



## Planning Applications Committee

**Report by**  
Executive Director of Neighbourhoods, Regeneration and Sustainability

**Item 1**

**16th December 2025**

**Contact: David Haney Phone: david.haney@glasgow.gov.uk**

**Application Type** Full Planning Permission

**Recommendation** Grant subject to Conditions and S75 Agreement

<b>Application</b>	25/01266/FUL	<b>Date Valid</b>	09.07.2025
<b>Site Address</b>	Site In Front Of Gregory Building In Lilybank Gardens Glasgow		
<b>Proposal</b>	Erection of PBSA (Purpose Built Student Accommodation) (Sui Generis) with ancillary facilities, ground floor commercial space (Use Classes 1A & 3), together with associated open space, environmental improvement works and all associated infrastructure.		
<b>Applicant</b>	University Of Glasgow C/o North Planning & Development Ltd, Tay House 300 Tay House (2nd Floor) Glasgow G2 4JR	<b>Agent</b>	North Planning And Development Ltd Graeme Laing 300 Bath Street Glasgow G2 4JR
<b>Ward No(s)</b>	11, Hillhead	<b>Community Council</b>	02_022, Hillhead
<b>Conservation Area</b>	Glasgow West	<b>Listed</b>	N/A
<b>Advert Type</b>	Bad Neighbour Development  Affecting a Conservation Area/Listed Building	<b>Published</b>	1 August 2025

## REPRESENTATIONS AND CONSULTATIONS

### Representations

A total of 188 representations were received of which 6 were in support and 182 in objection. Given the volume of representations received, the points of objection and support have been summarised below. These points will be addressed in detail later in this report.

#### Support

- Air quality
- Design, style, form, layout and materials
- Housing availability and mix
- Impact on car use, road safety, public transport and sustainable travel
- Impact on local economy, businesses and visitor numbers
- Size, scale, massing and density

#### Objection

- Adaptability of proposed buildings for alternative uses
- Alternative sites should be considered for student accommodation
- Anti-social and criminal behaviour

- Biodiversity, ecology and natural environment
- Character of Glasgow West Conservation Area and setting of nearby listed buildings
- Community cohesion, balance and wellbeing
- Daylight, sunlight and overshadowing
- Design, style, form, layout and materials
- Disruption during construction
- Impact on greenspace and amenity of Lilybank Gardens
- Impact on local economy, businesses and visitor numbers
- Impact on local services, facilities and infrastructure
- Impact on physical and mental health of local residents
- Impact on property values
- Impact on view/outlook from private dwelling
- Impact on water and sewerage infrastructure
- Loss of car park and impact on accessibility of area and street parking
- Loss of EV charging spaces
- Loss of trees
- No affordable accommodation proposed
- No neighbour notification letter received
- No requirement for commercial units
- Noise
- Potential to damage nearby buildings due to subsidence in area
- Privacy and overlooking
- Residents of development will not pay council tax
- Size, scale, massing and density
- Traffic, road safety, congestion and pollution
- Volume and concentration of student accommodation, HMOs and short-stay accommodation in local area
- Waste, litter and fly tipping

## **Consultations**

### Scottish Water

No objection

### SPT

No objection. Should the Council be minded to grant the application, it is requested that an advisory note be attached to protect the integrity of subway infrastructure.

### The Coal Authority

No objection.

## **SITE AND PROPOSAL**

### **Site description**

The application site is one hectare and comprises Lilybank Gardens and Lilybank Car Park. The site boundary also includes parts of Great George Lane and Great George Street.

The site lies immediately adjacent to Ashton Lane to the west. Byres Road and Hillhead Subway Station are located at the western end of Ashton Lane, approximately 55 metres from the site boundary. The site is surrounded by the University of Glasgow's Gilmorehill Campus to the south and east. To the north, the site lies adjacent to a flatted block on Great George Lane and a tenement block on Great George Street.

There are significant changes in levels across the site and especially from east to west. Lilybank Gardens on the eastern boundary of the site sits approximately 6.5 metres above Great George Lane on the western boundary.

The site is in Glasgow West Conservation Area. Immediately outwith the site, the former townhouses at 1-17 Lilybank Gardens to the east and mews cottages on Ashton Lane to the west are Category C listed.

Lilybank Gardens is designated as a Communal Garden and a Site of Special Landscape Importance by the Council's Open Space Map (PAN 65). It is a predominantly grassed space surrounded by mature trees. Due to the site levels, there are steep embankments along the east and west sides of the gardens. Access to the garden is poor and limited by the steep embankments.

Lilybank Car Park contains 106 marked bays including four electric vehicle charging points. The entrance and exit to the car park is via Lilybank Gardens at the east of the site. There are landscaped areas in the car park which are designated as Amenity Greenspace – Transport by the Open Space Map. On-street car parking within the site is controlled by the Hillhead Restricted Parking Zone. There are 59 on-street car parking bays surrounding Lilybank Car Park.

Lilybank Car Park is operated by the Council. The Council had a lease on the car park however this expired in 2022 and is now on a rolling lease. It is understood that the University has around 50 staff permit holders that have access to the car park.

### **Site context and planning history**

Lilybank Gardens was constructed in the latter half of the 19<sup>th</sup> Century. Historically, the part of the site containing the car park comprised a tenement block and row of townhouses fronting Lilybank Gardens. In 1970, proposals were formed for a new geology building and multi-storey car park on the application site. The University subsequently purchased and demolished the buildings on the west side of Lilybank Gardens in the 1970s and 80s. The proposals were never realised and the existing surface car park has been operational since the 1980s.

The University of Glasgow is carrying out an extensive redevelopment of the Gilmorehill Campus. This includes expanding the campus onto land formerly occupied by the Western Infirmary and delivering new academic buildings and public realm. The redevelopment of the campus is being guided by the Gilmorehill Campus Development Framework (CDF) (dated June 2014) and Gilmorehill Campus Masterplan (dated May 2016). The CDF and Masterplan are material considerations in the determination of planning applications relating to the redevelopment of the campus. Lilybank Car Park is identified as a potential redevelopment site by both the CDF and Campus Masterplan.

The CDF was approved by the Council's Executive Committee on 26<sup>th</sup> June 2014. The purpose of the CDF is to articulate the spatial vision and future development direction for the campus and to provide the planning framework for the consideration of more detailed future proposals.

The Campus Masterplan was noted by the Council's Regeneration and Economy Policy Development Committee on 16<sup>th</sup> August 2016. It builds on the vision and principles of the Campus Development Framework to provide a cohesive campus wide framework and development context for the Western Infirmary site and other opportunities on the campus which supports the University's estate investment strategy.

The application site has no recent planning history. On the wider campus, planning permission in principle was granted for a mixed-use university campus on land formerly occupied by the Western Infirmary (ref: 16/01208/DC). Subsequent matters specified in conditions applications have been approved in respect of individual plots within the planning permission in principle site boundary. Several new buildings and extensive public realm have been delivered on this site.

### **Pre-application process**

This proposal is 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 the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 (as amended).

A Proposal of Application Notice (PAN) was submitted by North Planning & Development Ltd on behalf of the University of Glasgow on 29<sup>th</sup> November 2024 (ref: 24/02953/PAN).

The PAN stated that consultation events would be held on 13<sup>th</sup> January 2025 and Monday 10<sup>th</sup> February at the University of Glasgow, Advanced Research Centre. In accordance with the regulations, 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 20<sup>th</sup> December 2024 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 has been 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 provide a response to the points raised during the pre-application consultation process.

With regard to discussions carried out with the Planning Authority, the applicant engaged in a formal pre-application process consisting of three meetings with planning officers and City Design. The applicant was given advice on scale, massing, materiality, amenity requirements, trees and specific requirements for purpose built student accommodation..

## **Proposal**

The proposal is to erect a 291 bed purpose built student accommodation development across two blocks, with ancillary facilities and amenities, and ground floor commercial space (Use Classes 1A & 3). The two student accommodation blocks will be erected on the part of the site currently occupied by Lilybank Car Park. The blocks will be separated by a new pedestrian link and public realm route between Ashton Lane and Lilybank Gardens. Hard and soft landscaping will be formed around the blocks. Landscaping works will be carried out to Lilybank Gardens including improving access into the space, introducing routes through the space and new planting, hard surfacing and street furniture.

### Student accommodation blocks

The proposed student accommodation blocks will be oriented on a north-south axis. The development will have seven floor levels in total although, due to a combination of ground levels and building height, it will not be any higher than six storeys.

The northern block will be the larger of the two and will be bounded by Great George Street, Lilybank Gardens, the new pedestrian link route and Great George Lane. On its east elevation facing Lilybank Gardens, it will be six storeys high with part of the upper storey being set back from the main elevation. The north elevation facing Great George Street will step down to four storeys towards Great George Lane. The corner of the building at Lilybank Gardens and Great George Street will be chamfered and fenestrated with a glazed entrance at ground level and windows on the upper storeys. The west elevation facing Great George Lane will be four storeys at the entrance to the lane before stepping up to five storeys at the corner with the new pedestrian link.

The northern block will contain two commercial units and a bike store on Level 1 which, due to the significant change in site levels, will be accessed from Great George Lane. Level 2 will be at ground level with Lilybank Gardens on the east elevation. Internally, the full frontage of the building onto Lilybank Gardens will be resident's amenity space. There will be three external accesses into the amenity space from Lilybank Gardens, the chamfered corner and the new pedestrian link. Level 2 will also contain a welfare room, laundry room, stores, student accommodation and an external courtyard. Levels 3 to 7 will contain a mix of student accommodation as detailed in the below table. There will be a shared roof terrace at Level 5 overlooking Great George Lane. The upper storey roofs will house plant, smoke extract fans, lift overruns and PV panels.

The smaller southern block will be sited between Lilybank Gardens and the rear gardens of the hospitality businesses on Ashton Lane. It will be six storeys high and, like the northern block, part of the upper storey will be set back from the main elevation. Unlike the neighbouring block, no part of this building will be accessible from Level 1 (Great George Lane/Ashton Lane).

The ground floor will be accessed from Lilybank Gardens at Level 2 of the overall development. It will contain amenity space and rooms for bins, plant, equipment and generators. There will be two accesses to the amenity space from Lilybank Gardens and the new pedestrian link. Levels 3 to 7 will contain a mix of student accommodation as detailed in the below table. The roof will house a lift overrun, smoke extract fans and PV panels.

	Studio (incl. single and double)	Accessible Studio	Cluster	TOTAL
<b>Northern Block</b>				
Level 1 (lower ground floor Great George Lane)	0	0	0	0
Level 2 (upper ground floor Lilybank Gardens)	17	0	6	23
Level 3	23	0	18	41
Level 4	24	2	18	44
Level 5	15	2	19	36
Level 6	13	2	12	27
Level 7	18	2	0	20
Total Bedspaces: Northern Block				191
<b>Southern Block</b>				
Level 1 (lower ground floor Great George Lane)	N/A	N/A	N/A	N/A
Level 2 (upper ground floor Lilybank Gardens)	0	0	0	0
Level 3	19	2	0	21
Level 4	19	2	0	21
Level 5	19	2	0	21
Level 6	19	2	0	21
Level 7	15	1	0	16
Total Bedspaces: Southern Block				100
<b>Total Bedspaces: Overall Development</b>				<b>291</b>

The commercial unit on the corner of Great George Lane and Great George Street will be 288 sq/m. The unit on the corner of the new pedestrian link will be 360 sq/m.

#### Landscaping and public realm

The proposal seeks to improve and enhance the green space at Lilybank Gardens. This will include improving pedestrian accessibility into and across the space, reducing car dominance around the space, removing existing trees in poor health and introducing new planting, paths and street furniture.

The proposal will create new public realm on Great George Lane and Ashton Lane which will connect to Lilybank Gardens via the new pedestrian link. The pedestrian link will provide stepped access between the proposed buildings. The link will include raised beds and places to sit. On Great George Lane at Level 1, the commercial units will open onto the new public realm. Existing landscaping strips on Great George Street and Great George Lane will be retained and adapted.

### **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

##### **ii. an appropriate assessment under the Conservation (Natural Habitats etc.) Regulations 1994**

A Preliminary Ecological Appraisal has been provided.

##### **iii. a design statement or a design and access statement**

A Design and Access Statement has been provided.

**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)**

Access and Servicing Strategy  
Acoustic Report  
Air Quality Report  
Arboricultural Impact Assessment  
Daylight, Sunlight and Overshadowing Report  
Drainage Strategy  
Energy Statement (including Statement on Energy)  
Flood Risk Assessment  
Heritage and Archaeology Report  
Planning Statement  
Purpose Built Student Accommodation Needs Assessment  
Site Investigation Report  
Transport Assessment

**B. Summary of the terms of any Section 75 planning agreement**

The legal agreement will secure a financial contribution to be invested in off-site open space. The total contribution value will be £191,138.64 and is split into the following open space categories:

- £16,555.32 towards outdoor sports
- £174,583.32 towards open space quality

The legal agreement shall ensure that (i) occupiers of the development are full-time students engaged in a course of study at an institution of higher or further education; and (ii) there is an effective management and maintenance regime in place.

**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

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

Not applicable

**2. restricting the grant of planning permission**

Not applicable

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

Not applicable

**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

**POLICIES**

The proposal is required to be assessed against the Development Plan. The Development Plan comprises National Planning Framework 4 and the Glasgow City Development Plan.

National Planning Framework 4

National Planning Framework 4 (NPF4) was adopted on 13<sup>th</sup> 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. There relevant NPF4 policies covered in the below assessment are as follows:

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 19 Heat and cooling  
Policy 20 Blue and green infrastructure  
Policy 21 Play, recreation and sport  
Policy 22 Flood risk and water management  
Policy 23 Health and safety  
Policy 25 Community wealth building  
Policy 27 City, town, local and commercial centres

### City Development Plan

The Glasgow City Development Plan was adopted on 29<sup>th</sup> March 2017 and is supported by a suite of Supplementary Guidance. 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 and associated Supplementary Guidance provide more details on specific land uses or environments which contribute to meeting the requirements of the overarching policies. The relevant Policy and Supplementary Guidance is as follows:

CDP 1 The Placemaking Principle & SG 1 Placemaking (Parts 1 & 2)  
CDP 2 Sustainable Spatial Strategy  
CDP 4 Network of Centres & SG 4 Network of Centres  
CDP 5 Resource Management & SG 5 Resource Management  
CDP 6 Green Belt and Green Network & SG 6 Green Belt and Green Network  
CDP 7 Natural Environment & SG 7 Natural Environment  
CDP 8 The Water Environment & SG 8 The Water Environment  
CDP 9 Historic Environment & SG 9 Historic Environment  
CDP 10 Meeting Housing Needs & SG 10 Meeting Housing Needs  
CDP 11 Sustainable Transport & SG 11 Sustainable Transport  
CDP 12 Delivering Development & SG 12 Delivering Development

## **ASSESSMENT AND CONCLUSIONS**

Sections 25 and 37 of the Town and Country Planning (Scotland) Acts require that when an application is made, it shall be determined in accordance with the Development Plan unless material considerations dictate otherwise. In addition, under the terms of Section 64 of the Planning (Listed Building and Conservation Areas) (Scotland) Act 1997, the Council is required to have special regard to any buildings or other land in a Conservation Area, including the desirability of preserving or enhancing the character or appearance of that area.

The issues to be taken into account in the determination of this application are therefore considered to be:

- a) whether the proposal accords with the statutory Development Plan;
- b) whether the proposal preserves or enhances the character or the appearance of the Conservation Area; and
- c) whether any other material considerations (including objections) have been satisfactorily addressed.

In order to assess (a) and (b), the proposal must be considered against the Development Plan.

## **DEVELOPMENT PLAN**

The Development Plan comprises National Planning Framework 4 (NPF4) and the Glasgow City Development Plan (CDP). The Development Plan policies that relevant to this proposal are listed above.

## Principle of Development

CDP 2 (Sustainable Spatial Strategy) encourages the regeneration and redevelopment of the existing urban area to create a sustainable city. Brownfield sites will be prioritised and higher residential densities will be supported in sustainable locations. Similarly, NPF4 Policies 9 (Brownfield, vacant and derelict land and empty buildings), 16 (Quality Homes) and 15 (Local living and 20 minute neighbourhoods) support the redevelopment of brownfield land and delivery of new homes in compact and mixed use neighbourhoods in sustainable locations. The delivery of new homes that provide a choice of housing is encouraged by NPF4 Policy 16 and CDP 10 (Meeting Housing Needs).

The site is brownfield land in the inner urban area. It is highly accessible by public transport, within the University of Glasgow campus and adjacent to Partick/Byres Road Town Centre. The purpose built student accommodation (PBSA) will contribute to the choice of housing available for people in higher education. In principle, the delivery of a mixed-use development comprising PBSA and commercial units is consistent with the aims of these policies.

CDP 2 recognises masterplans as a type of Supplementary Guidance that detail how development will work on the ground in a specific location. The City Development Plan's Policy and Proposals Map identifies Lilybank Car Park as being part of a Masterplan Area. It is covered by Gilmorehill Campus Development Framework (CDF) and Gilmorehill Campus Masterplan, which are material considerations in the determination of planning applications relating to the redevelopment of the campus. The Masterplan highlights Lilybank Car Park as a potential site for redevelopment. In principle, it is considered that the redevelopment of the site is consistent with the aims of the CDF and Masterplan.

NPF4 Policy 25 (Community wealth building) supports development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities. The University of Glasgow is a major institution that makes significant contributions to the educational, cultural and economic outputs of the city. It is deeply embedded in the West End community and is currently investing a substantial amount in the redevelopment of its Gilmorehill Campus. The provision of high quality accommodation will support the University's ongoing campus redevelopment. Furthermore, future residents will contribute to the local economy by using nearby shops, cafes and restaurants. Overall, it is considered that the proposal is consistent with the aims of Policy 25.

### Concentration of purpose built student accommodation

CDP 10 as supported by SG 10 contains specific locational requirements for PBSA. There is no single threshold or methodology to establish whether a concentration of student accommodation is too high and will be harmful to maintaining a sustainable community. There is a balance to be struck between positive benefits, such as achieving regeneration objectives or boosting local populations to support local services, and negative impacts on the sustainability of existing residential populations arising from a significant concentration of students.

SG 10 identifies areas of concentration where the volume of PBSA has reached a level where the development of more would likely undermine residential amenity in these areas. The site is outwith these areas of concentration meaning the city-wide locational criteria should be applied. The criteria require student accommodation to be in locations with good access to universities, shops, services and facilities. The development must not undermine the character or amenity of the surrounding area or place unsustainable pressure on local amenities or facilities due to the density of accommodation.

In order to understand the impact of the proposal on the local population, an assessment of the cumulative effect of the proposed PBSA upon the proportion of mainstream accommodation and student accommodation populations is required to be carried out. SG 10 specifies that this should be carried out based upon a study area of 400 metres (a typical 5 minute walking distance). This study should take account of the pattern of density of residential population; the cumulative impact of the proposal on mainstream residential and student populations; and the range of local facilities and mix of uses. Development proposals are expected to introduce non-student accommodation facilities to support community integration in the area.

The applicant's Purpose Built Student Accommodation Need Assessment states that the proportion of full-time students as part of the overall population in the 400 metre radius around the site is 41%. If the proposal is delivered, the proportion of full-time students would increase to 45% of the total population within the radius. It is not considered that a 4% increase in full-time students as a proportion of the overall population is unreasonable from a site located on the University's principal campus.

The proposal will not result in the loss of any existing mainstream properties. Furthermore, there are no existing PBSA buildings within the 400 metre radius. According to the 2022 Census, the residential population within the radius is 6,514. If the proposal is delivered, the proportion of the population residing



in PBSA would be just 4%. Consequently, it is not considered that the proposal would lead to an overconcentration of PBSA in the area.

In terms of the wider mix of uses in the area, the site is on University's Gilmorehill Campus and the proposed commercial units will front Byres Road/Partick Town Centre. Consequently, the site is in walking and wheeling distance of a broad range of amenities, services, shops and academic facilities. The proposal includes improvements to Lilybank Gardens and the Botanic Gardens is a short distance away. The proposed commercial units on Great George Lane will extend the active frontage from Ashton Lane and integrate the development into Partick/Byres Road Town Centre.

For the reasons set out above, it is considered that the proposal accords with the locational criteria contained in SG 10 and will not result in an over-concentration of PBSA in the area.

#### Purpose built student accommodation: Statement of Need

CDP 10 as supported by SG 10 (Meeting Housing Needs) seeks to ensure that PBSA proposals do not lead to an oversupply which could lead to under-performing or vacant accommodation. Applicants need to provide evidence which demonstrates that there is a shortfall of PBSA at the city-wide scale.

The applicant's Purpose Built Student Accommodation Need Assessment addresses the above points. In summary, the assessment states that Glasgow is facing a supply shortage of PBSA. The student population is growing faster than the provision of accommodation which is creating pressure on private rented accommodation.

The assessment identifies that there were 76,145 full-time students living in Glasgow in the 2022/23 academic year. The total number of full-time students living in Glasgow increased by 27.0% between 2017/18 and 2022/23. The growth in Glasgow is largely due to a significant increase in international and postgraduate students although there has also been a steady increase in domestic undergraduate students. The number of full-time students living with their parents in 2022/23 was 23,715. The demand pool for rented accommodation was therefore 52,430 students.

There were 20,897 students living in PBSA accommodation in April 2025. The committed pipeline of PBSA beds (under construction or with planning approval) at April 2025 was 6,308. The total operational and committed PBSA beds at April 2025 is therefore 27,205. Based on the 2022/23 population figures, the full-time student to PBSA bed ratio (excluding students living with parents and including committed pipeline) would be 1.9. It is considered that the supply and demand figures demonstrate that there is a shortfall of PBSA across Glasgow. On the basis of student demand, the proposed new development would satisfy part of the shortfall.

Given the demand for accommodation, the proposal will not lead to an over-supply of PBSA. Instead, it will assist in addressing the crucial shortfall issues within the student accommodation market, and relieving pressure on the general housing market. The proposal will be managed by the University and located on its principal campus and is therefore highly unlikely to ever operate at reduced capacity. Notwithstanding, should demand for student accommodation reduce in future, the proposal has been designed to be flexible to alternative uses and could be converted to, for example, mainstream residential. In accordance with SG 10, it is considered that the applicant has demonstrated that there is a city-wide need for PBSA and that the proposal is capable of being adapted for alternative uses should that need reduce.

#### Commercial Units

The north-west part of the site where the commercial units are proposed fronts the boundary of Partick/Byres Road Town Centre. Development Plan policies NPF4 Policy 27 (City, town, local and commercial centres), CDP 2, CDP 4 and SG 4 (Network of Centres) promote a Town Centre First approach and encourage footfall generating uses in town centre locations. Ashton Lane is a busy lane comprising a mix of commercial uses including pubs, restaurants and a cinema. The active frontage on Great George Lane will extend the commercial offer from Ashton Lane. The commercial units will activate this part of the lane with footfall generating uses and is consistent with the Town Centre First principle.

#### Protected Open Space

CDP 6 and SG 6 (Green Belt and Green Network) seek to protect open space identified on the Open Space Map. Lilybank Car Park contains strips of land which are designated as Amenity Greenspace – Transport by the Council's Open Space Map (PAN 65). These strips function as landscaping buffers for the car park. Whilst the strips that will be lost are protected, their landscape function will no longer be

required if the car park is lost. The proposal will landscaping strips on Great George Street, Great George Lane and to the rear of Ashton Lane.

Lilybank Gardens are designated as a Communal Garden and a Site of Special Landscape Importance by the Open Space Map. A variety of Development Plan policies support the enhancement of existing green infrastructure. Notably, NPF4 Policy 20 (Blue and green infrastructure) and City Development Plan policy CDP 6 and SG 6 (Green Belt and Green Network) seek to ensure that open spaces are of an appropriate quality, quantity and accessibility. In principle, the enhancement of Lilybank Gardens to improve its quality and accessibility is consistent with policy. The landscaping and public realm proposals have been assessed below.

## **Energy, Climate Change & Natural Environment**

NPF4 Policies 1 (Tackling the climate and nature crises) and 2 (Climate mitigation and adaptation) are overarching policies which seek to address the global climate emergency and nature crises. Development proposals should be sited and designed to minimise lifecycle greenhouse gas emissions and to adapt to current and future risks from climate change. The proposed development must be consistent with the aims of these policies.

### Energy & Sustainability

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.

CDP 5 and SG 5 (Resource Management) require new developments to be designed to reduce the need for energy from the outset. This can be achieved 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). A Statement on Energy will be required to support all applications to which this policy applies. This must demonstrate that the proposal complies 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. NPF4 Policy 19 (Heating and cooling) supports proposals that connect into heat networks.

The applicant's Statement on Energy outlines the energy strategy for the development. The strategy is informed by an "Energy Hierarchy" methodology. The development will incorporate measures to reduce energy demand and consumption through improvements to fabric performance and fixed building services (lighting, ventilation, water, heating). The Statement has identified several community heat networks on the University campus. In combination with air source heat pumps, connection into one of these networks forms part of the strategy to provide heating and hot water to the buildings. Photovoltaic panels sited at roof level will generate electricity. The Statement on Energy confirms that the proposal will achieve Gold Level in accordance with CDP 5.

The Energy 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.

Subject to condition, the proposal accords with the Development Plan in respect of energy efficiency, consumption and generation and is consistent with the overarching aims of NPF4 Policy 2 in respect of minimise lifecycle greenhouse gas emissions...

### Waste hierarchy & future adaptability

NPF4 Policy 12 (Zero waste) encourages new development that is consistent with the waste hierarchy. The waste hierarchy seeks to minimise demolition. It is considered that the development of a surface car park is consistent with the waste hierarchy as there will be minimal construction waste.

SG 10 (Meeting Housing Needs) requires new PBSA developments to utilise a whole life approach with flexible floorplates and building design. This will ensure there is scope and flexibility for adaptation to alternative future uses. The applicant has submitted a an adaptability study which demonstrates that the structural frame and core design enable the potential for future adaption to a range of other residential and employment uses. The study demonstrates that the building could be converted to residential use or office/academic space with changes to the internal layout. The adaptability of the building will ensure that it is capable of extending its lifespan beyond its original use and is therefore consistent with a whole life approach.

## Habitats, protected species and biodiversity

The Development Plan requires new development to protect and enhance the natural environment including habitats, protected species, biodiversity and trees. NPF4 Policy 3 (Biodiversity) specifies that major development 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. CDP 7 and SG 7 (Natural Environment) require surveys to be submitted with the application that demonstrate the proposal will not have an adverse impact on the natural environment.

The applicant's Ecological Appraisal Report contains an Extended Phase 1 Habitat Survey and Daytime Bat Walkover Survey of the site. The survey concludes that the site has limited ecological value at present. The report also considers how the proposed development could enhance biodiversity across the site. It recommends enhancement measures such as new planting and habitat boxes. The Council's Natural Environment Officer has commented that these recommendations will provide positive effects for biodiversity if incorporated into the design. It is considered that the final landscape scheme should be controlled by condition to ensure that the recommended biodiversity enhancement measures are implemented. Subject to conditions, it is considered that the proposal accords with Development Plan policies relating to habitats, protected species and biodiversity.

## Trees

The Development Plan protects important trees and woodland through policies NPF4 Policy 6 (Forestry, woodland and trees) and CDP 7 and SG 7 (Natural Environment). Where existing trees are to be lost, SG 7 requires that compensatory planting is carried out by the applicant either as part of the overall scheme or elsewhere in the vicinity. Development proposals that enhance, expand and improve tree cover will be supported.

The applicant's Arboricultural Impact Assessment identifies that the proposal will result in the removal of 59 individual trees, 1 group and 1 hedge. This includes 24 trees which have Ash die back. It is intended that the retained trees across the site will benefit from improved conditions resulting from the proposed tree removals. This should extend the lives of the retained trees.

The Arboricultural Impact Assessment has been reviewed by the Council's Senior Landscape Architect & Tree Officer and is considered to be correct and competent. It should be noted that the applicant, in discussion with the Senior Landscape Architect & Tree Officer, has submitted Tree Works Applications required to carry out essential maintenance and address imminent health and safety concerns. This includes 7 Ash to be trimmed, 1 Ash to be removed, 3 Norway Maple to have deadwood cleared and 1 Norway Maple to have deadwood cleared and trimmed to avoid overhead cables. The University have advised that they may have to remove some Ash trees before the project starts on site just to keep pedestrians and cars safe.

The proposed landscaping scheme includes planting 44 new trees. This will include planting new trees in Lilybank Gardens and replacing felled trees in retained landscaping strips on Great George Lane. There are ten trees within the site that the applicant intends to transplant to other locations across the wider campus. It is considered that the final landscaping arrangements including new tree planting, root protection measures for existing trees during the construction period and the locations of the transplanted trees should be controlled by condition.

Overall, whilst the proposal will not increase the amount of trees within the site, the growing conditions for the retained trees will be improved and enhanced. Both retained and replacement tree planting will benefit from more space to grow which, in time, will improve tree cover across the site. It is considered that the proposal is consistent with the aims of NPF4 Policy 6, CDP 7 and SG 7 in respect of trees.

In addition to the trees associated with the proposal, it is noted that the applicant has been implementing a tree planting/management strategy across the wider campus in association with its ongoing redevelopment. This includes planting circa 65 trees across the Gilmorehill Campus since 2016.

## **Placemaking, Design & Amenity**

The Development Plan aims to improve the quality of development taking place in Glasgow by promoting a design-led approach. Proposals should be consistent with the six qualities of place as set out in NPF4 Policy 14 (Design, quality and place) and CDP 1 (The Placemaking Principle). In terms of process, it is considered that the applicant has taken a design-led approach having worked collaboratively with the Planning Authority and City Design at pre-application stage. These pre-application discussions helped to shape the current scheme.

## Density, scale, massing & layout

SG 1 states that the appropriate density for a residential development will vary according to its location; context and setting, scale and massing of adjacent buildings; and public transport accessibility and active travel opportunities.

The surrounding area is characterised by a broad mix of uses and a dense built form. The site is highly accessible by public transport and is within walking and wheeling distance of a variety of shops, services and facilities. The proposal will deliver student accommodation on a site within the University of Glasgow's principal campus. It is considered that the site can support a high density development and that the proposal for 291 bedspaces is consistent with SG 1 expectations for residential density.

SG 9 states that proposals for infill developments in Conservation Areas should maintain or enhance the character and appearance of their historic context. This requires proposals to respect the established building lines of the street where this is an identified feature and ensure that the scale and massing respects and responds to the existing adjacent properties.

The building height varies across the proposed development and has been informed by the surrounding conditions. The east elevation fronting Lilybank Gardens is at a tenement scale with building height and eaves line that aligns with the properties on Great George Street. Part of the upper floor has been set back from the principal elevation to reduce the overall scale and massing of the proposal. The proposed building line to Lilybank Gardens replicates that of the buildings which used to exist on the site and is therefore consistent with the established street pattern of the Conservation Area. Overall, it is considered the scale and massing of the Lilybank Gardens and Great George Street elevations is contextual and respectful of the scale of the surrounding built environment.

On the lane facing elevation, the height of the northern block drops to four storeys before increasing to five storeys on the corner of the pedestrian link. SG 1 specifies that the scale and massing of residential developments in lanes should be in the style of mews housing and up to a maximum height of 2-storeys. Ashton Lane is characterised by its two storey Category C listed mews houses however the environment along Great George Lane is not of similar quality or historical significance. The west side of the lane is defined by the loading bay for Iceland and the six storey side elevation of the flatted development. Consequently, it is not considered that Great George Lane represents a typical lane environment and that an increase in scale to the lane could be supported.

The building line will be set back from the existing pavement edge of Great George Lane by between 3 to 3.5 metres. The existing landscaping strip will be retained and five new trees will be planted along its length. Once mature, it is considered that these trees will mitigate the scale of the existing and proposed buildings. In this context, it is considered that the built environment on Great George Lane can support an increase in scale from Ashton Lane.

NPF4 Policy 14 and CDP 1 both encourage new development to be well connected and easy to move around. The proposal will introduce a new pedestrian route linking Ashton Lane to Lilybank Gardens. It is possible to make this journey as a pedestrian at present; however, this involves moving through a steep and busy car park. The new route will introduce stepped access through the site that will be bookended by an enhanced Lilybank Gardens and new public realm on Great George Lane. The route will be well-overlooked by bedroom windows whilst providing direct access to PBSA amenity spaces and a commercial unit. The steps will incorporate new planters with seating to further enhance passive surveillance and use of the space.

## Façade 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.

SG 1 specifies that natural sandstone will be the preferred main external building material on developments in Conservation Areas.

The architectural approach has been informed by the surrounding built environment and, in particular, the contrast between the formality of the tenements and townhouses surrounding Lilybank Gardens with the more informal character of Ashton Lane.

The ordering of the east elevation façades will take architectural cues from surrounding tenements. It will feature grouped windows and a hierarchy of materials including stone, precast concrete and an articulated aluminium crown. The materials will be ordered along the principles of bottom (precast concrete), middle (red sandstone) and top (aluminium). The façade will be detailed with deep stone reveals to give the impression of loadbearing masonry. The façade and material palette will complement the traditional architecture of the tenements and townhouses on Great George Street and Lilybank Gardens. The south elevation, whilst not as prominent, will adopt a more contemporary approach to the arrangement of its fenestration pattern and materials.

The lane and courtyard facing elevations will be finished in white facing brick to complement the Category C listed mews houses on Ashton Lane. The brick will return around the corner of the lane onto Great George Street. This will create an attractive gateway into the lane that will improve legibility from Great George Street. The introduction of commercial units on the Great George Lane façade will provide a glazed and active frontage to the lane. It is considered that this is an appropriate response given that Ashton Lane is a busy commercial street.

The proposed materials have been used elsewhere in the city and, in principle, are acknowledged to be durable and capable of withstanding the local climate. To ensure a quality finish, it is recommended that the detail and specification of the materials is controlled by condition.

Overall, it is considered that the façade strategy respects the diverse pattern of development surrounding the site. Subject to conditions, it is considered that proposed buildings will be finished robust, high-quality and contextual materials that respect the special character of the surrounding historic environment.

#### Landscaping & public realm

The Development Plan supports the provision and enhancement of open spaces and public realm. NPF4 Policy 23 (Play, recreation and sport) seeks to improve physical and mental health through provision of, and access to, outdoor recreation. Policy 15 (Local Living and 20 minute neighbourhoods) seeks to create compact neighbourhoods where residents can meet their everyday needs – including access to green space – within walking and wheeling distance of their homes. City Development Plan policy CDP 6 as supported by SG 6 (Green Belt and Green Network) supports the enhancement of the green network to deliver improved links and multifunctional benefits.

Lilybank Gardens is a well-located space in terms of access from surrounding residential streets, the university campus and Partick/Byres Road Town Centre. Despite this, it is considered that the quality of the space is poor and it is currently underutilised.

The existing accesses into the gardens are of poor quality and can be difficult to use for those with restricted mobility. The proposals will provide at grade access into the gardens and increase the amount of hard surfaced pedestrian routes through the space. This will enable greater access into and around the space. The landscape quality will be improved through native planting that has been chosen to encourage biodiversity. New street furniture will be provided in the form of tables, benches and moveable seats. A pétanque court will provide space for recreation. Large grassy areas will be retained on the southern part of the gardens. Overall, the alterations will significantly improve the accessibility, functionality and appearance of Lilybank Gardens.

The proposal will deliver new public realm around the new buildings and improvements to the existing public open space at Lilybank Gardens. SG 1 recognises that a high quality public realm can offer significant benefits to how people understand and experience the urban environment.

Ashton Lane is a destination in its own right and contains a mix of leisure, entertainment and hospitality uses. Unless a customer at one of the pubs or restaurants, there is little opportunity to linger and spend time within the public realm of Ashton Lane at present. The proposed public realm will create a focal point at the junction of Ashton Lane, Great George Lane and the new pedestrian link. The proposals include seating and planting beds at the base of the steps. The public realm works will enhance the existing offer at Ashton Lane by providing a space for people to stop and linger.

In accordance with SG 1, it is recommended that lighting across public areas should be controlled by condition to ensure that it enhances the quality of the urban environment whilst being sensitive to residential amenity and protected species.

## Amenity space

SG 10 requires PBSA developments to offer suitable, high quality communal facilities, amenity and social spaces. It defers the specific criteria for these facilities and spaces to SG 6 (Green Belt and Green Network). SG 6 expects that PBSA developments of 100 bedrooms or more will deliver suitable, high quality on-site amenity, calculated on the basis of 5 sq/m per person/bedspace. Where a PBSA proposal is for clustered accommodation, with communal living space in each cluster, there may be scope to reduce the amenity requirement to 4 sq/m per bed space.

The floor plan drawings show that there will be internal amenity space in both blocks at ground level fronting Lilybank Gardens. The northern block will contain an external courtyard and roof terrace overlooking Great George Lane. No detail has been provided on the type or layout of amenity spaces. A planning condition will control the type, layout and design of these spaces to ensure the development provides a range of high quality amenities in accordance with SG 6 and SG 10. In addition to amenities within the buildings, the new public realm on Great George Lane and between the buildings will provide opportunities for informal amenity.

The PBSA buildings and surrounding public realm will not deliver 5 sq/m of amenity space per bedspace. The applicant has therefore included improvements to Lilybank Gardens as part of the application. Lilybank Gardens is a predominantly grassed area that is generously sized at approximately 2,800 sq/m. It is considered that access to the space – which is restricted by the steep embankments - could be improved and more features, walkways and planting introduced. As detailed above, the proposed alterations to Lilybank Gardens will include areas for relaxation, picnic space and informal play and games space. These alterations will significantly enhance the amenity value of Lilybank Gardens for residents of the development and West End.

There will be a clear and direct relationship between the PBSA buildings and Lilybank Gardens. The internal amenity spaces in both buildings will front the gardens providing a degree of activity and passive surveillance. The pedestrian link through the buildings and alterations to the road layout to improve crossings and access into the gardens will further strengthen the relationship.

The policy intent of SG 10 regarding amenity space is to encourage social interaction between residents through shared amenity. The proposed alterations will improve the accessibility and range of amenities in the gardens for the benefit of future residents and the wider community. A well-used, high quality public space with a direct relationship to the PBSA buildings can provide the same, if not more, opportunities for social interaction than an internal space or private back court.

Overall, the improvements to Lilybank Gardens will make a significant contribution to the on-site amenities enjoyed by residents. If the gardens are included in the amenity space calculations, the amount per bedspace will be well in excess of 5 sq/m. The phasing of the landscaping improvements to Lilybank Gardens should be controlled by condition to ensure that it is delivered alongside the PBSA buildings.

SG 10 contains space standards for bedrooms in PBSA developments to provide residents with a reasonable standard of amenity.

- a) Study bedroom without ensuite: 10 s/qm
- b) Study bedroom with ensuite: 13 s/qm
- c) Studio room for one student with ensuite bathroom and kitchen: 18 sqm

The proposal will deliver a mix of studios (including single, double and accessible studios) and cluster bedrooms with en-suite bathrooms. The minimum size of a studio will be 18 sq/m whilst cluster bedrooms will be at least 14 sq/m. The units comply with the space standards contained in SG 10 and will therefore provide residents with a reasonable standard of amenity.

## Daylight & Sunlight

SG 1 identifies that the Council's tool for assessing daylight and sunlight is the Building Research Establishment's (BRE) guide 'Site Layout Planning for Daylight and Sunlight: a guide to good practice'. The applicant has submitted a Daylight & Sunlight Report to assess daylight and sunlight for in relation to neighbouring properties, the proposed development and Lilybank Gardens.

The applicant has assessed future daylight levels for the proposed development using the Spatial Daylight Autonomy (SDA) methodology. Of the 303 rooms tested, 251 (83%) will fully comply with the daylight criteria set out within the BRE. A further eight rooms achieve the target lux to 40% or more of the room area, meaning a total of 259 (85%) rooms achieve or are within 20% of the target criteria. In accordance with the BRE guidance, the applicant has organised the floor plans so that lounge, kitchen and dining areas for the clusters at the corners of the development to maximise daylight to these. The

windows which do not meet the daylight target levels are bedrooms and generally located within the internal courtyard. Where rooms do not meet the numerical criteria, they will generally achieve good levels of daylight illuminance for an urban area achieving a median daylight illuminance levels of 83 lux on average.

For daylight, when considering the impact of a proposed development on neighbouring properties, the BRE guide specifies that a staged approach using the Vertical Sky Component (VSC) and the No Sky Line (NSL) tests should be used. These tests should be used to assess daylighting impacts on habitable rooms. SG 1 defines a habitable room as 'all rooms other than halls, landings, bathrooms, toilets and small utility rooms.'

The daylight assessment tested 194 windows across five surrounding buildings. Of these, 173 windows (89%) accord with the BRE guidelines for the VSC. The windows that do not meet the VSC target are spread across 50 Cranworth Street, Ashton Apartments and 160 George Street. For windows where the room layout is known, the applicant carried out an NSL test and of the 7 windows tested, all 7 passed the NSL test.

The existing surface car park means that adjacent buildings enjoy an unusually extensive aspect for a dense urban area. The proposal will repair the historic street fabric with two buildings of a scale and massing akin to the surrounding built form. As assessed earlier in this report, the proposed buildings are considered to be an appropriate size and scale in placemaking terms. It is expected that daylight to those properties with an unusually extensive aspect will be reduced even if an appropriately scaled development is erected on the car park. In this context, it is considered the proportion of windows that achieve the BRE target is acceptable and that some daylight failures will be inevitable if the site is to be developed in such a way that is consistent with placemaking policies.

The impact of the proposed buildings on sunlight to neighbouring properties was assessed for 141 windows using the Annual Probable Sunlight Hours test. The assessment found that 140 windows (99%) were in accordance with the BRE guidelines. Overall, the development will have minimal impact on sunlight to neighbouring buildings.

The applicant also tested whether the proposed PBSA buildings would lead to additional overshadowing on the public open space at Lilybank Gardens. In line with the BRE guidelines, a sun-on-ground assessment was carried out at the Spring Equinox (21<sup>st</sup> March) as this is the midpoint of the sun's position throughout the year. This assessment shows there would be no additional overshadowing of Lilybank Gardens.

Overall, it is considered that the development will receive an acceptable level of daylight and sunlight whilst not having an unduly adverse impact on neighbouring properties or the amenity of Lilybank Gardens. The proposal accords with the Development Plan in respect of daylight, sunlight and overshadowing.

## Privacy

SG 1 states that, wherever possible, a minimum of 18 metres should be provided between habitable room windows directly facing windows in buildings on adjacent sites. The nearest residential properties to the proposed development are within the flatted block on Great George Lane. It is located approximately 11 metres from the development which, at this point, will contain upper floor student bedrooms and a fourth floor roof terrace.

The policy expectation for an 18 metre window-to-window distance is a guideline that is applied to new residential development in a variety of contexts. It is important to note that it is not an absolute requirement and that the context of the site is a material consideration when assessing privacy and overlooking. For example, a higher degree of intervisibility between buildings could be expected in an urban area than a suburban or rural setting.

The site is located within a busy part of the inner urban area with a compact urban form. The site fronts a lane which, by nature, are typically narrower than streets. In this instance, Great George Lane is approximately 8 metres wide (including pavements). The adjacent flatted block is six storeys high and has been constructed up to the lane edge. Consequently, the proposed development would have to be set back from the lane edge by approximately 10 metres from the lane edge in order to meet policy expectations. This is considered to be a significant distance given the constrained nature of the site and its urban context.

The proposal is set back from Great George Lane by approximately 3 to 3.5 metres. It will incorporate tree planting in the landscaping strip which will provide a degree of screening between some of the windows. The height and depth of the parapet wall will prevent excessive overlooking from the roof

terrace. Taking both the site context and proposal into account, it is not considered that a relaxation of the policy expectation will lead to an unreasonable loss of privacy to residents of the adjacent flatted block.

The nearest tenements to the site are located on Great George Street and will be approximately 23 metres from the development. As per SG 1 expectations, this distance is more than sufficient to ensure there will be no adverse loss of privacy from overlooking.

Within the development, the closest window-to-window distance between habitable rooms will be the courtyard facing windows at approximately 16 metres. The windows will be slightly off-set from one another which will partially obscure intervisibility between windows. As above, it is considered that a relaxation of the policy expectation will not have an adverse effect on the privacy of residents in a dense urban setting.

#### Servicing and waste management

SG 1 requires the development to include appropriate and well-designed provision for waste storage, recycling and collection which meets the City's wider placemaking objectives. In accordance with SG 1, waste and recycling facilities for the student accommodation will be discretely located in a storage room accessed from the new pedestrian link. The position of the storage room will allow bins to be easily wheeled to the proposed servicing bay on Lilybank Gardens. The two commercial units will be serviced from Great George Lane where a further servicing bay is proposed. The Council's Waste and Operations Support Officer raised no objection to the proposed arrangements.

SG 1 states that habitable rooms should not be located immediately above waste/recycling storage areas. There will be rooms on Level 3 directly the storage room however the windows for these rooms will not be on the same elevation as the storage room door which will reduce the impact of noise and smells. Consequently, it is not considered that positioning these rooms directly above the bin store would have an adverse effect on the amenity of future residents as this will be a managed facility.

#### **Historic Environment**

The site is in a prominent position in Glasgow West Conservation Area and lies immediately adjacent to Category C listed buildings 1-17 Lilybank Gardens and the Ashton Lane mews cottages.

The Development Plan contains specific policies to guide development in the historic environment. NPF4 Policy 7 (Historic assets and places) and CDP 9 (Historic Environment) seek to protect and enhance the setting of listed buildings and the character of conservation areas. Development proposals affecting historic assets should take into account the existing architectural and historic character of the area; existing densities, built form and layouts; and the context and siting, quality of design and suitability of materials. SG 9 specifies that infill developments in conservation areas should respect established building lines of the street and the scale, massing and materials of surrounding buildings.

The history of the site is outlined in the applicant's Heritage and Archaeology Statement. Until the late-1970s/early-1980s, Lilybank Car Park was occupied by a tenement block and row of townhouses fronting Lilybank Gardens. Lilybank Gardens was originally constructed as a private residents' garden for the surrounding terraces. The gardens are an integral part of historic street pattern and make a significant contribution to the character of the conservation area and setting of 1-17 Lilybank Gardens. However, they are currently poorly used and maintained and could contribute more strongly to the character of the conservation area at this location.

Conversely, it is considered that the large area of hardstanding and volume of parked cars in Lilybank Car Park significantly detracts from the historic character of the area. The proposed improvements to the access and planting of Lilybank Gardens will improve it visually and encourage greater use of it. The landscaping strips and trees make some contribution to the visual amenity of the area although it is noted that these only existing to mitigate the appearance of the car park.

The proposal will help repair the urban fabric by introducing two new buildings that respect the historic street pattern. The buildings will provide a strongly defined edge to the gardens with an active and well-fenestrated ground floor. The scale, massing, façade and materials have been assessed above and, subject to conditions, are considered to be high quality and contextual. The landscaping strips on Great George Street, Great George Lane and to the rear of Ashton Lane will be retained and continue to contribute to the visual amenity of the area. Overall, it is considered that the proposal will preserve and enhance the character of Glasgow West Conservation Area and the setting of adjacent listed buildings.



## **Management, Security, Noise & Health and Safety**

### Management and security

For new PBSA proposals, SG 10 requires effective security measures and an operational management plan to help to deliver a safe and secure environment for residents. The applicant has prepared an Operation Management Plan which sets out the key principles for how the development will be managed. It covers general management, service delivery including staffing, student wellbeing, security and health and safety, waste management, and the method of management towards move-in and move-out periods. In principle, the information is considered to be appropriate for effective security and operation of the student accommodation. The management of the student accommodation will be controlled by a Section 75 agreement.

### Noise

Ashton Lane is a busy commercial area containing several pubs/bars which benefit from large outdoor seating areas that back onto Lilybank Car Park. NPF4 Policy 23 (Health and safety) requires that the agent of change principle is applied to noise sensitive developments. The agent of change principle states that, where an application is made for development which is likely to be affected by noise from existing development, the applicant is required to demonstrate both that they have assessed the potential impact on occupants of the proposed development and that the proposed design incorporates appropriate measures to mitigate this impact. Therefore, in this instance, it is the responsibility of the applicant to demonstrate that the student bedrooms will have appropriate noise mitigation measures in place to ensure that the health of residents is not adversely affected by the existing late night uses on Ashton Lane.

The applicant has submitted an Acoustic Report which has assessed the various noise sources that could impact the development, including the licenced premises on Ashton Lane. The report recommends that the development incorporates noise mitigation measures in the form of enhanced glazing and façade insulation. The noise mitigation measures will be controlled by condition to require that they are part of the fabric of the building ensuring the residential amenity and health of future occupants will not be adversely impacted by businesses on Ashton Lane.

The proposed development does not contain any uses that are likely to generate abnormal levels of noise for a busy urban environment. It is considered that noise generated by the development from amplified music and plant/equipment provided should be controlled by condition. The opening hours of the commercial units should also be controlled by condition to ensure that activity associated with the units does not generate excessive noise at unsociable hours.

### Health and safety

SG 1 requires that new development does not result in the deterioration of air quality, particularly in or adjacent to Air Quality Management Areas (AQMA). The site is located approximately 30 metres east of the Byres Road/Dumbarton Road AQMA. The applicant's Air Quality Assessment finds air quality at the site to be suitable for residential use without requiring specific mitigation measures. The proposal will not generate a significant amount of vehicle traffic and will result in the removal of Lilybank Car Park and vehicle movements associated with it use. Consequently, an assessment of the impact of road traffic on local air quality is not required.

The Energy Strategy for the proposal is to connect into a district heat network and will not require any new combustion sources that generate emissions. Extraction and ventilation will be controlled by condition which will ensure there is no adverse effect on air quality.

NPF4 Policy 23 requires that development proposals will be designed to take into account suicide risk. The proposed development will be designed in accordance with Scottish Building Regulations and this will be controlled through the Building Warrant process. This requires measures to minimise suicide risk to be incorporated into the proposed development.

## **Ground Conditions, Flood Risk & Drainage**

### Contamination, remediation and coal mine risk

NPF4 Policy 9 (Brownfield, vacant and derelict land and empty buildings) requires that, 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.

The site falls within Coal Authority Development High Risk Area. The Coal Authority raised no objections to the proposal and commented that the applicant has demonstrated that the site is safe and stable.

The Council's Geotechnical and Land Remediation Officer has reviewed the applicant's Site Investigation Report and has recommended safeguarding conditions requiring further site investigations and a remediation strategy. Subject to conditions, the site can be made safe and suitable for the proposed development in accordance with NPF4 Policy 9.

#### Flood risk & drainage

NPF4 Policy 22 (Flood risk and water management) and CDP 8 (Water Environment) seek to minimise flood risk. Applicants must be able 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).

The Drainage Strategy submitted with the application proposes that surface water will be treated and attenuated on site prior to discharging to the existing sewer network. Surface water will discharge into the existing combined sewer on Great George Lane. 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.

#### **Transport & Accessibility**

NPF4 Policy 13 (Sustainable transport) aims to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably. Policy 15 (Local living and 20 minute neighbourhoods) promotes active travel in connected and compact neighbourhoods that support local living. The location of the site means that residents will be able to use active and sustainable travel to access the majority of their needs.

#### Loss of existing car parking

The proposal will result in the loss of the 106 car parking spaces (including 4 electric vehicle charging spaces) from Lilybank Car Park. These spaces will not be replaced within or outwith the site. The car park is owned by the applicant and is operated by the Council. Approximately 50 University staff have been issued passes for the car park. The Council's lease on the car park expired in 2022 and has been operating on a rolling lease since then. The applicant is under no obligation to retain the land as a car park and it is therefore capable of being closed regardless of the outcome of this planning application.

The loss of the car park will encourage modal shift towards active travel and public transport which is consistent with the aims of the Development Plan. This part of the city is highly accessible for walking and cycling to amenities and subway and bus routes are a few minutes walk from the site.

#### Proposed development: parking and access

The existing on-street parking in Lilybank Gardens contains 59 general spaces and 1 mobility space. The proposal will redesign this to provide 53 general spaces, 5 mobility spaces and a loading bay (or 3 general spaces outwith loading times). The proposed increase in mobility spaces will ensure that the site remains accessible to those with restricted mobility. The changes to local road network, including the relocation of the existing 4 EV charging points within the car park onto the road network will be accommodated via an amendment to the Hillhead RPZ. An advisory note to any decision notice will advise the applicant of this requirement.

NPF4 Policy 13 and CDP 11 support the development of car-free housing on suitable sites. SG 11 provides detail on the types of sites where the Council could support car-free developments. Proposals for low/no car residential development should be on a site where there is a controlled parking zone in operation and which has access to high frequency public transport, shops, local facilities and publicly useable open space. It should also provide adequate servicing bays for deliveries and refuse collection.

The site is in the Hillhead Restricted Parking Zone and an area of high public transport accessibility. Hillhead Subway Station is located less than 100 metres from the site and there are frequent bus services from Byres Road and Great Western Road. The proposed PBSA will be located on the University's Gilmorehill Campus and therefore in walking and wheeling distance of lectures, study areas and academic support. The site borders Partick/Byres Road Town Centre which has a broad range of shops, services and facilities in walking and wheeling distance. Servicing will be carried out via two new

loading bays on Lilybank Gardens and Great George Lane.

Overall, it is considered that the development will be in a highly accessible location that is well served by public transport and local shops, services and facilities. Residents will have plenty of active travel and public transport options with access to the University facilities being especially straightforward. Consequently, it is considered that the site is suitable for a car-free student accommodation development. In order to encourage modal shift and support sustainable travel options, a travel pack with guidance for new residents including promotion of active and public transport options should be required by condition.

The development will enhance the active travel network by creating a new pedestrian link between Byres Road/Ashton Lane and Lilybank Gardens. This will improve accessibility from Partick/Byres Road Town Centre to a local greenspace.

SG 11 sets out the Council's expectation for cycle parking provision in new developments. The cycle parking standard for PBSA developments is 1 space per 2 staff and residents. The requirement for the commercial units is 1 space per 100 sq/m of retail floorspace and 1 space per 10 staff. The PBSA will have a maximum of 294 occupants (291 units with three which are double occupancy) and 3 staff, generating a requirement for 149 spaces. The floor area of the two commercial units will total 648 sq/m and, whilst staff numbers are unknown, the applicant has proposed 2 spaces for staff. A total of 9 spaces are proposed for the commercial unit. A secure storage room with space for 160 bicycles will be provided in the northern block on Level 1 which exceeds SG 11 requirements.

Servicing for the student accommodation blocks will be from Lilybank Gardens and servicing of the commercial units will be from Great George Lane. These arrangements are acceptable.

For the above reasons, it is considered that the proposal accords with Development Plan policies relating to local living, accessibility and sustainable transport.

### **Development Contributions**

The development will increase the number of residential properties in the area and will therefore create additional demand for open space. It is expected that the proposed development will make financial contributions towards off-site open space.

The statutory context for developer contributions is set out in Circular 3/2012 Planning Obligations and Good Neighbour Agreements. This emphasises that planning obligations should: be necessary in planning terms; serve a planning purpose; where possible, reflect a need identified in the Development Plan; relate to the proposed development and its impacts; be proportionate in scale to the proposed development; and be reasonable.

City Development Plan policy CDP 6 as supported by SG 6 (Green Belt & Green Network) set outs the policy justification for requesting development contributions towards off-site open space. In accordance with SG 6, the development is expected to make a financial contribution of £191,138.64 towards the following types of open space:

1. Outdoor Sport Contribution: £16,555.32

The Outdoor Sport Contribution will be spent on delivering the Council's Sports Pitch Strategy.

2. Quality Contribution: £174,583.32

The Quality Contribution will be spent improving the quality of Dowanhill Park as the nearest community space to the site identified on the 'SG6 Community Spaces - Open Space Strategy' map.

These contributions will be secured by a Section 75 legal agreement. Subject to the completion of the agreement, it is considered that the proposal will meet the Development Plan expectations for development contributions.

### **B) OTHER MATERIAL CONSIDERATIONS**

Public comments are a material consideration that should be taken into account when assessing planning applications. A total of 188 representations were received of which 6 were in support and 182 in objection.. The points of support and objection have been addressed below. Further to the representations, it is not considered that there are any other material considerations relevant to the proposal that have not been addressed elsewhere in this report.

## Support

- Air quality

**Case Officer comment:** Air quality has been assessed in detail above. It is agreed that the loss of the car park could improve local air quality on the site by reducing vehicle movements on Lilybank Gardens.

- Design, style, form, layout and materials

**Case Officer comment:** The design, style, form, layout and materials of the proposed development have been assessed and found to comply with Policy SG1 above.

- Housing availability and mix

**Case Officer comment:** The development will contribute to the housing mix in the area and will relieve some pressure on the private housing market.

- Impact on car use, road safety, public transport and sustainable travel

**Case Officer comment:** the application site is within a highly accessible area for walking and cycling to facilities and amenities and within walking distance of the subway station and bus routes. The removal of the car park will see less motor vehicle movements in Lilybank Gardens which should make it a safer and more pleasant environment.

- Impact on local economy and businesses

**Case Officer comment:** the proposed development will be home to 291 students as well as staff who work there. Their presence and patronage will help to support the local economy and businesses.

- Size, scale, massing and density

**Case Officer comment:** These matters have been assessed above. Overall, the proposal is appropriately scaled relative to the surrounding built form and that the density is appropriate for a highly accessible site that is on the University of Glasgow's main campus and immediately adjacent to Partick/Byres Road Town Centre.

## Objection

- Adaptability of proposed buildings for alternative uses

**Case Officer comment:** The applicant has submitted an Adaptability Study to demonstrate that the proposed buildings can be adapted for alternative uses in future should PBSA no longer be viable. The floor plans will support conversion to mainstream residential use. In principle, a mainstream residential use could be supported at this location by the current Development Plan given its accessibility and proximity to shops, services and facilities.

- Alternative sites should be considered for student accommodation

**Case Officer comment:** Planning applications are required to be assessed on their own individual merits and the Planning Authority cannot advise the applicant that they need to consider an alternative site. The proposal for the application site has been assessed against the Development Plan above.

- Anti-social and criminal behaviour

**Case Officer comment:** There is no evidence to suggest that an increase in the student population will lead to an increase in anti-social or criminal behaviour. The proposed layout has been designed to encourage a high degree of passive surveillance of surrounding streets and Lilybank Gardens.

- Biodiversity, ecology and natural environment

**Case Officer comment:** These matters have been addressed in detail above. Lilybank Car Park is of low biodiversity value and its loss will not have a significant impact on biodiversity loss. The proposed improvements to Lilybank Gardens include biodiversity enhancement measures that will provide the

conditions for an increase in biodiversity across the site. The Council's Natural Environment Officer is satisfied that the proposal is capable of increasing biodiversity levels.

- Character of Glasgow West Conservation Area and setting of nearby listed buildings

**Case Officer comment:** The impact of the proposal on the historic environment has been assessed above. In summary, it is considered that the existing car park detracts from the setting of the conservation area and listed buildings. The proposed development will repair the urban fabric and has been sensitively designed to respond to its context. The scale, massing, design and materials of the proposal respect the character of the surrounding built form.

- Community cohesion, balance and wellbeing

**Case Officer comment:** 291 new residents will help support the local economy and business, will contribute to the academic and cultural health of Glasgow University and as such will contribute to the ongoing success of the local community.

- Daylight, sunlight and overshadowing

**Case Officer 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 development in the inner urban area.

- Design, style, form, layout and materials

**Case Officer comment:** These matters have been assessed in detail above. In summary, the development has been informed by a design-led approach that will result in contextual and high quality architecture. The development will reinstate the historic building line on Lilybank Gardens and the pedestrian link will provide a safe and attractive route from Byres Road/Ashton Lane to the gardens. The façade and materials palette will complement the surrounding built form.

- Disruption during construction

**Case Officer comment:** It is recommended that a construction management plan be subject to condition to minimise disruption during the construction phase.

- Impact on greenspace and amenity of Lilybank Gardens

**Case Officer comment:** Some representations objected to Lilybank Gardens being built on. The proposal does not involve building on Lilybank Gardens. Lilybank Gardens will be retained and enhanced through improved access, functionality, planting and seating. The applicant has demonstrated via their Daylight and Sunlight Assessment that the proposed buildings will not overshadow Lilybank Gardens. In summary, the proposal will significantly improve the quality and amenity value of Lilybank Gardens.

- Impact on local services, facilities and infrastructure

**Case Officer comment:** the proposed development will be home to 291 students as well as staff who work there. Their presence and patronage will help to support the local economy and businesses.

- Impact on physical and mental health of local residents

**Case Officer comment:** The alterations to Lilybank Gardens will improve the quality of the space and increase opportunities for physical exercise and mental well-being.

- Impact on property values

**Case Officer comment:** Impact on property values is not a material planning consideration.

- Impact on view/outlook from private dwelling

**Case Officer comment:** Impact on view/outlook from private dwelling is not a material planning consideration.

- Impact on water and sewerage infrastructure

**Case Officer comment:** Scottish Water were consulted and raised no objection to the application. Drainage arrangements will be subject to condition.

- Loss of car park and impact on accessibility of area and street parking & Impact on local economy, businesses and visitor numbers

**Case Officer comment:** It is considered that these two points should be addressed together as they are closely related and raised in conjunction with one another in the majority of objections.

Changes to car parking provision need to be considered in the wider context. As noted in the assessment above, the Byres Road area benefits from high public transport accessibility. Subway stations at Kelvinhall and Hillhead account for approximately 8,000 return trips per day. The street is also well served by bus with more than 700 buses per day running on Great Western Road, Dumbarton Road and Byres Road itself (2,3,4/4A,6/6A,8,77).

A shoppers survey undertaken in 2017 found that less than a third of shoppers arrived at Byres Road by car. This means that provision of parking is not an issue for most customers. Data from the 2011 Census indicates that residents of the area prefer to walk and bus to work. Use of a private car was relatively low at 21% of all work-related journeys made. Approximately 50 staff from the University of Glasgow have passes to the car park and, whilst it is unlikely they will all be there at once, it is reasonable to assume that these staff will often occupy a significant amount of parking spaces. The University has a Green Travel Plan that encourages a modal shift amongst staff and students towards public transport and sustainable travel.

With regard to accessibility, the number of on-street mobility spaces on Lilybank Gardens will be increased from one to five. These will replace the two spaces that are lost from Lilybank Car Park. This will ensure that the site remains accessible for permit holders. Standard bay on-street car parking will be available in the area for visitors and the Hillhead RPZ allows a maximum stay of 3 hours.

- Loss of EV charging spaces

**Case Officer comment:** EV Charging facilities are available in the Ashton Road car park. The existing EV chargers can be relocated as part of amendments to the RPZ.

- Loss of trees

**Case Officer comment:** This has been addressed in an earlier section of this report. Some trees will be removed due to ash die back and to enable the development, but trees will be retained on Great George Street, Ashton Lane and in Lilybank Gardens. In addition there will be compensatory tree planting.

- No affordable accommodation proposed

**Case Officer comment:** There is no policy requirement to deliver affordable student accommodation. For the reasons set out in the above assessment, it is considered that the proposal will deliver high quality accommodation with a good range of amenities for future residents.

- No neighbour notification letter received

**Case Officer comment:** Neighbour notification letters were issued in accordance with statutory requirements.

- No requirement for commercial units

**Case Officer comment:** The commercial units are supported by policies supporting town centre development. As discussed in the above assessment, the continuation of the active frontage from Ashton Lane will benefit Great George Lane.

- Noise

**Case Officer comment:** This has been addressed in earlier sections of the report. The development will incorporate mitigation measures to protect residents from noise from licenced premises on Ashton Lane. Noise from the development itself will be controlled by condition.

- Potential to damage nearby buildings due to subsidence in area

**Case Officer comment:** The Coal Authority were consulted on the application and considered that the application site is safe and stable for the proposed development. Furthermore, the applicant will need to demonstrate that the site and development is stable to obtain their Building Warrant.

- Privacy and overlooking

**Case Officer comment:** Privacy and overlooking has been assessed in detail above. It is acknowledged that there will be additional overlooking of neighbouring properties however it is not considered that the increase is unreasonable given the urban setting of the site.

- Residents of development will not pay council tax

**Case Officer comment:** Whether the residents of the development pay council tax or not is not a material planning consideration.

- Size, scale, massing and density

**Case Officer comment:** These matters have been assessed above. Overall, it is considered that the proposal is appropriately scaled relative to the surrounding built form and that the density is appropriate for a highly accessible site that is on the University of Glasgow's main campus and immediately adjacent to Partick/Byres Road Town Centre.

- Traffic, road safety, congestion and pollution

**Case Officer comment:** The closure of the car park will reduce the amount of vehicle movements on Lilybank Gardens and will have a positive impact on traffic, congestion and air pollution.

- Volume and concentration of student accommodation, HMOs and short-stay accommodation in local area

**Case Officer comment:** These matters have been addressed above. The applicant has demonstrated that the proposal will not lead to an overconcentration of PBSA in the area. The site is located on the main university campus adjacent to Partick/Byres Road Town Centre. The area is highly accessible by public transport. For these reasons, the site is considered suitable for a PBSA development.

- Waste, litter and fly tipping

**Case Officer comment:** There is no evidence to suggest that the development would lead to an increase in waste, litter or fly tipping. The student accommodation use would be a managed facility and has ample storage for refuse and recycling.

## CONCLUSION AND RECOMMENDATION

The application site is an unattractive brownfield car park site in the heart of the Glasgow West Conservation Area. The proposed development represents a significant opportunity to repair a portion of urban block that offers little to the local environment. The high quality design and materials will contribute positively to the surrounding Conservation Area. The proposed commercial units will contribute to the ongoing success of Ashton Lane and Great George Street Lane, which are popular leisure destinations. In doing so it will support the vitality of the local town centre.

It is acknowledged that the proposed closure of a well-established car park has generated a substantial amount of concern amongst objectors. Ultimately, the car park is privately owned by the applicant who is under no obligation to keep it open. The car park has been operating from a brownfield gap site since the 1980s. It was identified as a potential redevelopment site by the University of Glasgow as far back as 2014 in their Gilmorehill Campus Development Framework and subsequent Gilmorehill Campus Masterplan (2016). The Council approved the Campus Development Framework and its City Development Plan identifies Lilybank Car Park as being part of a masterplan area.

The reduction in car journeys will improve the local environment and air quality of the adjacent streets. The proposed development will improve connectivity between Ashton Lane and Lilybank Gardens and improve access to the Gardens, with new paths and planting which will encourage their use and improve the appearance of this part of the Conservation Area.

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 and the off-setting financial payments required under policy SG6.

## **DRAWINGS**

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

1. LBG- SBA- PL- B1-DR- A- 011001 B Level 1 Floor Plan Received 14 October 2025
2. LBG- SBA- PL- B2-DR- A- 011002 B Level 2 Floor Plan Received 14 October 2025
3. LBG- SBA- PL- B3-DR- A- 011003 B Level 3 Floor Plan Received 14 October 2025
4. LBG- SBA- PL- B4-DR- A- 011004 B Level 4 Floor Plan Received 14 October 2025
5. LBG- SBA- PL- B5-DR- A- 011005 B Level 5 Floor Plan Received 14 October 2025
6. LBG- SBA- PL- B6-DR- A- 011006 B Level 6 Floor Plan Received 14 October 2025
7. LBG- SBA- PL- B7-DR- A- 011007 B Level 7 Floor Plan Received 14 October 2025
8. LBG- SBA- PL- B8-DR- A- 011008 B Roof Plan Received 14 October 2025
9. LBG- SBA- PL- BZ-DR- A- 010010 B Site Plan Received 14 October 2025
10. LBG- SBA- PL- BZ-DR- A- 013010 B Section A-A & B-B Received 14 October 2025
11. LBG- SBA- PL- BZ-DR- A- 014000 B East & North Elevation Received 14 October 2025
12. LBG- SBA- PL- BZ-DR- A- 014001 B South Elevation Received 14 October 2025
13. LBG- SBA- PL- BZ-DR- A- 014002 B West Elevations Received 14 October 2025
14. LBG- SBA- PL- BZ-DR- A- 014003 B Link North & South Elevation Received 14 October 2025
15. LBG- SBA- PL- BZ-DR- A- 014004 B Northern Block Elevations 1/2 Received 14 October 2025
16. LBG- SBA- PL- BZ-DR- A- 014005 B Northern Block Elevations 2/2 Received 14 October 2025
17. LBG- SBA- PL- BZ-DR- A- 017000 B Bay Studies Received 14 October 2025
18. LBG- SBA- PL- BZ-DR- A- 017010 B B Bay Study 1 Received 14 October 2025
19. LBG- SBA- PL- BZ-DR- A- 017011 B Bay Study 2 Received 14 October 2025
20. LBG- SBA- PL- BZ-DR- A- 017012 B Bay Study 3 Received 14 October 2025
21. LBG- SBA- PL- BZ-DR- A- 017013 B Bay Study 4 Received 14 October 2025
22. LBG- SBA- PL- BZ-DR- A- 017014 B Bay Study 5 Received 14 October 2025
23. LBG-SBA-PL-BZ-DR-A-010001 P1 A LOCATION PLAN Received 5 June 2025
24. LBG-LUC-XX-X-DR-L-00001 Landscape General Arrangement
25. LBG-LUC-XX-XX-RP-L-00702 Landscape Maintenance Schedule
26. LBG-LUC-XX-X-DR-L-00401 Landscape Planting Plan 1
27. LBG-LUC-XX-X-DR-L-00402 Landscape Planting Plan 2
28. LBG-LUC-XX-XX-RP-L-00701 Landscape Material Schedule

As qualified by the below conditions, or as otherwise agreed in writing with the Planning Authority

## **CONDITIONS AND REASONS**

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 the commencement of construction works on site, a detailed phasing plan and methodology for the delivery of the buildings, open space improvements to Lilybank Gardens, 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 and ensure that publicly accessible open space and landscaping is brought into use at an appropriate time relative to the occupation of the development.

3. Prior to the commencement of 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.

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 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.

5. 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 commencement of development, 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.

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.

Reason: In the interests of pedestrian and vehicular safety.

7. 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 site is located in or close to a Coal Authority Development High Risk Area and therefore the potential for mine gas must be included within the assessment. 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

8. 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

9. 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

10. 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

11. 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

12. Prior to the commencement of construction works on site, 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.

13. Prior to the commencement of construction works on site, a detailed plan to comply with BS 5837:2012 Trees in relation to design, demolition and construction, which shows the exact location of all existing trees on the site, including their root protection area (RPA), shall be submitted to and approved in writing by the planning authority. An accompanying schedule shall include information on species, height, canopy spread, base level and condition. The plan and schedule, ie the tree survey, shall also indicate those trees which it is intended to retain and those which it is intended to remove and details of any tree works to retained trees. All tree works shall be carried out in accordance with the specifications detailed in the approved plan 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.

14. 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.

15. During the period of the works on site monthly, 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.

16. Prior to the commencement of construction works on site, details and calculations for the proposed surface water drainage system and SuDS (Sustainable Urban Drainage Systems) features have been submitted to and approved in writing by the Planning Authority. The submitted details shall:
- include a timetable for its implementation relative to the construction and occupation of the development hereby permitted; and,
  - include suitable verification that all necessary agreements are in place to implement required drainage network connection(s); and,
  - provide a management and maintenance plan for the lifetime of the development which shall include details of the responsibilities of relevant parties, the arrangements for adoption by any public authority or statutory undertaker, and any other arrangements to secure the effective operation of the scheme throughout its lifetime.

The development shall be carried out in accordance with the approved information. The surface water drainage system shall be managed and maintained thereafter in accordance with the approved management and maintenance plan.

Reason: To minimise the risk of flooding and its adverse effects and to comply with Policy 22 'Flood risk and water management' of NPF 4.

17. Prior to the commencement of construction works on site, final construction drawings of all drainage and SUDS for the development shall be submitted to and approved in writing by the Planning Authority. Thereafter, the drainage and SUDS shall be implemented in the approved manner, prior to occupation of the building.

Reason: In order to minimise the impact of the building on the existing public drainage system.

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

18. Prior to the commencement of above ground construction works 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.

19. Prior to the commencement of above ground construction works 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. 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.

20. Prior to the commencement of above ground construction works on site, elevational and sectional drawing(s) at 1:20 scale illustrating a typical front elevation bay and typical part elevation for the side and rear 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, shall be submitted to and approved in writing by the Planning Authority and thereafter shall be implemented in the approved manner prior to 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.

21. Prior to the commencement of above ground construction works on site, drawings at 1:20 scale, illustrating the treatment of the connection of the base of the building with the street 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.

22. Prior to the commencement of above ground construction works on site, elevational and sectional drawings, details at an appropriate scale of all roof treatments including plant, screening and associated green roof technology level 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.

23. Prior to the commencement of above ground construction works on site, details of any architectural lighting schemes for the development shall be submitted to and approved in writing by the Planning Authority and thereafter shall be implemented in the approved manner.

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

24. Prior to commencement of above ground construction works on site, details of positions and types of external public realm lighting, and of maintenance and management arrangements shall be submitted to and approved in writing by the Planning Authority. The approved lighting shall be installed prior to occupation of the development and thereafter maintained by the developer/operator of the building.

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

25. Prior to the commencement of above ground construction works, full details of all the internal and external amenity spaces for the purpose built student accommodation shall be submitted to and approved in writing by the Planning Authority. This shall include full details on the types of amenity spaces proposed and drawings showing the layout and location, design and facilities of the amenity spaces. The amenity spaces shall be implemented as approved prior to occupation of the purpose built student accommodation.

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

Reason: To ensure that future residents benefit from high quality of on-site amenities.

26. Prior to the commencement of above ground construction works a shopfront and signage strategy for the commercial units shall be submitted to and approved in writing by the Planning Authority and shall thereafter be implemented in the approved manner.

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.

27. Prior to the commencement of above ground construction works 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.

28. Prior to the commencement of above ground construction works on site, details of refuse and recycling storage areas and bins for both the accommodation and commercial uses 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.

29. The mitigation measures outlined RIBA Stage 3 Acoustic Design: UOG Lilybank Gardens (document ref: 2025/MAR/11) shall be implemented in full. Prior to commencement of above ground construction works, specific design details to meet these measures shall be submitted for the written approval of the planning authority and thereafter, shall be completed before the use of the development commences.

Reason: To protect the occupiers of dwellings or noise sensitive buildings from excessive noise in accordance with the agent of change principle.

30. Prior to 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.

31. Prior to the commencement of above ground construction works on site, a scheme of landscaping, which shall include all new public realm, works to Lilybank Gardens, external courtyard, roof terrace, and any other areas of landscaping throughout the site, shall be submitted to and approved in writing by the Planning Authority. The scheme shall include hard and soft landscaping works and boundary treatment(s) 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.

32. Prior to the commencement of above ground construction works on site, 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 development.

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

33. Prior to the occupation of the development, 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.

34. 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.

35. Prior to occupation of the first unit, a Residential Travel Pack including maps detailing public transport stops, timetables, links to travel website, estimated journey times, walking/cycle routes to key destinations, health benefits of walking / cycling etc. shall be submitted for the written approval of the Planning Authority. Thereafter, the approved Residential Travel Pack shall be issued to the new owners or occupiers of each unit prior to their occupation.

Reason: In order to promote Sustainable Transport.

36. Provision shall be made in the design of the development for the parking of cycles. This provision shall be in accordance with the requirements of City Development Plan, Supplementary Guidance 11. The cycle parking shall be available for use in accordance with the approved drawings before the development is occupied.

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

37. 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 and that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

38. 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.

39. External security shutters shall not be permitted in the development hereby approved. Full details of security measures shall be submitted for the written approval of the planning authority and thereafter implemented on site in the approved manner.

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

40. 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.

41. Acoustic/amplified music from any building or premises 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.

42. 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.

43. On completion of the development, the commercial units shall not be used for any purpose other than within Classes 1A or 3 of the Town and Country Planning (Use Classes) (Scotland) Order 1997 or any provision equivalent to those classes in any statutory instrument revoking and re-enacting that Order.

Reason: To encourage the establishment of active ground floor uses, to promote flexible office space and to maintain an accurate record of the use of the planning unit.

44. The hours of operation of the commercial units shall not exceed 0800 - 2400 hours daily, unless otherwise agreed in writing by the Planning Authority.

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

45. Clear glass shall be used for all windows on the ground floor of the development which shall be kept free of advertisements, fixed furniture or large pieces of equipment such as refrigeration units or shelving. Where 'modesty' screening or obscure glass is required, the details of such proposals shall be submitted to and approved in writing by the Planning Authority prior to installation and thereafter shall be installed in the approved manner.

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

Reason: In the interests of pedestrian safety.

46. 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.

47. No part of the development shall be occupied until that part is accessible by pedestrians and vehicles in accordance with the approved drawings.

Reason: To ensure that occupiers have safe access to their property

48. All redundant footway crossings shall be removed and the footway(s) reinstated to match the dimensions of the existing footway(s) as soon as the access(es) serving the development is/are available for use by the occupiers of the development.

Reason: In the interests of pedestrian safety.

49. Clear delineation is required between the private areas and all potentially adoptable roads and footways.

Reason: To ensure that no issues of public right of passage arise

50. Doors and access gates must open inwards only or be suitably recessed. Door thresholds levels must be compatible with existing footway levels.

Reason: In the interests of pedestrian safety

#### **ADVISORY NOTES TO APPLICANT**

1. Prior to implementation of this permission, the applicant should contact Neighbourhoods, Regeneration and Sustainability Services (Transport Planning) at an early stage in respect of legislation administered by that Service which is likely to have implications for this development. A Road Construction Consent is required under Section 21 of the Roads (Scotland) Act 1984.
2. Early engagement should be undertaken with the Roadworks Control team of GCC Neighbourhoods, Regeneration & Sustainability on agreeing a suitable construction methodology / mitigation strategy
3. 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.

4. 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.
5. Lighting design should comply with the requirements of the light pollution condition. Key issues in the provision of lighting are identified in Designing Streets (The Scottish Government, 2010): context, lighting intensity, scale and colour. Designing Streets also contains other useful information on lighting.
6. Measures to maintain street lighting levels should be identified before any work begins on site. Street lighting levels should be agreed with Neighbourhoods, Regeneration and Sustainability Services (Roads), and be in place and operational before any of the dwellings are occupied.
7. All servicing of the proposed development will be subject to traffic regulations and existing waiting and loading restrictions and any future amendments to same, having particular cognisance of the above comments relating to developer contributions in respect of relocation of EV charging points and amendments to the RPZ.
8. 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
9. Amendment to the existing TROs and the relocation of 4 no. EV charging points will be required to support the development at the applicant's expense.
10. A Stopping Up Order is required under the Town and Country Planning (Scotland) Act 1997.
11. Before the development hereby permitted starts, the applicant should consult with Strathclyde Partnership for Transport at [engineeringworks@spt.co.uk](mailto:engineeringworks@spt.co.uk) on the nature of the works relating to the development, in accordance with 'Guidance Notes for Developments or Engineering Works In The Vicinity of SPT Subway Infrastructure'. This is to ensure adequate details are submitted to assess the likely risk to the Subway Infrastructure. SPT is likely to require the developer to enter into an Asset Protection Agreement in relation to the proposed works.
12. The applicant should arrange for the property street number to be displayed on the premises.
13. Any proposed temporary barricade should be fitted with wooden fillets to prevent fly-posting. The barricade should be painted and maintained in good condition for the duration of its use.
14. 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.
15. It is recommended that the applicant should consult with Scottish Fire and Rescue Services concerning this proposal in respect of legislation administered by that body which is likely to affect this development.
16. It is recommended that the applicant should consult with Building Services Operations and Safety (Development and Regeneration Services) as a Building Warrant may be required for the development.
17. The applicant is advised that the granting of planning permission does not remove him/her from the requirement to obtain the consent of adjacent landowners in respect of any access required to build or maintain this approved development. Such consent should be obtained prior to the commencement of works on site
18. Premises used for the purposes of a food business require to register under the Food Premises (Registration) Regulations 1991. An application form for registration of the premises or change of details of an existing registration can be obtained from Land and Environmental Services (Environmental Health).
19. The applicant is advised to consider registering the site with the Considerate Constructors Scheme, which aims to improve the image of the construction industry. For further details, please contact the scheme directly. Considerate Constructors Scheme, PO Box 75, Ware, Hertfordshire SG12 0YX. Telephone: 01920 485959 Fax: 01920 485958 Freephone: 0800 7831423 [www.ccscheme.org.uk](http://www.ccscheme.org.uk) email: [enquiries@ccscheme.org.uk](mailto:enquiries@ccscheme.org.uk)



20. Before the use commences, the applicant should, following the testing of the installed ventilation system, 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 installation meets its design specification.
21. 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.
22. 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.

#### **ADVISORY NOTES TO COUNCIL**

*for* Executive Director of Neighbourhoods, Regeneration and Sustainability

DC/DHAN/03/09/2025