



## PLANNING APPLICATIONS COMMITTEE

Report by Executive Director of Development and Regeneration Services

Contact: Ms L Pasi Phone: 0141 287 6029 (NOT FRI)

<b>APPLICATION TYPE</b>	Full Planning Permission		
<b>RECOMMENDATION</b>	Grant Subject to Condition(s) and S75		
<b>APPLICATION</b>	09/00955/DC	<b>DATE VALID</b>	11.06.2009
<b>SITE ADDRESS</b>	Savoy Shopping Centre 140 Sauchiehall Street Glasgow		
<b>PROPOSAL</b>	Partial demolition of shopping centre and erection of hotel, bars, restaurants and office accommodation, external alterations and extension to existing office building, demolition of pedestrian bridge and public realm improvements.		
<b>APPLICANT</b>	PBN Holdings Ltd Adelaide House Hawthorn Business Park BELFAST BT12 6SJ	<b>AGENT</b>	APE Ltd Per Surjeet Sharma 9 Pilots View Heron Road BELFAST BT3 9LE
<b>WARD NO(S)</b>	10, Anderston/City	<b>COMMUNITY COUNCIL LISTED</b>	02_033, Dundasvale (Inactive) B
<b>CONSERVATION AREA</b>		<b>PUBLISHED</b>	19 June 2009
<b>ADVERT TYPE</b>	Bad Neighbour Development		
<b>CITY PLAN</b>	Principal Retail Area		

### REPRESENTATIONS/ CONSULTATIONS

Strathclyde Passenger Transport	-	No Objection.
Ministry of Defence	-	No Objection.
Scottish Power	-	No Objection.
Scottish Water	-	No Objection.
New Glasgow Society	-	Objection.
Strathclyde Fire Rescue	-	No Objection.
West of Scotland Archaeology	-	No Objection.

Cleansing	-	No Objection.
Aerodrome Safeguarding	-	No Objection (subject to the height not exceeding 155.5 metres).
Land and Environmental Services	-	No Objection (conditions).
Architecture Design Scotland	-	No Comment. (Trust that the application can be adequately considered within the Council, in liaison with other agencies.)
Urban Design Panel (Pre application presentation made on 13 November 2008)	-	No Objection (advised that further detailed analysis required, eg wind analysis, daylight studies, and contextual and urban analysis).
Transport Planning	-	No Objection (conditions).
The New Glasgow Society	-	Objection (proposed height is excessive)

Advertised in the Evening Times on 19 June 2009. In addition to statutory advertising, the applicant held an informal public exhibition of the proposals within the Savoy Centre on 11 February 2009. This informal consultation exercise provided an opportunity for the public and tenants of the centre to view the proposals and talk directly to the applicant, the architect and other marketing/public relations advisors.

## SITE AND DESCRIPTION

The application site comprises the Savoy Centre which is located within the City Centre and occupies the street block bounded by Hope Street, Renfrew Street and Sauchiehall Street. The Royal Scottish Academy of Music and Drama (RSAMD) and the Theatre Royal are located to the north with the Glasgow School of Art located further to the west. The application site is located just outwith the Central Conservation Area boundary. The building comprises a 1970s indoor retail market with ancillary office accommodation. It is predominantly of 4 storeys with a central, tower section rising up 13 storeys (known as the Savoy Office Tower). This office building is currently undergoing internal refurbishment and is largely unoccupied. The existing centre is accessed via Sauchiehall Street and the existing pedestrian footbridge on Renfrew Street, the latter providing access to the first floor level of the Centre. The proposed development is inclusive of the demolition of the north eastern part of the Centre and the construction of a 32-storey, vertically integrated hotel and office building, the formation of an additional two floors of office accommodation on the existing office tower, remodelling of the Centre's principal elevations, internal refurbishment of the Centre, removal of the pedestrian footbridge on Renfrew Street and the creation of a new 'civic' public space in front of the Royal Scottish Academy of Music and Drama.

The applicant PBN Holdings acquired the Savoy Centre in February 2007 for £50 million, with a view to improving the design, operation and commercial viability of the centre. It is advised that the applicant has a track record in the acquisition of dated 1960's - 70's retail centres and investing in their physical and commercial improvement. The existing 1970s Savoy Centre is considered to be commercially inflexible and aesthetically tired/distressed. The ground and first floors are occupied by the discount store 'In Shops', which has leased the space to a number of small retailers, selling a variety of goods from stationary to furniture. Most of the traders are on short term leases, however, it is advised that 'In Shops' has in the region of 20 years unexpired lease remaining.

## PLANNING HISTORY.

With regard to the historical development of the site, the Savoy Centre was constructed as a warehouse in 1891 and converted to a cinema, 'The Picture House' in 1910. The cinema was renamed 'The Gaumont' in 1947 and later closed in 1972. The building was demolished with only the category 'B' listed, ornate red sandstone façade fronting Sauchiehall Street being retained. The site was redeveloped and opened as an indoor retail market in the mid 1970's.

A Screening Opinion was lodged in March 2009 to establish whether an Environmental Impact Assessment would require to be submitted with the proposed planning application. The application subjects are not located within a 'sensitive area', as defined under the regulations, and do not form part of any regional or local environmental designation identified under the adopted City Plan or the emerging City Plan 2. The site area does not exceed the threshold of 0.5 hectares which would potentially trigger the submission of an Environmental Impact Assessment.

## PROPOSAL

The proposed development comprises four distinct elements:

1. The demolition of the north east corner of the existing Savoy Centre and the reconstruction of a new 32-storey, vertically integrated hotel and office tower. The first 15 floors of the tower rests on a 3-storey plinth and will accommodate the proposed hotel, with the remaining 14 storeys providing office floorspace and a restaurant.
2. The formation of an additional 2 storeys of accommodation on the existing Savoy Office tower, increasing its height to from 13 to 15 storeys and the complete remodelling of its existing elevations in the same glazed cladding system that is proposed for the principal tower element.
3. The complete refurbishment of the internal shopping mall, installation of a new canopy on the Sauchiehall Street 'B' listed façade entrance and the remodelling of the Renfrew Street and Hope Street elevations which wrap around the base of the hotel/office tower, presenting a 2-storey glazed frontage to the corner of Hope Street, wrapping around onto Renfrew Street. The upper third storey, likewise will have glazed elements, wrapped in copper and providing a more active, animated and interesting frontage to Hope Street and Renfrew Street.
4. Public realm improvements which are inclusive of:
  - the removal of the existing pedestrian footbridge, spanning Renfrew Street which is visually displeasing and non DDA compliant;
  - high quality public realm improvements around the perimeter of the development and extending into the threshold areas of the hotel, office and commercial units which will redefine the ground level of Renfrew Street and Hope Street. Also, the applicant will invest in the formation of a rejuvenated civic space on the north side of Renfrew Street, immediately alongside the Royal Academy of Music and Drama. Full details will be submitted for further approval and financially secured through the completion of a Section 75 Legal Agreement.

In terms of material, the new tower and the remodelled, existing Savoy office tower will be fully clad in a high quality glazed system. The glazed panels will be in varying green tones. A stronger coloured, chequerboard glazed system will redefine and encase the stair cores as they rise through both buildings. The towers will visually connect as they rest on the 3-storey plinth. Metal spandrel panels, incorporating glazed ventilation louvers break through the north and south elevations.

The tower element is set back from the podium, as a device to prevent extreme downdraft on to footways, this also helps to diminish its visual impact at ground level. The preliminary finding of the Wind Assessment revealed severe downdraft on the Hope Street elevation. The building design has been altered to mitigate against this.

The external finishes used are intended to make a statement as much to respond to the wind effects. Copper cladding on the podium level complements the surrounding buildings and offers distinction at ground level. Light coloured glass panels are used to define the upper floors with seamless curtain walling on the panoramic rooftop restaurant.

The existing basement level service yard is accessed off Hope Street and includes a nominal 4 car parking spaces. The opening hours of the service yard are 6 am to 6 pm and access is controlled by security personnel.

The retail floorspace is located on the ground floor of the existing tower and shares the Renfrew Street / Hope Street frontage with offices and hotel lobbies.

The hotel lobby and new office accommodation is accessed off Renfrew Street opposite the proposed bus drop off on the northern side of Renfrew Street.

In addition to the required standard public realm improvements, a comprehensive public realm enhancement programme for the north and south sides of Renfrew Street is proposed. The aspiration is to create a new 'civic' space between the RSAMD and the redeveloped Savoy Centre.

The applicant predicts the creation of 900 jobs on completion of the proposed development (200 hotel, 650 office and 90 restaurant positions). The overall investment value is estimated at £30 million.

### **Accommodation Schedule**

Basement Level (accessed from Hope Street):	substation, loading bays, plant and four car parking spaces.
Ground Level:	retail units extending from Sauchiehall Street entrance and mall, through to Renfrew Street, hotel reception (accessed off Renfrew Street), access to remodelled Savoy office tower, access to new tower office lobby, bar (accessed from Hope Street).
First Floor Level:	retail units and restaurant within refurbished Savoy shopping mall, business/leisure suites within new hotel.
Second Floor Level:	existing office space within Savoy Centre, leisure space, gymnasium, entertainment room, office space and toilets within new Savoy tower.
Third Floor Level:	existing office space within Savoy Centre, 17 hotel bedrooms.
Fourth - Fifteenth Floor Level:	Hotel Accommodation. 17 bedrooms/floor.
Sixteenth Floor Level:	Restaurant.
Seventeenth Floor Level:	Restaurant mezzanine.
Eighteenth Floor Level:	office space, mechanical room.
Nineteenth – Thirty-first Floor Level	office floors.
Thirty-second Floor:	restaurant.

(221 hotel bedrooms and 11, 565 sq m  
Office floorspace

### **Supporting Documents**

**Transport Statement** prepared by Faber Maunsell, submitted April 2009. Scoping discussions on the submitted Transport Statement took place with Transport Planning and the applicant's traffic and transport consultant prior to the application being lodged. It was advised that, due to the absence of in curtilage parking, the site's location within the City Centre and its proximity to public transport/public multi-storey car parks, the traffic impact in the immediate vicinity of the site will be minimal. Consequently, a supporting Transport Statement would suffice in transport planning terms.

The Transport Statement states that the centre is located in a highly accessible part of the City Centre where staff and visitors have an excellent choice of existing pedestrian and public transport facilities. There will be a change in usage of the Savoy Centre, however, the volume of the trips will be similar to that at present and it is not expected that there will be a significant adverse impact on the road network as a result. A Traffic Impact Assessment was not therefore considered necessary.

Service vehicle access will remain unchanged, ie via a ramped access from Hope Street.

Parking provision: 4 car parking spaces are located within the basement level, alongside the existing service yard. With regard to the existing car park, it is advised that the use of the service yard should be considered further, as its use by members of the public creates liability issues, particularly when this area is used by service vehicles. It is recommended that if the parking in the service yard is to be retained, it is not made available for persons outwith the development and those who are permitted access must be informed of the shared use with the servicing function. It is considered that the parking area is unsuitable for hotel guest parking as they are likely to be aware of the operation of service vehicles.

Vehicle Drop Off: there is currently a taxi stance and on-street parking adjacent to the centre on Renfrew Street. This area has potential to provide an off-side car/taxi/coach drop off area for the development, however, due to the location of existing bus stops and one-way system, there is no option for a nearside coach drop off on the site's Renfrew Street frontage. The traffic consultant liaised with Strathclyde Passenger Transport and discuss the options for bus stops and potential use of the existing stop on the north side of Renfrew Street opposite the proposed hotel entrance. SPT confirmed that, of the options available, the use of the stop opposite the hotel for drop off and pick up by hotel buses should be acceptable, on the assumption that there would be enforcement of waiting restrictions such that buses cannot wait for longer periods that required to complete the drop-off or pick up operation.

Travel Plan: a Travel Plan is a package of measures aimed at promoting sustainable travel within an organisation and reducing travel by car. The Savoy Centre is located within the high accessibility zone of the City Centre, being close to numerous local bus services and within walking distance of rail and underground stations. Due to the current modal split, excellent existing provision of public transport and given that no new car parking is proposed, the Transport Statement concludes that the introduction of a Travel Plan would have little impact on the existing modal split. However, an outline Travel Plan for the development will be progressed in line with relevant guidance and discussion with Transport Planning. As the development progresses, a working Travel Plan document will be produced.

The Transport Statement essentially concludes that the proposed development can be accommodated in the proposed location, with no detrimental impact on the existing road network.

**Wind Tunnel Testing and Environment Study** prepared by Faber Maunsell, submitted April 2009.

The study has provided a detailed quantitative assessment of the wind environment at key locations around the proposed development in terms of suitability for planned and current usage. The study considers both the existing and consents surrounding conditions.

Wind micro climate simulations of the proposed development were conducted for the four most onerous wind directions, following qualitative analysis of the UK Met Office for Glasgow and likely wind patterns around the site. Existing and proposed modelling was carried out and areas identified where pedestrian level wind microclimate will be affected by the construction of the new building and removal of the pedestrian footbridge.

The assessment informed certain elements of the design, in particular, the requirement for the tower to surmount a projected plinth. The impact of uncomfortable north westerly winds may be reduced by applying texture to the north façade and on to Hope Street, thus reducing wind speeds at ground level. Elevations have been updated following the computational analysis to incorporate capped spandrel panels on each floor across the majority of the proposed building. This will reduce further the likelihood of down draughts in north westerly winds, which may cause discomfort to pedestrians on Hope Street provided they extend 300mm from the façade.

Recessing the main building entrance on Renfrew Street is required to create a buffer zone of slower moving air for pedestrians exiting the building. An indentation of at least one metre is required to provide adequate shelter and maintain the pressure differential between the interior and exterior.

Brise soleil, which had previously been proposed and which were removed from the upper levels of the building, were designed to reduce the impacts of downwash flows. However, texture has been applied to the full height of the façade using capped spandrel panels on each floor. This is considered sufficient to reduce the impacts of downwash flows, provided the capping is at least 300mm from the façade.

**Planning Statement** prepared by APE Consultants, submitted in April 2009-11-03

Provides an analysis of relevant national, regional and local planning policy, relative to the proposed development relevant national guidance noted includes:

SPP1	The Planning System
SPP2	Development
SPP8	Town Centres and Retailing
NPPG17	Transport and Planning
NPPG18	Planning and the Historic Environment
PAN 56	Planning and Noise
PAN 57	Transport Planning

Relevant Structure Plan Policy includes:

Strategic Policy 1  
Strategic Policy 3  
Strategic Policy 5  
Strategic Policy 6

All relevant policies of the adopted Glasgow City Plan and Glasgow City Plan 2 (Finalised Draft) quoted and the development assessed against them.

**Assessment of the Shadow and Lighting Impacts** prepared by Environ, dated April 2009

Comprehensive assessment of the daylight, sunlight and overshadowing impacts of the proposed development carried out. It is noted that there is little or no residential property in close proximity.

With regard to **Daylight** analysis, one residential façade was identified which failed the initial Vertical Sky Component (VSC), ie a measure of the direct component of daylight incident on a vertical surface such as a façade or window. The BRE state that daylight may be adversely affected if the proposed VSC would be less than 27% and less than 0.8 time its former value.

The individual windows on this façade were modelled in order to further define the level of failure, resulting in three minor failures out of the five windows tested. The level of daylight loss was found to be only slightly above the allowable threshold and, on conducting more detailed testing, the rooms as a whole were identified as likely to experience an acceptable level of daylight loss, according to BRE criteria.

The report concludes that, for **Sunlight** availability, one residential façade was identified which failed the initial Annual Probable Sunlight (APS) Hours testing. This south facing façade, however, is located directly opposite an existing tower (Cineworld) and experiences low sunlight levels under current circumstances. Therefore, potential sunlight as a consequence of the Savoy development is not considered significant.

Lastly, with regard to overshadowing, two residential facades and one open space area were identified which will, at worst experience the effects of transient overshadowing from the proposed development for approximately 30 minutes around 9 am and 2 pm respectively, around the equinox (March and September). Therefore, additional overshadowing from the proposed development is not considered significant.

**Lighting Impact Assessment** prepared by WYG Engineering (N1) Ltd, submitted April 2009.

The submitted report deals with the potential light spill or trespass onto and from the proposed Savoy Centre development. The report considers the potential for lighting trespass or pollution to neighbouring properties. The consultant reviewed the building and the internal ambient light levels and concluded that there would be minimal impact due to neighbouring buildings and that any light trespass would be within limits of any urban development. The modelled results have illustrated that light spill from the proposed development, where the internal lighting complies with the Chartered Institution of Building Services Engineers (CIBSE) Lighting Guide 7, Office Lighting, 2005 and complies with building regulations.

**Demolition and Construction Method Statement** prepared by Faber Maunsell, submitted May 2009

The submitted document outlines the key issues and potential mitigation measures arising from the demolition and construction works. The demolition works will be carried out in accordance with BS 6187: 2000 and all other relevant best practice and National Standards.

Pre demolition work, Strategy and Implementation (including transportation strategy, long term lane/footway closures, temporary road closures, scheduling of large vehicle delivery and removal of material), demolition/construction methods and statements, temporary works, waste segregation and removal and outline demolition/construction sequence are covered within the report.

**Air Quality Assessment** prepared by Faber Maunsell, submitted May 2009

The application site is located within an Air Quality Management Zone and, accordingly, an Air Quality Assessment has been submitted and forwarded to Land and Environmental Services for comment.

The report was prepared in order to assess the potential air quality impact during the demolition and construction phases associated with the proposed Savoy Centre development.

The report concludes that works associated with the proposed development will lead to the generation of dust and particulate matter within the boundaries of the construction areas. Activities and processes with the potential to give rise to dust emissions during the demolition and construction phase have been fully detailed and specific mitigation measures detailed.

The main residual impact is considered to be the nuisance caused by the deposition of dust on property, vehicles and street furniture. It is recommended that a single continuous dust monitoring unit is installed on the site boundary and set to transmit a warning in the case of exceedance of a pre agreed trigger level. This will allow action to be initiated immediately in the event of high dust measurements.

**Design Statement** prepared by Povall Worthington and submitted in revised form in September 2009

The site's relationship to the City grid and the wider contextual and townscape analysis has been carried out. The historical development of the area is also noted. The design evolution is explained and illustrated. A comprehensive Visual Impact Assessment has also been undertaken, with distant and local receptor points used to demonstrate the visual impact of the proposed development on the immediate townscape, wider cityscape and skyline.

**Visual Impact Assessment** prepared by Povall Worthington and submitted in revised form in October 2009

Distant View Receptors include Queens Park, Kelvingrove Park, Ruchil Park, Necropolis, Lighthouse (Mitchell Street), Bridge Street, Sauchiehall Street and Port Dundas.

Local Visual Receptor points include: central Station, Hope Street/Bath Street, Hope Street/Sauchiehall Street, Hope Street (looking south west), Hope Street/Cowcaddens (looking south west), Sauchiehall Street/ Scott Street, Sauchiehall Street/Rose Street, Sauchiehall Street (looking north east), Sauchiehall Street/ Renfield Street, Sauchiehall Street/Buchanan Galleries, Renfrew Street (looking west), Renfrew Street/ Glasgow School of Art.

The proposed development has also been dropped into the Urban Model and the images captured on the presentation disc for committee consideration (refer to DES 11 'Tall Buildings' section of report).

## POLICIES

Glasgow and The Clyde Valley Structure Plan 2008 [Fourth Alteration]; Aim 3; To sustain and Enhance the Natural and Built Environment.

Glasgow City Plan 2003:

CC/DEV 1	Development Guidelines for the City Centre
CC/DES 2	Identity Areas
CC/DES 3	Plot Ratio
CC/DES 4	Urban Scale and High Rise Development
DEV 7	Principal Retail Area
DEV1	Quality and Design
DES 1	Reinforcing Local Character and Identity
DES 2	Urban Design
DES 3	Building Design and Materials
DES 4	Design Statement
CC/DES 1	New Development in the City Centre
Trans 4	Vehicle Parking Guidelines
Trans 6	Cycle Parking Standards
Des 4	Design Statement
Des 7	Lighting

City Plan 2 [Finalised Draft 2007] has been the subject of an Examination in Public and the findings of the Reporter made known with resultant modifications to the Plan approved by the Council. The following emerging policies are considered relevant:

Dev 5	Principal Retail Area
Des 1	Development Design Principles
Des 2	Sustainable Design and Construction
Des 6	Public Realm and Lighting
Des 11	Tall Buildings
Des 12	Provision of Waste and Recycling Space
Trans 4	Vehicle Parking Standards
Trans 5	Providing for Pedestrians and Cycling
Trans 6	Cycle Parking Standards
Env 2	Civic and Open Space Provision
Env 4	Sustainable Urban Drainage Systems [SUDS]
Env 11	Waste Management and Recycling
Env	15 Energy

Under the provisions of the 2006 Act and The Town and Country Planning [Development Management Procedure] [Scotland] Regulations 2008: Regulation 45 [i] [a], the Planning Authority is required to have regard to the following matters.

### ENVIRONMENTAL IMPACT ASSESSMENT [SCOTLAND] REGULATIONS [EIA]

Under the EIA regulations the proposal does not constitute a Schedule 1 development. Under Schedule 2 - Infrastructure Projects; urban developments are more likely to require EIA if the site area of the scheme is more than 0.5 hectares. As the site area is less than 0.5 hectares, the proposed development falls outwith the trigger threshold for the proposal to be screened for an the submission of an E.IA.

### CONSERVATION [NATURAL HABITAT SET C] REGULATIONS 1994

The provisions of the aforementioned Regulations are not applicable in this instance.

## **DESIGN ACCESS STATEMENT**

Issues relating to design and access have been addressed by the applicant. A Design Statement was submitted with the planning application and confirms that the development will be fully accessible and barrier free. A suitable condition covering these issues has been attached.

## **IMPACT /POTENTIAL STATEMENT**

Supporting technical documents have been submitted and are inclusive of Transport Statement, Wind Tunnel & Environment Study, Assessment of Shadow and Lighting Impacts, Lighting Impact, Air Quality Assessment, Visual Impact Assessment and Demolition/Construction Impacts Report. These were issued to the relevant consultees, whose responses have informed the relevant conditions which have been attached.

## **SECTION 75 AGREEMENT**

A Section 75 Agreement will be required with regard to the requisite landscaping/public realm works relative to the formation of a 'civic' space outwith the application site boundary and beside the Royal Academy of Music and Drama.

## **DETAILS OF DIRECTION UNDER REGULATIONS 30/31/32**

These regulations are not applicable in this instance.

## **VARIATION OF PROPOSALS**

The proposed design and material palette of the proposed development has altered over the course of pre and post submission meetings. The principal changes include: removal of raked roof profile, deletion of high level signage, removal of roof antenna, remodelling of elevations and changes to a high quality glazed palette, as opposed to the use of solid cladding panels over a substantial part of the principal elevations.

## **LEGISLATION, POLICY AND CIRCULARS**

SPP 6 Renewable Energy.

## **ASSESSMENT AND CONCLUSIONS**

Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that when an application is made under the Planning Acts, it shall be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

The principal planning issues to be addressed with respect to this application are considered to be:

1. whether the proposal is appropriate in land use planning terms, having regard to the Development Plan;
2. whether any consultations/representations received are relevant to the assessment of the proposal;
3. whether there are any other material considerations pertinent to the consideration and assessment of the proposal that would warrant a departure from the Development Plan.

Glasgow and The Clyde Valley Joint Structure Plan (4<sup>th</sup> Alteration 2008).

With regard to the Structure Plan, and specifically Aim 3, 'To sustain and Enhance the Natural and Built Environment', the emphasis is on protecting the environmental natural inheritance of the area, whilst also promoting major improvements in the quality of both the natural and built environment, particularly through the reuse of vacant, derelict or underused land and buildings. The proposed refurbishment and redevelopment of part of this City Centre site is consistent with the overall goal of the Structure Plan in promoting urban brownfield renewal in preference to further urban expansion. Also, development proposals are required to satisfy sustainability criteria set out in Strategic Policy 9, with regard to land supply, location and implications for environmental infrastructure.

Structure Plan Strategic Policy 5 identifies that the Economic Competitiveness of the Glasgow and Clyde Valley Metropolitan Area will be supported through the development of a range of strategic Economic Locations. The Structure Plan places Glasgow City Centre at the head of a list of nine Strategic Business Centres suitable for a range of uses, including office and business development.

The proposed development will help to maintain the economic competitiveness of the City Centre as a 'Strategic Business Centre' required under Strategic Policy 5 and represents a sustainable development that will serve to safeguard and enhance the City Centre's natural and built environment. Additionally, the proposals, which include the refurbishment and partial redevelopment of an existing 'failing' retail and office centre, serve to promote the integration of new land use within the City Centre's established Public Transport Network. The development will also realise a major investment in the public realm, with a resultant enhancement of the local townscape and its environment.

### **Glasgow City Plan 2003**

**Policy CC/DEV 1 'Development Guidelines for the City Centre'** explains that the City Centre is the historical, cultural, commercial and business heart of Glasgow and the Clyde Valley Metropolitan Area, containing a complex and interactive range of uses. The Council wishes to retain these functions and will support and encourage development that sustains the City Centre as the regional capital and enhances its economic, social and cultural vitality. The application site is located within the Principal Retail Area, within which the primary use shall be for shopping at ground floor level. Upper floors may be used for other purposes, including office, residential, arts and culture and leisure uses (subject to complementing the retail function and achieving high quality). Major retail investment should be located in the Principal Retail Area. The Primary Retail Streets will be retained principally for retail outlets. Non retail uses that support the retail function (particularly Class 2 and 3 uses) will be acceptable outwith the primary retail streets.

#### **Comment:**

The proposal complies with the objective of this policy. The retail function of the Savoy will be strengthened by the investment in both its refurbishment and the development of a hotel and office building within its footprint. The retail function will still be located within the Principal Retail Street, ie Sauchiehall Street. The proposed restaurant/bar uses along Hope Street, which will support the retail function, will be located outwith the primary Retail Street, as required by this policy. Overall the proposed development will make a positive contribution to the City Centre in terms of regeneration, mix of uses and overall commercial vitality.

**Policy CC/DES 2 Identity Areas:** In assessing new development within the City Centre, the nature of the 'Identity Area' will be taken into account, along with other policy considerations, particularly built form, continuity of building lines, street containment and elevational proportion. New development should therefore respect the individual characteristics of each Identity Area. The City Plan identifies the application subjects as being located within the Sauchiehall Street Corridor Identity Area. The Sauchiehall Street Corridor is situated between the distinctive built character of the office areas to the south (M8/Western fringe, Blythswood and Victorian Business Centre) and the mainly residential and education areas to the north (Garnethill, Cowcaddens (West), Caledonian Campus). The corridor is a major route in the City Centre, linking Charing Cross with Buchanan Street.

The built form reflects the influences of adjacent areas with large 6-8 storey buildings dominating its western end (between Charing Cross, Cambridge Street and West Campbell Street). The high quality built form is reflected in the use of red and yellow sandstone facades which incorporate fine carved features. Part of the corridor is located in the Central Conservation Area and most blocks are listed. The quality of the building design is more fragmented further to the east and north, ie the locus of the application site. New development proposals should aim to improve the quality of design within this area, having regard to massing, scale, articulation and material. The design of ground floor frontages will have regard to proportion, design detail and use high quality materials.

The proposed development complies with the aspiration of this policy. The internal and external design of the Savoy Centre and Savoy office tower will be greatly improved and enhanced by virtue of the proposed investment. The quality and attractiveness of the Centre will, likewise, be enhanced by the formation of new, more active and engaging frontages to Renfrew Street and Hope Street.

**Policy CC/DES 3 'Plot Ratio':** Plot ratio, along with other design considerations, has been a generally effective method of controlling building height and density of new office development. It has helped to avoid over development of sites and to prevent congestion. However, given the variability of the townscape across the City Centre, it is appropriate that the height, scale and density of new development is regulated in such a manner as to recognise these differences of character within the City Centre's built environment. Plot ratio guidance, however, does not apply to the Sauchiehall Street Corridor Identity Area. Here, height and density will be determined by the relevant identity Area guidance and local townscape characteristics. In this case policy CC/DES 4 Urban Scale, Height and High Rise Development is of specific relevance. It should be noted that Plot Ratio controls do not form a part of City Plan 2.

**Policy CC/DES 4 Urban Scale and High Rise Development:** states that in assessing the appropriateness of the urban scale and height of any development, the particular context of the site should be taken into account, in particular, the location, setting, urban design characteristics of the adjacent built form, including average height of adjacent and surrounding buildings and the impact of the building on the skyline. Consideration should be given to potential impact over an extensive area, distant views, vistas to landmark buildings, roofscape, skyline, location, setting and the urban design characteristics of the adjacent built form. Applications for high rise development should be accompanied by a detailed design statement. High rise development is defined as those buildings that significantly exceed the general building height of their surroundings.

A Design Statement, computer generated images, detailed Visual Assessment and Urban Model analysis have all been submitted in support of the planning submission. The impact of, in particular, the proposed 32-storey tower element of the proposal has been fully explored relative to the immediate street level, distinct City Centre identity area and City skyline impacts.

A full appraisal and assessment is more fully explored within the DES 11 'Tall Buildings' Policy section of the report.

**Development Policy Principal DEV 7; Principal Retail Area (City Centre):** The areas designated 'Principal Retail Area' lies within Glasgow City Centre and is focused on the 'Z' pattern formed by Sauchiehall Street, Buchanan Street and Argyle Street. The Principal Retail Area is the preferred location for major retail and commercial investment under the sequential approach to site selection and will continue to be promoted for retail and related developments that extend the range of shopping choice. The Council will support retail and related developments that strengthen the role of this area and sustain and enhance the City Centre at the head of the regional shopping hierarchy. Although retailing is the predominant use, The Principal Retail Area contains various complementary uses, including housing, leisure and entertainment. This diversity of activity contributes to the vitality and viability of the City Centre as a whole and will continue to be encouraged, as appropriate.

**Comment:**

The principal retail function of the Savoy Shopping Centre will remain and be greatly enhanced by the proposed internal remodelling and upgrading works. The expansion of office floorspace and the development of a hotel are consistent with the policy in terms of complementary land use. This increase in floorspace and occupancy will boost spending, not just within the Savoy Centre itself, but the wider Principal Retail Area of which the Savoy Centre forms an integral part.

**Development Policy Principle Dev 1 - 'Quality and Design':** is the overarching policy that applies throughout the City with regard to the standards to be met in new buildings.

This requires development affecting the built and natural environment to conform to the general urban design principles in the Plan as identified under policies DES 1: 'Reinforcing Local Character', DES 2: 'Urban Design' and DES 3: 'Building Design and Materials'. The aforementioned policies seek to encourage:

- new developments which promote a positive image of the City and create a strong sense of place;
- design solutions which respond to the site context (ie townscape characteristics, patterns of activity/movement, the green network, natural characteristic/topography of the site);

- high standards of urban design in new developments which reinforce the established urban character/density/grain of the area, respect existing building lines/scale/character, contribute to a safe/secure environment, integrate elements of the design;
- the location of shops/business and social community facilities along main road, particularly at key nodes and focal points;
- mixed use and higher density/scale developments at key nodes and focal points;
- higher quality architecture and design with building design/materials being specifically tailored to the site in question, respecting the City's architectural/urban design tradition, paying due regard to the effects of local climate on the appearance and durability of materials.

**Comment:**

The proposal is considered to fully comply with Development Policy DEV 1 by reinforcing and strengthening the image and function of the Savoy Shopping and Office Centre and creating a new, prestigious mixed use hotel and office building at the locus. The architectural design of the proposed building, the remodelling of the existing buildings and creation of public realm improvements and an additional 'civic' space is well considered and responsive to context and will succeed in delivering a development of presence. At a more localised level, the development will succeed in maintaining both the level of street containment and enclosure to Hope Street and Renfrew Street. The formation of a vibrant and meaningful, open frontage to both these principal streets will improve markedly on the existing situation and assist in connecting the high building to ground level. In particular, the Renfrew Street elevation which currently presents a closed wall to the street will be totally transformed.

**Policy DES 1 'Reinforcing Local Character and identify':** states that the Council seeks to ensure the highest quality of the built environment that will enhance and promote a positive image and create a strong sense of place. New Development proposals and improvement measures should respect and reinforce local character and identity.

**Policy DES 2 'Urban Design':** sets out the requirements for high standards of urban design. All new development proposals should seek to create successful, meaningful and memorable buildings and spaces.

**Policy DES 3 'Building Design and Materials':** requires that new development should be site specific and take account of its context, as outlined in Policies DES 1 and DES 2.

**Policy CC/DES 1: New Development in the City Centre:** states that to maintain and enhance the quality of the built environment within the City Centre, new development should respect urban scale and townscape. The retention and enhancement of the street layout, a containment, building lines and elevational proportions (its new essential character) will provide a strong framework within which the regeneration process can take place. With regard to the four preceding design policies, it is considered that the proposed development is well designed, both in its own right and relative to its context. The proposal involves both the remodelling of the external elevations of the existing Savoy Centre and the redevelopment of the north eastern corner.

With regard to the former, the architectural enhancement of the existing Savoy office tower, the remodelling and opening up of the existing Hope Street and Renfrew Street frontages and the visual enhancement which will be achieved overall, cannot be underestimated. With regard to the proposed hotel/office tower, the architectural quality of the building in terms of its design and material palette is considered acceptable. The suitability of a building of this height is discussed in more detail in the later 'high building' policy section of the report. The proposed streetscape improvements, removal of the pedestrian bridge and creation of a new 'civic' space will have a significant impact on improving the 'sense of place' on Renfrew Street, which at the moment is lacking.

**Policy TRANS 4 Vehicle Parking Guidelines:** states that car parking provision will be considered against the specified parking guidelines. For hotels within the City Centre, the maximum allocation ratio is one space per five bedrooms (equating with 44 spaces). There is no minimum requirement for hotel car parking. For office space within the City Centre, the maximum allocation is 0.4 spaces/100 square metres of floorspace (equating with 30 spaces). There is no minimum standard or requirement for office car parking. Only four car parking spaces are proposed within the basement level (currently 28 exist). Due to the shared nature of the basement level with the service yard, these spaces will be restricted for staff use only. Accordingly, no in-curtilage car parking is proposed for users of the redeveloped Savoy Centre.

Given the high accessibility nature of the City Centre, the proximity to City Centre and underground train stations, Buchanan Street bus station, multi-storey car parks and the site's location within a Controlled Parking Zone (CPZ); this should not raise any adverse concerns. The site's City Centre location will provide the proposed development with excellent sustainable transport links that negates the need for off-street car parking. With regard to coach drop-off facilities, whilst a lay-by, adjacent to the hotel entrance for coach drop-off would have been preferable, it requires to be located on the opposite side of Renfrew Street.

**Policy Trans 6 'Cycle Parking Standards':** A condition has been attached to ensure cycle parking provision is provided, commensurate with the requirement of Policy Trans 6. The existing cycle parking provision located outwith the Royal Academy of Music and Drama will also be retained within the overall package of streetscape improvements which will be delivered by the applicant.

Turning to point 2, whether there are any other material considerations to be taken into account, including comments and any matters arising in letters of objection, only one objection has been received from the New Glasgow Society, objecting to the proposed height of the building. Analysis of the height and therefore consideration of this objection is contained within the High Building section of the committee report.

The policies contained within the merging City Plan 2 are also a material consideration, as they are more indicative of the current thinking of the City Council.

Policies **DES 1 'Development Policy Principles'**, **DES 2 'Sustainable Design and Construction'**, **DES 11 'Tall Buildings'**, **DES 12 'Provision of Waste and Recycling Space'**, **TRANS 4 'Vehicle Parking Standards'**, **TRANS 5 'Providing for Pedestrians and Cycling in New Development'**, **TRANS 6 'Cycle Parking Standards'**, **ENV 2 'Open Space and Public Realm Provision'**, **ENV 4 'Sustainable Urban Drainage'**, **ENV 5 'Flood Prevention and Land Drainage'**, **ENV 15 'Renewable Energy'**.

The formation of new public realm improvements around the perimeter of the development and the creation of a new 'Civic' space alongside the Royal Academy of Music and Drama, will ensure compliance with the provisions of Policy ENV 2 'Open Space and Public Realm Provision'. To this end the applicant has confirmed his agreement to the completion of a Section 75 Legal Agreement, to guarantee its delivery.

Policy **ENV 15 'Energy'** aims to reduce the carbon footprint of the City's buildings through energy efficient design, increased renewable energy generation and use of low and/or zero carbon technologies. Developments with a total cumulative floorspace of 500sqm or more are required to conform to **SPP6: Renewable Energy** and **PAN 84: Methodology for Calculating Reduced Carbon Emissions**. This requires the installation and use of on-site zero and low carbon equipment contributing at least 15% reduction in CO<sub>2</sub> emissions standard.

To assist this process, the Council has an operational protocol to guide the implementation of the requirements of **SPP6** through the planning application system. The operation of the protocol started on 3 August 2009. Discharge of the **SPP6** obligation would be dealt with by the imposition of conditions. These conditions will require the submission of an Emissions Reduction Statement from an accredited professional indicating how the development will contribute to at least a 15% reduction in CO<sub>2</sub> emissions beyond the 2007 building regulations carbon dioxide emissions standard before any work on the site is begun. Thereafter, before the use of the development commences a signed maintenance contract for the zero and low carbon equipment, which has been certified by an accredited professional and verified by another independent accredited professional, shall be submitted to for the approval of the Planning Authority.

**DES 12 'Provision of Waste and Recycling Space'** aims to ensure that appropriate, well designed and discretely located provision is made within all new developments for waste storage, recycling and collection. The applicant has considered these issues and has demonstrated the location of bin storage. A planning condition will ensure that full details of the location, dimension and design of these are submitted for approval.

**TRANS 4 'Vehicle Parking Standards'** and **TRANS 6 'Cycle Parking Standards'** are updated versions of policy **TRANS 4** and **TRANS 6** in the existing City Plan. Earlier sections of the report have dealt with the parking issues for the proposal. **TRANS 4** aims to ensure that parking provision supports sustainable transport objectives by maximising the use of public transport, cycling and walking and to set maximum parking standards for development. The application site is well served by public transport having bus, rail and underground facilities close by.

**DES 11:** The aim of Policy DES 11 is to identify opportunities for the development of tall buildings and establish the criteria to be observed in promoting their suitability.

Proposals for tall buildings must fulfil the City's aspirations to be of excellent quality in their own right and in order to enhance the City's skyline and international image.

**Location:**

With regard to location, the proposed 32-storey Savoy tower complies with the locational policy detailed within Policy DES 11 in that:

- 'It is located within a sustainable area', as required by this policy, ie the City Centre northern fringe.
- 'It avoids areas of Sensitive Urban Character', in this instance the Central Conservation Area. Whilst the building does not entirely avoid the Central Conservation Area, it is located just beyond its northern boundary, and it has been demonstrated, to our satisfaction, that the particular defining qualities of this conservation area will not be prejudiced or compromised by its construction.
- 'It avoids the interruption of strategic views and does not compete with views of established landmarks and avoids other significant or prominent listed buildings.' Whilst it is located in proximity to a number of listed buildings (this is unavoidable given the high concentration of listed buildings location within the City Centre), it does not adversely affect the setting of any individual listed building. The most sensitive listed building, ie the category 'A' listed Glasgow School of Art is located further to the west on Renfrew Street. It is acknowledged that the Glasgow School of Art is being considered for World Heritage status designation, however, no buffer or exclusion zone has been defined which precludes high buildings in the vicinity, indeed many high buildings are currently located on Renfrew Street. Whilst the proposed tower will be visible looking east from the Art School, it will not impact on its setting. Conversely, the removal of the pedestrian footbridge on Renfrew Street, the remodelling and opening up of the Renfrew Street frontage and the associated public realm improvements will both individually and cumulatively, significantly improve the approach to the Art School, thus positively enhancing the experience of those approaching the Art School from the east.

**Environmental Statement:**

Prior to the assessment of a planning application for a tall building, the Council will establish, by means of a Screening Opinion, whether the application should be accompanied by an Environmental Statement. The applicant did submit a Screening Opinion to determine the requirement for the submission of an Environmental Statement. In this regard, the development site area is below the threshold which would trigger the submission of an Environmental Statement. Also, in view of the proposed submission of all the associated supporting technical reports, all potentially adverse impacts could be identified and mitigation built into the building's design, construction and operation.

**Townscape Statement:**

All proposals for tall buildings shall be accompanied by a Townscape Statement which provides detailed analysis and appraisal of the site's context, expression of the proposal's design aspirations and a quantification of its impact on the City. The applicant has submitted a comprehensive Design Statement and Visual Impact Analysis (including CGI images) its impact has been assessed from close, medium and distant range. Also, the mass and form on the urban morphology of the City considered.

The Strategic view assessment which has been completed demonstrates that the building can be absorbed into the City's skyline. Its impact is negligible and negated by the number of existing high buildings, particularly high rise residential blocks which are scattered over the City's existing skyline.

In terms of close views of the building, ie from within the City Centre itself, the most sensitive view corridor is looking north and south on Hope Street, where the building's exposure and height is most acute. However, this is considered to be mitigated to a large extent by the existing high buildings in the vicinity, ie the existing Savoy office tower (existing 13 storeys with two additional floors, proposed), UGC Cinema (17 storeys), St Andrews Tower 15 storeys), Fleming House (17 storeys) and the Thistle Hotel (13 storeys), all of which come into view on closer approach. The location of four high rise, 20-storey residential blocks immediately north of the site at Cowcaddens, also helps to mitigate the impact of a high building at this location. A definite 'clustering' effect is evident, and this accords with best practice in terms of high building location.

### **Architectural Quality and Design:**

All high buildings should attain the highest standard of design in terms of architectural and material quality. The proposed development of the Savoy Centre has been the subject of extensive pre and post application dialogue. In terms of design it has undergone a number of design revisions to secure a building of presence and elegance which will enhance the City's image. The material palette has evolved from a mixed palette of glazing and solid panels, to a completely glazed structure. The tower elements are recessed back on a 3-storey plinth, therefore respecting the streetscape and not overwhelming the street level.

### **Permeability:**

Pedestrian permeability in large, high density developments is essential to their integration with surrounding areas. The Savoy development has achieved this by opening up the Renfrew Street elevation and creation direct linkages through the building from both Hope Street and Renfrew Street. The building is far more animated and engaging at street level. The proposed public realm improvements will also greatly assist in creating a more attractive street level environment.

### **Weather and Micro Climate:**

The impact of the weather, particularly wind flows on any proposed tall building and the impact of the development on the micro climate must be fully tested and assessed. A Wind Tunnel Analysis has been undertaken and the design has been informed by its findings, namely, creation of a plinth and the 'texturing' of elevations (spandrel panels) to mitigate any negative impact caused by downdraft.

### **Sustainability and Green Credentials:**

All proposals for tall buildings shall have regard to the requirements of policies DES 2 Sustainable Design and Construction and ENV 15: Energy and demonstrate the extent to which they incorporate sustainable standards in the use of passive and renewable energies and the extent to which they contribute to the well being of the natural environment. This requirement is discussed in the policy section (see ENV 15, SPP6 Renewable Energy and PAN 84, Methodology for Calculating the Reduced Carbon Footprint).

### **Public Transport Access:**

Established and emerging public transport infrastructure should provide sustainable access for tall buildings. The application site is located in the most highly accessible area of the City, ie the City Centre.

### **Servicing and Access:**

Tall buildings represent dense developments that rely on frequent and sustained servicing arrangements which must be fully measured, integrated and provided for off-street. The proposed servicing arrangements reflect the existing situation, ie all off-street within the basement and accessed off Hope Street.

### **Range of Suitable Use for Tall Buildings:**

There is a preference for tall buildings to contain a mix of uses that rely on a single use along to achieve a viable development. The proposed vertically integrated hotel and office use is acceptable in this regard. Also, the mid and top level restaurants will allow for public access and represents an inclusive approach to the use and enjoyment of what will be a landmark building within the City.

## CONCLUSION

The most contentious aspect of the proposed development rests on the suitability of a high building in this location and whether it can be absorbed into the urban fabric, without compromising the prevailing character of the immediate townscape, wider cityscape and skyline.

It is acknowledged that The Savoy Centre, in its existing condition, is of limited, if any, architectural merit and, to a large extent, does nothing to enhance the immediate or wider setting of this part of the City Centre. Functionally, both its office and retail offering is in a tired and distressed condition and in need of major investment.

The proposed office/hotel tower clearly falls within the definition of a high building, in that it significantly exceeds the height of other buildings in the vicinity (the highest building in close proximity is the 17-storey Cineworld building). The location of a building of such height requires to be assessed against the backdrop of its immediate and wider context and the applicant has fully complied with this requirement. As requested, the applicant has shown the proposed development within the existing context and explored its visual impact through a comprehensive and detailed analysis. This analysis has demonstrated that, whilst the height of the building will make it a prominent landmark building, it will not prejudice the prevailing scale of the City in the wider more distant context. It is considered that the architectural and material quality of the building will ensure the delivery of a striking building which will complement, rather than detract from, the area and the City's image.

The development represents an investment of over £30 million and, it is advised, the potential creation of over 900 jobs.

Accordingly, it is considered that full planning consent is granted subject to the attached conditions and the completion of a Section 75 Agreement.

## CONDITIONS AND REASONS

01. The development shall be implemented in accordance with drawing number(s):

PL20B  
PL21A  
PL22C  
PL23C  
PL24A  
PL25A  
PL26A  
PL27A  
PL28A  
PL29A  
PL30A  
PL31A  
PL32A  
PL40B  
PL41A  
PL42A  
PL50B  
PL51B  
PL52B  
PL53B  
PL54A

as qualified by the undernoted condition(s), or as otherwise agreed in writing with the Planning Authority.

**Reason:** As these drawings constitute the approved development.

02. Before any work on the site is begun, an assessment of the impact of emissions to air from or associated with the development, including associated road transport, construction and demolition, carried out by a method agreed by the planning authority shall be submitted to and approved in writing by the planning authority. The assessment report shall make reference to the standards and objectives of the National Air Quality Strategy. Where the development is assessed as having an adverse impact on local air quality, including that of any Air Quality Management Area, mitigation measures shall be specified in the report. The approved mitigation measures shall be completed before the use of the development commences.

**Reason:** In the interest of the safety of the users of the premises.

03. Before any work on the site is begun, a comprehensive site investigation for ground contamination shall be submitted to and approved in writing by the planning authority. The investigation shall be completed in accordance with a recognised code of practice such as British Standards Institution "The investigation of potentially contaminated sites - Code of Practice" (BS10175:2001). The investigation report shall include a risk assessment of all relevant pollutant linkages, as required by Planning Advice Note PAN 33 Revised 2000 Development of Contaminated Land. Where a risk assessment identifies any unacceptable risk or risks, it shall include a detailed remediation strategy. The approved remediation works shall be carried out prior to the commencement of development on site other than that required to carry out remediation.

**Reason:** To ensure the ground is suitable for the proposed development.

04. Light from the development shall not give rise to:

- (a) An "Upward Waste Light Ratio" (maximum permitted percentage of luminaire lux that goes directly to the sky) in excess of 15%
- (b) A "Light Into Windows" measurement in excess of 10Ev (lux). (Ev is the vertical luminance in lux.)
- (c) "Source Intensity" measurement in excess of 100 Kcd (kilocandela). (Source Intensity applies to each source in the potentially obtrusive direction out of the area being lit.)

**Reason:** To enable the Planning Authority to consider this/these aspect(s) in detail.

05. Noise from or associated with the completed development (the building and fixed plant) shall not give rise to a noise level, assessed with windows closed, within any dwelling or noise sensitive building in excess of that equivalent to Noise Rating Curve 35 between 0700 and 2200, and Noise Rating Curve 25 at all other times.

**Reason:** To protect the occupiers of dwellings or noise sensitive buildings from excessive noise.

06. Disposal of Cooking Odours/Fumes

- (a) All cooking smells, noxious fumes or vapours from the premises shall be disposed of by means of a suitable duct carried up through the building and terminating at a point 1 metre above eaves level. The duct shall be free from any obstruction such as a plate, cowl, cap or any other deflection at its termination point.
- (b) A ventilation and filtration system incorporating at least the following elements shall be installed and operational before the use commences. The elements to be included are:
  - (i) Canopies - A canopy (or canopies) shall be located above all cooking appliances.
  - (ii) Air Flow - The canopy face velocity shall be not less than 0.5 m/s.
  - (iii) Primary Grease Filtration - Labyrinth (baffle) grease filters shall be installed within the canopy or canopies.
  - (iv) Secondary Filtration - an open fibre disposable filter and a pleated, non-woven felt type filter and a non-woven bag type filter shall be installed in the system in that order.

- (v) Main Filter Media - a mixed media activated filter shall be installed as final treatment of flue gases.
- (vi) Air Input - An air input system shall be provided by means of a pleated inlet filter, supplying clean filtered air equivalent to at least 80% 'make-up' of the extracted air.
- (c) A maintenance management scheme for the ventilation and filtration system, including all aspects referred to in (a) and (b) above shall be submitted to and shall be approved in writing by, the Planning Authority before the use commences and shall be implemented as approved for the duration of the use.
- (d) Mechanical and electrical installations shall be arranged to ensure that the ventilation system is in operation during periods when the premises are open for the preparation and/or cooking of food.

**Reason:** To protect local residents from nuisance resulting from the disposal of cooking odours.

07. No solid roller shutters or projecting roller shutter housings shall be included in the development.

**Reason:** In order that the works do not detract from the appearance of the building.

08. Details of external security features proposed for use on the premises shall be submitted to the Planning Authority for written approval in respect of design, colour and location. Written approval from the Planning Authority shall be obtained prior to any installation work.

**Reason:** In order that the works do not detract from the appearance of the building.

09. No canopies shall be included in the development, without the prior approval of the Planning Authority.

**Reason:** In order that the works do not detract from the appearance of the building.

10. External materials shall be good quality and as specified on the approved drawings. Samples shall be submitted to and approved by the Planning Authority in writing in respect of type, colour and texture. Written approval shall be obtained before the materials are used on site.

**Reason:** In order to safeguard the property itself and the amenity of the surrounding area.

**Reason:** To enable the Planning Authority to consider this/these aspect(s) in detail.

11. All external colours shall be agreed in writing with the Planning Authority prior to the commencement of works.

**Reason:** In order that the works do not detract from the appearance of the building.

12. Details of the proposed architectural lighting scheme to be submitted for the prior written approval of the Planning Authority.

**Reason:** In order that the works do not detract from the appearance of the building.

13. Before any work on the site is begun, details of refuse and recycling storage areas and bins shall be submitted to and approved in writing by the planning authority. These facilities shall be completed before the development/the relevant part of the development is occupied.

**Reason:** To ensure the proper disposal of waste and to safeguard the environment of the development.

14. The proposed replacement canopy on the Sauchiehall Street listed frontage is not hereby approved. A revised design to be submitted for the prior written approval of the Planning Authority, prior to its installation.

**Reason:** To safeguard the character of the listed building.

**Reason:** In order that the works do not detract from the appearance of the building.

15. Details of any temporary barricades proposed during the works involved shall be submitted to the Planning Authority for approval and before commencement of work on the barricades and shall be implemented in the approved manner. The barricades shall be painted and/or maintained in good condition and kept free of advertisements.

**Reason:** In order to protect the visual amenity of the surrounding area.

16. Sheffield type racks for the parking of bicycles shall be provided before the use of the building commences. (number to be agreed with the Planning Authority).

**Reason:** In the interest of traffic safety and to safeguard the amenity of the surrounding area.

17. Any external floodlighting of the building or of the site shall be sited and/or shielded so as to offer no traffic hazards or distraction to vehicular traffic outwith the site.

**Reason:** In the interests of traffic safety at the locus.

18. No lift housing, plant or equipment shall project through the roof profile.

**Reason:** To ensure that the proposed development conforms to the standards approved by the Council in respect of developments within the City Centre.

19. Detailed section(s) through main street elevation(s) at 1:20 scale shall be submitted to and approved by the Planning Authority in writing before commencement of work, and shall be implemented in the approved manner.

**Reason:** To ensure that the proposed development conforms to the standards approved by the Council in respect of developments within the City Centre.

20. Detailed drawing(s) at 1:20 scale of a typical elevation bay shall be submitted to and approved by the Planning Authority in writing before commencement of works, and shall be implemented in the approved manner.

**Reason:** To ensure that the proposed development conforms to the standards approved by the Council in respect of developments within the City Centre.

21. Any trees or plants which die, are removed or become seriously damaged or diseased within a period of five years from the completion of the development shall be replaced in the next planting season with others of similar size and species.

**Reason:** In the interests of traffic safety at the locus.

22. Full specification details of the proposed 'civic space' alongside the RSAMD, including paving, street furniture, lighting cycle racks, planting shall be submitted for the prior written approval of the Planning Authority, prior to any works commencing.

**Reason:** To enable the Planning Authority to consider this/these aspect(s) in detail.

**Reason:** In order to protect the visual amenity of the surrounding area.

23. Detailed plans, section and elevation drawings showing the following shall be submitted to and approved by the Planning Authority in writing, and shall be implemented in the approved manner: bar frontage on Hope Street.

- Hope Street frontage (first three storeys)
- Renfrew Street frontage (first three storeys)
- Service access gates on Hope Street

**Reason:** To ensure that the proposed development conforms to the standards approved by the Council in respect of developments within the City Centre.

24. The approved uses for the ground floor commercial unit(s) shall be for Class 1 (Retail) and for the 16/17 & 31st floors shall be Class 3 (Food and Drink) of the Town and Country (Planning) (Use Classes) (Scotland) Order 1997.

**Reason:** In order to safeguard the property itself and the amenity of the surrounding area.

**Reason:** In order that the Planning Authority retains control of the use of the premises in the interests of amenity.

25. The public realm surrounding the development site shall be reconstructed to a standard commensurate with that previously undertaken elsewhere within the City Centre. A detailed specification shall be submitted for the written approval of the Planning Authority prior to the commencement of works on site.

**Reason:** To enable the Planning Authority to consider this/these aspect(s) in detail.

**Reason:** In order to safeguard the property itself and the amenity of the surrounding area.

**Reason:** In order that the works do not detract from the appearance of the building.

26. On-site zero and low carbon equipment shall be incorporated in the development. The equipment shall contribute at least a 15% reduction in CO2 emissions beyond the 2007 building regulations carbon dioxide emissions standard. Before any work on the site is begun, details of the equipment and calculations showing compliance with this requirement for an Emissions Reduction Statement shall be prepared and signed off by an accredited professional (Form A) and verified by an independent check process (Form B). The approved zero and low carbon equipment shall be installed before the use of the development commences.

**Reason:** To ensure this development complies with the on-site carbon emissions target of the consolidated Scottish Planning Policy.

27. The proposed narrowing of the Hope Street/Renfrew Street footways is not approved - the existing footway widths should remain. Suitably revised proposals indicating the retention of the existing footway widths along the Hope Street and Renfrew Street frontages shall be submitted to the Planning Authority for approval.

**Reason:** In the interests of pedestrian safety.

28. Clear delineation between the existing publicly adopted footway and the privately maintained hard landscape area between the buildings shall be provided by means of a flush heel kerb.

**Reason:** In the interests of pedestrian safety.

29. All pedestrian and vehicular access levels shall be compatible with existing footway levels with appropriate footway gradients and crossfalls provided.

**Reason:** In the interests of pedestrian safety.

30. All doors shall open inwards or be recessed and not open outwards over the public footway, in line with Section 67 of the Road (Scotland) Act 1984.

**Reason:** In the interests of pedestrian safety.

31. Existing street furniture (including signs, lighting columns, electrical control boxes etc) shall be maintained/relocated to suit the new footway/access arrangements as appropriate and to the approval of Land and Environmental Services.

**Reason:** In the interests of pedestrian safety.

32. Appropriate street lighting arrangements on the Hope Street and Renfrew Street frontages shall be provided, with adequate lighting levels maintained during the demolition/construction stage.

**Reason:** In the interest of traffic safety and to safeguard the amenity of the surrounding area.

33. Safe, secure and sheltered cycle storage should be provide for staff and visitors of the development in line with Policy TRANS 6 of the Glasgow City Plan.

**Reason:** In compliance with Policy TRANS 6 of Glasgow City Plan.

#### **REASON(S) FOR GRANTING THIS APPLICATION**

01. The proposal was considered to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's accordance with the Development Plan.

**ADVISORY NOTES TO APPLICANT**

01. Any advertisement, other than that deemed within the terms of the Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984, to be the subject of an application for express consent.
02. It is recommended that the applicant should consult with Land and Environmental Services (Roads) at an early stage concerning this proposal, in respect of legislation administered by that Department which is likely to affect this development.
03. Before the lighting system is installed, the applicant should submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the planning authority confirming that the proposed system will satisfy the requirements of the light pollution condition.
04. Before the use commences, the applicant should, following the testing of the installed lighting system, submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the planning authority confirming that the system complies with its design specification.
05. Construction and/or demolition work associated with this development should conform to the recommendations/standards laid down in BS5228 Part 1: 1997 "Noise and Vibration Control on Construction and Open Sites". Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 should be employed at all times to ensure noise levels are kept to a minimum.
06. In order to protect local residents' amenity, noise associated with construction and demolition works in residential areas should not occur before 0800 or after 1900 Monday to Friday, and not before 0800 or after 1300 on Saturdays. Noise from construction or demolition works should be inaudible at the site's perimeter on Sundays and public holidays. The planning authority should be notified of necessary works likely to create noise outwith these hours.
07. The applicant should consult with Land and Environmental Services (Environmental Health) concerning this proposal in respect of legislation administered by that Service which is likely to affect this development.
08. The applicants are reminded of the following policies of Land and Environmental Services (Cleansing):

**REFUSE CONTAINMENT**

It is the responsibility of the developer/owner to purchase the agreed means of refuse containment.

**WHEELED BIN REFUSE COLLECTION**

Where the developer is planning a wheeled bin method of refuse containment and collection, the conditions governing this system must be complied with, ie that the wheeled bin is presented at/and collected from, the agreed location (kerb side, air space etc) on the advised day of refuse collection by the owner/tenant/caretaker etc.

09. The applicant is advised to consider registering the site with the Considerate Constructors Scheme, which aims to improve the image of the construction industry. For further details, please contact the scheme directly.

Considerate Constructors Scheme, PO Box 75, Ware, Hertfordshire SG12 0YX  
Telephone: 01920 485959 Fax: 01920 485958 Free phone: 0800 7831423  
[www.ccscheme.org.uk](http://www.ccscheme.org.uk) email:[enquiries@ccscheme.org.uk](mailto:enquiries@ccscheme.org.uk)

10. The applicant is advised that formal listed building consent is required for the installation of the proposed canopy.

for Executive Director of Development and Regeneration Services

DC/ LKP/MSTE/2  
26/11/2009

**PLEASE NOTE THE FOLLOWING:**

*Any Ordnance Survey mapping included within this report is provided by Glasgow City Council under licence from the Ordnance Survey in order to fulfil its public function to make available Council-held public domain information. Persons viewing this mapping should contact Ordnance Survey Copyright for advice where they wish to license Ordnance Survey mapping/map data for their own use. The OS website can be found at [www.ordnancesurvey.co.uk](http://www.ordnancesurvey.co.uk)*

*If accessing this report via the Internet, please note that any mapping is for illustrative purposes only and is not true to any marked scale.*



**Glasgow City Council**  
Development and Regeneration  
Development Management  
229 George Street  
Glasgow G1 1 QU  
Director : Steve Inch BSc Hons DipTRP

Reference No. **09/00955/DC**  
Address : **Savoy Shopping Centre 140 Sauchiehall St**


Scale : 1:1250

**Indicative Site Location**

Ward : **10**



© Crown Copyright and database right 2009. All rights reserved. Ordnance Survey Licence no. 100023379

 Location of Site  
(For details, refer to Report)