



Planning Applications Committee

Report by
Executive Director of Neighbourhoods, Regeneration and Sustainability

Item 1

14th January 2025

Contact: David Haney Phone:

Application Type Full Planning Permission

Recommendation Grant Subject to Conditions and a Section 75

Application	23/01742/FUL	Date Valid	31.07.2023
Site Address	11 Minerva Way Glasgow G3 8AU		
Proposal	Redevelopment of site, with erection of residential flats (Sui generis), ancillary private amenity space and associated access, parking, public and private open space, infrastructure, and landscaping.		
Applicant	Redevco 7-9 North St David Street Edinburgh EH2 1AW	Agent	CBRE Kate Donald 7-9 North St David Street Edinburgh EH2 1AW
Ward No(s)	10, Anderston/City/Yorkhill	Community Council	02_021, Yorkhill & Kelvingrove
Conservation Area	N/A	Listed	N/A
Advert Type	Bad Neighbour Development	Published	11 August 2023
	Bad Neighbour Development		27 September 2024

REPRESENTATIONS

Following the validation of the application in August 2023, a Bad Neighbour Development advertisement was published in the local press and neighbour notification letters issued. Substantial amendments were subsequently made to the proposal in response to feedback from the Planning Authority. The amendments were significant enough to require the application to be readvertised and neighbours renotified. Consequently, a further advert was published and neighbours renotified in September 2024.

A total of 251 objections were received to the amended design during the second consultation period. One Elected Member objection was received from Councillor Angus Millar. Objections were received from community and civic groups, including: Friends of St Vincent Crescent Conservation Area; Yorkhill and Kelvingrove Community Council; and St Vincent Crescent, Corunna and Minerva Street Residents' Association. A link to a petition titled 'Save our Nuffield Gym on Minerva Way, Finnieston, Glasgow' with over 1,700 signatures has been submitted.

The points raised in the objections to the amended proposal can be summarised as follows:

Build to rent properties lead to transient community
Daylight / sunlight / overshadowing
Design
Environmental impact of demolishing existing building
Impact on air quality (from increased traffic)
Impact on public health and wellbeing of area
Impact on local economy
Impact on local services and facilities
Impact on local infrastructure
Impact on St Vincent Crescent Conservation Area
Impact on and loss of trees
Increase in residential population
Increase in units from previous planning permission
Issues with consultation process and neighbour notification
Lack of need for new flats
Lack of balconies on some units
Lack of amenity and green space in surrounding area and within development proposal
Loss of existing facility and impact on community cohesion
Loss of existing facility is contrary to 20 minute neighbourhood ambitions
Loss of existing facility and lack of equivalent provision in the surrounding area
No affordable or owner occupier housing proposed
Noise and disruption during construction
Overdevelopment / density
Parking, traffic and pollution
Prioritisation of profit over community
Proportion of single aspect flats
Proposed community accessible rooms not an adequate replacement for existing facility
Representation of site as brownfield land
Size, scale and massing

The RSPB commented on the original submission requesting that swift bricks be incorporated into the development.

CONSULTATIONS

Network Rail

No objections subject to advisory notes.

Scottish Power

No objection to the proposal.

SITE AND DESCRIPTION

SITING

The application site is approximately 1.6 hectares and is bound by Minerva Way to the north, the Admirals Gate residential development to the west, the G3 residential development to the east, and the Clydeside Expressway to the south. It comprises an existing gym and fitness centre, operated by Nuffield Health, and includes the surrounding surface car park (252 spaces) and boundary landscaping.

The gym building is approximately 10 metres high with a very shallow double-pitched roof. The elevations and roof of the building are clad in industrial metal sheet panels, whilst the rear, south facing elevation onto the car park is predominantly glazed curtain walling. The gym entrance on the east elevation also features an area of glazing.

An active railway tunnel passes in an approximately east-west direction under the centre of the proposed development site. A disused railway tunnel passes underneath the eastern boundary of the proposed development site, in an approximately north-south orientation.

The site is not within St Vincent Crescent Conservation Area and is separated from it by the railway line. There are no listed buildings within the vicinity of the site.

PLANNING HISTORY

Historically the site formed part of the railway goods yard serving Queen's Dock to the south. The decline of heavy industry along the River Clyde resulted in Queen's Dock being filled in and the removal of the goods yard.

The existing building was constructed in 1986 and up until the late 1990s was formerly The Summit Centre, a private ice rink which was closed for structural and operational reasons in May 1998. In 1999, an application was submitted to install the glazed curtain walling present on the south elevation which was associated with the conversion to the current gym use. From then until 2020, the planning history for the site comprises some minor applications for alterations (primarily relating to new operators taking over the gym and rebranding) but no significant planning changes.

In 2020, an application was submitted for the erection of a flatted residential development (195 units) and associated works (ref: 20/00246/FUL). This proposal comprised 5 and 6 storey perimeter buildings on Minerva Street and two 7 storey object blocks to the south adjacent to the railway. The application was determined by Planning Committee on 23 February 2021 and was granted subject to conditions and a Section 75 agreement. The decision notice was issued on 21 July 2022 following completion of the Section 75 agreement.

PRE-APPLICATION PROCESS

This proposal was initially considered a Major Development as defined by the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 and as such Pre-Application Consultation was carried out in accordance with legislation. Subsequent to this, with the introduction of National Planning Framework 4 (NPF4) the classification of the application in the Hierarchy of Developments was upgraded to a National Development on account of its proximity to the City Mission Zone.

A Proposal of Application Notice (PAN - 22/03290/PAN) was submitted by Turley Associates on behalf of the applicant. The PAN was submitted to Glasgow City Council on 23 December 2022 stating that events would be held on the 24 January 2023 and 28 February 2023. In accordance with the Act, the PAN provided a description, in general terms, of the development to be carried out; a site address; an outline plan of the site; contact details for the applicant a list of the parties who received a copy of the PAN and details of the proposed consultation methods.

The Planning Authority confirmed on 30 January 2023 that the PAN was satisfactory and no further actions were required in addition to the proposed consultation set out in the PAN. A Pre-Application Consultation Report was prepared and submitted with the application fully detailing the steps taken by the applicant to consult the local community as well as Councillors/MSPs/MPs. It compiles comments and seeks to answer concerns and representations made in this pre-app process.

PROPOSAL

The proposal description is for the *'redevelopment of site with erection of residential flats (Sui generis), ancillary private amenity space and associated access, parking, public and private open space, infrastructure, and landscaping. The existing gym and fitness centre will be demolished.'*

The development will provide a total of 391 flatted units with 718 sq/m of amenity spaces (including lounge areas, multipurpose room, dining areas, library, and gym for the residents), staff rooms, bike stores, roof gardens, and external green space areas. The accommodation will be provided across two blocks oriented around a central courtyard with landscaping, car parking and service access. The design approach has been informed by the architectural palette, materials and fenestration of the built form of the adjacent St Vincent Crescent Conservation area. The layout of the development is in part dictated by the railway tunnel that runs across the centre of the site.

The North Block is the larger of the two and comprises three volumes which enclose the courtyard. The footprint of the east volume projects beyond the building line of the central volume in response to the curve of Minerva Way. The east volume will be 8 storeys whilst central and west volumes will be 7 storeys.

A new public space on Minerva Street signposts the main resident entrance to the building. Vehicle access to the courtyard will be through an adjacent double height pend beneath the central volume.

The North Block will contain indoor and outdoor shared amenity spaces for residents including an entertainment lounge, gym, co-working space, library and roof gardens. It will also provide a multipurpose room fronting Minerva Way that will be available for use by both residents of the development and the wider local community.

Internally within the site the two buildings are separated by a courtyard garden fringed with car parking spaces.

The South Block will comprise a 7 storey central volume with two 8 storey volumes at each end. It will contain general amenity space on the ground floor. Both buildings will be finished in buff brick with cast stone details. Internal courtyard elevations will be finished in green ceramic tiles. Architectural ironwork at balustrades will be designed to add interest at openings.

There will be a mix of accommodation across the development. This includes duplex flats with gardens at ground floor level and flats with balconies. The accommodation schedule is set out in the below table:

Unit Type	Total Unit No's	North Block	South Block	Min / Max Unit Sizes
Studio flats	37	12	25	37 sq/m
1-bed flats	170	104	71	44.5 sq/m to 54 sq/m
2-bed flats	161	103	51	54.3 sq/m to 70.5 sq/m
3-bed flats	23	15	10	80.4 sq/m to 95.6 sq/m
<i>Total</i>	<i>391</i>	<i>234</i>	<i>157</i>	<i>N/A</i>

A mix of landscaped areas will be provided across the development including the public garden fronting Minerva Way, a central courtyard, a rooftop garden on the north block and the improvement of the existing amenity greenspace along the south of the site. A children's play area and growing spaces will be provided at either end of the North Block.

Cycle parking will be provided for residents in dedicated stores containing a total of 322 spaces. Car parking will be provided in the central courtyard for 37 vehicles which includes 3 disabled bays.

The proposal has been substantially amended since the application was submitted. The amendments were informed by comments from the Planning Authority and a series of design workshops. The changes from the original proposal are summarised as follows:

- Increase in the number of units from 362 to 391.
- Reduction in the height of the northern block by from 9 to 7 storeys on the main north and north-west block, and from 9 to 8 storeys on the north-east block.
- Rearranging the ground floor, moving the plant to quieter areas of the site, creating a multi-purpose space to the front of the northeast block with an entrance from Minerva Way.
- Added an internal residents' communal space to the south Block, linking this to the wildlife walk landscaped area to the south of the site through creating an external seating
- Changed the architectural palette to a more muted colourway and adjusted the fenestration patterns to respond to the materials cues and classical proportions of the St Vincent Crescent Conservation Area to the north.
- Relocated the growing spaces to the east of the site in an area previously identified for car parking, increasing the amount of space dedicated to this use and allowing the central courtyard space to provide more informal greenspace areas for residents.

SPECIFIED MATTERS

Planning legislation now requires the planning register to include information on the processing of each planning application (a Report of Handling) and identifies a range of information that must be included. This obligation is aimed at informing interested parties of factors that might have had a bearing on the processing of the application. Some of the required information relates to consultations and representations that have been received and is provided elsewhere in this Committee Report. The remainder of the information and a response to each of the points to be addressed is detailed below.

A. Summary of the main issues raised where the following were submitted or carried out

i. An Environmental Statement.

Not applicable to this application.

ii. An appropriate assessment under the Conservation (Natural Habitats etc.) Regulations 1994.

- A Preliminary Ecological Appraisal by Ecus Ltd dated June 2023 was submitted.

iii. A Design Statement or a Design and Access Statement.

- A Design and Access Statement by Cooper Cromar was submitted with the most recent version dated September 2024.

iv. Any report on the impact or potential impact of the proposed development (for example the Retail Impact, Transport Impact, Noise Impact or Risk of Flooding).

The following reports were submitted with the application:

- Air Quality Assessment by ITP Energised dated 21 June 2023. A review document was submitted on 9 September 2024.
- Arboricultural Report, Impact Assessment and Method Statement by Ecus Ltd dated May 2023
- Biodiversity Strategy by Ecus Ltd dated June 2023. A revised Biodiversity Strategy was submitted on 15 October 2024.
- Daylight and Sunlight Report by Hollis Global Limited dated 26 June 2023. An updated version was submitted on 9 September 2024.
- Drainage Strategy by Woolgar Hunter dated 06 June 2023. An updated version was submitted on 9 September 2024.
- Economic Benefits Statement by Turley dated June 2023. An addendum was submitted on 9 September 2024.
- Energy and Sustainability Strategy by Cundall dated 7 July 2023. An updated version was submitted on 9 September 2024.
- Flood Risk Assessment by Aegaea Limited dated 10 March 2023. An updated version was submitted on 9 September 2024.
- Geo-environmental Desk Study by Woolgar Hunter dated 19 June 2023. An updated version was submitted on 18 September 2024.
- Heritage Townscape and Visual Assessment by Turley dated May 2023. An updated version was submitted on 13 September 2024.
- Noise and Vibration Assessment by ITP Energised dated 19 June 2023. A review document was submitted on 9 September 2024.
- Planning and Community Benefit Statement by Turley dated June 2023. A Planning Statement Addendum was submitted on 13 September 2024.
- Social Value Statement by Social Value Portal dated June 2023. An updated version was submitted on 9 September 2024.
- Transport Assessment incl. Travel Plan by Arup dated 9 June 2023. An additional Transport Note was submitted on 9 September 2024.
- Wind Microclimate Assessment by GIA Surveyors dated 26 May 2023. A Wind Microclimate Technical Note was submitted on 9 September 2024.

B. Summary of the terms of any Section 75 Planning Agreement

A financial contribution of £247,240.00 is required towards Interim Planning Guidance IPG 12 Open Space Provision requires to be secured. This would be split between amenity space, children's play and outdoor sport as outlined later in the report.

A financial contribution of £57,000.00 towards Interim Planning Guidance IPG 12 Clyde Fastlink requires to be secured.

A management arrangement is also required to be put in place through the legal agreement in order to secure the long-term management and maintenance of the building in operation for Build to Rent.

Prior to first occupation, the Proprietor will provide evidence to the Planning Authority demonstrating that appropriate arrangements have been put in place with car club operator to fund the provision of car club vehicles in accordance with details to be agreed with the Planning Authority.

C. Details of directions by Scottish Ministers under Regulation 30, 31 or 32

These Regulations enable Scottish Ministers to give directions.

i. With regard to Environmental Impact Assessment Regulations (Regulation 30).

Not applicable to this application.

- ii. 1. Requiring the Council to give information as to the manner in which an application has been dealt with (Regulation 31).

No direction has been made by Scottish Ministers/Not applicable.

2. Restricting the grant of planning permission.

No direction has been made by Scottish Ministers/Not applicable.

- iii. 1. requiring the Council to consider imposing a condition specified by Scottish Ministers

Not applicable to this application.

2. requiring the Council not to grant planning permission without satisfying Scottish Ministers that the Council has considered to the condition and that it will either imposed or need not be imposed.

Not applicable to this application.

POLICIES

The Development Plan comprises National Planning Framework 4 and the Glasgow City Development Plan.

National Planning Framework 4 (NPF4) was adopted on 13 February 2023. NPF4 is the national spatial strategy for Scotland. It sets out spatial principles, regional priorities, national developments and national planning policy for Scotland. The following policies from NPF4 are considered to be relevant to the application assessment:

Policy 1 Tackling the Climate and Nature Crises

Policy 2 Climate Mitigation and Adaptation

Policy 3 Biodiversity

Policy 7 Historic assets and places

Policy 9 Brownfield, vacant and derelict land and empty buildings

Policy 12 Zero Waste

Policy 13 Sustainable transport

Policy 14 Design, Quality and Place

Policy 15 Local Living and 20 Minute Neighbourhoods

Policy 16. Quality Homes

Policy 18 Infrastructure first

Policy 19 Heating and cooling

Policy 21 Play recreation and sport

Policy 22 Flood Risk and Water Management

Policy 23 Health and Safety

The Glasgow City Development Plan (CDP) was adopted on 29 March 2017. The City Development Plan contains two overarching policies: CDP 1 The Placemaking Principle and CDP 2 Sustainable Spatial Strategy, which must be considered in relation to all development proposals. Other policies provide more details on specific land uses or environments which contribute to meeting the requirements of the overarching policies.

CDP 1 & SG 1 The Placemaking Principle

CDP 2 Sustainable Spatial Strategy

CDP 5 & SG 5 Resource Management

CDP 6 & IPG 6 Green Belt and Green Network

CDP 7 & SG 7 Natural Environment

CDP 8 & SG 8 Water Environment

CDP 9 & SG 9 Historic Environment

CDP 10 & SG 10 Meeting Housing Needs

CDP 11 & SG 11 Sustainable Transport

CDP 12 & IPG 12 Delivering Development

ASSESSMENT AND CONCLUSIONS

Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997 requires that where an application is made under the Planning Acts, it shall be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The two main issues to consider in the assessment of this application are:

- a) whether the proposal accords with the Development Plan; and
- b) whether any other material considerations have been satisfactorily addressed.

A) DEVELOPMENT PLAN

Given the scale and potential impact of the proposal, it is important to consider that national context which helps guide decision making at local level.

National Planning Framework 4

National Planning Framework 4 was adopted on 13 February 2023. In the case of this application there is not considered to be any significant conflict between the proposals and the policies of NPF4 and it is considered that the proposals comply with the overall approach of NPF4. It should be noted that the proposal lies within the designation of the Clyde Mission National Development. The intention of Clyde Mission is to support the delivery of investment and reuse of brownfield land and delivery policy intentions including “compact urban growth” and “local living”. The Mission applies to a range of development types including “mixed use, which may include residential development of brownfield land”. As a consequence of this designation the application is elevated to the designation of National Development.

The assessment of the proposal against these policies is as below:

Policy 1. Tackling the climate and nature crises

The policy intent is to encourage, promote and facilitate development that addresses the global climate emergency and nature crisis.

When considering all development proposals significant weight will be given to the global climate and nature crises.

Comment: The proposal has been assessed against the relevant NPF4 and City Development Plan policies below. This includes specific policies on energy, biodiversity, transport and nature. Overall, it is considered the proposal accords with Policy 1 on Tackling the climate and nature crises.

Policy 2. Climate mitigation and adaptation

a) Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible.

b) Development proposals will be sited and designed to adapt to current and future risks from climate change.

c) Development proposals to retrofit measures to existing developments that reduce emissions or support adaptation to climate change will be supported.

Comment: A Statement on Energy Checklist has been submitted which confirms that the building would achieve a Gold sustainability level. This has been assessed in more detail under CDP 5 and SG 5 below. Overall, it is considered that the proposal would provide energy efficient accommodation. The proposal accords with Policy 2 on Climate mitigation and adaptation.

Policy 3. Biodiversity

a) Development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible.

b) Development proposals for national or major development, or for development that requires an Environmental Impact Assessment will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity, including nature networks so they are in a

demonstrably better state than without intervention. This will include future management. To inform this, best practice assessment methods should be used. Proposals within these categories will demonstrate how they have met all of the following criteria:

- i. the proposal is based on an understanding of the existing characteristics of the site and its local, regional and national ecological context prior to development, including the presence of any irreplaceable habitats;*
- ii. wherever feasible, nature-based solutions have been integrated and made best use of;*
- iii. an assessment of potential negative effects which should be fully mitigated in line with the mitigation hierarchy prior to identifying enhancements;*
- iv. significant biodiversity enhancements are provided, in addition to any proposed mitigation. This should include nature networks, linking to and strengthening habitat connectivity within and beyond the development, secured within a reasonable timescale and with reasonable certainty. Management arrangements for their longterm retention and monitoring should be included, wherever appropriate; and*
- v. local community benefits of the biodiversity and/or nature networks have been considered.*

Comment: Most of the site is occupied by the existing building and surface car parking and is therefore of low biodiversity value. The Preliminary Ecological Appraisal found that the site offers little in the way of potential habitat and does not support any protected species. Some pockets within the site may have potential role to play in respect of commuting and foraging opportunities.

The proposal would introduce opportunities for biodiversity, habitats and nature based development solutions; particularly in relation to surface water management and the potential for growing spaces. The proposal would increase the amount of soft landscaping and planting across the site. It would introduce 69 new trees. Further details on biodiversity and habitat creation should be subject to condition.

The proposal accords with Policy 3 on Biodiversity.

Policy 7. Historic assets and places

a) Development proposals with a potentially significant impact on historic assets or places will be accompanied by an assessment which is based on an understanding of the cultural significance of the historic asset and/or place. The assessment should identify the likely visual or physical impact of any proposals for change, including cumulative effects and provide a sound basis for managing the impacts of change.

d) Development proposals in or affecting conservation areas will only be supported where the character and appearance of the conservation area and its setting is preserved or enhanced. Relevant considerations include the:

- i. architectural and historic character of the area;*
- ii. existing density, built form and layout; and*
- iii. context and siting, quality of design and suitable materials.*

Comment: St Vincent Crescent Conservation Area and the Category A listed St Vincent Crescent lie to the north of the site. The Heritage, Townscape and Visual Impact Assessment (HTVIA) provides a comprehensive analysis of how the development might impact on the setting of the conservation area and listed buildings as well as views out of and into the conservation area.

The analysis shows that only the top two storeys of the north block of the amended scheme would be visible from St Vincent Crescent. Previously the top four storeys of the submitted scheme would have been visible. Combined with the changes in design, fenestration, materials and colour, it is not considered that the proposal would dominate either the setting or views out of St Vincent Crescent or be out of scale with neighbouring developments on Minerva Way.

The extensive analysis in the HTVIA has established that there should be no unacceptable effect upon the special character and appearance of the Conservation Area and listed building setting, nor views in and out of the Conservation Area.

The proposal accords with Policy 7 on Historic assets and places.

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

a) Development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. In determining whether the reuse is sustainable, the biodiversity value of brownfield land which has naturalised should be taken into account.

c) Where land is known or suspected to be unstable or contaminated, development proposals will demonstrate that the land is, or can be made, safe and suitable for the proposed new use.

Comment: Currently the large site contains one warehouse style building surrounded by a significant amount of surface car parking. Whilst the building is actively used by members of the fitness club, in terms of the site more generally, it is considered that it is underdeveloped relative to the compact urban form which is emerging in the surrounding area. The site is in the inner urban area with good access to a range of facilities, services and sustainable transport. The proposal will contribute to the ongoing regeneration and compact city form of the area. It is considered that a high-density residential development is an appropriate use for a brownfield site in the inner urban area.

The existing building could not be viably adapted to residential use and therefore will be demolished. The Preliminary Ecological Assessment confirms that the site confirms has limited ecological value. It is recommended that the applicant's site investigation and remediation proposals be controlled by conditions as recommended by GCC Geotechnical and Land Remediation Services.

Subject to conditions, the proposal accords with Policy 9 on Brownfield, vacant and derelict land and empty buildings.

Policy 12. Zero waste

a) Development proposals will seek to reduce, reuse, or recycle materials in line with the waste hierarchy.

b) Development proposals will be supported where they:

- i. reuse existing buildings and infrastructure;*
- ii. minimise demolition and salvage materials for reuse;*
- iii. minimise waste, reduce pressure on virgin resources and enable building materials, components and products to be disassembled, and reused at the end of their useful life;*
- iv. use materials with the lowest forms of embodied emissions, such as recycled and natural construction materials;*
- v. use materials that are suitable for reuse with minimal reprocessing.*

c) Development proposals that are likely to generate waste when operational, including residential, commercial, and industrial properties, will set out how much waste the proposal is expected to generate and how it will be managed including:

- i. provision to maximise waste reduction and waste separation at source, and*
- ii. measures to minimise the cross contamination of materials, through appropriate segregation and storage of waste; convenient access for the collection of waste; and recycling and localised waste management facilities.*

Comment: The existing building is not suitable for conversion to residential use due to its size, design and construction. The potential benefits resulting from the proposed development in terms of re-population, placemaking and future sustainability, through design, material choice and energy use must be weighed against the carbon cost of demolition, and it is considered that these cumulative advantages justify the case for demolition and redevelopment. In order to ensure as much of the existing building fabric is salvaged for reuse, repurposing and recycling and to minimise waste, a condition is proposed to require the applicant demonstrate the undertaking of this process.

Bin stores will be provided across the development with facilities for the separation, collection and storage of common recyclable materials.

The proposal accords with Policy 12 on Zero Waste.

Policy 13. Sustainable transport

b) Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:

- i. Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;*
- ii. Will be accessible by public transport, ideally supporting the use of existing services;*
- iii. Integrate transport modes;*
- iv. Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;*

- v. Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;
- vi. Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;
- vii. Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and
- viii. Adequately mitigate any impact on local public access routes.

c) Where a development proposal will generate a significant increase in the number of person trips, a transport assessment will be required to be undertaken in accordance with the relevant guidance.

d) Development proposals for significant travel generating uses will not be supported in locations which would increase reliance on the private car, taking into account the specific characteristics of the area.

e) Development proposals which are ambitious in terms of low/no car parking will be supported, particularly in urban locations that are well-served by sustainable transport modes and where they do not create barriers to access by disabled people.

Comment: The application site is located within the inner urban area where prospective residents will have excellent provision of surrounding amenity, services and infrastructure within walking distance as well as within the application site itself.

The development will be located in an area which would not increase reliance on the private car given the range of public transport options and the availability of existing car and cycle hire facilities. Nearby public transport options include trains from Exhibition Centre and frequent bus services from Argyle Street.

The redevelopment of the site will result in a significant reduction in the level of parking provision from its existing use. The proposal includes 47 car parking spaces for 391 dwellings and is therefore considered to be ambitious in terms of low/no car parking. The site is highly accessible to local shops, facilities and public transport and the development. It is therefore considered to be a suitable location for a low car development. Furthermore, the applicant has confirmed their commitment to contributing to a car club in the local area and this will be controlled by Section 75 legal agreement.

Safe and secure cycle parking will be available however at a level below the expectations of the City Development Plan. This has been assessed in more detail under CDP 9 and SG 9 Sustainable Transport below. Cycle parking will be subject to condition.

Subject to conditions, the proposal accords with Policy 13 on Sustainable Transport.

Policy 14. Design, quality and place

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

b) Development proposals will be supported where they are consistent with the six qualities of successful places:

Healthy: Supporting the prioritisation of women's safety and improving physical and mental health.

Pleasant: Supporting attractive natural and built spaces.

Connected: Supporting well connected networks that make moving around easy and reduce car dependency

Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.

Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.

Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different

uses as well as maintained over time.

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

Comment: This policy is supportive of the aims and design-led approach promoted by City Development Plan policy CDP 1 and SG 1 Placemaking, and a detailed design assessment is provided below. Overall, it is considered that the applicant has demonstrated a commitment to high quality design and materials. The scale and massing of the proposal would respect the surrounding built form along Minerva Street and key views from St Vincent Crescent Conservation Area. The architectural language and materials of the proposal takes cues from nearby heritage assets. The proposal is consistent with the six qualities of successful places.

The proposal accords with Policy 14 on Design, quality and place.

Policy 15. Local living and 20 minute neighbourhoods

This policy promotes the application of the Place Principle and creating connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably walking, wheeling or cycling, or using sustainable transport options.

Comment: This is a brownfield site set amongst various land uses including residential and commercial and therefore presents a good opportunity to reinforce local living and deliver on the aspirations of this policy. It is situated within walking and wheeling distance to Cranstonhill/Yorkhill Town Centre which accommodates a range of retail, amenities and other services and facilities with good access to public transport. The massing and layout of the proposal would contribute to a compact city form.

The proposal accords with Policy 15 on local living and 20 minute neighbourhoods.

Policy 16. Quality Homes

b) Development proposals that include 50 or more homes, and smaller developments if required by local policy or guidance, should be accompanied by a Statement of Community Benefit. The statement will explain the contribution of the proposed development to:

- i. meeting local housing requirements, including affordable homes;*
- ii. providing or enhancing local infrastructure, facilities and services; and*
- iii. improving the residential amenity of the surrounding area.*

e) Development proposals for new homes will be supported where they make provision for affordable homes to meet an identified need. Proposals for market homes will only be supported where the contribution to the provision of affordable homes on a site will be at least 25% of the total number of homes, unless the LDP sets out locations or circumstances where:

- i. a higher contribution is justified by evidence of need, or*
- ii. a lower contribution is justified, for example, by evidence of impact on viability, where proposals are small in scale, or to incentivise particular types of homes that are needed to diversify the supply, such as self-build or wheelchair accessible homes. The contribution is to be provided in accordance with local policy or guidance.*

f) Development proposals for new homes on land not allocated for housing in the LDP will only be supported in limited circumstances where:

- i. the proposal is supported by an agreed timescale for build-out; and*
- ii. the proposal is otherwise consistent with the plan spatial strategy and other relevant policies including local living and 20 minute neighbourhoods;*
- iii. and either:*
 - delivery of sites is happening earlier than identified in the deliverable housing land pipeline. This will be determined by reference to two consecutive years of the Housing Land Audit evidencing substantial delivery earlier than pipeline timescales and that general trend being sustained; or*
 - the proposal is consistent with policy on rural homes; or*
 - the proposal is for smaller scale opportunities within an existing settlement boundary; or*
 - the proposal is for the delivery of less than 50 affordable homes as part of a local authority supported affordable housing plan.*

Comment: A Statement of Community Benefit has been provided as an appendix to the Planning Statement dated June 2023. It is considered that it meets the criteria set out in Policy 16.

The proposed development would provide a range of accommodation consisting of 1-, 2- and 3-bedroom flats. The development would provide a mix of private and shared outdoor amenity spaces. The application site is in the inner urban area and the proposed flats would have good access to a range of shops, facilities, amenities and public transport in line with 20-minute neighbourhood ambitions. The Statement of Energy demonstrates a commitment to delivering high levels of energy efficiency and low carbon technologies within the proposed units.

Policy 16 introduces a requirement for market housing developments to include 25% affordable housing, based upon need in the local area informed by the local development plan. The City Development Plan has determined that affordable housing should be met through the Strategic Housing Investment Programme rather than a specific affordable housing policy. This is an established position of the Council and has overseen significant investment in affordable housing throughout Glasgow. It is therefore the case that the policy goals are being met through the extant City Development Plan.

Therefore, it is not considered appropriate to apply a percentage affordable housing requirement relative to NFP4 for the time being, until the Council has agreed in more detail how this can be applied across different areas in the City, based upon need.

Subject to conditions, the proposal accords with Policy 16 on quality homes.

Policy 18. Infrastructure first

a) Development proposals which provide (or contribute to) infrastructure in line with that identified as necessary in LDPs and their delivery programmes will be supported.

b) The impacts of development proposals on infrastructure should be mitigated. Development proposals will only be supported where it can be demonstrated that provision is made to address the impacts on infrastructure. Where planning conditions, planning obligations, or other legal agreements are to be used, the relevant tests will apply.

Comment: The development is required to make financial contributions towards off-site open space and Clyde Fastlink. These contributions will be secured by a Section 75 planning agreement. The contribution amounts are specified under CDP 12 and IPG 12 Delivering Development below.

The applicant is committed to contributing to the delivery of a car club in the local area and this will also form part of the Section 75 agreement.

Advisory notes will be attached to any decision notice to ensure that the development does not adversely impact Network Rail infrastructure.

Subject to the necessary agreement, the proposal accords with Policy 18 on Infrastructure.

Policy 19. Heating and cooling

f) Development proposals for buildings that will be occupied by people will be supported where they are designed to promote sustainable temperature management, for example by prioritising natural or passive solutions such as siting, orientation, and materials.

Comment: An Energy and Sustainability Strategy has been submitted which confirms the applicant's commitment to designing the proposed building in line with current and emerging energy efficiency requirements. This will be achieved through the implementation of several steps including maximising the performance of the building form and fabric; the efficiency of plant and equipment; and the use of low and zero carbon generating technologies ('LZCGT'). The Strategy a range of LZCGT including Air Source Heat Pump technology combined with integrated Mechanical Ventilation with Heat Recovery units for all the blocks within the development. This will be investigated further at building warrant stage and subject to condition.

Subject to conditions, the proposal accords with Policy 19 on heating and cooling.

Policy 21. Play recreation and sport

d) Development proposals likely to be occupied or used by children and young people will be supported where they incorporate well designed, good quality provision for play, recreation, and relaxation that is proportionate to the scale and nature of the development and existing provision in the area.

e) Development proposals that include new streets and public realm should be inclusive and enable children and young people to play and move around safely and independently, maximising opportunities for informal and incidental play in the neighbourhood.

g) Development proposals that include new or enhanced play or sport facilities will provide effective management and maintenance plans covering the funding arrangements for their long-term delivery and upkeep, and the party or parties responsible for these.

Comment: The proposal will provide publicly accessible children's play equipment in an area where there is a shortfall of this type of open space. The landscaping proposals, including enhancements to the existing amenity greenspace along the southern boundary of the site, will allow for some opportunities for informal and incidental play. The open space is well overlooked and will benefit from high levels of passive surveillance. The maintenance of the open spaces will be controlled by condition and Section 75 legal agreement. The loss of the existing leisure use is assessed in detail under CDP 1 and SG 1 below.

The proposal accords with Policy 21 on Play, recreation and sport.

Policy 22. Flood risk and water management

c) Development proposals will:

- i. not increase the risk of surface water flooding to others, or itself be at risk.*
- ii. manage all rain and surface water through sustainable urban drainage systems (SUDS), which should form part of and integrate with proposed and existing blue-green infrastructure. All proposals should presume no surface water connection to the combined sewer;*
- iii. seek to minimise the area of impermeable surface.*

d) Development proposals will be supported if they can be connected to the public water mains. If connection is not feasible, the applicant will need to demonstrate that water for drinking water purposes will be sourced from a sustainable water source that is resilient to periods of water scarcity.

Comment: Flood Risk Management have advised that the findings of the Flood Risk Assessment and Drainage Strategy are suitable for the development. The development will meet its flooding and drainage requirements subject to a condition requiring the agreement of final details. The landscaping scheme will incorporate SUDS throughout, the final details of which will be controlled by condition.

Subject to conditions, the proposal accords with Policy 22 on Flood risk and water management.

Policy 23. Health and safety

a) Development proposals that will have positive effects on health will be supported. This could include, for example, proposals that incorporate opportunities for exercise, community food growing or allotments.

f) Development proposals will be designed to take into account suicide risk.

Comment: The proposal includes a range of indoor and outdoor amenity spaces for use by residents. This includes opportunities for exercise, relaxation, play and food growing which will benefit the mental and physical health of future residents. The loss of the existing leisure use is assessed in detail under CDP 1 and SG 1 below.

The proposed development would, through the Building Warrant process, meet the Scottish Building Regulations and therefore be designed to minimise suicide risk.

The proposal accords with Policy 23 on health and safety.

City Development Plan

CDP 1 – The Placemaking Principle & SG 1 – Placemaking

Policy CDP 1 aims to improve the quality of development taking place in Glasgow by promoting a design-led approach. This will contribute towards protecting and improving the quality of the environment, improving health and reducing health inequality, making the planning process as inclusive as possible and ensuring that new development attains the highest sustainability levels.

In order to be successful, new development should aspire to achieve the six qualities of place as

defined in Scottish Planning Policy and reinforced by Creating Places and Designing Streets. These are:

- It is distinctive;
- It is safe and pleasant;
- It is easy to move around and beyond;
- It is welcoming;
- It is adaptable; and
- It is resource efficient.

SG 1 takes forward the aims of CDP1 and provides the necessary detail to explain how these policy aims will be achieved. SG 1 is comprised of two parts of which Part 1 provides the fundamental Placemaking principles and Part 2 provides the supporting detail.

In line with the six qualities of place as defined in Scottish Planning Policy, SG 1 Part 1 sets out general placemaking principles on character and identity; ease of movement; successful open space; legibility and safety; vibrancy and diversity; and character and identity.

SG 1 Part 2 provides detailed guidance on new development including sustainable development; community facilities; density; design and materials; amenity; daylight, sunlight and privacy; and waste storage and collection.

Comment: In respect of the above criteria, the current scheme is design-led having been developed through a series of collaborative design workshops with the Planning Authority following which substantial changes were made to the scale, massing, materiality and facade.

The area to the west of Finnieston Street that is bound by railway lines could, until recently, be characterised by low-density industrial and commercial uses. There has been a significant amount of development activity in this area in recent years. This includes the neighbouring Minerva Square development (21/01258/FUL, completed); the redevelopment of the former Finnieston foundry site (22/00057/PLGA, site cleared); the redevelopment of the former car showroom site bound by Finnieston Street, West Greenhill Place and Minerva Way (24/02608/FUL, pending consideration); and the redevelopment of the former Currys/PC World car park for a mixed-use development with ground floor commercial units and upper floor residential (21/01660/FUL, development underway). These developments will significantly increase residential density in the area by replacing the low-density commercial uses with a compact city form.

Within this changing context, the existing building and accompanying surface car park are out of keeping with the emerging character of the area. The proposal will provide a high-density residential scheme that will contribute to the compact urban growth of the area and provide good opportunities for local living. It will deliver high quality architecture and materials whilst increasing the amount and quality of open space within the site. The proposal is considered to be consistent with the six qualities of place.

Sustainable development

SG 1 states that resource efficient design is a key contributor in the placemaking approach, and that all new development will be expected to incorporate a range of measures to minimise energy consumption, reduce CO2 emissions and make best use of the City's natural resources.

The development of the site will contribute to a compact city form in the inner urban area. Future residents will have good access to public transport and a range of shops, services and facilities in Cranstonhill/Yorkhill Town Centre. A range of measures to achieve energy efficiency aims are proposed and are detailed under CDP 5 & SG 5 Resource Management below.

Loss of community facility

For the purposes of the City Development Plan, SG 1 define community facilities as 'facilities which provide for the health and well-being, educational, recreational, leisure, spiritual and cultural needs of the local community'. This can be a locally orientated service or amenity which can be publicly or privately owned. The existing gym and health centre is broadly consistent with the SG 1 definition of a community facility.

The principle of replacing the existing facility with a residential development has been established by extant planning permission 20/00246/FUL. This application was assessed against the current City Development Plan including SG 1 policies on community facilities. In summary of the assessment of the previous application, it was considered that the loss of the health centre and gym was justified,

firstly, because of its proximity of the application site to a similar facility and, secondly, the provision of children's play equipment to meet a local need. The application was determined by Planning Committee in February 2021 who granted planning permission subject to conditions and the completion of a Section 75 agreement. The decision notice for this application was issued on 21 July 2022 following the completion of the Section 75 agreement and is subject to a 3 year time limit condition.

The extant planning permission can be lawfully implemented until its expiry date in July 2025 subject to compliance with pre-start conditions. Notwithstanding, the current proposal is a separate planning application and is required to be assessed against the relevant Development Plan policies for community facilities.

SG 1 seeks to safeguard against the loss of community facilities unless it can be demonstrated that they are no longer needed by the community they serve and are not needed for other community or recreational use. Proposals which involve the loss of land and/or buildings valued as a community facility will only be permitted if evidence can be provided to prove:

- a) there is adequate existing local provision of facilities of equivalent community value; or
- b) the facility can be replaced, to at least its existing level and quality, within the new development; or
- c) suitable replacement community facilities of equivalent quality, quantity and community value will be provided at new locations accessible in terms of active travel and public transport; or
- d) there is no longer a need within the local community for the facility.

Development which would result in the loss of land and buildings which provide valued recreational and leisure opportunities will be resisted and only be permitted provided it can be demonstrated:

- a) that there is an excess of similar facilities in surrounding neighbourhoods which are easily accessible by sustainable transport, on foot and/or by cycle;
- b) that the loss would not adversely affect the potential future recreational and leisure needs of the local population; or
- c) the proposed development is for an indoor or outdoor recreational or leisure facility with at least equal benefit and community access which outweighs the loss of the existing or former recreational use.

Nuffield Health operate another fitness club on Finnieston Street less than 400 metres from the application site. It is understood (although has not been formally confirmed) that memberships to Minerva Way would be transferred to Finnieston Street should it close. The other site is more accessible than Minerva Way in terms of sustainable transport as it is closer to a primary bus corridor and Exhibition Centre train station. The Nuffield Health website indicates that Finnieston Street contains a similar, albeit not entirely like-for-like, range of facilities to Minerva Way. Taking the operator, membership model and range of facilities into account, it is considered that the fitness club at Finnieston Street is similar enough to Minerva Way to constitute an equivalent community facility in the context of SG 1.

The development may lead to additional demand for health and fitness facilities in the surrounding area and, in their Planning Statement Addendum, the applicant has highlighted 8 other businesses/facilities in the local area that provide a variety of health, fitness and wellbeing services. Furthermore, a residents' gym and other amenities will be provided within the development at first floor level in the North Block. These facilities will not be publicly accessible however will absorb some of the additional demand created by future residents.

Nuffield Health is a commercial, members-only fitness club and therefore differs operationally from a public leisure centre such as those managed by Glasgow Life. It is subject to market forces and competes with the other commercially operated health and fitness businesses in the area. The City Development Plan offers some protection to large scale commercial uses but only within Town Centres (see CDP 4 & SG 4 Network of Centres). The site is not within a Town Centre therefore the existing facility is not protected by CDP 4 & SG 4. It is expected that the market will respond accordingly to additional demand for health and fitness facilities should the application site close. New leisure facilities are encouraged in principle by SG 1 where the provision of such would meet an unmet need.

Although not a planning consideration, it is noted that the applicant owns the site and that Nuffield Health are a tenant who operate the facility on a commercial basis. Nuffield Health could independently cease operating from the site without any input from the applicant. Conversely, subject to the terms and period of the existing lease agreement, the applicant as landowner could potentially terminate or not renew the existing lease. Whilst not pre-empting the commercial decisions of either

party, it is noted that neither applicant nor operator have absolute control over the continued use of the site as a fitness club.

The site contains 252 car parking spaces that are restricted to patrons of Nuffield Health. According to the 2022 census data, 60.9% of the households in Ward 10 Anderston/City/Yorkhill have no access to a car or van. This represents the lowest rate of access to a car or van in Glasgow. The substantial amount of car parking is considered to be disproportionate to a local population where the majority do not have access to a vehicle. The applicant's Transport Statement forecasts trip generations for a private fitness club using criteria based on the application site. This indicates that a vast majority of trips for the existing use are undertaken by car. The existing facility, whilst considered a community use as defined by SG 1, is ultimately a commercial operation that provides a significant amount of car parking which, given local circumstances, is likely to be of primary benefit to those travelling from outwith the local area. It is therefore considered that the existing facility is not wholly consistent with the SG 1 definition of a community facility as a "*locally oriented service or amenity*".

Given that there is an equivalent facility and a variety of other commercially operated health/fitness businesses nearby, and that a residents' gym and public open space would be provided within the development, it is not considered that the loss of the facility at Minerva Way would adversely impact the health and wellbeing of the local population. Numerous objections refer to the strong community and active social scene which exists at the Nuffield Health on Minerva Way. It is noted that the development will provide a 90 sq/m multipurpose room on the ground floor space of the North Block which will be made available for public use. This is clearly not an equivalent facility to the one being lost in terms of health and fitness; however, it would provide a flexible space that could be used by the local community for a variety of social, recreational and small-scale health and fitness uses.

The Committee Report for extant planning permission 20/00246/FUL highlighted that the City Development Plan protects facilities that offer outdoor sport/recreation far more robustly using CDP 6 & IPG 6 (SG 6) than it does for the types of internal community facilities as listed in SG 1. This is also considered to be relevant to the current proposal, which would increase the quantity and quality of open space across the site. Of particular significance is the provision of publicly accessible children's play equipment in an area of the city where there is a significant shortfall of such facilities. It is considered that this would provide considerable benefit to the growing residential population in the area.

In summary, it is not considered that the loss of the existing facility, which likely serves a wide catchment area, would adversely affect the future recreational and leisure needs of the local population. There are numerous other health and facilities in the area including an equivalent Nuffield Health facility within 400 metres of the application site. The proposal will provide a flexible and publicly accessible community space that would be a locally oriented amenity in the spirit of SG 1 definition. Furthermore, the children's play area would meet an open space need in the area which would be of significant benefit to the local population. For these reasons, it is considered that the loss of the existing community facility can be justified against CDP 1 and SG 1 in this instance.

Density, scale and massing

SG 1 sets out that the appropriate density of residential development will vary according to the following general principles:

- a) location;
- b) context and setting;
- c) the scale and massing of adjacent buildings; and
- d) public transport accessibility and active travel opportunities.

SG 1 specifies that residential densities on sites in the inner urban area may vary between 30 and 100 dwellings per hectare in base accessibility locations, whilst higher densities will be expected in high accessibility locations and should be justified against the general principles outlined above. Account will also be taken of the availability and capacity of broader infrastructure and community facilities to accommodate increased use.

The applicant has provided a Heritage Townscape Visual Impact Assessment (HTVIA) which assesses the impact of the proposal from a variety of viewpoints in the vicinity of the application site. This includes the impact of the proposal on the setting of St Vincent Crescent Conservation Area and from civic spaces within the SEC. Further analysis of the height, scale and massing of the proposal was carried out by the Planning Authority using computer modelling software. A more detailed analysis of how the proposal will impact heritage assets is set out below under CDP 9 and SG 9 Historic Environment. Overall, it is considered that the proposal takes a contextual approach and will

complement the other emerging developments in the Finnieston area in terms of height, scale and massing.

The site is approximately 1.6 hectares and proposed development includes 391 dwellings, equating to a proposed density of 244 dwellings per hectare. The site is in the inner urban area and the two neighbouring plots to the east and west have been developed with high density flatted blocks. Cranstonhill/Yorkhill Town Centre is within walking and wheeling distance and there are frequent bus and rail services available from Argyle Street and Exhibition Centre station respectively. The development will provide a diverse range of on-site amenities for future residents and a flexible space that can be used by the local community.

For these reasons, it is considered that the proposed density can be justified against the general criteria above and is appropriate for the site and surrounding area.

Layout

SG 1 sets out general principles for layouts for new residential development:

- a) take a design-led approach towards aspect and orientation to maximise daylight and sunlight, reduce energy use, and prevent overlooking and loss of privacy, particularly when providing balcony and/or garden spaces (see RDG, Page 60 and the BRE 'Site Layout Planning for Daylight and Sunlight');
- b) make appropriate provision for refuse and recycling storage areas;
- c) wherever possible, retain all significant trees on sites, unless removal is necessary, e.g. for good arboricultural reasons;
- d) have roads designed to the standards set out in RDG;
- e) incorporate a SUDS strategy to take account of the space and design requirements of the required SUDS scheme; and
- f) ensure that all new homes do not have upper rooms, balconies etc which directly overlook adjacent private gardens/backcourts.
- g) ensure sufficient permeability through the provision of walking/cycling routes and open spaces connected to the wider paths network and other community facilities. Off road paths should be located centrally and be overlooked in order to promote public safety, see also SG1 - Placemaking, Part 1 and SG1 - Placemaking, Part 2, Detailed Guidance – Active Travel and SG6 - Green belt and Green Network.

The impact of the proposal on daylight, sunlight and privacy of neighbouring residential developments has been assessed below and is considered to be acceptable. A significant proportion (90%) of the habitable rooms in the proposed development will meet the illuminance recommendations for UK dwellings and this is considered to be acceptable for a large-scale residential scheme in an inner urban area. Direct window to window distances with neighbouring developments, as well as within the development itself, will be a minimum of 18 metres which in accordance with SG 1 is a sufficient distance to ensure that there will be no significant privacy issues.

Refuse and recycling areas will be incorporated into the development with minimal visual impact. The roads layout has been assessed by an Engineer in Transport Planning and meet the relevant standards of the Residential Design Guide (RDG). SUDS will be incorporated into the landscape scheme and will be subject to condition. SUDS and drainage has been assessed in further detail under CDP 8 and SG 8 Water Environment below.

The site will have a high degree of permeability and incorporate a series of landscaped spaces. A landscaping scheme has been provided which includes the planting of mostly native species trees in green corridors across the site. The existing wooded area to the south of the site will be enhanced with tree planting and sowing of a woodland species plant mix. It is recommended that the final landscaping scheme should be controlled by condition to ensure that high-quality spaces are delivered for the benefit of residents and the wider public. The proposed residential blocks will enclose the spaces and provide good levels of passive surveillance.

Design and materials.

SG 1 expects that materials on all new development, depending on the nature and scale of the development, will:

- a) employ high quality facing and roofing materials that complement and, where appropriate, enhance the architectural character and townscape quality of the surrounding area;
- b) use robust and durable materials that fit their context and are capable of retaining their appearance over time and in Glasgow's climate; and

- c) acknowledge the local architectural and historic context through the use of appropriate materials.

The design and materiality of the development proposal has been informed by the historic context in the conservation area to the north. The fenestration and façade arrangement of the amended proposal take cues from the architecture of St Vincent Crescent. It is considered that the materials palette – which includes cast stone with rebates on the ground and first floors and beige buff brick on the upper floors – will be robust and durable whilst complementing the traditional architecture of the nearby conservation area. Façade details and materials should be controlled by condition to ensure a high-quality finish.

Subject to conditions, it is considered that the proposed development accords with CDP 1 and SG 1 in respect of design and materials.

Residential Amenity

The proposal for a build-to-rent development of which the majority of units proposed (73%) will have a single aspect. This presents a potential policy tension with SG 1, which states that all dwellings should ideally have dual aspect. Where single aspect is proposed, applicants will be required to demonstrate that the amenity enjoyed by single aspect flats is similar, if not better, than that of dual aspect flats in a similar location.

Of the 275 single aspect dwellings, 41% will have their own private external amenity space in the form of a balcony, terrace or private garden. The remainder have Juliette balconies. Many of the flats will have good aspect with views = to the south, north or over landscaped areas within the development.

A total of 718 sq/m of internal amenity space is provided within the development including a gym, games room and co-working area, courtyard and roof level amenity space. External spaces include a roof terrace on the North Block and the ground floor courtyard which will provide amenity space, growing areas and children's play equipment. It is considered that future residents will benefit from a wide range of on-site amenities that will appeal to a broad demographic.

The site is in the inner-urban area with good access to the West End and City Centre which contain a range of amenities. Overall, it is considered that future residents will have a good standard of amenity due to the location of the development and the proposed on-site amenities.

Daylight, sunlight and privacy

SG 1 specifies that the Council's tool for assessing daylight and sunlight is the Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: a guide to good practice'. Specifically, three staged tests are used to assess whether daylighting impacts are acceptable: the 25 degree angle test, the Vertical Sky Component test and the No Sky Line test. This staged approach represents the standardised test for assessing daylighting impacts on habitable rooms. SG 1 defines a habitable room as 'all rooms other than halls, landings, bathrooms, toilets and small utility rooms.' An updated Daylight and Sunlight Report was submitted which assesses the impact of the amended proposal on nearby residential properties.

The BRE guidance notes that it is possible to reduce the quality of adjoining development land by building too close to a boundary. Where possible, buildings should be set a reasonable distance back from boundaries to enable future developments to enjoy a similar access to daylight whilst retaining its own natural daylight when adjoining land is developed.

The site comprises a single storey building and a substantial amount of surface car parking. The site enables an open outlook for neighbouring residential units at 110 Minerva Street to the east and 31 and 30-32 Minerva Way to the west. This context is important as it establishes an unusual baseline for assessing the potential effect of the proposal upon the level of daylight received to windows serving habitable rooms in these nearby developments.

Adjacent properties currently experience an unusually low level of daylight obstruction from the application site which is not typical in an inner urban context. This presents a challenge for developing the site as it is inevitable that a building of any significant scale will result in a deterioration in the level of daylight reaching the neighbouring windows. However, as the BRE guidance sets out, daylighting is only one factor to be taken into account in assessing a proposal and it may be appropriate to use different targets in assessing the effect of development proposals depending on the local environment.

With regard to the three staged tests, the applicant's Daylight and Sunlight Report assesses the proposed development against the Vertical Sky Component (VSC) test. VSC is a measure of the

amount of light reaching a window and is calculated using computer software. The test measures the existing VSC received to each affected window in the existing building and the reduction in the amount of VSC caused by the proposed building. If the VSC is greater than 27% then enough light is reaching the window of the existing building. If the figure is lower than 27% then, as long as the new figure is no lower than 0.8 times the value of the previous figure the light being received is acceptable and no further assessment is required.

The report tested 293 surrounding windows in the residential developments to the east (110 Minerva Street) and west (31 and 30-32 Minerva Way) of the site. Of the 293 windows assessed, 241 (82%) of windows will receive a level of daylight that meets the BRE guidelines for VSC.

Sunlight has been assessed using the Annual Probable Sunlight Hours (APSH) analysis to all habitable rooms facing predominantly south. Of the 94 rooms tested, a total of 85 (90%) are BRE compliant with the windows that will receive a material decrease in sunlight located within 31 and 30-32 Minerva Way to the west.

The adjacent developments include 5 storey buildings to the west and 7 storey buildings to the east. The closest buildings to the application site are positioned within 10 metres of the shared boundary. Due to their heights and proximity to the boundary, it is considered that the adjacent developments borrow daylight and sunlight amenity from the application site. The position of the adjacent developments should therefore be factored into the assessment of whether the impact of the proposal on daylight and sunlight is reasonable.

The BRE guidance sets a target performance and as discussed above, the surrounding built form and placemaking aspirations can be mitigating factors when assessing the reasonableness of daylight and sunlight impact. In this context, it is considered that the number of windows on adjacent properties that will be significantly impacted is reasonable given the placemaking aspiration to deliver compact urban growth combined with the extent to which adjacent developments borrow amenity from the application site.

The Daylight and Sunlight Report assesses the future daylight of rooms within the proposed development. The principal habitable rooms have been assessed using the Interior Illuminance methodology. Of the 951 rooms tested, 860 (90%) will meet the illuminance recommendations for UK dwellings and it is considered that this is a good level of compliance with the BRE standard for illuminance for new dwellings.

With regard to privacy, SG 1 states that a minimum of 18 metres should be provided between habitable room windows directly facing windows in buildings on adjacent sites. The development will achieve the minimum distances and it is therefore not considered that it raises any significant privacy concerns.

Waste Storage & Collection

SG 1 requires that all new developments must include appropriate and well-designed provision for waste storage, recycling and collection. Internal bin stores would be provided on the ground floor at the rear of each block. In accordance with SG 1, the bin stores will be located discretely within the development and will have little visual impact. Refuse vehicles will be able to access the site and park within 20 metres of each block in accordance with SG 1. Final details of the waste storage areas will be subject to condition.

CDP 2 Sustainable Spatial Strategy

The Council will continue to focus on the regeneration and redevelopment of the existing urban area to create a sustainable City. To achieve this, CDP 2 aims to influence the location and form of development to create a 'compact city' form which supports sustainable development. It will also help to ensure that the City is well-positioned to meet the challenges of a changing climate and economy, and to build a resilient physical and social environment which helps attract and retain investment and promotes an improved quality of life.

Comment: The proposal would contribute to a compact city form by delivering high residential densities on a site that has good access to shops, services and public transport. The additional residential population would contribute to the vibrancy of the nearby Cranstonhill/Yorkhill Town Centre and local economy. The development would incorporate low and zero carbon generating technologies and biodiversity enhancements. Overall, the proposal is consistent with the aims of CDP 2.

CDP 5 & SG 5 Resource Management

Policy CDP 5 requires all new developments to be designed to reduce the need for energy from the outset. This can be done through careful siting, layout and design and should make the best use of energy efficiency techniques and materials.

All new domestic and non-domestic developments are required to make use of low and zero carbon generating technologies (LZCGT) in order to contribute to meeting greenhouse emission targets and to meet the appropriate sustainability level. In order to achieve this, a range of low and zero carbon generating technologies may be implemented. A Statement on Energy will be required to support all applications to which this policy applies.

The proposal is required to comply with the Gold level in each of the 8 aspects in the Technical Handbook and includes a minimum 20% carbon dioxide emissions abatement through the use of LZCGT.

Comment: The Energy and Sustainability Strategy sets out the approach taken for the performance of the proposed development in terms of whole life carbon and environmental sustainability. It confirms that the development will comply with Gold level in accordance with CDP 5 and SG 5. This will be achieved through the implementation of several steps including maximising the performance of the building form and fabric; the efficiency of plant and equipment; and the use of LZCGT.

With regard to LZCGT, the proposal includes the use of Air Source Heat Pump technology combined with integrated Mechanical Ventilation with Heat Recovery units for all the blocks within the development.

The proposed Strategy means that the development is expected to exceed standards by 60%. On this basis the Strategy has met the requirements of the first stage of the CDP 5 process and requires to be conditioned to ensure it is updated as the technical detail of the Building Warrant progresses through to completion. The proposal accords with CDP 5 and SG 5.

CDP 6 & IPG 6 Green Belt and Green Network

CDP 6 seeks to ensure the development and enhancement of Glasgow's Green Network. Development that is likely to adversely impact on open spaces identified on the Council's Open Space Map and/or on the existing Green Network will not be supported unless it includes appropriate mitigation.

There is a strong presumption in favour of the retention of publicly usable open space. There may be some circumstances in which the Council will permit development on open space, including where the open space has little open space value or the proposal would be brought forward in conjunction with a proposal for an equivalent, or higher quality, new open space to replace that being lost.

Comment: There are strips of land around the edges of the site designated as 'Amenity Greenspace – Transport' and 'Amenity Greenspace – Housing' by the Council's Open Space Map. These serve as landscaping for the car park and a green buffer to the railway line and Clyde Expressway.

The strip designated as Amenity Greenspace – Housing along the south edge of the site will be retained and enhanced with a new self-bind gravel footpath, bench seating and tree planting.

The 'Amenity Greenspace – Transport' will be lost as part of the development. While these strips of land are protected, the proposal will result in a substantial increase in the amount and quality of open space across the site by providing new landscaping, play areas and growing spaces. This will enhance the amenity and biodiversity value of the site. The loss of the protected 'Amenity Greenspace – Transport' is therefore justified against IPG 6.

The proposal will provide publicly accessible play equipment for the benefit of future residents and the wider community. Two children's play areas are shown on the landscape plan: one fronting Minerva Way on the north boundary of the site and the other between the two blocks on the west boundary. More detail is required on the play equipment, and it is considered that this should be controlled by condition as part of the landscaping scheme.

It is considered that the proposal is consistent with the aims of CDP 6 and SG 6.

CDP 7 & SG 7 Natural Environment

CDP 7 seeks to protect and enhance the natural environment including habitats, protected species, biodiversity and trees. Where development, which may have an impact on such assets, is permitted, it should be designed to minimise adverse impacts and, where these cannot be avoided, suitable mitigation should be provided.

SG 7 supports CDP 7 by providing guidance on the natural environment, including protected sites and species and the enhancement of biodiversity.

Where relevant, the Council will require surveys to be submitted with the application which demonstrate the proposal would not have an adverse impact on the natural environment. SG 7 provides detail on what is expected from ecological surveys.

Comment: The existing building and associated car parking dominate the site. The Preliminary Ecological Appraisal submitted with the application considered that developed land with a sealed surface was of negligible ecological value. Overall, the report concludes that the site is of low ecological value. The strip of amenity greenspace along the south of the site is well-planted and will be retained as part of the development.

The applicant's Biodiversity Strategy sets out potential measures for improving biodiversity across the site. This includes species rich native planting, bird boxes, bee boxes, log piles and deadwood habitats and careful lighting. It is considered that final details of landscaping and biodiversity enhancements should be controlled by condition. The site is in a swift flocking area and it is therefore considered that the incorporation of swift bricks into the development should be controlled by condition.

Subject to conditions, the proposal accords with CDP 7 and SG 7.

CDP 8 & SG 8 Water Environment

CDP 8 requires applicants to demonstrate that development proposals will contribute to minimising and reducing flood risk; avoid increased risk of flooding from any source either within the development site or outwith the site as a consequence of the development; and avoid any increase in the quantity and rate of surface water run-off from the site. Proposals must make satisfactory provision for Sustainable Urban Drainage Systems (SUDS). SG 8 provides more detailed guidance.

Comment: The Drainage Strategy submitted with the application proposes that surface water is discharged via a network of pipes, gullies, filter drains, rain gardens, porous paving and geo-cellular crates before connecting into the Scottish Water network. Subject to final details being agreed by condition, Flood Risk Management have advised that the findings of the Flood Risk Assessment and Drainage Strategy are suitable for the development.

The proposal accords with CDP 8 and SG 8 subject to conditions.

CDP 9 & SG9 Historic Environment

The desirability of preserving and enhancing the character of Conservation Areas will always be primary considerations when considering new development. This includes how new development may affect townscape and streetscape.

Proposals for infill developments in or affecting the setting of a Conservation Area must preserve and enhance the special character and appearance of their historic context by using high quality design and materials. Significant views into and out of the Conservation Area must be protected. Open space and trees that contribute positively to the historic character of the area must be retained.

Comment: The proposed development will be more than 70 metres from the boundary of St Vincent Crescent Conservation Area which contains the Category A listed terrace. It is not in the immediate vicinity of the Conservation Area however, given the scale of the proposal, it does have the potential to affect views into and out of the area and thereby affect the character of the historic environment.

The St Vincent Crescent Conservation Area Appraisal does not identify any key views into or out of the Conservation Area that require to be protected. It does refer to the open southerly aspect from the Crescent as one of the most important elements to the conservation area's setting. This aspect is afforded by the bowling greens immediately south of St Vincent Crescent. This broadly follows the original feuing plan for the area which included pleasure gardens in this location with further development to the south. When assessing the impact of the proposal on the Conservation Area, it is

important to distinguish between the southerly aspect afforded by the bowling greens and views outwith the boundary of the Conservation Area. The proposal will not affect the open aspect due to the location of the site relative to the boundary of the Conservation Area.

The views to the south change with the seasons and the assortment of buildings/structures are more apparent in winter with the loss of leaves from trees. The panoramic views outwith the Conservation Area can only be experienced from the upper floors of the Crescent and are therefore unavailable to most.

Views to the south beyond the boundary of the Conservation Area and railway line are diverse. They comprise various hard townscape elements including the Stobcross/Finniester Crane; residential developments on Minerva Way; the SEC; and Moat House Hotel. The aspect provided by the bowling greens provides a contrast with the backdrop of hard townscape elements. The proposed development will be visible from St Vincent Crescent but will blend into and complement the existing backdrop on the other side of the railway line.

The design, materials, colour and height of the original proposal meant that it was highly visible from the Conservation Area. Following feedback from the Planning Authority, significant changes were made to the height, scale and massing of the proposal to ensure that it would not adversely impact views from the Conservation Area. The reduction in height of the building by two storeys means that only the top two storeys of the building will be visible and it is considered that these will blend into the existing backdrop to the Conservation Area.

Changes were made to the design, fenestration and materiality of the proposal and the design now takes cues from the architectural language, materials and proportions of St Vincent Crescent. The design, materiality and colour of these is more in keeping with that of the Conservation Area.

A Heritage Townscape Visual Impact Assessment ('HTVIA') was undertaken that establishes potential impacts the revised proposal would have upon the setting and views into and out of the Conservation Area. The extensive analysis in the HTVIA has established that there should be no unacceptable effect upon the special character and appearance of the Conservation Area and listed building setting, nor views in and out of the Conservation Area.

The proposal is considered to be in accordance with CDP 9 and SG 9.

CDP 11 & SG 11 Sustainable Transport

CDP 11 policy aims to ensure that the city is characterised by sustainable and active travel. It supports the development of car-free housing on suitable sites. New developments are required to be designed to promote and facilitate walking and cycling, including the provision of cycle parking and direct connections to the walking and cycling network.

SG 11 supports the above policy by providing guidance on how development proposals will be expected to address the transport implications that they give rise to. Accordingly, SG11 includes detailed advice and guidance on the provision of parking in new development.

Comment: The application was supported by a Transport Assessment which took account of the site and surrounding context. It provided analysis of vehicle movements for the existing and proposed use of the site. It anticipates that the development proposal will lead to a significant reduction in private car movements relative to the existing fitness club. The proposal is within the Clyde Fastlink contribution zone and detail of the required contribution is set out under CDP 12 and IPG 12 Delivering Development below.

Cycle parking

The provision of secure cycle stores within the ground floors of each Block is in line with SG 11 requirements. However, with the overall uplift in flats in the amended scheme, the proposed 322 spaces does not align with the SG11 requirement for 391 resident and 98 visitor spaces. Cycle parking should therefore be controlled by condition to ensure that it is delivered in line SG 11 requirements.

Car parking

The proposed development will include substantially less car parking (37 spaces) than the existing fitness club (252 spaces). The car parking provision for the proposed 391 flats equates to 9.4%. This is significantly below the SG 11 standard of 1 space per dwelling (or 100%). The site lies within the Kelvingrove Controlled Parking Zone that can allow a relaxation in car parking provision and there will still be a strong market for housing in the area without car parking provision due to walkability to the

City Centre / University and the 'high' public transport accessibility. The majority of flats within the development will require to be marketed as 'car free' and a car parking management policy confirming the allocation of spaces shall be subject to condition.

SG 11 requires the 100% passive provision for electric vehicle charging to be factored into the final design. The applicant is proposing to deliver 100% active provision for all car parking spaces within the development which would exceed policy requirements. Electric vehicle charging can be controlled by condition to ensure that the policy requirement is met.

The applicants are willing to make a financial contribution to the provision of car club spaces in the local area to augment provision for residents' vehicles. This can be controlled via Section 75 legal agreement.

While the area is seeing increase in residential development which will create demand for greater parking overall, it is appropriate for the Council to take a progressive approach to supporting modal shift to increase patronage on public transport and support active travel options in locations which are accessible to facilities and public transport options such as the application site. However, in order to support active travel options, a travel plan with guidance for new occupiers including promotion of active and public transport options can be required by condition.

Servicing

Servicing of the site will be undertaken from within the courtyard and via the pend access off Minerva Way. Transport Planning are content that the double height pend has sufficient clearance for servicing vehicles. Swept path analysis has been submitted that confirms refuse / fire appliances can undertake a clockwise sweep around the courtyard in a forward gear.

Taking all of these factors into account it is considered that the proposal is consistent with CDP 11 and SG 11, particularly when framed within the updated context set by NPF4.

CDP 12 & IPG 12 (SG 12) Delivering Development

CDP 12 sets out the policy context for development contributions. It aims to ensure that development contributes to a sustainable, economically successful City, through the provision of reasonable infrastructure and facilities that are necessary to mitigate the impact of change on Glasgow's resources, and that are appropriate to both the nature of the development and its location.

IPG 12 supports CDP 12 by providing guidance on the contributions that developers will be expected to make to ensure that the City's infrastructure can accommodate new development.

Comment: The IPG 12 requirements are set out in the table below. The size constraints of the site limit the extent to which other types of open space could be delivered on-site. It is therefore considered that financial contributions should be sought for off-site investment as set out in the table below. These contributions can be secured by a Section 75 legal agreement between the applicant and the Council.

Open Space Category	IPG 12 Open Space Requirement	Equivalent Financial Contribution	On-site Provision	Shortfall	Off Setting Financial Contribution
Amenity Space	2,392 sq/m	£239,200.00	2,197 sq/m	195 sq/m	£19,500
Children's Play	1,674 sq/m	£167,440.00	1,071 sq/m	603 sq/m	£60,300
Outdoor Sports	1,674 sq/m	£167,440.00	Nil	1,674 sq/m	£167,440
Allotments or Community Gardens	239 sq/m	£23,920	283 sq/m	Nil	Nil
<u>TOTAL</u>	<u>5,979 sq/m</u>	<u>£598,000.00</u>	<u>3,551 sq/m</u>	<u>2,427 sq/m</u>	<u>£247,240</u>

The proposal is within Clyde Fastlink Contributions Zones 2, 3 and 4. The largest of the zones running through the site is Contribution Zone 4 and this zone is closest to the walking route to the Fastlink route. Contribution Zone 4 has therefore been used to determine the level of contribution required by the development. In accordance with IPG 12, the proposal is required to make a financial contribution of £57,000.00 towards the delivery of Clyde Fastlink.

The proposal accords with CDP 12 and IPG 12 subject to the completion of the Section 75 agreement.

B) MATERIAL CONSIDERATIONS

The letters of objection are material considerations and should be taken into account in making a decision on the planning application. The representations are summarised and addressed below. Further to the letters of objection, it is not considered that there are any other material considerations relevant to the proposal.

- Build to rent properties lead to transient community

Comment: There is no evidence to suggest that the proposed build-to-rent development will lead to a transient community. The development will provide a mix of unit types and a range of on-site amenities for future residents. The flexible community room will help embed the development into the local community.

- Daylight / sunlight / overshadowing

Comment: The impact of the proposal on daylight and sunlight has been assessed above. In summary, the proposal will impact some rooms within neighbouring developments however it is considered that there are mitigating factors such as the extent to which these developments borrow daylight/sunlight amenity from the application site. It is considered that the proposal has an acceptable impact on daylight and sunlight for a high density residential development in the inner urban area.

- Design

Comment: The design of the proposal has been assessed in detail above. Overall, it is considered that the architectural language of the proposal respects the architecture of the conservation area and is appropriate for the site. The proposal will deliver a contemporary building finished in high quality materials.

- Environmental impact of demolishing existing building

Comment: The existing building would not be suitable for conversion to residential development. The potential benefits resulting from the proposed development in terms of re-population, placemaking and future sustainability, through design, material choice and energy use must be weighed against the carbon cost of demolition, and it is considered that these cumulative advantages justify the case for demolition and redevelopment. In order to ensure as much of the existing building fabric is salvaged for reuse, repurposing and recycling and to minimise waste, a condition is proposed to require the applicant demonstrate the undertaking of this process.

- Impact on air quality (from increased traffic)

Comment: The proposal will significantly reduce the number of car parking spaces on the site from 252 to 37. The applicant's Transport Assessment anticipates that there will be a significant reduction in private car trips relative to the existing use as a fitness club. The layout and density of the proposal will contribute to a compact city form which aligns with 20 minute neighbourhood ambitions and encourage sustainable travel. Consequently, the development will not worsen air quality through increased traffic.

- Impact on public health and wellbeing of local area

Comment: There are other health and wellbeing facilities in the area that could absorb demand from the closure of the existing facility. This includes another Nuffield Health fitness club on Finnieston Street approximately 400 metres from the site. The development will provide a residents' gym and growing spaces which will benefit the health and wellbeing of future residents. Publicly accessible children's play spaces which will benefit the health and wellbeing of the local area.

- Impact on local economy

Comment: The development will result in a significant additional residential population who are more likely to spend time and money in the local area including Cranstonhill/Yorkhill Town Centre.

- Impact on local services, facilities and infrastructure

Comment: The proposed increase to the residential population in the area will help support the viability of local shops and amenities in nearby Cranstonhill/Yorkhill Town Centre. In addition, the development will provide on-site amenities for residents including an entertainment lounge, gym, co-

working space, library, roof gardens and landscaped courtyard with a children's play area and growing spaces. Where open space requirements cannot be met on site, the development will make a financial payment towards local infrastructure in the form of an open space contribution.

- Impact on local infrastructure

Comment: The development will make financial contributions to off-site open space to be secured by Section 75 agreement.

- Impact on St Vincent Crescent Conservation Area

Comment: The impact of the proposal on St Vincent Crescent Conservation Area and the listed St Vincent Crescent has been assessed in detail above. Overall, it is considered that the scale, massing and design of the proposal would not be detrimental to the setting of the Conservation Area and listed building.

- Impact on and loss of trees

Comment: A tree survey report has been submitted which assesses the health and quality of the trees within the site. As far as possible, trees that are well-established and healthy will be retained around the north, east and south boundaries of the site. Root protection areas during the construction period will be required by condition to ensure that the retained trees are not damaged. A landscaping scheme has been provided which includes the planting of mostly native species trees in green corridors across the site. The existing wooded area to the south of the site will be enhanced with tree planting and sowing of a woodland species plant mix. The final details of the landscaping scheme and its future management and maintenance will be controlled to conditions.

- Increase in residential population

Comment: For the reasons set out above, the proposed residential density is considered to be appropriate for the site, which is located in an inner urban area with good access to a range of shops, services, facilities and public transport. The additional residential population would help support the public transport network and Cranstonhill/Yorkhill Town Centre.

- Increase in units from previous planning permission

Comment: The proposed residential density is considered to be appropriate for the site, which is located in an inner urban area with good access to a range of shops, services, facilities and public transport. The increase in units from the extant planning permission is therefore acceptable in policy terms.

- Issues with consultation process and neighbour notification

Comment: As required by the Planning etc. (Scotland) Act 2006, the applicant carried out a pre-application consultation in accordance with the procedures outlined within the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013. Neighbour notification was carried by the Planning Authority in accordance with the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013.

- Lack of need for new flats

Comment: This proposal is for a private build-to-rent housing development and its delivery will therefore be subject to the demands of the housing market. It is understood that the applicant has identified a unit mix that they believe is deliverable and for which there is sufficient need.

- Lack of balconies on some units

Comment: There will be sufficient on-site amenities available for the benefit of future residents.

- Lack of amenity and green space in surrounding area and within development proposal

Comment: It is acknowledged that there is a shortfall of amenity greenspace in the surrounding area. The proposal will increase the amount of amenity greenspace on the site from the existing use. It will also deliver a children's play area – a type of open space of which there is a shortfall in the area.

- Loss of existing fitness club and impact on community cohesion

Comment: The loss of the existing facility has been assessed in detail above. It is acknowledged that the club has social and recreational benefits to members in addition to its primary offer as a health and fitness facility, although there are other similar facilities within the vicinity. The proposal will provide a flexible community space that can be used by the wider community for community, social and health uses.

- Loss of existing facility is contrary to 20 minute neighbourhood ambitions

Comment: There are numerous other health and fitness facilities in the area including an equivalent facility less than 400 metres from the site on Finnieston Street which is also operated by Nuffield Health. The other Nuffield Health facility is better served by sustainable transport. The existing facility has a substantial amount of surface car parking and is located in a Ward with a low level of car ownership. It is not considered that the existing site layout is consistent with 20 minute neighbourhood principles, which encourage sustainable travel over private car trips.

The proposal is for a high-density residential development that will contribute to the compact urban growth of the area. The majority of the proposed flats will be car free and future residents will benefit from being near to Cranstonhill and Yorkhill Town Centre and frequent bus and rail links.

- Loss of existing facility and lack of equivalent provision in the surrounding area

Comment: This loss of the existing facility has been assessed in detail above. There is another Nuffield Health facility within 400 metres of the application site on Finnieston Street which is better served by sustainable travel options. It is acknowledged that fitness clubs do not have an identical offer; however, given the similarities between the two in terms of facilities, operator and membership model, it is considered that the Finnieston Street club is an equivalent facility to Minerva Way.

- No affordable or owner occupier housing proposed

Comment: There is no policy requirement to deliver affordable or owner occupier housing on the site. For the reasons set out in the above assessment, it is considered that the build-to-rent proposal will deliver high quality accommodation with a good range of amenities for future residents.

- Noise and disruption during construction

Comment: A method statement/site management plan will be required by condition to ensure that noise and vibrations during construction are kept to an acceptable level.

- Overdevelopment / density

Comment: The proposed density has been assessed above and is considered to be appropriate for a site in the inner urban area with good access to a range of public transport, shops, services and facilities.

- Parking, traffic, pollution and public transport provision

Comment: The proposal will significantly reduce the number of car parking spaces on the site from 252 to 37. The layout and density of the proposal will contribute to a compact city form which aligns with 20 minute neighbourhood ambitions. There are frequent bus and rail services within walking and wheeling distance from the site. The proposed development will result in less vehicular traffic to and from the site than the existing use.

- Prioritisation of profit over community

Comment: The loss of the existing fitness club has been assessed in detail above and is considered to be justifiable in policy terms. The proposal will provide high quality accommodation with a range of amenities for future residents. It will also provide a flexible community room and a children's play equipment that can be used by the wider public. The profitability of the scheme is not a material planning consideration.

- Proportion of single aspect flats

Comment: The proportion of single aspect flats has been assessed in detail above. Policy does not preclude single aspect properties and while the proportion is high, it is a reflection of the inner urban context of the site. It is considered that the development will provide sufficient on-site facilities to compensate for the proportion of single aspect flats and provide future residents with a high level of amenity.

- Proposed community accessible room not an adequate replacement for gym

Comment: For the reasons set out in the above assessment, the loss of the existing facility is justifiable in policy terms and there are other health and fitness facilities, including another Nuffield Health club, in the surrounding area. The proposed community room is clearly not an equivalent facility to the existing use in terms of health and fitness. It will however provide a space that the local community can use for a variety of social, recreational and small-scale health and fitness activities.

- Representation of site as brownfield land

Comment: NPF4 defines brownfield land as: “Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or unused buildings and developed land within the settlement boundary where further intensification of use is considered acceptable.” The site was historically part of the railway goods yard before the existing facility was built and is therefore brownfield land as per the NPF4 definition. As outlined above, it is considered that the provision of high-density residential development is acceptable in policy terms.

- Size, scale and massing

Comment: The size, scale and massing of the proposal has been assessed above. The proposal was reduced in height following the design workshops. The current size, scale and massing is considered to be appropriate for the surrounding area, which is in the process of transitioning from low-density commercial/industrial uses to a high-density compact city form. The proposed building will be prominent however it is not considered that it would dominate or overwhelm the surrounding area, conservation area or setting of the listed St Vincent Crescent.

CONCLUSION

The application site lies within a part of the City that has been steadily undergoing regeneration and is now one of the most desirable parts of the City to live in. It is acknowledged that approval of this scheme would mean the closure of a well used and loved local facility. A previous residential approval on this site has already established the principle of this.

Approval of the scheme will transform this underdeveloped site into 391 homes supported by variety of resident's landscaped spaces. The site is within walking and wheeling distance to many local amenities and the increased population will support the vibrancy and vitality of these.

The proposed development has been assessed against and found to comply with the policies of NPF4 and the Development Plan and the points raised in the representations have been addressed. It is therefore recommended that planning permission is granted subject to conditions and the successful conclusion of a Section 75 legal agreement to ensure the effective management and operation of the student accommodation, the operation of the car club and the off-setting financial payments required under policy IPG12 and for Fastlink.

CONDITIONS AND REASON

1. The development to which this permission relates shall be begun no later than the expiration of three years beginning with the date of grant of this permission.

Reason: In the interests of certainty and the proper planning of the area, and to comply with section 58(1) of the Town and Country Planning (Scotland) Act 1997, as amended.

2. Prior to demolition of the existing building(s) on site, the applicant shall submit a written report to the Planning Authority detailing items and materials to be salvaged from the demolished building(s). All reasonable steps to salvage materials from the demolished building(s) for reuse, repurposing and recycling shall be taken. Thereafter, the measures shall be implemented in accordance with the approved report, unless otherwise agreed in writing by the Planning Authority, and a further written report detailing the outcome of the exercise shall be submitted to the Planning Authority within one month of the demolition of the building(s) being completed for record keeping purposes.

Reason: To encourage, promote and facilitate development that is consistent with the waste hierarchy.

3. Prior to the commencement of construction works on site, a detailed phasing plan and methodology for the delivery of all buildings, amenity space, open space, landscaping and public realm on site, shall be submitted to and approved in writing by the Planning Authority.

The development will be constructed in accordance with the approved plan and methodology prior to occupation of the respective parts of the development unless otherwise agreed in writing by the Planning Authority.

Reason: To enable the Planning Authority to consider this/these aspect(s) in detail, to minimise disturbance during construction and in the interests of vehicular and road safety.

4. Prior to the commencement of the construction works on site, a method statement/site management plan, to include:

- a) measures for the control of noise dust and vibration,
- b) areas for the delivery and storage of equipment and materials
- c) management of site traffic

in a manner that minimises disruption to the local community and associated road network and maintains the safe movement of pedestrians and traffic, shall be submitted to and approved in writing by the planning authority. The construction works shall be carried out in accordance with the approved plan unless otherwise agreed in writing by the planning authority.

Reason: To enable the Planning Authority to consider this/these aspect(s) in detail, to minimise disturbance during construction and in the interests of vehicular and road safety .

5. Prior to each phase of the construction works on site proposals for contractors' storage and compound areas and construction of vehicle access shall be submitted for the written approval of the Planning Authority.

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

6. Prior to the commencement of construction works on site, details of any temporary barricades required during the works shall be submitted to and approved in writing by the Planning Authority. The barricades shall be painted and/or maintained in good condition and kept free of advertisements.

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

7. During the construction period, wheel washing equipment shall be provided at all egress points and kept in operation during all times when vehicles are leaving the site. Prior to the commencement of construction works on site, details of the type of equipment shall be submitted to and approved in writing by the Planning Authority.

Reason: To ensure, in the interests of traffic and pedestrian safety, that mud from the site is not carried onto any road.

8. Unless otherwise agreed in writing with the Planning Authority, no development shall commence on site until a comprehensive contaminated land assessment has been submitted to and approved in writing by the Planning Authority.

The assessment shall determine the nature and extent of any contamination on the site, including contamination that may have originated from elsewhere. The assessment shall be conducted and reported in accordance with current recognised codes of practice and guidance and shall include a risk assessment of all relevant pollutant linkages, as required by Planning Advice Note PAN33 - Development of Contaminated Land. Any potential risks to human health, property, the Water Environment and designated ecological sites shall be determined.

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

9. Where the contaminated land assessment has identified any unacceptable risk or risks (as defined by Part IIA of the Environmental Protection Act 1990), a remediation strategy shall be submitted to and approved in writing by the Planning Authority prior to development commencing on site, and shall thereafter be implemented as approved. The strategy shall set out all the measures necessary to bring the site to a condition suitable for the intended use by

removing any unacceptable risks caused by contamination, including ground and mine gas. The remediation strategy shall also include a timetable and phasing plan where relevant.

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

10. Upon completion of the approved remediation strategy, and prior to any part of the development site being occupied, a remediation completion / validation report shall be submitted to and approved in writing by the Planning Authority. The report shall be completed by a suitably qualified Engineer and shall demonstrate the execution and effectiveness of the completed remediation works in accordance with the approved remediation strategy.

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

11. In the event that any previously unsuspected or unencountered contamination is found at any time when carrying out the approved development, it shall be reported to the Planning Authority within one week and work on the affected area shall cease. Unless otherwise agreed in writing with the Planning Authority, no development shall recommence on the affected area of the site until a comprehensive contaminated land investigation and assessment to determine the revised contamination status of the site has been submitted to and approved in writing by the Planning Authority.

Where required by the approved assessment, a remediation strategy shall be prepared and agreed in writing with the Planning Authority before work recommences on the affected area of the site. Upon completion of any approved remediation strategy and prior to the site being occupied, a remediation completion / validation report which demonstrates the effectiveness of the completed remediation works shall be submitted and approved in writing by the Planning Authority.

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

12. Unless otherwise agreed in writing with the Planning Authority, no development shall commence on site until all boreholes, probeholes or monitoring wells completed across the subject site are decommissioned. Upon completion of site investigations and gas monitoring and following agreement on the findings of these with the planning authority; the boreholes, probeholes or monitoring wells should be decommissioned (backfilled) and sealed in a manner that prevents them acting as a migration pathway and evidence of this provided to the Planning Authority. Works shall be completed in accordance with Scottish Environment Protection Agency 2014 good practice guidance and BS 8576: 2013.

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

13. Final construction drawings, details and calculations for the proposed surface water drainage design and SUDS (Sustainable Urban Drainage Systems) features shall be submitted to GCC (Glasgow City Council) and approved in writing by the planning authority prior to works commencing on site. Information shown on the drawings should contain a sufficient level of detail to convey the drainage plans, floor and ground levels, drainage cover levels and invert levels, and also allow direct linkage to the final design calculations. In addition, a final maintenance schedule covering all drainage elements must also be included.

Reason: To minimise the risk of flooding and its adverse effects.

14. The final finished floor level should be set at a minimum of 150mm above external finished ground levels, as outlined in the self-certified 'Flood Risk Assessment AEG02076_G3_Glasgow_01 (15/08/2024)' document.

Reason: To minimise the risk of flooding and its adverse effects.

15. Prior to the commencement of above ground construction works for the buildings on site, specifications and samples of all materials to be used on the external areas of the building, including: the external elevations; windows, doors and other glazed areas, and; roof areas, roof surfaces and roof mounted plant rooms, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the buildings shall be completed in accordance with the approved details prior to occupation.

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

Reason: In order to protect the appearance of both the property itself and the surrounding

area.

16. Prior to the commencement of above ground construction works for the buildings on site, a sample panel of the materials to be used on the external elevations of the buildings shall be erected for the inspection by and written approval of the Planning Authority. Full details of the design of the sample panel shall be submitted for the written approval of the Planning Authority. The approved sample panel shall remain in place throughout construction, where practicable, unless otherwise agreed in writing with the Planning Authority.

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

Reason: In order to protect the appearance of both the property itself and the surrounding area.

17. Prior to the commencement of above ground construction works for the new buildings on site, drawings at 1:20 scale, illustrating:

- a) a typical elevation bay for each of the elevations, detailing the elevational treatments, the method of fixing of materials, the type of jointing and framing to be used and the incorporation of design measures to prevent premature weathering and staining;
- b) the treatment of the connection of the base of the building with the street, at the front, side and rear elevations;
- c) details of the pend access on the North Block including sections through showing the internal finishes and lighting; and
- d) details of the roof top penthouse levels including the communal roof garden/terrace

shall be submitted to and approved in writing by the Planning Authority and thereafter shall be implemented in the approved manner prior to the occupation of each building.

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

Reason: In order to protect the appearance of both the property itself and the surrounding area.

18. Prior to the commencement of above ground construction works for the buildings on site, elevational and sectional drawings, details at an appropriate scale of all roof treatments including plant, screening and communal terraces shall be submitted to and approved in writing by the Planning Authority and thereafter implemented in the agreed manner prior to occupation of each building.

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

19. Prior to the commencement of above ground construction works for the buildings on site, ventilation proposals and a strategy for the positioning of discrete ventilation locations shall be submitted to, and approved in writing by, the planning authority and thereafter shall be implemented in the approved manner. For the avoidance of doubt, no vents, flues, aerials or other such external fittings are approved on the external elevations without the prior written agreement of the planning authority.

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

Reason: In order to protect the appearance of both the property itself and the surrounding area.

20. Prior to the commencement of above ground construction works, 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 relevant part of the development is occupied.

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

21. Prior the commencement of above ground construction works on site, a Statement on Energy (SoE) in accordance with the associated building Warrant, shall be submitted to and approved in writing by the planning authority. The SoE shall demonstrate how the development will incorporate low and zero-carbon generating technologies to achieve at least a 20% cut in CO2

emissions and that the Gold Hybrid Standard are to be met, as per City Development Plan policy CDP 5: Resource Management & accompanying Supplementary Guidance SG5: Resource Management. The development shall thereafter be constructed in compliance with the approved SoE. Formal confirmation of the constructed development's compliance with the SoE, carried out by a suitably qualified professional, shall be submitted to and approved in writing by the planning authority before the development/the relevant part of the development is occupied.

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

22. Prior to the commencement of works on site, a meeting shall be held on site for the inspection by the Planning Authority of all tree protection measures, in order to ensure they have been installed in accordance with the approved tree protection plan. The development shall thereafter be carried out in accordance with the approved details or as otherwise agreed in writing by the Planning Authority.

Reason: To maintain the contribution of existing trees to the landscape quality and biodiversity of the area.

23. With the exception of tree works detailed in the approved application, existing trees on the site shall not be lopped, topped, felled or removed without the prior written approval of the planning authority. Details of such trees and the proposed operations on each of them shall be submitted to the planning authority. Any proposals for felling or removal shall include proposals, including a programme, for replacement tree planting.

Reason: To maintain the contribution of existing trees to the landscape quality and biodiversity of the area.

24. Before any work on the site is begun, a detailed plan which shows the root protection area (RPA), the location and details of a method of tree protection and temporary works, including scaffolding and access routes, to comply with BS 5837:2012 Trees in relation to design, demolition and construction - Recommendations shall be submitted to and approved in writing by the planning authority. The approved protection shall be in place prior to the commencement of any work on the site, shall be inspected by the Planning Authority and shall be retained in place until completion of the development.

Reason: To maintain the contribution of existing trees to the landscape quality and biodiversity of the area.

25. The minimum depth of topsoil shall be 150mm for grass areas, 450mm for shrub areas and 900mm for trees on clean subsoil free from builder's rubble and other deleterious materials. Topsoil shall be free from pernicious weeds and shall have a pH value of approximately 7.0.

Reason: To ensure that favourable conditions are created for survival of the planting.

26. 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: To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

27. During the period of the works on site quarterly, inspection reports, prepared by a suitably qualified professionals on Arboricultural matters, shall be submitted to the Planning Authority for written approval.

These reports shall deal with the integrity of tree protection measures, any planned and agreed works within the root protection areas (RPA), service works, and any other site access issues that may impact on the trees to be retained.

Reason: To maintain the contribution of existing trees to the landscape quality and biodiversity of the area.

28. All tree works shall be carried out in accordance with the specifications detailed in Arboricultural Report, Impact Assessment and Method Statement by Ecus Ltd dated May 2023 unless otherwise agreed in writing by the Planning Authority.

Reason: To maintain the contribution of existing trees to the landscape quality and biodiversity of the area.

29. Before any above ground construction works on the site is begun, a scheme of landscaping shall be submitted to and in writing by the planning authority. The scheme shall include hard and soft landscaping works, boundary treatment(s), children's play equipment and growing spaces together with a programme for the implementation/phasing of the landscaping in relation to the construction of the development. All landscaping, including planting, seeding and hard landscaping shall be completed in accordance with the approved scheme prior to occupation of the development.

Reason: To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

Reason: In order to safeguard residential amenity.

30. Before any landscaping works on the site is begun, a maintenance schedule for the landscaping scheme/open space, including a calendar detailing the maintenance of each component of the landscaping scheme and the number of operations within each month, and details of the responsibilities of relevant parties, shall be submitted to and approved in writing by the planning authority.

Reason: To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

31. Prior to the commencement of above ground construction works, details of biodiversity improvement measures with an emphasis on native species shall be submitted for the written approval of the Planning Authority and thereafter shall be implemented in the approved manner prior to occupation of the building.

Reason: To ensure that the development contributes to the biodiversity of the area.

32. Prior to the occupation of any dwelling, a maintenance schedule for the biodiversity and habitat enhancement measures and the landscaping scheme along with details of maintenance arrangements, including the responsibilities of relevant parties, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the agreed measures shall be implemented in full throughout the lifespan of the development.

Reason: To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

33. Provision of Swift bricks suitable for the nesting of the common swift shall be integrated into the external walls for the new buildings. Prior to the commencement of above ground construction works, full details of the extent and location of swift bricks and their format and finish shall be submitted for the written approval of the planning authority and thereafter, shall be implemented in the approved manner.

Reason: To ensure that the development contributes to the biodiversity of the area.

Reason: To meet the requirements of the Glasgow City Local Species Action Plan on Swifts and to ensure

34. The applicant shall provide a residential travel pack for each dwelling prior to occupation; a draft pack shall be submitted to the Planning Authority for approval; the pack should include maps and commentary detailing the location of public transport stops, timetable, estimated journey times, walking / cycle routes to key destinations and health benefits of walking / cycling.

Reason: To ensure that the development is accessible to all in accordance with the principles of inclusive design.

35. Vehicular access to the private parking court off Minerva Way shall be taken via dropped kerb footway crossings designed in accordance with Figure 5.8 of the Design Guide for New Residential Areas.

Reason: To ensure that the access complies with approved standards in the interests of pedestrian and vehicular safety.

36. Details of the final reinstatement of the surface of the surrounding footways shall be submitted to and approved in writing by the Planning Authority. The approved reinstatement shall be completed as approved before any part of the development is occupied.

Reason: In the interests of pedestrian safety.

37. Clear delineation between the public (adopted) and private (non-adopted) areas shall be provided by means of a flush heel kerb, with any steps / ramps being located in private (non-adopted) areas.

Reason: In the interests of pedestrian safety.

38. The developer shall provide appropriate street / public realm lighting before any of the dwellings are occupied. Prior to any work on site commencing, details of positions and types of lighting, and of maintenance / management arrangements shall be submitted to and approved in writing by the Planning Authority.

Reason: To enhance safety and security during hours of darkness.

39. 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 GCC Neighbourhoods, Regeneration & Sustainability.

Reason: To enable the Planning Authority to monitor the implementation of the development.

40. Each off-road car parking space shall be allocated to a specific dwelling / tenant, with dwellings without an allocated off-road car parking space let on a 'car free' basis. Priority of allocation shall be given to the 23x3-bed flats; with the remaining 14 spaces allocated to 14x2 bed flats on a basis of need and on a first come / first served basis. A car parking management policy confirming the allocation strategy shall be submitted to the Planning Authority for approval, prior to occupation of the first phase. All car parking spaces to be a minimum of 5m by 2.5m, with a minimum aisle width of 6m.

Reason: To ensure the effective allocation of car parking spaces to residents.

41. The applicant shall arrange for the Council to promote an amendment to the existing Traffic Regulation Order on Minerva Way, should scope exist to deliver additional on-road 'Co Wheels' car-club provision in partnership with other developers in the locality.

Reason: In order to promote Sustainable Transport.

42. 'Passive' electric vehicle charging provision shall be provided for 100% of car parking spaces in new residential developments with communal off-street parking provision in accordance with SG11 of the City Development Plan. The design should ensure a 20% capacity / take-up in the electricity network, capability in providing individual metered fuse boxes for each EV space and providing ducting for future cabling.

Reason: In order to promote Sustainable Transport.

43. Safe secure and sheltered cycle parking shall be provided for future residents in line with SG11 of the City Development Plan.

Reason: To ensure that cycle parking is available for the occupiers/users of the development.

44. The multi-purpose room in the North Block as shown on approved drawing AL(0)004 Rev B shall be operated as a publicly accessible community space for perpetuity unless otherwise agreed in writing by the Planning Authority. A management plan for the operation of the multi-purpose room shall be submitted to the Planning Authority for written approval prior to occupation of the development. Thereafter the operation of the multi-purpose room will be implemented in accordance with the approved management plan unless otherwise agreed in writing by the Planning Authority.

Reason: To ensure that the multi-purpose room remains publicly accessible for the benefit of the local community.

45. Full details of a scheme of architectural lighting, including details of the location and design of the proposed equipment shall be submitted for the written approval of the Planning Authority prior to the occupation of each phase of the development.

The architectural lighting shall comply with Glasgow City Development Plan policy CDP 1 'Placemaking' and Supplementary Guidance 1 'Placemaking'. In particular, any lighting installed shall be as approved in accordance with the following:-

- (a) Details of the lighting installation, including the type, dimensions, locations and colour of fittings, cable routes and associated electrical equipment shall be submitted to and approved in writing by the planning authority before any lighting works begin.
- (b) A sample/samples of all external fitting(s) shall be installed or displayed on site at relevant location(s) for the inspection and written approval of the planning authority before any lighting works begin.
- (c) Approved fitting(s) shall be painted in a colour to be agreed in writing with the planning authority before any lighting works begin. The painting shall be completed before that phase of the development is occupied.

Reason: In order that the works do not detract from the appearance of the building. 14. Any lighting design shall comply with the Scottish Executive Guidance Note 'Controlling Light Pollution and Reducing Lighting Energy Consumption', March 2007, or any update containing equivalent guidance.

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

46. Disposal of Cooking Odours/Fumes

- (a) All cooking smells, noxious fumes or vapours from the premises shall be disposed of by means of a duct carried up internally through the building and terminating at a point 1 metre above parapet / flat roof at an agreed location. 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) 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 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.

47. Acoustic/amplified music from the development 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.

48. Noise from or associated with the completed development (the building and fixed plant) shall not give rise to a noise level, assessed with windows opened, 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.

49. No lift housing, plant or equipment to project through beyond parapet/roof profile.

Reason: In order to protect the appearance of both the property itself and the surrounding area.

ADVISORY NOTES TO APPLICANT

1. 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.
2. 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.
3. 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.
4. 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.
5. 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.
6. The applicant should consult with Environmental Health concerning this proposal in respect of legislation administered by that Service which is likely to affect this development.
7. Before the ventilation system for the disposal and treatment of cooking odours from the premises is installed, the applicant should submit certification from a member of the Heating and Ventilating Contractor's Association, or other suitably qualified person, to the Planning Authority, confirming that the proposed system will satisfy the requirements of sections (a) and (b) of the condition relating to the disposal of cooking odours/fumes.
8. The applicant should consult Scottish Water concerning this proposal in respect of legislation administered by that organisation which is likely to affect this development. In particular, sustainable drainage systems (SUDS) should be designed and constructed in accordance with the vestment standards contained in "Sewers for Scotland", 3rd edition 2016.
9. The applicant is advised that, where drainage systems including SUDS are not vested in Scottish Water, it is the applicant's/developer's responsibility to maintain those systems in perpetuity or to make legal arrangements for such maintenance.
10. Prior to implementation of this permission, the applicant should contact GCC Neighbourhoods, Regeneration & Sustainability (Transport) at an early stage in respect of legislation administered by the Service which is likely to have implications for this development.
11. The developer should advise each tenant that residents of this development will not be eligible to purchase a resident's on-road parking permit, in accordance with the provisions of the existing traffic order.

12. It is recommended that applicant works with 'car club' operator(s) to support those residents of the development with a temporary need for access to a vehicle (who can't own their own vehicle due to the negligible on-site provision and ineligibility to purchase an on-road parking permit). This could include allocation of spaces within the car park for 'car club' vehicles or increased 'Co Wheels' on-street provision, which the developers in the locality can financially contribute towards.
13. Early engagement should be undertaken with the Roadworks Control team of GCC Neighbourhoods, Regeneration & Sustainability on agreeing a suitable construction methodology / mitigation strategy.
14. The applicant is advised that it is not permissible to allow water to drain from a private area onto the public road and to do so is an offence under Section 99(1) of the Roads (Scotland) Act 1984.
15. There must be no additional loading/surcharge on Kelvinhaugh Tunnel (including sidewalls) and the adjacent railway retaining wall by the proposed development. All proposed works above the tunnel must be subject to further discussions and agreement with Network Rail.
16. Construction works must be undertaken in a safe manner which does not disturb the operation of the neighbouring railway. Applicants must be aware of any supporting structures which are in close proximity to their development.
17. Details of all changes in ground levels, laying of foundations/piling works, and operation of mechanical plant in proximity to Kelvinhaugh Tunnel and the adjacent railway lines must be submitted to Network Rail's Asset Protection Engineer for approval prior to works
18. The area in which this application site is located has been identified as one in which the bird, the swift, has traditionally nested during the summer months. Glasgow City Council has adopted the Swift Species Action Plan, which is part of the Local Biodiversity Action Plan. Glasgow City Council is a partner with Concern for Swifts (Scotland) in the implementation of the action plan. You are therefore advised to contact Concern for Swifts (Scotland) to discuss provisions for swifts within the development. Contact them at Concern for Swifts (Scotland), 287 Onslow Drive, Dennistoun, Glasgow G31 2QG. Tel: 07900 637452, email: swiftscot@yahoo.co.uk
19. The proposed development lies within an area that has been defined by The Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place.

It is recommended that information outlining how the former mining activities affect the proposed development, along with any mitigation measures required (for example the need for gas protection measures within the foundations), be submitted alongside any subsequent application for Building Standards approval (if relevant). Your attention is drawn to The Coal Authority Policy in relation to new development and mine entries available at:

<https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries>

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

Property specific summary information on past, current and future coal mining activity can be obtained from: www.groundstability.com

If any of the coal mining features are unexpectedly encountered during development, this should be reported immediately to The Coal Authority on 0345 762 6848. Further information is available on The Coal Authority website at:

www.gov.uk/government/organisations/the-coal-authority

Advisory Notes to Council

None.

Approved Drawings

The development shall be implemented in accordance with the approved drawing(s)

1. AL(0)001 EXISTING LOCATION PLAN Received 9 September 2024
2. AL(0)002 PROPOSED LOCATION PLAN Received 9 September 2024
3. AL(0)003 PROPOSED SITE PLAN Received 9 September 2024
4. AL(0)004 PROPOSED GROUND FLOOR PLAN Received 9 September 2024
5. AL(0)005 PROPOSED 1ST FLOOR PLAN Received 9 September 2024
6. AL(0)006 PROPOSED 2ND - 5TH FLOOR PLAN Received 9 September 2024
7. AL(0)007 PROPOSED 6TH FLOOR PLAN Received 9 September 2024
8. AL(0)008 PROPOSED 7TH FLOOR PLAN Received 9 September 2024
9. AL(0)009 PROPOSED ROOF PLAN Received 9 September 2024
10. AL(0)010 PROPOSED SECTIONS Received 9 September 2024
11. AL(0)011 PROPOSED CONTEXTUAL SECTIONS Received 9 September 2024
12. AL(0)014 PROPOSED ELEVATIONS - NORTH AND SOUTH Received 9 September 2024
13. AL(0)016 PROPOSED ELEVATIONS - EAST AND WEST Received 9 September 2024
14. AL(0)017 PROPOSED COURTYARD ELEVATIONS - EAST AND WEST Received 9 September 2024
15. AL(0)018 PROPOSED CONTEXTUAL ELEVATIONS Received 9 September 2024
16. AL(0)019 PROPOSED CONTEXTUAL COURTYARD ELEVATIONS Received 9 September 2024
17. AL(0)026 PROPOSED COURTYARD ELEVATIONS - NORTH AND SOUTH Received 9 September 2024
18. MWR-OPE-01-09-DR-L-21003 GENERAL LANDSCAPE ARRANGEMENT - LEVEL 9 ROOD TERRACE Received 9 September 2024
19. MWR-OPE-ZZ-00-DR-L-21001 LANDSCAPE GENERAL ARRANGEMENT - IPG12 AREAS Received 9 September 2024
20. MWR-OPE-ZZ-00-DR-L-21002 LANDSCAPE GENERAL ARRANGEMENT - GROUND LEVEL Received 9 September 2024
21. MWR-OPE-ZZ-00-DR-L-21004 LANDSCAPE ILLUSTRATIVE PLAN Received 9 September 2024
22. MWR-OPE-ZZ-00-DR-L-21005 HARD LANDSCAPE - GROUND LEVEL Received 9 September 2024
23. MWR-OPE-ZZ-00-DR-L-21006 SOFT LANDSCAPE - GROUND LEVEL Received 9 September 2024
24. MWR-OPE-ZZ-00-DR-L-21007 TREE RETENTION AND REMOVALS PLAN Received 9 September 2024

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

for Executive Director of Neighbourhoods, Regeneration and Sustainability

DC/DHAN/17/10/2024

BACKGROUND PAPERS

PLEASE NOTE THE FOLLOWING:

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