



PLANNING APPLICATIONS COMMITTEE

Report by Executive Director of Development and Regeneration Services

Contact: Mr B Greenock Phone: 0141 287 6028

APPLICATION TYPE	Full Planning Permission
RECOMMENDATION	Grant Subject to Condition(s) and S69 or S75

APPLICATION	07/01047/DC	DATE VALID	03.04.2007
SITE ADDRESS	Site Bounded By Carrick Street (incorporating 7-9)/McAlpine Street/(incorporating 226) Broomielaw Glasgow		
PROPOSAL	Erection of office development including ancillary ground floor retail/commercial uses, plus associated ground engineering and public realm works.		
APPLICANT	Gladedale Capital Ltd 1 Lauriston Place Edinburgh EH3 9AU	AGENT	Make Architects 22 Palmerston Place Edinburgh EH12 5AL
WARD NO(S)	10, Anderston/City	COMMUNITY COUNCIL LISTED	02_031, Anderston
CONSERVATION AREA			
ADVERT TYPE	Bad Neighbour Development	PUBLISHED	13 April 2007
CITY PLAN	Principal Office Area		

REPRESENTATIONS/CONSULTATIONS

- Land Services (Roads) - Conditional Approval.
- Environmental Services - Conditional Approval.
- Scottish Water - Conditional Approval
- West of Scotland Archaeology Service - Conditional Approval
- Scottish Power - No Objection
- Architecture and Design Scotland - Supported the design and commended the project team for their approach to the integration of the project into the wider context, and for seeking to achieve a high quality of public realm. More specific comments were made concerning aspects of the schemes design and these are outlined below.
- Ministry of Defence (MOD) - No Objection

- Glasgow Urban Design Panel (pre-application presentation) - The Panel welcomed this 'commendable proposal', and felt it had the potential to set a new benchmark for development on the Broomielaw. However they requested that given the strengths of the proposals for the entire site, consent should also be sought for the associated masterplan. More specific comments were made concerning aspects of the schemes design and these are outlined below.
- Scottish Environmental Protection Agency - No Objection
- Neighbour notification / publicity - No letters of objections were received.

SITE AND DESCRIPTION

Full planning permission is being sought for the construction of three major office buildings together with ancillary ground floor retail/commercial uses, associated public realm works, basement car parking and ground engineering; (see Proposal outlined in detail below). The site comprises the entire street block bounded by Broomielaw, McAlpine Street, Carrick Street and Crimea Street which lies at the heart of the City's establishing International Financial Services District (IFSD). The phased redevelopment will provide 499,685 sq ft (gross) of grade A office accommodation, 5100 sq ft gross of ancillary commercial floorspace and basement parking for 130 cars and 168 cycles, while creating major areas of active public realm; implemented in accordance with a detailed masterplan, approved as part of the application. The masterplan approach reflects the size and relative importance of the site's waterfront location and is intend to ensure a legible high quality development that will enhance the image and built environment of the River and IFSD.

The application site which comprises a small rectilinear street block, extends to 0.67 ha and is largely vacant having been cleared in the 1990's. The only remaining building houses the City Mission which the developer proposes to relocate to new premises at the corner of Brown Street and Crimea Street. Full planning permission for this new facility was granted in July 2007; planning reference; 07/01862/DC. The subjects are one of a number of significant riverfront sites on Broomielaw earmarked for development located between Washington Street and Brown Street.; most having already obtained detailed planning approval for residential, hotel and office use(s). Indeed in 2001 full planning permission was granted for a mixed residential/commercial development on this site planning reference 01/01669/DC, however this consent has since lapsed.

As the momentum of new development moves west towards the Kingston Bridge and with new and proposed investment in river infrastructure including; public transport (Clyde Fastlink), bridges (Glasgow Arc and a planned new pedestrian footbridge linking Tradeston and Broomielaw) plus riverside environmental improvements (Broomielaw waterfront), it is anticipated that a number of these existing planning permissions will now be implemented. The current application demonstrates a renewed confidence in the area, with Scottish Enterprise Glasgow already marketing the adjacent waterfront site bounded by Washington Street, McAlpine Street and Broomielaw for a major hotel development aimed at supporting the City's growing tourism, conferencing and exhibition sector.

PROPOSAL

The development proposals involve the phased construction on three major office buildings, B1, B2 & B3 presented as a masterplan solution for the entire street block an approach supported during pre-application discussions with Architecture and Design Scotland (A+DS) and the City's Urban Design Panel.

Building (B1) comprises an 11 storey building providing an approximate overall Net Internal Area (NIA) of 122,911sq ft and an overall Gross Floor Area (GEA) of: 161,529 sq ft + 2,668sq ft retail/commercial = 164,197 sq ft total gross floor area;

Building (B2) comprises a 13 storey building providing an approximate overall Net Internal Area (NIA) of 129,550 sq ft and an Overall Gross External Area (GEA) of: 174,430 sq ft + 1,765 sq ft retail/commercial = 176,195 sq ft total gross external area, and

Building (B3) comprises a 15 storey building providing an approximate overall Office Net Internal Area (NIA) of 118,360 sq ft and an Overall Gross External Area (GEA) of: 163,724 sq ft office + 667 sq ft retail/commercial = 164,391 sq ft total gross external area.

The planning statement lodged in support of the application examined the regeneration, nature and perception of the Broomielaw IFSD, as well as urban design issues relating to context, urban morphology, scale, massing and sustainable design. The key design principles that underpin the current masterplan strategy; reflecting the original aims of the 2003 Broomielaw Development Strategy and the policies of the City Plan and include

- Connectivity
- Maintaining the City Grid
- Active Frontages
- Links to the River
- A focus for the IFSD
- Microclimate
- City scale / People Scale
- Continuing the Broomielaw "Wall"

As a consequence of the proposed new east-west routes through the street block the site divides into three sections which define the configuration of the new buildings. At the south of the site, a new, linear, public space is created designed to 'draw life back into the depth of the city block, by providing daylight and views'. The buildings are orthogonally arranged in line with the adjacent street pattern stepping back in plan and section from the new public space which is animated with active corner entrances, shops and cafes potentially generating activity at different times of the day/night. A continuity of building line is still maintained along Carrick Street reinforcing the existing urban block form. A new avenue of trees along McAlpine Street is proposed, to delineate the North-South axis, while providing protection from winds to the South-West.

Each building is composed of two intersecting forms which emphasises the schemes active corners and its relationship with the River Clyde. This is expressed with a lightweight articulated, shaded "box", projecting to the south west, elevated off the ground to identify the entrance and the retail space below. These facades are composed of a number of layers of external and embedded mesh shading, insulating translucent and solid panels and clear, solar control, glass to achieve a very high level of environmental performance and to give a rich, layered expression to the elevations. A more solid form, clad in dark grey aluminium panels, wraps round this lightweight box visually "anchoring" it to the ground and engaging with the streetscape. The design of the three buildings will provide the occupants with good levels of daylight and views of the city, whilst the cladding will control solar gain and heat loss to create an energy efficient building.

The public realm materials will include porphyry stone paving, including stone benches, with all associated street furniture, bollards, lighting columns, cycle racks fashioned in stainless steel/aluminium in line with GCC's public realm strategy for the IFSD. Pedestrian access to the office buildings is from the public realm with access to basement car parking (130 spaces) via two vehicle ramps off Carrick Street. These ramps form an integral part of the east-west pedestrian routes identified above and as a consequence will be suitably integrated into the surrounding public realm areas, e.g. the canopies covering the ramps will be commissioned as works of Public Art, designed to provide focal points to the new spaces.

As indicated above the masterplan has been designed to accommodate phased construction of the buildings and public realm in a controlled manner. Building 1 will be constructed first with subsequent phases moving back from the river to the north. The initial phase will include the infrastructure and public realm/landscaping associated with Building 1 and the exaction of basement car parking directly below. Further building phases will be developed to minimise disruption to the completed phases and public realm. A high quality, full site hoarding will contain the future construction to protect the public realm and highways. The single access ramp to the building 1 basement car parking will be wide enough to allow two cars to pass, however completion of building 3 will result in access being taken from the southern ramp and egress from the northern ramp.

POLICIES

Glasgow and the Clyde Valley Joint Structure Plan 2000.

Strategic Policy 1 - 'Strategic Development Framework'.
 Strategic Policy 5 - 'Competitive Economic Framework'.
 Strategic Policy 9 - 'Assessment of Development Proposals'.

Glasgow City Plan 2003

Development Policy Principle DEV 1	Quality and Design.
Development Policy Principle DEV 6	Principle Office Area (City Centre).
Policy IB4	Business Class Development
Policy CC/DEV 1	Development Guidelines for the City Centre.
Policy CC/DES 1	New Development in the City Centre.
Policy CC/DES 2	Identity Areas.
Policy CC/DES 3	Plot Ratio.
Policy CC/DES 4	Urban Scale, Height and High Rise Development.
Policy DES 4	Design Statement.
Policy DES 5	Public Realm.
Policy DES 6	Public Art.
Policy TRANS 4	Vehicle Parking Standards.
Policy TRANS 6	Cycle Parking Standards.
Policy ENV 3	Flood Prevention and Land Drainage

The 2007 City Plan 2 'Finalised Draft'

City Plan 2 is a material consideration in the determination of this application. In particular relevance are those Transport Policies and associated Design Guides cover Transport Infrastructure and Developer Contributions; including:

Policy TRANS 1 – Transport Route Reservations

Policy TRANS 8 – Developer Contributions: Transport Infrastructure

Development Guide DG/TRANS 4 Clyde Fastlink - Developer Contributions

ASSESSMENT AND CONCLUSIONS

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

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

1. Whether the proposals are appropriate in land use and planning policy terms having regard to the provisions of the Development Plan and other material considerations.
2. Whether any consultations/representations are relevant to the assessment of the proposals.

In respect of 1 above:-

Approved Glasgow and Clyde Valley Joint Structure Plan

The proposal accords with policies of Structure Plan and the assessment criteria under Strategic Policy 9 covering 'Assessment of Development Proposals'. The proposed development directs investment to the continuing regeneration and renewal of the Clyde Waterfront and the City Centre, a major Urban Renewal Area and Town Centre Renewal Priority identified in the Metropolitan Development Strategy; identified under Strategic Policy 1.

Structure Plan Strategic Policy 5 identifies that the Economic Competitiveness of the Glasgow and Clyde Valley Metropolitan Area will be supported through the development of a range of Strategic Economic Locations. These Locations include Strategic Business Centres which are identified as the focus for large scale office developments. The Structure Plan places Glasgow City Centre at the head of a list of nine Strategic Business Centres suitable for a range of uses, including office and business development.

The proposal will help to maintain the economic competitiveness of the City Centre as a 'strategic business centre' and the Clyde Waterfront as a 'core economic development area'; required under Strategic Policy 5 and represents a sustainable development that will serve to safeguard and enhance the City Centre's natural and built environment. Furthermore, the proposals will involve the redevelopment of a brownfield site, promoting the integration of new land uses with the City Centres established Public Transport Network. The development will also bring investment in the public realm leading to an enhancement of the local townscape and its environment. **Glasgow and Clyde Valley Joint Structure Plan Alteration 2006 (JSPA 2006)**; submitted to Scottish Ministers in April, 2006. Strategic Policy 5 continues to identify Glasgow City Centre as a Strategic Business Centre. The proposals are consistent with the emerging Structure Plan policies.

City Plan

The site is located within the City's Principle Office Area (City Centre) which is covered by Development Policy Principle DEV 6 which promotes the Principle Office Area as the preferred location for high density business class development involving office floor space. As such the principle of office use at this location is acceptable. IB4 identifies specific criteria which Business Class developments are required to satisfy. Policy IB4 identifies specific criteria which Business Class developments are required to satisfy. The policy states that:

Proposals for Business Class developments are acceptable in the Principle Office Area and areas covered by an Industrial and Business Development Policy Principal, with the Principle Office Area being the preferred location for major office developments. Business Class proposals may also be acceptable outwith these areas, subject to other relevant development plan policies. In all cases, proposals will require to meet the following criteria:-

- (i) Developments shall be located on sites which are, or can be easily accessed by foot, cycle and public transport.
- (ii) Developments shall satisfy the appropriate Vehicle Parking Guidelines and Cycle Parking Standards. (see policies TRANS 4 and 6 outlined below)
- (iii) New build developments shall conform to the following plot ratios:
Principle Office Area (POA - minimum plot ratio 3.0:1; subject to maximum plot ratio identified in Policy CC/DES 3 (see below).

Where new build business class proposals also involve an element of non-business use, such as residential or retail, the non-business floorspace will be excluded from the plot ratio calculation. Exceptions to these plot ratios will only be considered where these can be justified for heritage or townscape reasons or where there would be a demonstrable contribution towards sustainable development and travel patterns. In all circumstances, buildings shall be well designed and use high quality materials.

- (iv) Development shall be acceptable in respect of other relevant policies.

Comment: - The proposed development satisfies the relevant assessment criteria outlined under policy IB4.; (see policy assessment below). It will support the strategic office function of the City Centre and the Principle Office Area and is consistent with the Approved/Adopted and emerging City Plan Policies.

Development Policy Principle DEV 1 – Quality and Design

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

- New developments which promote a positive image of the City and create a strong sense of place;
- Design solutions which respond to the site context (i.e. townscape characteristics, patterns of activity/movement, the green network, natural characteristics/topography of the site);
- High standards of urban design in new developments which reinforce the established urban character/density/grain of the area, respect existing building lines/scale/character, contribute to a safe/secure environment, integrate elements of the design;
- The location of shops/business and social/community facilities along main roads, particularly at key nodes and focal points;
- Mixed use and higher density/scale developments at key nodes and focal points;
- Higher quality architecture and design with building design/materials being specifically tailored to the site in question, respecting the City's architectural/urban design tradition, paying due regard to the effects of local climate on the appearance and durability of materials.

Comment:- The proposal is considered to fully accord with Development Policy Principle DEV 1 and the Broomielaw Local Development Strategy and Design Guidelines, while reinforcing the image and function of Glasgow's International Financial Services District (IFSD). The development involves a masterplanning approach, likely to involve the phased re-development of the site. In doing so it has responded to its context with the aim of giving greater urbanity to Broomielaw, while seeking to enhance the image and townscape of the River and the City Centre. At a local level the development seeks to restore the integrity of a complete urban street block, improving the level of street containment, improve permeability as well as create new and improved areas of public realm. The proposed building(s) are appropriate in terms of their level of sustainability, scale, massing, contemporary architectural form and material finishes; reflecting the tradition of buildings establishing themselves along the Broomielaw Wall'.

Policy CC/DEV 1 - Development Guidelines for the City Centre

This policy provides an overview and general guidance on development within the City Centre and in the context of this proposal should be read in conjunction with the appropriate Development Policy Principles, those dedicated City Centre policies covering parking and design and other City-wide policies, e.g. heritage and urban design. The following broad guidance applies to the City Centre and its Principle Office Area: - 'Within Principal Office Area the primary use should continue to be for offices and ancillary uses. Uses which compliment the office function of the area and extend activity out-with office hours will be considered in relation to local circumstances and other policies'.

Comment:- The proposal involving offices with ancillary ground floor commercial uses and major public realm works, designed to form an 'active edge' along McAlpine Street with views of the River fully accords with CC/DEV 1 above.

Policy CC/DES 1 - New Development in the City Centre

This policy seeks to ensure that new development maintain and enhance the quality of the built environment within the City Centre, respecting the established urban scale and townscape, while retaining and enhancing the existing street layout, containment, building lines and elevational proportions. These elements constitute an area's essential urban character and provide a strong framework within which the regeneration process can take place.

Comment: - The proposal is considered to meet the provisions of the above policy and the detailed guidance set out under points 1-4. The development has responded to the 'opportunity' for scale and massing while respecting Broomielaw's established street patterns, establishing morphology and urban grain; particularly east Broomielaw which has traditionally been the focus of new development within the IFSD. The proposal involves the phased redevelopment of a 'vacant street' block based on masterplan which respects the detailed guidelines and urban design principles set out under 2(a)-(g). The level of information lodged in support of the application has allowed a satisfactory design assessment to be undertaken and included a detailed Planning Statement, Transport Assessment/Travel Plan and Flood Risk Assessment.

Policy CC/DES 2 - Identity Areas

In assessing new development within the City Centre, the nature of the 'identity area' will be taken into account, along with other policy considerations, particularly built form, continuity of building lines, street containment and elevational proportions. New development should therefore respect the individual characteristics of each 'identity area'. The City Plan identifies the subjects as forming part of the Broomielaw Identity Area, characterised by its distinctive linear street and block pattern that runs north/south between Argyle Street and the Clyde. It's designation as a 'Special Project Area has also led to large scale redevelopment of its dense historic warehouses over the last 20 years. Proposed development should maintain these essential townscape characteristics, the areas diversity of building types while introducing local public open space where possible.

Comment:- The proposal and its associated master plan is considered to maintain the individual characteristics of the Broomielaw Identity Area while introducing local public open space (see site and description above).

Policy CC/DES 3 - Plot Ratio

Plot ratio policy CC/DES 3 is intended as a useful and generally effective method of controlling building height and density of new office development, avoiding over development of sites and to prevent congestion. However, given the variability of the townscape across the City Centre, it is appropriate that the height, scale and density of new development is regulated in such a manner as to recognise these differences of character within the City Centre built environment. Plot ratio has also played a part in the preservation and conservation of the built form within the City Centre and the Central Conservation Area. The Policy should also be read in conjunction with Policy CC/DES 2 above.

New developments in the Broomielaw Identity Area, of which the subjects form part, are normally expected to comply with a plot ratio of between 3.0:1 and 5.0:1. Exceptions will be determined by urban design criteria as stated above. Any adjustment to plot ratio (either up or down) will be in relation to other relevant urban design policies and the individual location and circumstances of the proposed development, such as the particular characteristics of the adjacent built form.

Comment:- Although the 'aggregated' plot ratio figure across the three building phases of 7.0:1 is greater than the upper limit of 5.0:1 specified under CC/DES 3 flexibility in the application of Policy is recommended in this instance, under the provisions of CC/DES 3 point 4. This relates to the quality of development being proposed and the wider urban design benefits outlined under DEV 1 & CC/DES 1 above.

Policy CC/DES 4 - Urban Scale. Height and High Rise Development

In assessing the appropriateness of the urban scale and height of any development, the particular context of the site should be taken into account, while satisfying the terms of the City Centre and City-wide urban design policies (see above). Policy CC/DES 4 sets out a range of assessment criteria under point's 1-12 that where appropriate, require to be met.

Comment: The proposal represents a significant new development for Broomielaw west; one that will have a major positive impact on the image of the River, consolidating other high profile developments in the locality as well as helping to attract new investment. The masterplan lodged in support of the application has given careful consideration to the issue of building scale and massing, illustrating the development will have a positive impact on both the City Centre and the sites immediate hinterland. Moreover seen in the context of existing and recently approved developments within the IFSD, the proposed heights of 15 storeys, 13 storeys and 11 storeys are viewed as acceptable.

Policies DES 4 - Design Statement, DES 5- Public Realm & DES 6- Public Art

A detailed Design Statement has been submitted by the applicant in support of the application. The development accords with Policy DES 5, viewed in the context of the revised East Broomielaw Masterplan which continues to place particular emphasis on the creation of a high quality public realm and the public piazza being proposed as part of the development. In respect of DES 6, elements of public art will form part of the design of the public realm including the canopies formed over car park ramps, a suitable condition has been attached covering this element.

Policy TRANS 4- Vehicle Parking Standards & Policy TRANS 6 - Cycle Parking Standards

These policies set out standards for the provision of vehicle and cycle parking and are restraint-based related to the availability of Public Transport, setting out four accessibility zones including the City Centre. This has been devised with the intention not to restrain car ownership but rather to influence the use of cars than car use and reflects the Governments aims if achieving sustainable patterns of development as outlined in National Planning Guideline 17 (NPPG 17 – Transport and Planning).

Comment: - The provision of 130 basement car parking spaces is less than the 186 car parking spaces that would be permitted under the terms of Policy TRANS 4 which allows an upper limit of 1 space per 250 square meters of office floor space. In addition the scheme proposes 168 cycle parking spaces, including visitors' spaces in accordance with the provisions of Policy TRANS 6. Basement showers are also provided and the Green Travel Plan lodged by the applicant in support of the application identifies additional measures to encourage cycle use. These include; 'interest free loans to assist in the purchase of bicycles and associated safety equipment; 'provision of information to staff and visitors on cycle routes to the office from surrounding areas'; 'introduction of a Bicycle User Group (BUG) to encourage the take up of cycling; 'provision of cycle training for staff' and 'the introduction of a cycle mileage allowance for business journeys undertaken by bicycle and / or introduction of 'pool bikes' for short business journeys by bike.

Policy ENV 3 – Flood Prevention and Land Drainage.

This policy sets out policy guidelines on flood attenuation areas, land drainage, flood risk and maintenance of flood defences to be considered when assessing the suitability of development application.

Comment: Neither SEPA or Scottish Water have objected to the development in terms of land drainage, having regard to the legislation administered by them. Land Services have raised no objection to the application on flooding grounds having accepted the approach to flood risks management outlined in the applicants Flood Risk Assessment lodged in support of the application. This was carried out using the results of the River Clyde Flood Management Strategy hydraulic modelling study undertaken from the City Council in 2003-05.

Part of Broomielaw to the west of the application site is potentially at risk from flooding due to an extreme tidal event. However the site is located above predicted extreme levels and is outside the functional flood plain as defined by SPP7 'Planning and Flooding'; accordingly it is not considered to be at risk of flooding. Moreover the development is not considered to have an adverse impact on flood risk elsewhere. Suggested recommendations which have been incorporated into the masterplan and design approach include (i) adopt a finished floor level and access level to the underground car park and ventilation system above 6.02m AOD; this level takes into account predicted water levels associated with the 200m year plus climate change scenario and a 700mm design free board and (ii) adopt a finished floor level and access level to the underground car park and ventilation system at least 300mm above the surrounding road levels to provide protection against any intrusion of surface water associated with pluvial flooding.

City Plan 2

Policy TRANS 1 – Transport Route Reservations, Policy TRANS 8 – Developer Contributions: Transport Infrastructure and Development Guide DG/TRANS 4 Clyde Fastlink - Developer Contributions

The City Plan 2 'Finalised Draft' was approved by the Council in February 2007. Policy TRANS 1 seeks to ensure that proposed transport routes of strategic importance to the City are safeguarded from development that would prejudice their implementation. This reflects the Plan's Development Strategy to improve the City's transport infrastructure network in a sustainable manner, conforming to the Joint Structure Plan Alteration 2006 (Strategic Policy 4: Strategic Transport Network), the Council's Draft Local Transport Strategy and Strathclyde Partnership for Transport (SPT) Draft Regional Transport Strategy. This reflects the requirements of Scottish Planning Policy (SPP 17): 'Planning for Transport' and Planning Advice Note (PAN) 75: 'Planning for Transport' which includes provision for 'developer contributions'.

The Clyde Fastlink project envisages a dedicated, off-road rapid public transport system linking the City Centre to Glasgow Harbour along the north bank of the River Clyde. In pursuance of strategic public transport objectives, the Council will seek through Legal Agreements, developer contributions as appropriate, from the redevelopment of sites that would benefit from the Clyde Fastlink proposals listed in TRANS 1 (defined as being within 400m of the route centre line using actual walking distance) and future routes resulting from the proposed Conurbation Public Transport Study.

In the context of the application site the local road network comprising Oswald Street, Argyle Street, York Street, Robertson Street, Clyde Street and Broomielaw is identified as part of 'Clyde Fastlink (North Bank) and extension west to Clydebank' which promotes the integration of a fast, effective and sustainable public transport scheme along the River's North Bank which connects the area with the City Centre and the established public transport network. Using calculations detailed in Policy DG/TRANS 4 a figure of £285,000 has been identified as the appropriate developer contribution in this instance. The applicant is happy to make this contribution which would be secured by means of a legal agreement, in terms of either Section 69 of the Local Government (Scotland) Act or S75 of the Town and Country Planning (Scotland) Act 1997. Note: The developer has requested further discussions with the Planning Authority in respect of the type of Agreement to be used.

In respect of 2 above:

Land Services raised no objections subject to conditions/advisory notes covering; access widths, construction and reinstatement of footways, carriageway markings and time-plates, existing footway gradients and cross-falls, works to public footways, compatibility of vehicle access and door thresholds with existing footways, door openings, street furniture, basement structures, provision of cycle racks and the requirement to obtain both a S21 Construction Consent and S56 Road Opening Permit under the terms of the Roads Scotland Act 1984.

Response:- Suitable conditions and or advisory notes to the applicant have been attached.

Environmental Services raised no objections subject to conditions/advisory notes covering disposal of cooking odours/fumes' its installation and testing; noise from or associated with the completed development; installation of all mechanical ventilation and air conditioning plant, minimising structural borne noise or vibration, provision for refuse storage, noise from construction and/or demolition works and assessment of likely ground contamination.

Response: - Suitable conditions and or advisory notes to the applicant have been attached.

Scottish Water raised no initial objection to the proposals, although Scottish Water did outline specific requirements that would need to be met by the applicant/developer before it could guarantee connections to Scottish Water infrastructure.

Response: Suitable advisory notes have been attached.

West of Scotland Archaeology Service raised no objection to the proposals subject to applicant/developer securing the implementation of a programme of archaeological works in accordance with a written scheme of investigation.

Response: A suitable condition has been attached.

Scottish Power raised no objection to the proposals.

Ministry of Defence (MOD) raised no objection to the proposals but did raise construction management issues.

Response: Suitable advisory notes have been attached. The applicant has also written separately to the MOD in connection with these matters.

Scottish Environmental Protection Agency (SEPA) raised no objection to the proposals, in terms of its impact on the 'water environment' subject to consultation with Scottish Water and Land and Environmental Services to ensure that the following issues are satisfactorily addressed: foul drainage, surface water, flood risk, contaminated land; domestic waste issues; construction, pollution prevention and air quality.

Response: Suitable conditions and or advisory notes have been attached in respect of the matters raised.

Architecture and Design Scotland supported the design and commended the project team for their approach to the integration of the project into the wider context, and for seeking to achieve a high quality of public realm. More specific comments/suggestions were made under the headings of 'context', 'urban design' and 'buildings'

Context:

- Commended the project team for integrating the design within its context; ensuring east/west cross links are provided within the length of the city block; and considering the ground treatment as part of the wider public realm strategy.
- Suggested that further consideration be given as to how the Broomielaw could be traffic calmed to aid north/south pedestrian movement and ease access to the riverside, and how pedestrian linkages to the north can be improved in the future.
- The need to coordinate development east and west of the application site by means of a masterplan for the wider area.

Urban Design:

- Successful handling of climatic considerations such as daylight, shading and wind modelling will be critical to the enjoyment of the external public spaces and should be subject to further investigation.
- The selection of appropriate trees, materials and other landscape elements need careful consideration to ensure long term design quality.
- Encouragement should be given to incorporating initiatives, such as art works and / or lighting design strategy within the public realm works.
- Welcomed the activation of street frontages and humanising the length of Broomielaw by departing from the raised podium building type that has become a feature of the area.

Building:

- Commended the sophistication of the elevational treatment, influenced in part by the requirement for solar control. Urged the developer to take a longer term view of energy performance, and to challenge the prevailing market opinion that favours air conditioned environments.

- The relative proportions of the various buildings need to be clarified when seen from a distance. As the buildings will be viewed in the round consideration needs to be given to demonstrating distant views, particularly from the Kingston Bridge.
- Welcomed the containment of rooftop plan within the top most storey's.

Response: A+DS's general support for the development proposals is noted. In respect of their detailed observations: wider traffic calming measures are likely to be considered as part of the implementation of the north bank Clyde Fastlink Proposals and Broomielaw waterfront environment improvements, although the Lancefield Quay/Broomielaw/Clyde Street Corridor continues to be an important arterial route for the City Centre; prospective developments within the vicinity of the application site are being coordinated, seen in the context of the 2003 Broomielaw Local Development Strategy and Design Guidelines, which are to be updated; the applicant has already undertaken a microclimate – sunlight/wind assessment.

The proposal is considered an attractive design solution in terms of the relationship between building layout, scale and massing and the creation of an attractive, useable public realm environment. The detailed design of all public realm areas, including the choice of trees position/orientation of street furniture are intended to mitigate against any adverse impacts arising from wind or overshadowing; public art and architectural lighting will be incorporated within the development; a detailed townscape analysis has been undertaken examining the schemes impact on key views with further design development of the façade treatments and materials.

The applicant claims the design introduces low energy, sustainable, principles through a holistic approach to a speculative commercial development. The site offers immediate benefits for sustainability by being within easy walking distance of the City Centre, and the regeneration of a brownfield site. The number of car parking spaces provided is less than the maximum permitted, reflecting the site's proximity to proposed and existing public transport. The buildings adopt forms which minimise wall to floor ratios, and so provide fewer surfaces for energy loss or unwanted heat gain. The envelope of the buildings are functionally designed with high efficiency facades of low U-value, minimising heat loss during the winter and cooling load during the summer. A BREEAM assessment has been carried out and it is anticipated the buildings will achieve a 'Very Good' rating.

Glasgow Urban Design Panel welcomed this commendable proposal, which they felt had the potential to set a new benchmark for the development of the Broomielaw. However they requested that given the strengths of the proposals for the entire site consent should also be sought for the masterplan. The panel welcomed the architect's thorough analysis of the site and commended them for the consideration that has gone into the bold massing of the three buildings with their respective heights of 11, 13 and 15 storeys increasing away from the river. In addition the panel applauded the way in which the building set backs and floor plate configuration had been adjusted to maximise views from all buildings to the Clyde, the refreshing approach to the facade designs and the design of the public realm. Caution was expressed however regarding the impact of the small podium terraced away from the river to mitigate against any flood risk and its possible effects on the vitality of Broomielaw and the need for quality and careful design of the public realm. The status of the original Broomielaw masterplan drawn up in the 1980's which specific land use and urban design parameters was also raised.

Response: The GUDP's general support for the development proposals is noted. The impact of the raised podium element will be negligible having been designed an integral part of a high quality public realm environment that will accommodate ground floor retail/commercial uses, public art, lighting and street furniture that will serve to increase the vitality of Broomielaw and its environment. The 2003 Broomielaw Local Development Strategy and Design Guidelines have taken cognisance off but now replace the Broomielaw masterplan developed in the 1980's.

No additional letters of objection/representation were received following neighbour notification/publicity of the proposal.

CONCLUSION

The proposals are acceptable in land use planning terms having regard to the provisions of the Development Plan; comprising the Glasgow and Clyde Valley Joint Structure Plan and the Glasgow City Plan. The development will consolidate recent public and private sector investment in the regeneration of Clyde Waterfront; as an Urban Renewal Propriety including a direct financial contribution to the delivery of Clyde Fastlink. Proper consideration has been given to the sites urban context both at a local and city-wide level consistent with principles and policies of the City Plan with the aimed at achieving a sustainable urban design solution and 'senses of place'.

The masterplan approach and detailed design proposals reflect the aim and objectives of the Broomielaw Local Development Strategy and Design Guidelines in terms of its plan-form, access and servicing arrangements. The proposed building envelope(s) in terms of their height, massing and contemporary architectural design will help to enhance image of the City Centre and the IFSD, reinforcing the existing townscape within the Broomielaw Identity Area. The size and quality of office accommodation proposed is designed to help increase the competitiveness of the City's Principle Office Area and the IFSD within the UK and European financial services market and will assist in the continuing regeneration of the neighbouring waterfront.

On the basis of the foregoing, it is recommended that Full Planning Permission be granted except where amended or supplemented by the following conditions.

CONDITIONS AND REASONS

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

Masterplan Level 00 Public Realm	A0801/Rev 00
Location Plan	0001/Rev 01
Neighbour Notification Plan	0002/Rev 01
Existing Site Plan	0003/Rev 01
Proposed Site Plan	0004/Rev 01
Demolition Plan	0005/Rev 01
General Arrangement Level - 01	0009/Rev 00
Masterplan Level – 00	0010/Rev 00
General Arrangement Levels 02 – 08	0011/Rev 00
General Arrangement Roof Plan	0012/Rev 00
Masterplan Section AA	0013/Rev 00
Masterplan Landscape	0014/Rev 00
Masterplan Landscape Phasing	0015/Rev 00
Building 1 General Arrangement Level 00	0020/Rev 00
Building 1 General Arrangement Level 01	0021/Rev 00
Building 1 General Arrangement Levels 02 to 08	0022/Rev 00
Building 1 General Arrangement Level 09 Plantroom 1	0023/Rev 00
Building 1 General Arrangement Level 10	0024/Rev 00
Building 1 General Arrangement Level 10A Plantroom 2	0025/Rev 00
Building 1 General Arrangement Level 10B Plantroom 2	0026/Rev 00
Building 1 General Roof Plan	0027/Rev 00
Building 1 North Elevation	0028/Rev 00
Building 1 East Elevation	0029/Rev 00
Building 1 South Elevation	0030/Rev 00
Building 1 West Elevation	0031/Rev 00
Building 1 Cross Section	0032/Rev 00
Building 2 General Arrangement Level 00	0040/Rev 00
Building 2 General Arrangement Level 01	0041/Rev 00
Building 2 General Arrangement Levels 02 to 10	0042/Rev 00
Building 2 General Arrangement Level 11	0043/Rev 00
Building 2 General Arrangement Level 12	0044/Rev 00
Building 2 General Arrangement Level 12A Plantroom 2	0045/Rev 00

Building 2 General Arrangement Level 12B Plantroom 2	0046/Rev 00
Building 2 General Roof Plan	0047/Rev 00
Building 2 North Elevation	0048/Rev 00
Building 2 East Elevation	0049/Rev 00
Building 2 South Elevation Cladding	0050/Rev 00
Building 2 West Elevation	0051/Rev 00
Building 2 Cross Section	0052/Rev 00
Building 3 General Arrangement Level 00	0060/Rev 00
Building 3 General Arrangement Level 01	0061/Rev 00
Building 3 General Arrangement Levels 02 to 12	0062/Rev 00
Building 3 General Arrangement Levels 13 Plantroom 1	0063/Rev 00
Building 3 General Arrangement Level 14	0064/Rev 00
Building 3 General Arrangement Level 14A Plantroom 2	0065/Rev 00
Building 3 General Arrangement Level 14B Plantroom 2	0066/Rev 00
Building 3 General Roof Plan	0067/Rev 00
Building 3 North Elevation	0068/Rev 00
Building 3 East Elevation	0069/Rev 00
Building 3 South Elevation	0070/Rev 00
Building 3 West Elevation	0071/Rev 00
Building 3 Cross Section	0072/Rev 00

Design Statement 30, March 2007
 Transport Statement / Travel Plan, May 2007
 Flood Risk Assessment January 2007

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

Reason: As these drawings constitute the approved development.

02. Development phasing shall be implemented in accordance with the design statement and drawing 0015/Rev 00 hereby approved. Plans sections and elevations covering all temporary boundary treatments, including site hoardings and associated landscaping shall be submitted to the Planning Authority for its written approval prior to the commitment of each Phase of construction.

Reason: To enable the Planning Authority to consider these aspects in detail.

Reason: In the interests of visual amenity and to retain proper control over the development.

03. Labelled samples of all external materials accompanied by a schedule and annotated large scale sections and elevation drawings showing the location of their proposed use shall be submitted and approved in writing by the Planning Authority prior to works commencing on site.

Reason: To enable the Planning Authority to consider these aspects in detail.

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

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

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

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

05. A decorative lighting scheme consistent with the aims and objectives of City's approved Lighting Strategy - 'Glasgow City of Light' shall be incorporated into the design of the building and surrounding public realm. Details shall be submitted to and approved by the City Council prior to the commencement of the building's construction.

Reason: To enhance the image, appearance and safety of the City Centre at this location.

06. Disposal of Cooking Odours/Fumes

- (a) All cooking smells, noxious fumes or vapours from the premises shall be disposed of by means of a suitable duct carried up internally and terminating at a point 1 metre above eaves level. The duct shall be free from any obstruction such as a plate, cowl, or 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 prior to the start of the use hereby approved. The elements to be included are:
- (i) Canopies - A suitable canopy (or canopies) shall be located above all cooking appliances.
- (ii) Air Flow - The canopy face velocity shall be not less than 0.5 m/s.
- (iii) Primary Grease Filtration - Labyrinth (baffle) grease filters shall be installed within the canopy or canopies.
- (iv) Secondary Filtration - An open fibre disposable filter and a pleated non-woven felt type filter and a non-woven bag type filter shall be installed in the system in that order.
- (vi) Main Filter Media - A suitable mixed media activated filter shall be installed as final treatment of flue gases.
- (v) Air Input - A suitable 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 and management scheme for the ventilation and filtration systems including all aspects referred to in (a) and (b) above shall be submitted to, and shall be approved in writing by, the Planning Authority prior to the commencement of the use hereby approved and shall thereafter be implemented as approved.
- (d) Mechanical and electrical installations shall be suitably 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: In order to safeguard the property itself and the amenity of the surrounding area.

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

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

08. All mechanical ventilation and air conditioning plant shall be suitably isolated from the structure of the building and fan units positioned in a ducted system shall be isolated from the ducting by means of flexible connections.

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

09. To minimise structure borne noise or vibration, lifts and/or hoists, including doors, guide rails and ancillary plant and machinery shall be suitably isolated from the structure of the building.

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

10. Suitable provision shall be made for refuse storage facilities including provision of appropriate refuse bins. Full details shall be submitted to and approved by the Planning Authority prior to the commencement of works.

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

11. An assessment of the impact of emissions to air from road traffic associated with the completed development shall be carried out by a method agreed by the Planning Authority and a report submitted to and approved by the Planning Authority prior to construction starting on site.

If the development is assessed as having an adverse impact on local air quality, then mitigation measures shall be identified by the developer to reduce, minimise or offset the impact. The assessment shall make reference to the standards and objectives of the National Air Quality Strategy. Reference must also be made to Scottish Executive PAN 51 (Revised 2006) PLANNING, ENVIRONMENTAL PROTECTION and REGULATION and Development Control: Planning for Air Quality (NSCA)

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

12. No construction work shall take place on site until a series of tests for ground contamination have been carried out in accordance with a method approved by the Planning Authority and the recommendations published by the Department of the Environment. No construction work shall be started until remedial work considered necessary by the Planning Authority as a result of these tests has been carried out and the ground has been made safe.

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

13. No development shall take place within the development site as outlined in red on the approval plan until the developer has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant, agreed by West of Scotland Archaeology Service, and approved by the Planning Authority. Thereafter the developer shall ensure that the programme of archaeological works is fully implemented and that all recording and recovery of archaeological resources within the development site is undertaken to the satisfaction of the Planning Authority in agreement with the West of Scotland Archaeology Service.

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

14. The applicant should incorporate a clause within the Building Management Regulations to ensure each Tenant of the building comply with the aims and targets set out the Green Transport Plan (May 2007), hereby approved and overseen by an appointed building/facilities manager. The specific requirements of this clause, the terms governing its incorporation into any future Building Management Regulations and its implementation through a building manager shall be agreed in writing by the Planning Authority.

Reason: To promote and maximise the use of sustainable transport to and from the development in accordance with the provisions of NPPG 17 Transport and Planning.

15. The accesses shall be formed of footway crossing construction and all redundant accesses shall be reinstated to footway.

Reason: In the interests of pedestrian and vehicular safety.

16. Vehicular access ramps shall have a minimum width of 4.5m width with a 5.5m clear opening width onto Carrick Street.

Reason: In the interests of pedestrian and vehicular safety.

17. Carriageway markings and time plates shall be reinstated to suit the new development.

Reason: In the interests of pedestrian and vehicular safety.

18. Existing footway gradients and crossfalls shall remain unaltered.

Reason: In the interests of pedestrian and vehicular safety.

19. No steps shall be constructed on existing or potentially adoptable footways.

Reason: In the interests of pedestrian and vehicular safety.

20. Vehicular access and door thresholds levels shall be compatible with existing footway levels.

Reason: In the interests of pedestrian and vehicular safety.

21. Doors must not open outwards on to the road (including footways).

Reason: In the interests of pedestrian and vehicular safety.

22. Existing road kerb alignment shall remain unchanged.

Reason: In the interests of pedestrian and vehicular safety.

23. Street furniture (including signs, lighting columns, electrical control boxes etc), shall be relocated to suit the new footway layout.

Reason: In the interests of pedestrian and vehicular safety.

24. All details with regard to basement structures must be agreed with Land and Environmental Services before construction commences.

Reason: To enable the Planning Authority to consider these aspects in detail.

25. It must be satisfactorily demonstrated to Land and Environmental Services, what measures are to be taken to maintain acceptable street lighting levels before construction commences on all phases of the development.

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

26. Safe, secure and sheltered cycle parking facilities shall be provided in accordance with Policy TRANS 6 of the adopted City Plan.

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

27. Full construction details covering all public realm works to surrounding footways and building cartilages, to be designed in accordance with the International Financial Services District (IFSD) 'public realm programme', including all details, structural calculations, design checks etc, with regard to structures beneath footways (existing and potentially adoptable) must be submitted to and approved by the Planning Authority prior to the commencement of works.

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

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

28. Any trees or plants which, within a period of five years from the completion of the development, die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Planning Authority gives written consent to any variation.

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

29. A maintenance management schedule for the landscaping scheme shall be submitted to and approved by the Planning Authority prior to the commencement of any works. The landscaping shall be maintained in accordance with the approved management schedule.

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

30. Public Art shall be incorporated into the design and formation of the public realm with particular focus on the new active public spaces. Full details including a strategy for the inclusion of public art shall be submitted to the Planning Authority for its written approval and thereafter implemented in the agreed manner.

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

31. A shop front design guide including details on the location all associated signage and shopfront security shall be submitted to the Planning Authority for its written approval and thereafter implemented in the agreed manner.

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

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

32. The premises shall be used for Class 1 (Retail) and Class 3 (Food and Drink) and for no other purpose (including any purpose in Class 2 of the Schedule to the Town and Country Planning (Use Classes) (Scotland) Order 1997, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

Reason: To enable the use to be adequately controlled and to remain compatible with the character of the surrounding area.

ADVISORY NOTES TO APPLICANT

01. The applicant should arrange for the property street number to be displayed on the premises.
02. The applicant is advised that stonecleaning and/or demolition should be undertaken in accordance with Health and Safety Regulations in order to minimise the spread of dust.
03. 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.

04. 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.
05. The applicant should consult with Land and Environmental Services (Roads) at an early stage regarding the submission of an application for Construction Consent required by that Department.
06. It is recommended that the applicant should consult with Land and Environmental Services (Roads) at an early stage concerning this proposal, in respect of legislation administered by that Department which is likely to affect this development.
07. It is recommended that the applicant should consult with Scottish Water concerning this proposal in respect of legislation administered by that organisation which is likely to affect this development.
08. It is recommended that the applicant should consult with Land and Environmental Services (Environmental Health) concerning this proposal in respect of legislation administered by that Department which is likely to affect this development.
09. It is recommended that the applicant should consult with Strathclyde Fire Brigade concerning this proposal in respect of legislation administered by that body which is likely to affect this development.
10. The City Council has determined the application on the basis of the information relating to ground contamination/landfill gas available to it. The responsibility for the safe development and secure occupancy of the site rests with the applicant/developer.
11. The applicants are reminded of the following policies of Land and Environmental Services (Cleansing):

REFUSE CONTAINMENT

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

WHEELED BIN REFUSE COLLECTION

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

12. 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.
13. The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994 which govern health and safety through all stages of a construction project. The Regulation requires clients (ie those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Clients have further obligations. Your designer will tell you about these and your planning supervisor can assist you in fulfilling them. Further information is available from the Health and Safety Executive Infoline (Tel 0541 545500).
14. The primary responsibility for safeguarding land or property against flooding remains with the owner. Approval of this application does not imply the absence of flood risk. Development at risk of flooding may face difficulties with the cost or availability of insurance and the applicant may wish to seek the views of insurers at an early stage.
15. The applicant is advised that appropriate sustainable urban drainage systems (SUDS) should be incorporated in this development. See: Sustainable Urban Drainage Systems - Design Manual for Scotland and Northern Ireland.

16. The applicant is advised that, if the proposals hereby approved are altered in any way, for example as a result of obtaining any of the other statutory consents or for any other reason, they should so inform the Planning Authority and submit copies of the amended proposals in order that a view may be taken as to whether the alterations are material or not and whether a fresh application will be required.
17. The applicant is advised to consider registering the site with the Considerate Constructors Scheme, which aims to improve the image of construction. For further details, please contact the scheme directly. Considerate Constructors Scheme Telephone 01920 872 837; Fax 01920 872839; Email Enquiries@considerateconstructorsscheme.org.uk
Web: www.considerateconstructorsscheme.org.uk
18. Prior to the installation of the ventilation system for the disposal and treatment of cooking odours from the premises, the applicant should submit certification from a member of the Heating and Ventilating Contractor's Association or other suitably qualified person, to the Planning Authority, confirming that the proposed system will satisfy requirements of Sections (a) and (b) of the condition relating to the disposal of cooking odours/fumes.
19. Prior to the commencement of the use hereby approved, the applicant should, following the testing of the installation, 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.
20. The applicants are reminded of the following requirements of Land Services (Roads):
 - a) Any persons visiting the site must not park any vehicle on the road (carriageway or footway) at the location, without full road signing submitted to Land and Environmental Services (Roads), Richmond Exchange, 20 Cadogan Street, Glasgow, for approval before programming of the works.
 - b) All works to be done in accordance with the New Road and Street Works Act and that all traffic management proposals are submitted to Land and Environmental Services (Roads), Richmond Exchange, 20 Cadogan Street, Glasgow, for approval before programming of the works.
 - c) Any maintenance regime of this equipment must comply with the Code of Practice - Safety at Street Works and Road Works, and Chapter 8 of the Traffic Signs Manual.
 - d) It is the responsibility of the operator/contractor to ascertain whether any permit or permission will be required from the roads authority in order that work on any installation can be carried out from the road. NB - under the Roads (Scotland) Act 1984, "road" means carriageway, footway and footpath.
21. The applicant is advised to make any prospective tenants of the ground floor commercial units aware of the requirements for signage and shop front security approved as part of the approved shop front design guide design.
22. The applicant is advised that all ground engineering, infrastructure and public realm works must take account of the requirements of the proposed 'Clyde Fastlink Project' (Broomielaw). Discussion should be carried with Strathclyde Partnership for Transport (SPT) on telephone: 0141 333-3198 prior to the commencement of works.
23. It is recommended that the applicant should consult with the Scottish Environmental Protection Agency (SEPA) at an early stage concerning this proposal, in respect of legislation administered by that organisation which is likely to affect this development.

ADVISORY NOTES TO COUNCIL

01. The completion of a satisfactory Agreement in terms of either Section 69 of the Local Government (Scotland) Act 1973 or Section 75 of the Town and Country Planning (Scotland) Act 1997 will be a pre-requisite to the issue of planning permission by the Planning Authority. Please consult the Planning Authority regarding the detailed terms of the Agreement. (NOTS69) (NOTS75).

for Executive Director of Development and Regeneration Services

DC/ BGR/amu
22/08/2007

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Glasgow City Council
Development and Regeneration
Development Management
229 George Street
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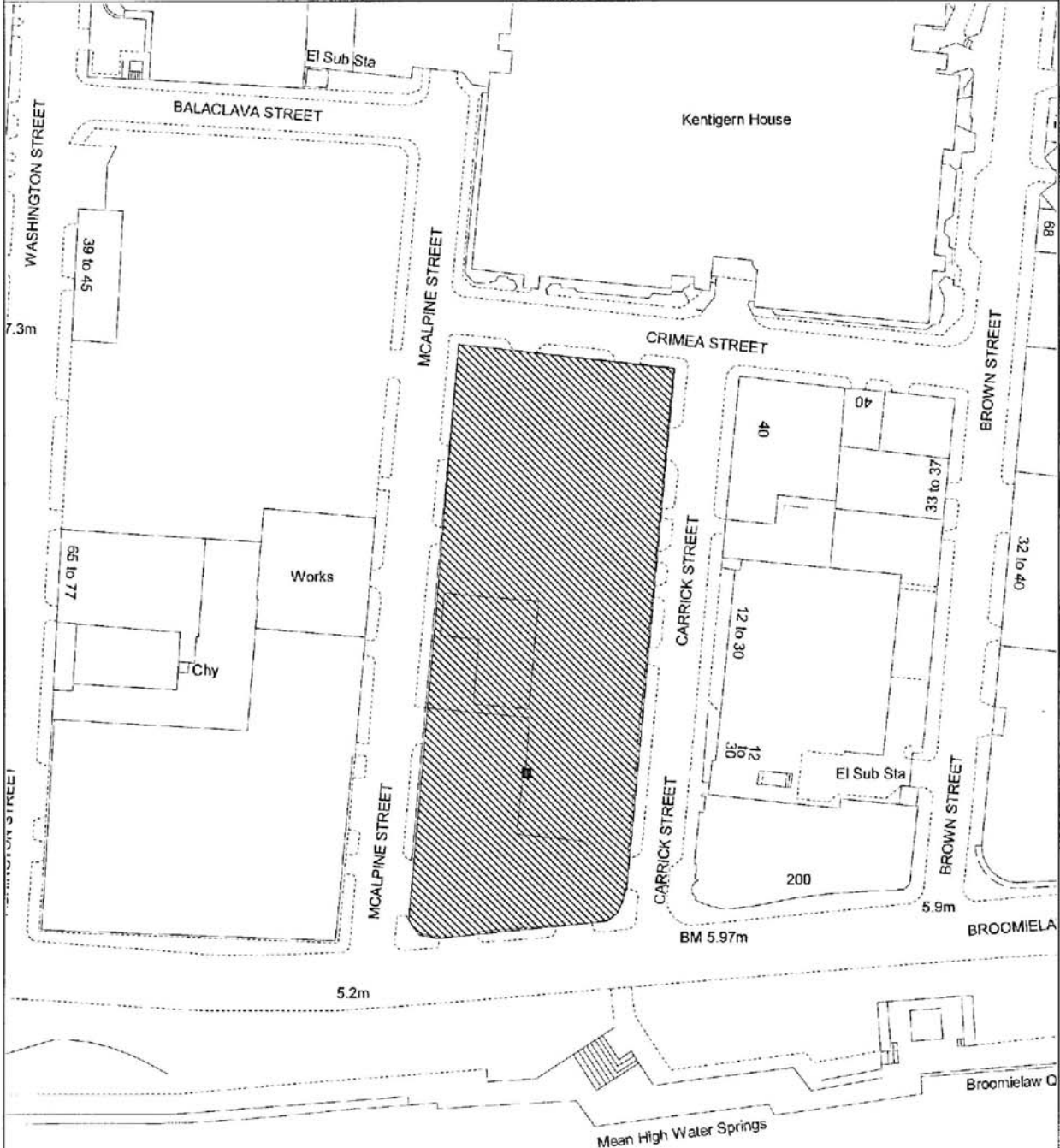
Reference No. **07/01047/DC**

Address : **Carrick Street/McAlpine Street/Broomielaw**

Scale : 1:1250

Indicative Site Location

Ward : **10**



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Location of Site
(For details, refer to Report)