrity of the adjacent culverted Molendinar Burn, alongside WoSAS-approved archaeological recording. Open space developer contributions secured under Section 75 agreements must be ring-fenced specifically to support upgrades and maintenance at Barrowland Park.

6. Area-Wide Parking Provision, Essential Access & Servicing: Rejecting unrealistic car-free prohibitions, development must be integrated within a comprehensive, area-wide Calton parking policy (NPF4 Policy 13 and Equality Act 2010) by providing proportionate on-site/ground-level garaged or courtyard resident parking alongside area-wide Controlled Parking Zone (CPZ) enforcement against commuter displacement, while guaranteeing dedicated accessible bays and safe kerbside access for Blue Badge holders, carers/support workers, deliveries, and workers with company cars or vans, alongside off-street servicing bays, secure cycle storage, and well-ventilated indoor drying facilities.

EXISTING CDP2 SITE

HL2980A | Great Dovehill/Spoutmouth

HL2980A

Policy 12: Housing; HL2980A • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 3

Calton Community Council submits this formal representation regarding the proposed allocation of Site HL2980A, Great Dovehill / Spoutmouth, under Policy 12 of the Proposed Glasgow City Development Plan 2. Calton Community Council supports the principle of brownfield regeneration, and the delivery of permanent affordable and mid-market rented homes on this site, building upon the completed initial residential phase delivered under planning reference 17/02360/FUL. However, the Community Council seeks specific modifications to the site-specific requirements within the Local Development Plan to protect residential amenity, enhance urban safety, mitigate tree loss, secure developer contributions for local green space, and safeguard historic subsurface infrastructure in line with National Planning Framework 4.

The allocation of an indicative capacity of 60 homes across this 0.42-hectare parcel introduces high-density residential development into a tightly constrained medieval street network bounded by Great Dovehill, Little Dovehill, and Spoutmouth. Historically, this backland quarter has suffered from poor natural surveillance, unlit alleyways, fly-tipping, and antisocial behaviour. It is essential that City Development Plan 2 mandates strict adherence to Secured by Design principles for any future layout brought forward on the unbuilt plots. Development must establish continuous active street edges and provide direct, well-lit, fully accessible pedestrian desire lines connecting Gallowgate northward through to Bell Street and High Street Station, eliminating recessed blind spots and ensuring that walking routes through the site are safe and inviting for all residents' day and night.

EXISTING CDP2 SITE

HL2980A | Great Dovehill/Spoutmouth

HL2980A

Policy 12: Housing; HL2980A • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 3

Given the site's immediate proximity to the vibrant commercial, hospitality, and entertainment corridor of the Gallowgate and the Barras Market, the statutory development plan must incorporate the Agent of Change principle as set out in National Planning Framework 4 Policy 9. Established cultural, music, and night-time economy venues are foundational to Calton’s cultural and economic identity. The development plan must require future residential schemes on Site HL2980A to incorporate advanced acoustic building fabric, high-performance acoustic glazing, and mechanical ventilation heat recovery systems from the outset, ensuring that future occupants enjoy high-quality indoor living environments while completely protecting neighbouring venues from vexatious noise complaints or operational restrictions.

The natural environment and local open space infrastructure require explicit protection within the site schedule. The remaining vacant parcels currently accommodate established urban trees and scrub that provide vital biodiversity and local amenity. City Development Plan 2 must strictly enforce its own environmental criteria, requiring the retention of mature trees wherever practicable and making compensatory native planting mandatory where loss is proven unavoidable. Furthermore, because high-density flatted accommodation on this tight footprint cannot provide extensive private gardens, new residents will rely heavily on surrounding civic spaces. Calton Community Council insists that developer contributions secured through Section 75 agreements for open space and formal recreation are ring-fenced exclusively within Ward 9, with funds directed toward the maintenance, greening, and physical improvement of Barrowland Park.

EXISTING CDP2 SITE

HL2980A | Great Dovehill/Spoutmouth

HL2980A

Policy 12: Housing; HL2980A • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 3 OF 3

Finally, the site schedule must address critical subsurface constraints, parking provision, and active travel delivery. The subterranean stone-vaulted Molendinar Burn culvert flows adjacent to Spoutmouth, demanding non-intrusive foundation engineering, certified structural easements, and continuous vibration monitoring to ensure culvert stability during groundworks. In light of significant industrial archaeology previously discovered along the Spoutmouth corridor, rigorous pre-commencement investigations overseen by the West of Scotland Archaeology Service must be secured by policy. Rejecting unrealistic car-free mandates, the development must also be governed by a comprehensive, area-wide Calton parking policy under National Planning Framework 4 Policy 13 and the Equality Act 2010, providing proportionate on-site or well-ventilated ground-level garaged resident parking alongside area-wide Controlled Parking Zone enforcement to prevent external commuter overspill, while explicitly guaranteeing dedicated accessible bays and safe kerbside access for Blue Badge holders, carers/support workers, deliveries, and workers provided with a company car or van, alongside dedicated off-street servicing and waste collection bays, internal drying facilities, and generous ground-level secure cycle storage. Calton Community Council therefore requests that Glasgow City Council modify the entry for Site HL2980A in City Development Plan 2 to embed these comprehensive site-specific requirements alongside its housing allocation.

CHANGE SOUGHT -
ADD/RECOGNISE SITE

CCC-ADD-01 | People's Palace Museum/Winter Gardens, Glasgow Green

CCC-ADD-01

Not currently entered here as a CDP2 allocated development site; River / City Centre; CCC-ADD-01 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 2

Precise Change Sought / Proposed Alternative Policy Text for Site CCC-ADD-01

In the Proposed City Development Plan 2, insert a new site allocation under the Cultural and Civic Infrastructure Schedule / Spatial Strategy, designated appropriately (People's Palace Museum & Winter Gardens, Glasgow Green), with the following statutory requirements:

1. Strategic Civic & Cultural Designation: The Category A-listed People's Palace Museum and Winter Gardens complex, together with its immediate historic parkland curtilage within Glasgow Green, is designated as a Strategic Cultural and Heritage Regeneration Site. The Council shall prioritise capital investment, heritage conservation, and masterplan delivery to secure its comprehensive restoration and long-term viability as Scotland's premier museum of social history.

2. Unified Restoration of Museum and Glasshouse: In accordance with NPF4 Policy 7 (Historic Assets and Places) and application 26/01531/LBA, development proposals must ensure the unified and concurrent repair, structural stabilisation, and public reopening of both the red sandstone museum building and the iron-framed Winter Gardens conservatory. Phased schemes that risk reopening the museum while leaving the glasshouse conservatory closed or un-funded shall not be supported.

3. Architectural & Conservation Integrity: The removal of later additions and construction of new circulation/service elements must demonstrate the highest standards of architectural sensitivity, utilising sympathetic, high-quality materials that respect the historic fabric and avoid visual intrusion upon the Category A-listed designed landscape of Glasgow Green.

4. Infrastructure & Developer Contribution Ring-Fencing: In accordance with NPF4 Policy 18 (Infrastructure First), Glasgow City Council shall establish a mechanism whereby open-space, public-realm, and cultural developer contributions collected across Ward 9 (Calton) and the City Centre can be directly allocated toward upgrading the surrounding footpaths, public lighting, and civic setting of the People's Palace.

CHANGE SOUGHT -
ADD/RECOGNISE SITE

CCC-ADD-01 | People's Palace Museum/Winter Gardens, Glasgow Green

CCC-ADD-01

Not currently entered here as a CDP2 allocated development site; River / City Centre; CCC-ADD-01 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 2 OF 2

5. Universal Accessibility, Essential Access & Active-Travel Integration: The complex shall operate as a barrier-free, universally accessible public institution. External path networks, drop-off zones, and wayfinding must safeguard dedicated, compliant access and parking for Blue Badge holders (in accordance with the Equality Act 2010 and Disabled Persons' Parking Places (Scotland) Act 2009), community transport, carers/support visitors, and essential service/delivery vehicles within a comprehensive, area-wide Calton and Glasgow Green parking framework, alongside enhanced, safe, and well-lit active travel desire lines connecting the People's Palace northward into the Barras Local Town Centre and Calton, and westward toward the Merchant City.

CHANGE SOUGHT -
ADD/RECOGNISE SITE

CCC-ADD-01 | People's Palace Museum/Winter Gardens, Glasgow Green

CCC-ADD-01

Not currently entered here as a CDP2 allocated development site; River / City Centre; CCC-ADD-01 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 3

Calton Community Council submits this formal statutory representation under the 'Other' category (Part of the Plan / Spatial Strategy and Policy 23 Culture and the Arts) regarding the serious omission of the People's Palace Museum and Winter Gardens from the Proposed Glasgow City Development Plan 2 development and regeneration schedules. Calton Community Council contends that treating Scotland's pre-eminent institution of social and working-class history as mere passive municipal parkland is a major structural weakness of the Proposed Plan. The Community Council formally requests the insertion of a new strategic policy allocation, designated as Site CCC-ADD-01: People's Palace Museum & Winter Gardens, to establish a robust statutory framework that safeguards the building's Category A-listed fabric, secures its long-term civic future, and coordinates essential public realm investment in accordance with National Planning Framework 4.

The People's Palace and Winter Gardens complex, completed in 1898 to designs by Alexander B. McDonald, represents one of the most culturally vital civic assets in Scotland. It was built specifically for the people of Glasgow's East End to provide cultural enlightenment, recreational space, and a celebration of working-class heritage. However, years of municipal underinvestment and structural degradation have led to prolonged closures, with the Winter Gardens shuttered since 2018, and the museum temporarily closed for restoration. While the Community Council strongly supports the capital refurbishment project brought forward under listed building application 26/01531/LBA, public confidence remains fragile. The statutory development plan must provide clear, long-term statutory backing for this landmark, ensuring that its future is not left solely to discretionary capital programmes or vulnerable to piecemeal planning interventions.

CHANGE SOUGHT -
ADD/RECOGNISE SITE

CCC-ADD-01 | People's Palace Museum/Winter Gardens, Glasgow Green

CCC-ADD-01

Not currently entered here as a CDP2 allocated development site; River / City Centre; CCC-ADD-01 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 3

City Development Plan 2 must formally establish the site as a Strategic Cultural Anchor. The statutory site requirements must mandate the unified, comprehensive restoration and public reopening of both the red sandstone museum and the curvilinear glasshouse conservatory. Phased delivery models that risk prioritising the museum while leaving the historic Winter Gardens abandoned or mothballed are wholly unacceptable to the community. Furthermore, in reviewing application 26/01531/LBA in close collaboration with the Friends of the People's Palace and local residents, Calton Community Council highlighted the need for rigorous conservation scrutiny. The replacement of later 1990s service additions with modern circulation pods and accessibility infrastructure must be executed to exemplar conservation standards, ensuring that new structural elements harmonise with the historic building fabric and the surrounding registered historic designed landscape of Glasgow Green.

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Crucially, incorporating the People’s Palace as a formal strategic allocation within City Development Plan 2 establishes a vital link to developer contributions under National Planning Framework 4 Policy 18. Over 7,500 new residential units and student beds are currently planned or under construction across Ward 9 and the eastern city-centre fringe. The cumulative population growth placing demands on local infrastructure must contribute directly to the civic assets serving this community. Formal allocation in CDP2 will enable the planning authority to legitimately ring-fence Section 75 open-space, civic-amenity, and cultural contributions from developments across Calton to upgrade the lighting, historic avenue pathways, and public realm surrounding the Palace.

CHANGE SOUGHT -
ADD/RECOGNISE SITE

CCC-ADD-01 | People's Palace Museum/Winter Gardens, Glasgow Green

CCC-ADD-01

Not currently entered here as a CDP2 allocated development site; River / City Centre; CCC-ADD-01 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 3 OF 3

Finally, the complex must serve as the primary active-travel and civic anchor linking Glasgow Green to the urban communities of Calton and the Barras. In accordance with National Planning Framework 4 Policy 13, the Equality Act 2010, and the Disabled Persons' Parking Places (Scotland) Act 2009, the site requirements must mandate enhanced, barrier-free pedestrian and wheeling connections, protected Blue Badge parking, drop-off bays, and essential service/delivery vehicle access within a comprehensive, area-wide Calton parking policy, alongside high-quality public wayfinding and integrated cycling links that draw visitors smoothly between Glasgow Cross, the Barras Local Town Centre, Monteith Row, and the parkland. Calton Community Council therefore urges the Scottish Government Reporter and Glasgow City Council to modify City Development Plan 2 by creating and inserting the site as an explicit Strategic Cultural and Heritage Regeneration Allocation.

CHANGE SOUGHT -
ADD/RECOGNISE SITE

CCC-ADD-02 | 120 Sydney Street / Melbourne Street / Wellpark Street

CCC-ADD-02

Not currently entered here as a CDP2 allocated development site; North East; CCC-ADD-02 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 2

In the Proposed City Development Plan 2, insert a new site allocation under Policy 9 (Brownfield Development Opportunities Schedule) and Policy 7 (Historic Assets), designated as Site reference as appropriate (120 Sydney Street / Melbourne Street / Wellpark Street), with the following statutory requirements:

1. Statutory Designation (reference as appropriate): The land and buildings bounded by Sydney Street, Melbourne Street, and Wellpark Street (centred on 120 Sydney Street) are designated as a Heritage-Led Brownfield Regeneration Site. The Council shall require a comprehensive, plan-led approach that resolves prolonged vacancy and blight while preserving the historic character of the inner East End.

2. Historic Fabric Retention & Presumption Against Demolition: In accordance with NPF4 Policy 7 (Historic Assets and Places), development shall prioritise the structural consolidation, repair, and adaptive reuse of the Category B-listed former Wellpark Institute / School building. Total demolition of the listed structure shall not be supported under applications 26/01563/FUL and 26/01564/LBA or future proposals. Any enabling redevelopment must retain, restore, and incorporate the primary historic ashlar stone façades into the new built form.

3. Setting of Category A-Listed Kirkhaven: New building massing, rooflines, and materials must be subservient to, and enhance the setting of, the immediately adjacent Category A-listed Kirkhaven (former Wellpark Free Church). Height must not exceed the prevailing eaves line of adjacent traditional tenements along Sydney Street and Duke Street, avoiding visual crowding of the historic church spire.

4. Permanent Residential Tenure & Ground-Floor Enterprise: New dwellings delivered shall be secured as permanent mainstream and affordable accommodation. To protect community stability, there shall be an absolute policy prohibition against the conversion, licensing, or operation of units as commercial short-term lets (STLs) or serviced apartments. Active ground-floor commercial, enterprise, or community workspace frontages shall be encouraged.

CHANGE SOUGHT -
ADD/RECOGNISE SITE

CCC-ADD-02 | 120 Sydney Street / Melbourne Street / Wellpark Street

CCC-ADD-02

Not currently entered here as a CDP2 allocated development site; North East; CCC-ADD-02 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 2 OF 2

5. Area-Wide Parking Provision, Essential Access & Active Travel: Rejecting unrealistic zero-car prohibitions, development must be integrated within a comprehensive, area-wide Calton parking policy (NPF4 Policy 13 and Equality Act 2010) by providing proportionate on-site or well-ventilated ground-level garaged resident parking behind active Sydney Street frontages alongside area-wide Controlled Parking Zone (CPZ) enforcement against commuter displacement, while guaranteeing dedicated accessible bays and safe operational kerbside access for Blue Badge holders, carers/support workers, deliveries, and workers with company cars or vans, alongside indoor drying facilities. Layouts must provide safe, barrier-free, and well-lit active travel desire lines connecting Sydney Street directly through to Duke Street, Bellgrove Station, and the Meat Market masterplan.

CHANGE SOUGHT -
ADD/RECOGNISE SITE

CCC-ADD-02 | 120 Sydney Street / Melbourne Street / Wellpark Street

CCC-ADD-02 Not currently entered here as a CDP2 allocated development site; North East; CCC-ADD-02 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 2

Calton Community Council submits this formal statutory representation under the 'Other' category (Part of the Plan / Spatial Strategy, Policy 7 Historic Assets, and Policy 9 Brownfield Development) regarding the omission of 120 Sydney Street / Melbourne Street / Wellpark Street from the development schedules of the Proposed Glasgow City Development Plan 2. Calton Community Council contends that leaving this prominent, historically significant site without an explicit statutory development framework is a major oversight that threatens local heritage and invites uncoordinated, speculative development. The Community Council formally requests the creation and insertion of a new strategic allocation, designated with a reference as appropriate: 120 Sydney Street / Melbourne Street / Wellpark Street, to establish a plan-led vision that resolves over 40 years of blighting neglect, resists speculative demolition, and delivers sustainable, heritage-led regeneration in accordance with National Planning Framework 4.

The site occupies a pivotal gateway position on the northern boundary of Calton, passed daily by thousands of residents and commuters travelling along the Duke Street arterial corridor. Anchoring the site is the Category B-listed former Wellpark Institute and School at 120 Sydney Street, constructed in the mid-19th century as a vital educational and social mission building for the local industrial community. The building has suffered four decades of acute physical decay, dry rot, structural instability, and speculative neglect behind dilapidated hoardings. This ongoing blight damages the civic pride of the area and blights the setting of the immediately adjacent Category A-listed Kirkhaven (the former Wellpark Free Church). Calton Community Council is determined to see this prolonged blight brought to an end, but insists that regeneration must not be achieved through the needless destruction of irreplaceable East End heritage.

CHANGE SOUGHT -
ADD/RECOGNISE SITE

CCC-ADD-02 | 120 Sydney Street / Melbourne Street / Wellpark Street

CCC-ADD-02 Not currently entered here as a CDP2 allocated development site; North East; CCC-ADD-02 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 2

The urgent necessity of inserting Site CCC-ADD-02 into City Development Plan 2 is underscored by live planning applications 26/01563/FUL and 26/01564/LBA, which seek to demolish the Category B-listed building to make way for a flatted residential block. Granting listed building consent for total demolition would reward decades of "demolition by neglect" and set a disastrous precedent across the city. National Planning Framework 4 Policy 7 establishes a clear presumption in favour of the conservation and reuse of listed buildings and their embodied carbon. City Development Plan 2 must provide a clear policy direction for the site that explicitly rejects total demolition and mandates the structural repair, restoration, and creative integration of the primary historic stone façades into any future residential scheme.

Furthermore, the statutory plan must control the scale, density, and setting of any enabling development. Standing in the immediate shadow of the Category A-listed Kirkhaven church, any new building volume must be subservient in height and massing, stepping down toward Melbourne Street and Wellpark Street to ensure that views of the church’s landmark spire and Gothic details are protected and framed. The streetscape must deliver active ground-floor frontages, incorporating flexible community or enterprise workspaces along Sydney Street, while avoiding blank retaining walls or dead frontages.

Finally, the allocation must guarantee community benefit, realistic parking provision, and transport sustainability. Because Calton is not identified as an Area of Change, site-specific allocations are vital to secure permanent tenure controls. All dwellings delivered on the site must be secured as permanent mainstream and affordable homes, protected by an absolute policy ban on commercial short-term lets and party flats. Rejecting unrealistic car-free restrictions, the development must be governed by a comprehensive, area-wide Calton parking policy under National Planning Framework 4 Policy 13 and the Equality Act 2010, providing proportionate on-site or well-ventilated ground-level garaged resident parking behind active street frontages alongside area-wide Controlled Parking Zone enforcement to prevent external commuter overspill on Sydney Street, while explicitly guaranteeing dedicated accessible bays and safe kerbside access for Blue Badge holders, carers/support workers, deliveries, and workers provided with a company car or van, backed by high-capacity secure cycle storage, indoor drying facilities, and safe, well-lit pedestrian links connecting seamlessly into the neighbouring Meat Market active-travel network. Calton Community Council therefore urges the Scottish Government Reporter and Glasgow City Council to modify City Development Plan 2 by creating and inserting the site as an explicit Heritage-Led Brownfield Regeneration Allocation.

CHANGE SOUGHT - ADD/RECOGNISE SITE

CCC-ADD-03 | Site bounded by London Road / Stevenson Street / Bain Street

CCC-ADD-03

Not currently entered here as a CDP2 allocated development site; North East; CCC-ADD-03 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 2

Precise Change Sought / Proposed Alternative Policy Text for the Site

In the Proposed City Development Plan 2, insert a new site allocation under Policy 12 (Housing Schedule) and Policy 6 (Town Centres / The Barras), designated for the Site bounded by London Road / Stevenson Street / Bain Street, with the following statutory requirements:

1. Statutory Housing Allocation & Masterplan Alignment: The site bounded by London Road, Stevenson Street, and Bain Street is designated as an Allocated Brownfield Housing and Town Centre Gateway Site (indicative capacity of 63 flatted dwellings, reflecting extant planning permission 24/02570/FUL). Delivery shall strictly adhere to approved architectural quality, massing, and materials, ensuring that delivery is actively monitored within the CDP2 Delivery Programme to prevent speculative vacancy.

2. Town Centre Activation & Gateway Placemaking: Given the site's prominent role framing the primary civic entrance into The Barras Local Town Centre, ground-floor frontages commanding Bain Street, Stevenson Street, and the London Road junction must provide active commercial, retail, food and drink, or cultural/community enterprise uses. Inactive, dead residential window frontages or blank service walls at street level shall not be permitted.

3. Agent of Change & Cultural Coexistence: In accordance with NPF4 Policy 9, residential design must strictly apply the Agent of Change principle regarding established cultural, creative, and commercial operations within The Barras. Building envelopes must incorporate high-specification acoustic glazing, sound insulation, and mechanical ventilation to protect residential amenity without compromising or restricting the weekend market operations, outdoor trading, or evening cultural events of the Barras.

4. Permanent Residential Tenure & STL Prohibition: The 63 flatted units delivered shall be secured exclusively as permanent mainstream and affordable residential homes. In light of severe residential amenity pressures across Ward 9, there shall be an absolute policy prohibition against the conversion, licensing, or operation of approved dwellings as commercial short-term lets (STLs), serviced apartments, or party flats.

CHANGE SOUGHT -
ADD/RECOGNISE SITE

CCC-ADD-03 | Site bounded by London Road / Stevenson Street / Bain Street

CCC-ADD-03

Not currently entered here as a CDP2 allocated development site; North East; CCC-ADD-03 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 2 OF 2

5. Area-Wide Parking Policy, Essential Access & Active-Travel Connectivity: Rejecting unrealistic zero-car restrictions that simply vacate street space for Low Emission Zone (LEZ)-avoiding commuters under the Transport (Scotland) Act 2019, development must be integrated within a comprehensive, area-wide Calton parking policy (NPF4 Policy 13 and Equality Act 2010) providing proportionate on-site/ground-level garaged resident parking behind active street frontages alongside strict area-wide Controlled Parking Zone (CPZ) enforcement against all-day commuter parking, while guaranteeing safe kerbside and loading access for Blue Badge holders, carers/support workers, home and commercial deliveries, Barras market servicing, and workers with company cars or vans, alongside indoor drying facilities. The layout must provide generous, secure, ground-level cycle storage and deliver high-quality, barrier-free public realm paving and pedestrian crossings across London Road and Bain Street.

CHANGE SOUGHT - ADD/RECOGNISE SITE

CCC-ADD-03 | Site bounded by London Road / Stevenson Street / Bain Street

CCC-ADD-03

Not currently entered here as a CDP2 allocated development site; North East; CCC-ADD-03 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 2

Calton Community Council submits this formal statutory representation under the 'Other' category (Part of the Plan / Spatial Strategy, Policy 12 Housing, and Policy 6 Town Centres) regarding the omission of the strategic site bounded by London Road, Stevenson Street, and Bain Street from the development schedules of the Proposed Glasgow City Development Plan 2. Although the Community Council and over 120 local residents previously contested the loss of the historic community building formerly occupying this plot, full planning permission for 63 flatted residential dwellings has now been granted under reference 24/02570/FUL. Calton Community Council contends that leaving a major approved development of this scale completely unrecognised in the statutory Local Development Plan is a significant planning flaw. The Community Council formally requests the insertion of a bespoke site allocation within City Development Plan 2 to hold future delivery strictly accountable to the approved scheme, safeguard town-centre vitality, protect neighbouring market operations, and enforce permanent housing tenures in accordance with National Planning Framework 4.

The site occupies an exceptional civic gateway position at the confluence of London Road, Stevenson Street, and Bain Street, directly framing the southern entrance to The Barras Local Town Centre and the wider Calton neighbourhood. Omitting a 63-unit housing development from the statutory plan schedule undermines Glasgow City Council's own spatial monitoring and cumulative infrastructure planning. Formally embedding this allocation into City Development Plan 2 ensures that the site is fully recorded in the Delivery Programme, preventing speculative delays, stalled site conditions, or subsequent applications that seek to strip away public realm, architectural quality, or community infrastructure.

CHANGE SOUGHT - ADD/RECOGNISE SITE

CCC-ADD-03 | Site bounded by London Road / Stevenson Street / Bain Street

CCC-ADD-03

Not currently entered here as a CDP2 allocated development site; North East; CCC-ADD-03 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 2

Because the site acts as the physical threshold to The Barras, street-level activation is essential. The statutory site requirements must mandate that the ground floor fronting Bain Street and Stevenson Street is dedicated to active commercial, retail, café, or creative community enterprise uses. Introducing dead residential window frontages or blank service voids at this critical intersection would severely sever pedestrian movement between London Road and the Barras Market, undermining years of public and private investment in the local town centre.

Furthermore, the statutory plan must firmly apply the Agent of Change principle under National Planning Framework 4 Policy 9. The Barras is an internationally celebrated cultural, creative, and trading quarter that hosts weekend outdoor markets, live music venues, workshops, and community events. Introducing 63 residential apartments directly onto this boundary creates acute acoustic sensitivities. City Development Plan 2 must require that all residential units incorporate robust acoustic insulation, high-performance glazing, and attenuated mechanical ventilation systems. This ensures that future residents enjoy high-quality indoor living environments while completely safeguarding the long-term operations of market traders and creative venues from vexatious noise complaints.

Finally, the development plan must safeguard housing tenure and realistic transport infrastructure. The 63 flatted homes must serve local housing need as permanent mainstream accommodation, protected by an absolute policy ban on commercial short-term lets, holiday rentals, or party flats. In light of intense parking congestion along the London Road corridor driven by external commuters avoiding the adjacent Low Emission Zone under the Transport (Scotland) Act 2019, blanket car-free bans on new residents are unrealistic and merely free up kerbside space for more external commuters. In accordance with National Planning Framework 4 Policy 13, the Equality Act 2010, and Glasgow City Council's Neighbourhood Parking Programme, the development must be governed by a comprehensive, area-wide Calton parking policy providing proportionate on-site or well-ventilated ground-level garaged resident parking behind active street frontages alongside strict area-wide Controlled Parking Zone enforcement against external commuters, while explicitly guaranteeing safe kerbside and operational access for Blue Badge holders, carers/support workers, deliveries, Barras market servicing, and workers provided with a company car or van, matched by generous, secure indoor cycle parking, internal drying facilities, and public footway upgrades along the Bain Street gateway. Calton Community Council therefore urges the Scottish Government Reporter and Glasgow City Council to modify City Development Plan 2 by formally inserting the Site bounded by London Road, Stevenson Street and Bain Street.

CHANGE SOUGHT - ADD/RECOGNISE SITE

CCC-ADD-04 | High Street Railway Station (Step-Free Access & Active Travel)

CCC-ADD-04

Not currently entered here as a CDP2 strategic infrastructure/connectivity site; City Centre / Inner East; CCC-ADD-04 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 1 OF 2

Precise Change Sought / Proposed Alternative Policy Text for Site CCC-ADD-04

In the Proposed City Development Plan 2, insert a new strategic transport and connectivity allocation under Policy 13 (Sustainable Transport), Policy 18 (Infrastructure First), and the Collegelands / Inner East Spatial Strategy, designated as Site CCC-ADD-04 (High Street Railway Station), with the following statutory requirements:

1. Strategic Step-Free Accessibility & Equalities Mandate: High Street Railway Station is designated as a Priority Strategic Transport Accessibility Site. In accordance with NPF4 Policy 13 (Sustainable Transport), the Equality Act 2010 (Public Sector Equality Duty), and the Fairer Scotland Duty, Glasgow City Council shall work in partnership with Network Rail, Transport Scotland, ScotRail, and Strathclyde Partnership for Transport (SPT) to secure full, step-free, DDA-compliant accessibility between street level and all platforms via passenger lifts and accessible ramps.

2. Cycle Wheeling, Active Travel & Multimodal Interchange: Station upgrade proposals and adjacent public-realm works must eliminate stair-only barriers for cyclists, parents with prams/buggies, and mobility-aid users by incorporating step-free lift capacity sized for standard and adapted cycles, integrated cycle wheeling channels on stairways, and secure, covered cycle parking at the station threshold.

3. Cumulative Growth Alignment & Infrastructure First: In accordance with NPF4 Policy 18 (Infrastructure First), step-free accessibility delivery at High Street Station must be formally linked within the CDP2 Delivery Programme to the cumulative residential and student growth allocated across Collegelands, High Street, Bell Street, and Calton (including Sites HL2270, CfS240153, CfS240123, CfS240166, and the Meat Market corridor).

CHANGE SOUGHT - ADD/RECOGNISE SITE

CCC-ADD-04 | High Street Railway Station (Step-Free Access & Active Travel)

CCC-ADD-04

Not currently entered here as a CDP2 strategic infrastructure/connectivity site; City Centre / Inner East; CCC-ADD-04 • CCC STANCE: SEEK A CHANGE (OBJECTION)

PROPOSED CHANGE SOUGHT / ALTERNATIVE WORDING

PART 2 OF 2

4. Section 75 Developer Contributions & Safeguarding of Station Approach: Developer contributions secured via Section 75 agreements from major adjacent allocations (including Site CfS240153 at 206 High Street and Site HL2270 at 170 High Street) shall be ring-fenced toward delivering a welcoming, barrier-free civic gateway fronting High Street Station, physically safeguarding sufficient spatial curtilage for vertical lift shafts, accessible concourse circulation, and unobstructed 24/7 active-travel links connecting High Street eastward through Collegelands to Havannah Street, Duke Street, and Calton.

5. Essential Drop-Off, Blue Badge & Area-Wide Parking Integration: Consistent with a comprehensive, area-wide Calton and High Street parking policy under NPF4 Policy 13 and the Disabled Persons' Parking Places (Scotland) Act 2009, station threshold upgrades must provide safe, step-free kerbside drop-off/pick-up zones, dedicated Blue Badge bays, and clear wayfinding without obstructing pedestrian footways or active-travel desire lines.

CHANGE SOUGHT - ADD/RECOGNISE SITE

CCC-ADD-04 | High Street Railway Station (Step-Free Access & Active Travel)

CCC-ADD-04

Not currently entered here as a CDP2 strategic infrastructure/connectivity site; City Centre / Inner East; CCC-ADD-04 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 1 OF 2

Calton Community Council submits this formal statutory representation under the 'Other' category (Part of the Plan / Spatial Strategy, Policy 13 Sustainable Transport, and Policy 18 Infrastructure First) regarding the critical omission of High Street Railway Station accessibility from the Proposed Glasgow City Development Plan 2. High Street Station is the primary rail gateway serving Calton, Collegelands, the Merchant City, and the University of Strathclyde, yet it remains a severe physical barrier with stair-only access to its platforms. Calton Community Council formally requests the insertion of a dedicated strategic transport allocation, designated as Site CCC-ADD-04: High Street Railway Station, to mandate full step-free, lift-equipped, and cycle-accessible upgrades in line with National Planning Framework 4 and the Equality Act 2010.

At present, High Street Station fails basic accessibility standards for modern urban transport. Residents, commuters, and visitors with mobility impairments, wheelchair users, parents and carers with prams, older people, and cyclists are forced to navigate steep, narrow flights of stairs—making rail travel impossible for disabled passengers and an exhausting physical obstacle for residents carrying bicycles up and down to platform level. Leaving a central-belt interchange station inaccessible directly contravenes the Public Sector Equality Duty under Section 149 of the Equality Act 2010 and undermines Glasgow City Council’s own Transport Strategy and Active Travel commitments.

CHANGE SOUGHT - ADD/RECOGNISE SITE

CCC-ADD-04 | High Street Railway Station (Step-Free Access & Active Travel)

CCC-ADD-04

Not currently entered here as a CDP2 strategic infrastructure/connectivity site; City Centre / Inner East; CCC-ADD-04 • CCC STANCE: SEEK A CHANGE (OBJECTION)

DRAFT ONLINE-FORM REPRESENTATION

PART 2 OF 2

The omission of High Street Station from CDP2 is particularly untenable given the scale of high-density development proposed immediately around it. Proposed CDP2 allocates 713 homes plus 999 student beds at College Gardens (Site HL2270), 236 homes directly opposite the station entrance at 206 High Street (Site CfS240153), 147 homes at Havannah Street (Site CfS240123), 85 homes at 331 Bell Street (Site CfS240166), and over 700 homes in the Meat Market corridor, while simultaneously promoting low-car living across Ward 9. Under National Planning Framework 4 Policies 13 and 18 (Infrastructure First), the planning authority cannot rely on High Street Station to absorb thousands of new residents and encourage modal shift away from private cars while ignoring the fact that the station is physically inaccessible to disabled people and cyclists.

Inserting Site CCC-ADD-04 into City Development Plan 2 and its Delivery Programme establishes the essential statutory hook required to coordinate investment between Glasgow City Council, Network Rail, Transport Scotland, and SPT, physically safeguard land at the station threshold (particularly where Site CfS240153 interfaces with the station entrance) for step-free lift shafts and accessible concourse circulation, and ring-fence Section 75 developer contributions from adjacent Collegelands allocations toward barrier-free station access, cycle-compatible lifts, covered cycle parking, and safe Blue Badge/drop-off provision. Calton Community Council therefore urges the Scottish Government Reporter and Glasgow City Council to modify City Development Plan 2 by formally inserting High Street Railway Station (Site CCC-ADD-04) as a Priority Strategic Transport Accessibility Allocation.

Thank you for reviewing

Please help CCC make the final representations as fair, accurate and effective as possible for Calton.

Comments by 11th November 2026

planning&licencing@calton-community-council.scot

Make your own representation to GCC: https://www.smartsurvey.co.uk/t/GlasgowCDP2