



Planning Applications Committee

Report by
Executive Director of Neighbourhoods, Regeneration and Sustainability

Item 2

5th March 2024

Contact: Sean McCollam Phone: 0141 287 6021

Application Type Full Planning Permission

Recommendation Grant subject to conditions and S.75

Application	23/00896/FUL	Date Valid	10.05.2023
Site Address	Site Bounded By Cheapside Street/Piccadilly Street/Warroch Street/ Anderston Quay Glasgow		
Proposal	Erection of mixed-use development comprising residential flats (Sui generis) and student accommodation (Sui generis) including ancillary facilities and services, commercial units with Retail (Class 1A), Food and Drink (Class 3), Business (Class 4), Assembly and Leisure (Class 11), landscaping/public realm, access, car parking and associated works.		
Applicant	Baird Limited Co Dandara Living Developments Ltd Per Ms Rachel Allwood Vertex 2nd Floor 1 Tabley Court Victoria Street WA14 1EZ	Agent	Porter Planning Ltd Per Teri Porter 39 St Vincent Street GLASGOW G1 2ER
Ward No(s)	10, Anderston/City/Yorkhill	Community Council	02_031, Anderston
Conservation Area		Listed	
Advert Type	Bad Neighbour Development	Published	19 May 2023
City Plan			

Representations/Consultations

Representations

Following the statutory neighbour notification process and publishing of the weekly list, one representation was received from RSPB Scotland by the final date for receipt of representations on 9th June 2023. The salient points of their observations are summarised as follows;

- With the increased obligations on developers to protect and enhance biodiversity, it is requested that the development incorporates nesting brick boxes for Swifts.
- The proposals incorporate very few biodiversity-supporting flowering native plants and habitat features.

Consultations

Scottish Environment Protection Agency	No objection.
Scottish Water	No comments offered.
Transport Scotland	No objection.
Scottish Power Energy Networks	No objection.
Scottish Gas Networks	No objection.
Scottish Fire and Rescue	No comments offered.

Site and Description

Site

The application site is located immediately west of the Kingston Bridge (Category C listed structure), just beyond the City Centre boundary.

The overall site area is quoted at 2.29 hectares, although this includes surrounding roads infrastructure and land outwith the applicant's control. Of this, the applicant owns approximately 1.56 hectares which is largely rectangular in nature, bounded by Piccadilly Street to the north, a continuation of Piccadilly Street to the east, Anderston Quay and the River Clyde to the south and Warroch Street to the west, with Cheapside Street running north-south through the middle of the site.

The site is brownfield in nature with the closest neighbouring uses being the established three storey tenements at 38 to 54 Cheapside Street and vacant commercial premises further to the north on Cheapside Street and Warroch Street.

Large scale redevelopment works are underway on the west side of Warroch Street and a further planning application is with the Council for works to develop out the remainder of that site (application 23/02295/FUL referenced in the planning history above).

The site has an unimplemented, extant full planning permission for 600 build to rent flats by the same applicant (18/01809/FUL as detailed below), which also represents part of the Council's committed Housing Land Supply. It is the applicant's intention not to implement this consent and instead to pursue the current proposal comprising a mixture of build to rent residential and student accommodation and active ground floor uses.

Planning History

The application site has an extensive planning history with the following recent applications being of significance;

Application Site:

23/00396/FUL: Full Planning Permission granted with s75 agreement for erection of mixed use development comprising residential, retail, commercial, restaurant, gymnasium and car parking, formation of associated access improvements public realm and landscaping: Application to amend Condition 17 of planning permission 18/01809/FUL.

18/01809/FUL: Full Planning Permission granted with s75 agreement for erection of mixed use development comprising residential, retail, commercial, restaurant, gymnasium and car parking, formation of associated access improvements public realm and landscaping: application to amend condition 14 of Planning Consent 15/01157/DC to enable Class 3 external seating areas to operate from 0700 to 2200

15/01157/DC: Full Planning Permission granted with s75 agreement for erection of mixed use development comprising residential, retail, commercial, restaurant, gymnasium and car parking, formation of associated access improvements, public realm and landscaping

15/01074/DC: Screening Opinion sought for erection of residential-led mixed use development, comprising flatted residential development with supporting commercial floorspace, erection of multi-storey car park and formation of associated landscaping and public realm. Screening Opinion not required.

14/01500/DC: Proposal of Application Notice submitted for erection of mixed use development comprising residential, retail, commercial, restaurant, gymnasium and multi-storey car park and formation of associated access improvements, public realm and landscaping. No objection.

Sites to West

23/02295/FUL: Full Planning Permission sought for erection of mixed-use development comprising residential (Sui Generis), purpose-built student accommodation (Sui Generis) and commercial uses (Class 1A, Class 3, Class 10 and Class 11) with landscaping/public realm, parking and access.

22/01369/PPP: Planning Permission in Principle granted for erection of mixed use development including offices, residential units, hotel and associated ground floor commercial uses with access, parking, landscaping and associated works - Section 42 application to amend condition 5 of planning permission in principle 16/02414/DC relating to submission of matters specified by condition.

18/02825/MSC: Matters Specified in Conditions granted with s75 agreement for erection of mixed use development including offices, residential units, hotel and associated ground floor commercial uses with access, parking, landscaping and associated works - approval of matters specified in conditions 2, 3 and 4 relating to phase 1 works of planning permission 16/02414/DC.

16/02414/DC: Planning Permission in Principle granted for erection of mixed use development including offices, residential units, hotel and associated ground floor commercial uses with access, parking, landscaping and associated works

16/01498/DC: Proposal of Application Notice submitted for masterplan for mixed use development including offices, residential, hotel and ground floor commercial uses with associated access, parking, landscaping and public realm. No objection.

15/02241/DC: Proposal of Application Notice submitted for erection of mixed use development comprising residential, retail, office (class 4), storage (class 6) and associated works. No objection.

13/01155/DC: Screening Opinion sought for proposed development of 56,000 sqm (600,000 sqft) of Class 4 Office space with access, parking, landscaping, associated supporting uses and miscellaneous development (request for screening opinion). Not required.

13/00820/DC: Planning Permission in Principle granted for proposed development of 56,000 sqm (600,000 sqft) of Class 4 Office space with access, parking, landscaping, supporting uses and associated development.

11/02307/DC: Prior approval sought for demolition of building - determination as to whether prior approval required. Not required.

Site to North

22/03180/FUL: Full planning permission sought for part-use of premises at 27 Warroch Street as a (Class 7) travel hostel, external alterations and installation of flue.

22/01002/FUL: Full planning permission granted for sub-division of premises to form retail unit (Class 1) and hot-food takeaway (Sui Generis) and associated external alterations.

21/03732/FUL: Full planning permission granted for part use of premises as a (Class 7) travel hostel, external alterations and erection of bin and bike stores.

15/01513/DC: Full planning permission granted for change of use from Class 10 childrens day nursery to Class 1 Shop and Class 2 Offices.

Pre-Application Process

Pre-application discussions have been held which presented an early design of the proposal and discussed their design rationale against the background of a previously approved development proposal for this site. The advice offered confirmed the significance of the site due to its location on the River Clyde with high visibility from a number of approaches into the City and the need for the proposal to be of the utmost design quality and finish.

As the proposals represent a National application, a Pre-Application Consultation (PAC) Report has been submitted, which shows the statutory requirements for community consultation have been met. It summarises the consultation undertaken, the pre-application feedback received and the applicant's response.

Application Proposals

The proposals comprise residential and student accommodation formed in three blocks, with two ground floor commercial units with potential flexibility for Retail (Class 1A), Food and Drink (Class 3), Business (Class 4) and/or Assembly and Leisure (Class 11) use, along with associated landscaping and infrastructure works. The proposals require the removal of part of Cheapside Street west of Piccadilly Street in order to facilitate the footprint of development which will also need to be formally stopped up.

The arrangement of the blocks is as follows;

Block A

Located to the north of the site, Block A is an 8 storey purpose-built student accommodation building measuring approximately 26 metres high, with a total of 491 beds consisting of;

- 104 studio flats with en-suite and small kitchenette (21%)
- 387 cluster flats with separate communal living, kitchen, dining room (79%)

The block is formed in a C-shape with a central, external area of amenity space and several pockets of amenity space located internally at ground level with doors opening outwards onto the amenity space.

Block B

Block B in the middle of the site will be 10 storeys high with an overall height of approximately 33.5 metres and includes 169 build to rent flats consisting of;

- 36 x 1 bed studio flats (21%)
- 71 x 1 bed flats % (42%)
- 62 x 2 bed flats % (37%)

One of the ground floor commercial units will be located in the north-east corner of Block B and will have a floor area of approximately 213m². A total of 18 car parking spaces are proposed at ground level, which would be accessed off Warroch Street to the west.

The area above the car park is first-floor external amenity space, accessible via steps from street level to the south and directly from various points of the building. Other resident's amenity provision will be provided at ground and first floor levels, with a communal residents lounge on the first floor opening directly out onto the external amenity terrace.

Block C

Block C will be positioned at the south end of the site overlooking the River Clyde and will be formed over 9, 14 and 28 storeys, measuring approximately 31, 46 and 90.5 metres high respectively. It will have 336 build to rent flats consisting of;

- 20 x 1 bed studios (6%)
- 126 x 1 bed flats (38%)
- 166 x 2 bed flats (49%)
- 24 x 3 bed flats (7%)

The second commercial unit will be located on the south-east corner of Block C and will be formed over ground and first floor with a combined floor area of approximately 316m².

Block C will also have a ground floor car park accessed via Warroch Street with provision for 22 cars. As with Block B, the area above will be arranged as external amenity space and will be directly accessible from the residents gym, communal kitchen and a communal residents lounge, as well as from street level via external steps.

The overall proposal includes extensive public realm measures with tree and shrub planting around the perimeter of the site and in the intervening areas between buildings. An area along the eastern flank of the site will also form the external open space provision for the residential component.

The applicants design aim has been to create a thriving, mixed use development on a site which is currently brownfield, derelict land. Located on a very prominent site, to the west of the Kingston Bridge, three new buildings are proposed which step up in height towards the river. Prominent on the River Clyde, a tower has been designed as a strong and expressive landmark for the city.

The proposals are intended to provide a vibrant series of landscaped spaces, including a new public linear park and civic square which to promote well-being and biodiversity. The design focus has been on the high quality of the new buildings and spaces but with a wider view to future regeneration and connections to surrounding opportunities. At ground level, a large part of the development has been designed as active commercial and amenity space, alongside provision for cycle workshop facilities and storage.

The design aspirations for the tower are to appear as a strong beacon, which incorporates a quadruple height internal space acting as a viewing lounge. There is also an external roof terrace space proposed which will activate and enhance the skyline. A simple palette of materials has been considered with a light bronze aluminium clad tower and a mix of red and buff bricks to the lower plinth blocks, reflecting on the industrial history of the site and surrounding context. Sustainability has been key throughout the design development, with consideration given to potential future uses and adaptability, building lifespan, use of recycled / recyclable materials and overall energy use.

Specified Matters

Schedule 2 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 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 the Committee Report. The remainder of the information and a response to each of the points to be addressed, consist of the following;

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

i. An Environmental Statement.

Under the EIA regulations the proposal does not constitute a Schedule 1 development. Schedule 2 of the Regulations lists those schemes with applicable thresholds and criteria for which an Environmental Impact Assessment may be required. Under the heading of Infrastructure Projects, 'urban development projects' may require EIA if the site area of the scheme is more than 0.5 hectares.

The proposals were subject to a screening opinion where it was determined that the nature of the proposals did not represent EIA development.

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

Whilst the site is not affected by any statutory environmental designations, an Ecological Appraisal has been provided, along with suggested mitigation measures.

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

Issues relating to design and access have been addressed by the applicant in a Design and Access Statement submitted as part of the application.

iv. Any report on the impact or potential impact of the proposed development (for example the retail impact, transport impact, noise impact or risk flooding)

The following technical reports were submitted in support of the proposals;

- Design and Access Statement;
 - Wind – Desk-study
 - Public Realm / Landscape Strategy
 - Public Realm / Landscape Plan
- Planning Statement;
- Statement of Need and Capacity Study (PBSA);
- Operational Management Plan (PBSA);
- Geo -Environmental Desk-top (Phase 1);
- Energy / Sustainability Statement;
- Micro-climate – Daylight / Sunlight;
- Preliminary Ecological Appraisal (PEA) (Inc Bat Survey);
- Flood Risk Assessment;
- FRA Independent Review and Certificates;
- Drainage Impact Assessment / SUDS Strategy;
- DIA Independent Review and Certificates
- Transport Assessment (including Servicing Strategy);
- Noise Impact Assessment; &
- Air Quality Assessment.

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

A section 75 agreement will be required to capture;

- Financial contributions of £438,225 to meet the requirements of IPG 12 in light of deficiencies in on-site open space provision
- Management of PRS and student accommodation
- Provision and management of onsite compensatory storage, and
- A travel plan to support all aspects of the development

C. Details of directions by Scottish Ministers under Regulation 30, 31, 32 or 33 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations or under regulation 5(11) or 45 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011, details of such direction in respect of that decision.

With regard to the development management regulations, these enable Scottish Ministers to give directions:

i requiring a planning authority to consult with such authorities, persons or bodies as are specified in the direction before granting or refusing an application (Regulation 30)

Not applicable.

- ii requiring the Council to give information as to the manner in which an application has been dealt with (Regulation 31)
Not applicable.
- iii restricting the grant of planning permission (Regulation 32)
Not applicable.
- iv. (a) requiring the Council to consider imposing a condition specified by Scottish Ministers.
Not applicable.
- (b) requiring the Council not to grant planning permission without satisfying Scottish Ministers that the Council has given consideration to the condition and that it will either be imposed or need not be imposed.
Not applicable.

In terms of the EIA regulations, The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 are now in force with the effect that Regulation 5(11) and 45 referred to above are now superseded by Regulation 7(5) and 50 respectively. These regulations allow for Scottish ministers to direct that;

- i. a particular development of a description mentioned in Column 1 of the table in Schedule 2 is EIA development in spite of the fact that none of the conditions contained in sub paragraphs (a) and (b) of the definition of “Schedule 2 development” in regulation 2(1) is satisfied in relation to that development Regulation 7(5).
The Council is satisfied that the proposals in this instance do not represent EIA development.
- ii development which is both of a description set out in Column 1 of the table in schedule 2, and of a class described in the direction, is EIA development for the purposes of these Regulations (Regulation 50).
Not applicable.

Policies

National Planning Framework 4

NPF 4 is the national spatial strategy for Scotland and was adopted on 13th February 2023. It sets out spatial principles, regional priorities, national developments and national planning policy for Scotland. Due to the scale, nature and location of the proposals, the following policies are considered relevant:

Part 1 – A National Spatial Strategy for Scotland 2045

National developments

NPF4 has six national developments which support the delivery of productive places, including Clyde Mission which endeavours to bring together substantial public and private investment to remediate and regenerate brownfield land along the River Clyde for economic, social and environmental uses.

Part 2 – National Planning Policy

- Policy 1 Tackling the Climate and Nature Crises
- Policy 2 Climate Mitigation and Adaptation
- Policy 3 Biodiversity
- 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 Heating and Cooling
- Policy 20 Blue 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 28 Retail

Glasgow City Development Plan 2017:

The City Development Plan (CDP) was adopted on 29 March 2017 and the relevant Policy and Supplementary Guidance are listed below.

CDP1 The Placemaking Principle	SG1 The Placemaking Principle
CDP2 Sustainable Development Strategy	SG2 Sustainable Development Strategy
CDP4 Network of Centres	SG4 Network of Centres
CDP5 Resource Management	SG5 Resource Management
CDP7 Natural Environment	SG7 Natural Environment
CDP8 Water Environment	SG8 Water Environment
CDP11 Sustainable Transport	SG11 Sustainable Transport
CDP10 Meeting Housing Needs	SG10 Meeting Housing Needs
CDP12 Delivering Development	SG12 Delivering Development

Assessment and Conclusions

Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997, as amended, 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 issues to be taken into account in the determination of this application are considered to be:

- (A) Whether the proposal accords with the Development Plan; and
- (B) Whether any other material considerations have been raised during the application process to outweigh the provisions of the statutory Development Plan.

(A) Development Plan Policy Considerations

The Development Plan consists of NPF4 adopted on 13th February 2023 and the Glasgow City Development Plan adopted on the 29th March 2017.

National Planning Framework 4

NPF4 acknowledges that across the Clyde Mission area, significant land assets are under-utilised, and longstanding inequality, in relation to poor environment and health outcomes require to be tackled as a national priority. Its overriding objectives are to revitalise this major waterfront asset to support the delivery of the spatial strategy by attracting investment and reuse of brownfield land where there is a particular need to improve quality of place, generate employment and support disadvantaged communities. It will also support adaptation to climate risks.

Comment: The aspirations of Clyde Mission broadly align with the more localised objectives of SG2 of the City Development Plan to Reconfigure, Reconnect, Repair, Reactivate, Densify and Repopulate the area around Anderston Quay, Lancefield Quay and James Watt Street, which are discussed in further detail in connection with supplementary guidance SG2 below. The proposed development would represent an important contribution towards the aims of Clyde Mission by unlocking a long-term vacant site on the river corridor and in close proximity to the City Centre, contributing to compact urban growth.

Considering NPF4, the relevant policies are outlined below.

Policy 1 Tackling the Climate and Nature Crises is an overarching policy which encourages, promotes and facilitates development that addresses the global climate emergency and nature crises. When considering all development proposals, significant weight will be given to the global climate and nature crises.

Policy 2 Climate Mitigation and Adaptation is another overarching policy which encourages, promotes and facilitates development that minimises emissions and adapts to the current and future impacts of climate change. Developments should be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible and be designed to adapt to current and future risks from climate change.

Comment: The Whole Life Cycle Carbon Emissions Assessment submitted with the application discussed the voluntary performance targets for embodied carbon developed by the Royal Institute of British Architects (RIBA). RIBA advocates that buildings designed today should be meeting the RIBA 'business as usual' target and as a minimum, adopt the RIBA 2025 performance targets. The report indicates that from a whole life carbon perspective, the proposed development is performing better than the 'business as usual' target and is also close to achieving the RIBA 2025 target.

The submitted planning statement confirms that the proposed development will address the climate and nature crisis by incorporating sustainable technologies in a manner which will ensure current carbon dioxide emissions reduction targets will be met. Construction materials will also be sourced from local manufacturers with sustainable components, where possible, to support circular economy principles.

The statement also draws attention to the siting of the proposals within a highly accessible and sustainable location within close proximity of the City Centre where all key services and facilities - education, employment, commercial, retail, recreational, health - facilities are accessible via active travel and public transport in accordance with 'local living' and '20 Minute Neighbourhood' principles with reduced car parking proposed.

It has been confirmed that building materials were selected following consideration of the planned life expectancy of the building in order to reduce waste and the in-use costs and minimise the need for replacements. The design of the building proposes a 'fabric first' approach to minimise operational energy use over the life cycle of the building. Furthermore, local sourcing of materials and short supply chains, with resulting carbon, social and economic benefits for the local economy will be supported by the proposed development.

The planning statement and the Whole Life Cycle Carbon Emissions Assessment both acknowledge the proposed use of aluminium cladding. Whilst this is a carbon intensive material, the applicant believes that over the whole life cycle of the development, it will require minimum maintenance, repair and replacement. The statement also notes that aluminium has a high strength to weight ratio, meaning foundations are rationalised compared to those for a fully steel / concrete frame. Furthermore, at the end of life of the building, the aluminium cladding can be fully recycled with no loss of material quality.

The chosen specification at City Wharf will target a percentage of recycled content across an array of building elements, which will allow for significant carbon savings and include;

- Reinforced steel: Up to 97% recycled content
- Gypsum: Up to 30% recycled content
- Aluminium: Up to 30% recycled content
- Insulation: Up to 20% recycled content
- Ready mix concrete: Up to 5% recycled content

The applicant is currently liaising with suppliers on the precise details of recycled content. They have identified that the global average of recycled content within aluminium is approximately 32% and they will engage with European and UK suppliers to maximise the opportunities for recycled content. In addition, the applicant aims to utilise approved Portland Cement replacements where feasible, such as fly ash or ground granulated blast-furnace slag (GGBS) and a high percentage of recycled steel.

Policy 3 Biodiversity intends to protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks. Major developments will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity. To inform this, best practice assessment methods should be used. Proposals within these categories will demonstrate how they have met all of the following criteria:

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

Comment: The existing vacant site has little ecological value and its redevelopment would not impact upon biodiversity. No suitable habitat or evidence of protected species was identified during the ecological appraisal.

The appraisal confirms the presence of non-native, invasive cotoneaster on site, although only at a single location and its cover is not extensive. Its removal as part of the redevelopment proposal and replacement by several external landscaped areas as part of the development would have a beneficial impact.

Along with the use of sedum roofs on all blocks, the proposals will make a meaningful contribution to enhancing the sites biodiversity value. An appropriate condition has been suggested to ensure biodiversity gains are implemented and maintained.

Policy 9 Brownfield, Vacant and Derelict Land and Empty Buildings seeks to encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, reducing the need for greenfield development. Development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings will be supported. Development proposals for the reuse of existing buildings will be supported. Given the need to conserve embodied energy, demolition will be regarded as the least preferred option.

Comment: The proposal will see the redevelopment of a long-term vacant site at a sustainable location on the edge of the city centre with relatively good pedestrian connectivity and high accessibility to public transport. The site also represents one of the development opportunities identified in SG2 of the City Development Plan and the redevelopment of the site is in line with Policy 9.

Policy 12 Zero Waste aims to ensure that development is consistent with the waste hierarchy.

- a) Development proposals should seek to reduce, reuse, or recycle materials in line with the waste hierarchy;
- b) Development proposals will be supported where they:
 - i) reuse existing buildings and infrastructure;
 - ii) minimise demolition and salvage materials for reuse;
 - iii) minimise waste, reduce pressure on virgin resources and enable building materials, components and products to be disassembled, and reused at the end of their useful life;
 - iv) use materials with the lowest forms of embodied emissions; and use materials that are suitable for reuse with minimal reprocessing.

Comment: Whilst it is recognised that the proposals will require ground clearance, including the remnants of earlier building materials buried on site, these are not salvageable materials that could potentially be reused. As discussed at Policy 1 and 2 above, the materials chosen for the development have been informed by their appropriateness and robustness for their location in addition to their whole life cycle, in order to reduce waste and the in-use costs and minimise the need for replacements.

Policy 13 Sustainable Transport encourages, promotes and facilitates developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably. Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where they:

- i. Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;
- ii. Will be accessible by public transport, ideally supporting the use of existing services;
- iii. Integrate transport modes;
- iv. Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
- v. Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;
- vi. Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;
- vii. Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and adequately mitigate any impact on local public access routes.

Comment: The site of the proposed development is located just outside the defined city centre boundary and benefits from high accessibility to public transport., including bus services and the suburban rail network at Anderston Station and slightly further away at Charing Cross and Exhibition Centre. It also has excellent pedestrian and cycling links along its southern boundary and with amendments to the footway along the eastern edge, will link up with recent pedestrian and cycling improvements to the north on North Street.

Parking provision within the overall development is limited but will include 100% passive electric vehicle spaces and 4 active at the outset.

Extensive provision for internal safe and secure cycle parking spaces have been made in all blocks, including electric charging points for cyclists.

The format of the development will see perimeter blocks facing onto the existing surrounding road network. No vehicle access on or through the site is proposed, with the exception of the contained car parking areas.

Policy 14 Design, Quality and Place encourages well designed development that makes successful places by taking a design-led approach and applying the Place Principle. Development proposals will be supported where they are consistent with the six qualities of successful places: healthy; pleasant; connected; distinctive; sustainable; and adaptable.

Comment: The detailed design of the development is considered elsewhere within the report. The proposal is considered to deliver the six place making principles, having been designed to address both the opportunities and constraints of the site to bring a brownfield site into active use, incorporating high quality architecture, materiality and energy efficiency.

Policy 15 Local Living and 20 Minute Neighbourhoods promotes the application of the Place Principle and creating connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably walking, wheeling or cycling, or using sustainable transport options.

Comment: The Design and Access Statement includes a diagram demonstrating a notional 20-minute neighbourhood centred on the site (roughly 10 minutes out and the same to return home), highlighting facilities within this circumference. This includes a convenience store at Hydepark Street to the west, the Nuffield Health Fitness and Wellbeing Gym and a restaurant on Finnieston Street further to the west and the residential neighbourhood of Anderston to the north-west. A short distance beyond this is Cranstonhill/Yorkhill Local Town Centre and access to an extensive range of services and facilities, including doctors, pharmacists and dental services, shops and cafes with the Mitchell Library nearby. The proposals include two large commercial units that can be used for Retail (Class 1A), Food and Drink (Class 3), Business (Class 4) or Assembly and Leisure (Class 11) purposes. These will benefit the intended residents of the proposed development as well as the more localised context, including the existing neighbouring residents to the north and the emerging residential development to the west. It is also hoped that this combined critical mass will be the catalyst for delivery of other amenities and serviced.

As also discussed above, the site represents a sustainable location with good access to public transport and good connectivity in general.

Policy 16 Quality Homes encourages, promotes and facilitates the delivery of more high quality, affordable and sustainable homes, in the right locations, providing choice across tenures that meet the diverse housing needs of people and communities across Scotland. Development proposals for new homes that improve affordability and choice by being adaptable to changing and diverse needs, and which address identified gaps in provision, will be supported. Policy 16 notes that this could include homes for people undertaking further and higher education.

Comment: The submitted Planning Statement notes the range of residential flat types being proposed which will improve affordability and choice and will appeal to various sectors of society, ranging from professionals to retired downsizers. The proposed student flats will also cater for varying resident's needs. All flats and student accommodation will have access to a range of internal and external amenity arrangements.

The site is sustainability located with high access to public transport and pedestrian connectivity and the submitted Statement of Energy demonstrates the applicants to commitment to delivering high levels of energy efficiency and low carbon technologies with these homes.

The proposal will collectively help re-populate the area through the creation of an attractive waterfront neighbourhood, which reconnects with the riverside. The development blocks are also capable of being adapted to meet potential changing and diverse needs.

Policy 19 Heating and Cooling seeks to ensure that proposals in close proximity to a Neat Network Zone are designed and constructed to connect to a heat network or can be retrofitted to provide a connection. The policy also offers support for development proposals with buildings that will be occupied by people, where they are designed to promote sustainable temperature management, for example by prioritising natural or passive solutions such as siting, orientation, and materials.

Comment: The proposed development is not located within a proposed or committed heat network. As the buildings are all residential in nature, they have been sustainably designed in terms of their thermal values and heating requirements and controls.

Policy 20 Blue Green Infrastructure aims to protect and enhance blue and green infrastructure and their networks. Development proposals that result in fragmentation or net loss of existing blue and green infrastructure will only be supported where it can be demonstrated that the proposal would not result in or exacerbate a deficit in blue or green infrastructure provision, and the overall integrity of the network will be maintained. The planning authority's Open Space Strategy should inform this.

Proposals incorporating new or enhanced blue and/or green infrastructure are expected to provide effective management and maintenance plans covering the funding arrangements for their long-term delivery and upkeep, and the party or parties responsible for these.

Comment: The applicants Flood Risk Assessment and Drainage Impact Assessment has demonstrated that the proposals will not impact on existing blue infrastructure, subject to the delivery of compensatory flood storage. This will be maintained by the applicant as part of their development and can be safeguarded as part of the overall Management Plan to be secured under Section 75 agreement. The Drainage Impact Assessment and associated SUDS measures are also considered to be suitably designed to accommodate the development without impacting on existing blue infrastructure.

Policy 21 Play, Recreation and Sport seeks to encourage, promote and facilitate spaces and opportunities for play, recreation and sport.

Comment: The proposed development is for 505 flats, comprising 253 1-bed flats, 228 2-bed flats and 24 3-bed flats and will undoubtedly include families with children. The landscaping proposal includes an area for informal children's play within a wider landscaped area suitable for recreation and relaxation.

Policy 22 Flood Risk and Water Management aims to strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding. Exceptions to this apply, including the redevelopment of previously used sites in built up areas where the LDP has identified a need to bring these into positive use and where proposals demonstrate that long-term safety and resilience can be secured in accordance with relevant SEPA advice.

Additionally, the applicant will be required to demonstrate that;

- all risks of flooding are understood and addressed;
- there is no reduction in floodplain capacity, increased risk for others, or a need for future flood protection schemes;
- the development remains safe and operational during floods;
- flood resistant and resilient materials and construction methods are used; and
- future adaptations can be made to accommodate the effects of climate change.

Furthermore, where flood risk is managed at the site rather than avoided, development proposals will also require:

- the first occupied/utilised floor, and the underside of the development if relevant, to be above the flood risk level and have an additional allowance for freeboard; and
- that the proposal does not create an island of development and that safe access/egress can be achieved

Development proposals should not increase the risk of surface water flooding to others, or itself be at risk. All rain and surface water shall be managed through sustainable urban drainage systems which should form part of and integrate with proposed and existing blue-green infrastructure

Comment: Lowest existing ground levels are approximately 5.1m AOD at the south end of the site, rising to approximately 8.5m AOD at its north end. Based on modelling undertaken using the Councils Tidal River Clyde Flood Model, as amended in 2023, the applicant has established that existing levels for part of the site closest to the River Clyde are currently below the 1 in 200-year plus climate change flood level (5.62m AOD). This area is associated with Block C and in its pre-development format, is at risk of flooding.

However, the site forms part of the area associated with Clyde Mission, a project that is intended to stimulate investment in sites along the River Clyde administered by the Glasgow City Region and promoted by NPF4 as one of six national developments intended to support the delivery of productive places. The site is also one of the key development sites identified in the River Clyde Development Corridor Strategic Development Framework, forming part of SG2 Sustainable Development Strategy. On this basis, it is accepted that the site represents a development opportunity supported by the development plan, as discussed in Policy 22.

Block A is furthest away from the River Clyde and has been designed with student accommodation on the ground floor. However, no residential accommodation will be located on the ground floors of Blocks B and C. Blocks A and B are not at risk of flooding and their finished floor levels will be set above the 1 in 200-year plus climate change plus 0.9m freeboard levels (6.52m AOD).

Proposed finished floor levels for Block C will be set to a minimum of 5.62m AOD and it has been designed to be flood resistant with all ground floor uses represent 'least vulnerable' land uses as classified by SEPA. Safe pedestrian access and egress will be available from all flats within Block C via an access point set above 5.62m AOD.

The applicants flood modelling confirms that the positioning of Block C within the flood risk area would reduce floodplain capacity of the River Clyde by approximately 3.6m³. The proposals will offset this by incorporating compensatory storage of 4.2m³ within a proposed roadside layby on Warroch Street.

The FRA certifies that flooding will not pose a risk to the development or the wider area and is accompanied by the necessary Compliance and Independent Check Certificates along with evidence of appropriate Professional Indemnity insurance for the drainage design.

The submitted Drainage Impact Assessment has also certified the sufficiency of the surface water and wastewater drainage measures to be delivered and includes an independent check and Professional Indemnity insurance information.

Policy 23 Health and Safety protects people and places from environmental harm, mitigates risks arising from safety hazards and encourages development that improves health and wellbeing. Development proposals that will have positive effects on health will be supported. This could include, for example, proposals that incorporate opportunities for exercise, community food growing or allotments. Conversely, proposals that are likely to result in significant adverse effects on health, including significant adverse effects on air quality or unacceptable noise impacts, will not be supported.

Comment: The proposal is not considered to raise health and safety issues. The application is accompanied by an Air Quality Assessment which has considered the air quality impact on the local environment from both the construction and operational phases of the proposed development. Whilst there is a risk of impact during construction works, the implementation of suitable mitigation measures can significantly reduce the effect of dust and particulate matter released and the effects on air quality can be considered 'negligible' when these mitigation measures are in place.

The Air Quality Assessment considers the site suitability for residents. The operational phase of the development will not have a significant impact upon the existing air quality and future occupants are not predicted to be exposed to poor air quality.

A Noise Impact Assessment has been submitted which demonstrates that the development can achieve suitable indoor ambient noise levels with appropriate design features.

The proposals will also provide extensive internal and external amenity areas, which will facilitate exercise, play, community growing and general community interaction.

Policy 25 Community Wealth Building aims to deliver a strategic approach to economic development. Development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities will be supported. This could, for example, include improving community resilience and reducing inequalities; increasing spending within communities; ensuring the use of local supply chains and services; and local job creation.

Comment: The aspirations of Clyde Mission, Policy 25 and supplementary guidance SG2 of the City Development are fully compatible in that they support the scale, extent and format of development to help Reconfigure, Reconnect, Repair, Reactivate, Densify and Repopulate the area. This will help to deliver economic gains to the area and will offer confidence for further complimentary development in the immediate, multiplying these effects. In terms of its immediate impact, it is anticipated that the proposals will deliver 45 jobs when the student accommodation, flats and commercial units become operational. Furthermore, the proposals will increase spending within the existing community via the introduction of new homes.

For the construction phase, it is anticipated that there will be 90 construction jobs over a 190-week period and the applicant has undertaken to support local sourcing of materials and short supply chains, with resulting carbon, social and economic benefits for the local economy. The applicant is also committed to supporting local apprenticeships during the construction stage and beyond, working with their wider supply chain.

Policy 28 Retail encourages, promotes and facilitates retail investment to the most sustainable locations that are most accessible by a range of sustainable transport modes. As part of the measures to facilitate this, proposals for new small scale neighbourhood retail development will be supported where the proposed development; contributes to local living, including where relevant 20 minute neighbourhoods and/or; it can be demonstrated to contribute to the health and wellbeing of the local community.

Comment: Currently, there are limited retail facilities in the immediate area. The two commercial units proposed within the development have gross floor areas of 213m² and 316m². A range of potential uses have been proposed, including retail use, which would represent an appropriate addition to an emerging neighbourhood and would greatly benefit its existing and proposed residents. The Council recognises that retail units of 400m² or less are unlikely to have a significant impact on the existing centres.

Having assessed the development against the aims of NPF4, the proposal is generally considered to be commensurate with its policies and their objectives.

Glasgow City Development Plan

Policy CDP 1 The Placemaking Principle and SG 1 The Placemaking Principle

Placemaking is underpinned by a design-led approach to planning. This approach is not restricted to influencing the appearance of a building, street or place; rather it is a holistic approach that considers the area's context and balances the range of interests and opportunities to create multiple interconnected benefits through a collaborative process.

This Policy aims to contribute towards protecting and improving the quality of the environment, improving health and reducing health inequality, making the planning process as inclusive as possible and ensuring that new development attains the highest sustainability levels.

The scope of The Placemaking Principle is intentionally wide to ensure that it becomes embedded in all new development and not just large scale regeneration. Engagement should be proportionate to the development that will take place. This approach will enable Glasgow to ensure that new development contributes towards the creation of new and improved places which are fit for people.

Supplementary Guidance **SG 1 'Placemaking'** supports the above policy by providing guidance to promote the overarching Placemaking Principle being applied to all development types in the city. This comprises two parts - Part 1 provides the context and approach of Placemaking established in Policy CDP1 and Part 2 contains detailed assessment criteria relating to physical design.

Part 1 explains the 'placemaking principle' concept and how it will apply to new development in the City, stipulating that the onus will be on developers to fully consider, evaluate and apply the principles of Placemaking to individual schemes, as appropriate. Applicants must be able to show how their proposals meet placemaking requirements and how they have responded to relevant local development plan policies and associated supplementary guidance.

Sustainable Development

SG 1 Part 2, Section 1 'Sustainable Development - Energy Efficient Buildings', stating 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.

Comment: A range of measures to achieve energy efficiency aims are proposed and are further elaborated in policy CDP5 and SG5.

Residential Development

Whilst Section 2 'Residential Development' relates to mainstream residential development rather than purpose-built student accommodation, SG 10 Meeting Housing Needs (expanded upon within the report below) directs applicants to the guidance on flatted development contained within SG 1 Section 2 which will be applied to all proposed student accommodation developments – in terms of design, privacy, sunlight and daylight.

In order to meet placemaking principles the Council seeks to promote the delivery of high-quality residential environments that:

- a) are informed by a design-led approach that promotes sustainable development objectives;
- b) promote the creation of safe and integrated neighbourhoods that offer choices of movements/travel for all users and support healthy active lifestyles; and
- c) encourage overall quality and provide distinctiveness in new developments.

Residential Layouts should:

- Take a design-led approach towards aspect and orientation to maximise daylight and sunlight, reduce energy use, and prevent overlooking and loss of privacy, with reference to the standards promoted by BRE 'Site Layout Planning for Daylight and Sunlight);
- Make appropriate provision for refuse and recycling storage areas;
- Incorporate a SUDS strategy to take account of the space and design requirements of the required SUDS scheme;
- Ensure that all new homes do not have upper rooms, balconies etc which directly overlook adjacent private gardens/backcourts; and
- Ensure sufficient permeability through the provision of walking/cycling routes and open spaces connected to the wider paths network and other community facilities. Off road paths should be located centrally and be overlooked in order to promote public safety.

Additional standards for flatted developments include developments:

- Providing usable communal private garden space as “backcourts”. Design and layouts should ensure privacy for residents;
- Where a site’s configuration or particular characteristics limits the ability to provide private garden space, the developers will be expected to provide creative alternative solutions (e.g. shared roof garden, usable balconies); bring forward mitigation measures to improve internal amenity; and make provision for clothes drying, in areas screened from public view and not subject to excessive overshadowing.

In terms of privacy and aspect in relation to flatted development, the following guidance applies:

- a) Ideally all flats should have dual aspect (where single aspect is proposed developers will require to show that the amenity enjoyed by the flats is similar, if not better than that of dual aspect flats in a similar location. This will include consideration of the flat’s outlook);
- b) privacy is also important to the rear of flats, where ambient noise levels are lower. Habitable rooms, therefore, should be set back from public or common footpaths or areas of open space, parking or waste storage (this could be secured, for example, by the formation of private garden space between habitable rooms and any such use); and
- c) flatted development, built on existing street frontages, should maintain established building lines and window patterns. Where there is no established building line, development should be set back from the pavement to ensure privacy for ground floor habitable rooms.

Residential Density

SG 1 Part 2, Section 1 'Residential Development – Residential Density' seeks to ensure that all new development has an appropriate urban scale and townscape form which will consolidate and/or enhance the traditional urban structure and contribute towards creating high quality, sustainable, new environments. The appropriate density of residential development will vary according to:

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

Variations in the general density standards may be permitted where a justification is provided based on the factors listed above or for developments of exceptional urban design quality, provided that other CDP and SG standards are met, including SG1 Placemaking and SG11 Sustainable Transport.

The site is within the Inner Urban Area where densities may vary between 30 and 100 DPH in base accessibility locations, whilst higher densities will be expected in high accessibility locations and should be justified against the General Principles outlined above. Account will also be taken of the availability and capacity of broader infrastructure and community facilities to accommodate increased use.

Comment: New development should be responsive to its context. It is critical that new development is compatible with existing and future uses and it should not harm residential amenity or erode the character of residential neighbourhoods. The development is considered to respond appropriately to wider place making principles and relevant design guidance within SG 1 Part 2.

The layout has been informed by a Daylight and Sunlight analysis, using the Climate Based Daylight Modelling (CBDM) method set out within the Building Research Establishment Guidelines 'Site Layout Planning for Daylight and Sunlight – A good Practice Guide (2022).

The Internal Daylight Results confirm that 870 of the 1,211 habitable rooms (72%) within Blocks B and C will achieve the respective target illuminance value appropriate for the rooms' usage over at least 50% of the room's area.

In terms of internal sunlight provision to Blocks B and C, a total of 309 units (61%) within Blocks B and C achieve the BRE sunlight compliance rate.

The proposals seek to re-densify and reconnect a brownfield site at an important, high profile location on the River Clyde. Whilst the proposed perimeter block format of development is desirable in placemaking terms, it is acknowledged that not all rooms will be able to achieve the recommended daylight and sunlight targets, particularly at lower levels and on the north side blocks which are naturally limited or obstructed. However, on balance it is considered that the proposals delivery of appropriate placemaking outcomes and re-densification of the area outweigh these impacts.

The performance of the external amenity spaces has also been considered through a sunlight/overshadowing assessment. Within Block B and C, the raised communal amenity spaces and the surface level amenity spaces to the south and east of Block C and extending northwards, have been assessed. Whilst the latter linear amenity space will enjoy 2 hours or more of direct sunlight for greater than the 50% of the area when measured on 21st of March (equinox), the raised amenity areas within Block B and C will not achieve this standard, obtaining 5.1% and 4.3% respectively. However, it is noted that all areas will meet the less challenging requirements for 21st June (solstice). The constraining factors again are the perimeter nature of the proposed blocks which are desirable in broad placemaking terms. In these circumstances, it is accepted that sunlighting to the affected areas on 21st March will be more limited compared to a strictly suburban location due to the lower height of the sun at this time of year and the taller buildings proposed.

Potential daylight and sunlight impacts on the established residential flats at 54 Cheapside Street to the north and flats under construction at the Central Quay development to the west have also been evaluated.

For Cheapside Street, 33 of the 34 windows/rooms will have unnoticeable alterations to their daylight provision when assessed using the Vertical Sky Component (VSC) and No Sky Line (NSL) methods. The one affected window will experience a very minor alteration to daylight.

In terms of sunlight impacts on Cheapside Street, 12 of the 19 receptors that are in scope for assessment remain compliant for Annual Probably Sunlight Hours (APSH), with the remaining 7 receptors expected to experience minor reductions, which is considered acceptable as the impacts are minor and in keeping with the urban grain.

With regard to daylighting impacts on Central Quay, both the VSC and NSL methods were applied and of the 608 windows tested, 370 will experience unnoticeable alterations using VSC, with 316 of 420 rooms expected to experience unnoticeable alterations of NSL. This leaves a total of 283 windows which are expected to experience noticeable alterations.

In respect of sunlight impacts at Central Quay, out of the 308 receptors assessed, 252 meet the recommendations. with the remaining 52 expected to experience minor impacts. These results can be partially attributed to the open and underutilised nature of the application site which Central Quay currently benefits from. However, the appropriate placemaking outcomes and re-densification of the area are again considered to outweigh the predicted daylight and sunlight impacts on properties within Central Quay.

In considering privacy of occupants of the proposed buildings, window to window distances on the two new east-west streets are approximately 15 metres at their closest albeit associated flats will all benefit from dual aspect to help minimise the potential for overlooking. In all other circumstances, window to window distances for the proposed flats are in excess of 22 metres.

In respect of neighbouring flats to the north, it is noted that their opposing gable elevation does not contain windows and no privacy issues would arise. For Central Quay to the west, the current proposals incorporate an enhanced setback from the existing pavement line and consequently, window to window distances will be in excess of 18 metres.

In terms of residential density, the combined area of designated residential blocks (Blocks B and C) equates to approximately 1.0079ha and with a total of 505 flats, the proposals would equate to a residential density of 501 dwellings per hectare.

The format of proposed development will respond appropriately to its setting on the River Clyde and its proximity to the Kingston Bridge. The River Clyde SDF (refer to SG2 below) characterises the site as a part of a larger key development site with potential for restructuring to create a more permeable urban form (Anderston Quay, Cheapside Street, Warroch Street). Other key objectives of the SDF are to reactivate, densify and repopulate the area.

The site is also located in an area with high accessibility to public transport, including Anderston railway station to the north on the opposite side of Argyle Street, bus services on Argyle Street and the route of Fastlink on Bronislaw immediately to the south.

These combined factors lend support to a building of scale on the south edge of the site, which ultimately significantly increases residential densities beyond the base figures noted in SG1. As the scale and format of development is considered to be acceptable in this instance, the proposed density of development can be accepted.

Non Residential Development in Residential Areas

The City Development Plan does not identify land use zones for particular types of development and instead, it encourages development to be informed by a place-based approach. SG1 confirms that new development should be responsive to its context and should seek to build upon the benefits of proximity. However, it is critical that new development is compatible with existing and future uses and any non-residential development in proximity to residential development must not harm residential amenity or erode the character of residential neighbourhoods. It is acknowledged that the following range of uses are generally deemed to be compatible and complimentary to residential areas and will be encouraged;

- a) schools;
- b) local shops;
- c) community facilities;
- d) public buildings;
- e) small businesses, particularly Class 2 (now incorporated with Class 1A);
- f) health facilities; and
- g) social and recreational facilities.

The above uses could be accommodated by either the proposed Retail (Class 1A), Food and Drink (Class 3) and Business (Class 4) and Assembly and Leisure (Class 11) uses, although further commentary on the proposed Class 11 use is provided at CDP4 below.

Amenity

SG, Part 2, Section 4 '*Amenity*' addresses issues of 'Air Quality', 'Noise' and 'Community Safety'.

With regard to air quality, guidance states that new development should not result in the deterioration of air quality, particularly in (or adjacent to) Air Quality Management Areas (AQMA's).

In relation to noise, SG1 encourages consultation with the Council's Environmental Health Service to help applicants understand the impact not only of noise but also vibration on the community and realise the role they can play in mitigating the intrusion of such nuisance on a development's surroundings, in order to reduce the loss of any public amenity.

Referring to community safety, it is expected that new development will incorporate crime prevention and community safety measures within their layout and design, based on the principles of "Secure by Design". The Placemaking Principles should take precedence over secure by design principles where there are contradictions and all security measures should be designed sympathetically with regards to the surrounding context and integrated within the overall design.

Comment: The proposal has the potential to cause air quality impacts as a result of fugitive dust emissions during construction and road traffic exhaust emissions associated with vehicles travelling to and from the site during operation. As such, an Air Quality Assessment was undertaken in order to determine baseline conditions and consider potential effects as a result of the scheme.

The assessment concludes that whilst there is a high risk of dust impact from earthworks and construction activities, including associated vehicle movements, and that the magnitude of these potential dust emissions is large, the implementation of suitable mitigation measures can reduce the effect to an acceptable level. Identified mitigation measures include the development of a Dust Management Plan, daily on-site and off-site monitoring and recording, fully enclosing of specific operations with a high potential for dust production, managing of earthworks, appropriate implementation of a wheel wash system, if required, and use of water assisted dust sweepers on access and local roads, if required. The effects on air quality are anticipated to be 'negligible' when these mitigation measures are in place. The operational phase of the development will not have a significant impact upon the existing air quality and future occupants are not predicted to be exposed to pollutant concentrations above the relevant Air Quality Objectives within the development.

A Noise Impact Assessment has been submitted which demonstrates that the development can achieve suitable indoor ambient noise levels with appropriate design features. These include acoustic performance requirements for glazing, where the frame, glass and seals are a unit and the use of appropriate in-duct attenuation for mechanical extract ventilation systems to ensure noise ingress is controlled.

Suitable conditions shall ensure that the proposed development will not have a significant impact upon amenity levels of adjacent occupiers. The operation of student and residential accommodation at this location is not anticipated to raise significant issues that cannot be addressed by standard planning conditions.

In relation to community safety, the submitted planning statement offers that the large areas of public realm to be delivered as part of the development will create a series of spaces for everybody to enjoy, whilst smaller more community focused spaces will provide areas that offer greater enclosure and opportunities for people to socialise within a more secure environment. Ground floor commercial uses and ancillary amenity functions will also provide a welcome degree of passive overlooking of the spaces and public realm.

Detailed Design

Building Materials

SG 1, Part 2, Section 5 '*Detailed Design*' – '*Building Materials*' stipulates that all new development, depending on the nature and scale of the development, will be expected to:

- 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.

When specifying cladding materials, consideration must be paid to the overall visual effect of the façade and its impact on the surrounding context. Poorly specified facades can appear flat and dull in comparison to Glasgow's well-articulated historic architecture. As such, a high level of design sophistication will be expected. Proposals should:

- a) avoid flat and visually dull facades, especially in areas of sensitive architectural urban form;
- b) acknowledge and respond to the existing datums, courses and proportions found in the surrounding built environment; and
- c) acknowledge and harmonise with the range of textures and tones in the surrounding buildings and streetscape.

Comment: The accompanying planning statement notes that the proposal seeks to provide new homes which create a successful and sustainable neighbourhood through a focus on placemaking, variety and sustainable strategies. Furthermore, the applicants design intent considered from the outset has been:

- To create a development that reflects the waterfront gateway status of the site.
- To reflect the historical Glasgow City urban grain and character.
- To realise a sense of place and hierarchy both within the architectural form and the spaces between the buildings.
- To provide a varied and enhanced skyline that contributes to the already existent city dynamic.
- To retain a similar site layout in terms of key design principles established in the extant planning permission with geometry throughout and importantly maintain the key pedestrian routes through the site, and
- To create more emphatic and meaningful series of social spaces that relate directly to the architectural form.

Blocks A and B will principally be finished in pale buff facing brick with dark bronze aluminium infill cladding between floor levels to define the single and double height window openings.

Block C has a more complex arrangement and incorporates both buff and red brick elements to help define the separate masses of lower elements. The main tower within Block C will principally comprise of light golden bronze aluminium cladding, a dark bronze high-quality aluminium loggia forming the base and dark bronze windows and heavily emphasised projecting surround detailing to the six floors immediately above the loggia. Windows to intermediate floors above this will have less pronounced window surround detailing whilst the upper four floors will have a more pronounced detailing to help define the building top. The upper element of the tower will also incorporate an enhanced corner lantern arrangement as part of the measures to help define the building top. Final specifications and samples will be assessed on site prior to approval for use, as suggested within the recommended conditions.

The format of development was achieved as a result of a lengthy, rigorous and considered design development process between the applicant and the planning department. The combination of high-quality contemporary design and a commitment to use of high-quality materials are appropriate for their context and the proposals will make a successful contribution to the reintroduction of placemaking on an important but long standing, vacant site on the River Clyde.

Tall Buildings

Section 5 '*Detailed Design*' also provides guidance on 'Tall Buildings'. The proposal is for a "tall building" – being defined within SG 1 Part 2 as a building that significantly exceeds general building heights in the immediate vicinity and which alters the skyline.

In response to increasing demand for development of taller buildings, a Tall Building Design Guide is currently being produced to assist in directing tall buildings to appropriate locations of the city centre. In the meantime, general tall building policy within supplementary guidance acknowledges that tall buildings in particular present major economic, design and environmental challenges and opportunities. It is an absolute prerequisite that tall buildings are restricted to locations that can accommodate their dominant built form, that protect areas of sensitive urban character, achieve excellent design quality, and enhance the City's image.

As per the guidance, tall buildings should be located:

- (a) within sustainable areas (e.g. the City Centre Western and Northern Fringes, the International Financial Services District, selected parts of the River Frontage from the Clyde Gateway westwards to the Clyde Tunnel and south of the Clydeside Expressway) and in areas with appropriate above and below ground infrastructure, public transport links and pedestrian accessibility;

Comment: The application site benefits from a River Clyde Frontage at Anderston Quay and represents a location where tall buildings can be favourably considered. Furthermore, its location immediately adjacent to the Kingston Bridge represents an opportunity for a building of scale as part of a city centre gateway. The site has high accessibility to public transport with good pedestrian and cycling linkages on Anderston Quay, which would support the significant densities that are usually derived from tall buildings.

- (b) to avoid areas of Sensitive Urban Character unless it is demonstrated, to the satisfaction of the Council, that the particular qualities of the area would be retained;

In establishing whether an area is of Sensitive Urban Character, consideration will be given to local characteristics such as topography, location in or relative to a conservation area and/or proximity to listed building(s).

Comment: Key sensitivities affecting the site are the visual impact from the river corridor and from the Category C listed Kingston Bridge. The proposals would represent an appropriate contribution to the waterfront in terms of scale and placemaking. Whilst not a pre-requisite in this instance, the proposed arrangement of buildings includes a standoff from the Kingston Bridge, which will help to form a civic space and a setting for the bridge as viewed from the west.

- (c) To avoid interruption of strategic views or competition with views of established landmarks and other significant or prominent listed buildings;

Comment: The submitted Visual Impact Assessment demonstrates the relationship of the proposals when viewed from the immediate, intermediate and far locations. Additional computer generated images and verified visualisations from key vantage points have been provided to help demonstrate the contextual relationship of the proposal.

These details also usefully outline the potential positioning and masses of other proposed development on neighbouring sites and how the collective proposals will be read against the context of neighbouring buildings and the skyline.

Whilst Blocks A and B are not insignificant in scale, they will be fully absorbed by the backdrop of the city.

In terms of Block C, the general approach to building hierarchy and the increasing of building scale on the river corridor is appropriate in urban design terms. Additionally, the proximity of the site to the Kingston Bridge gives further opportunity for increased building scale and to signify a gateway into the city from an important southern approach along the city's principal transport artery.

The provide imagery demonstrates that whilst the tower will have a strong visual presence in several of the tested scenarios, it can be successfully absorbed by its location on the river corridor and the M8 corridor at the Kingston Bridge.

The Kingston Bridge is C listed and it is noted that the proposals will deliver an intervening area of amenity space which will ack as a visual buffer. Additionally, the Block C will step back at its south-eastern corner, which will afford greater views of the bridge when approached from the west along Anderston Quay.

The proposals have no implications for strategic views, landmarks or prominent listed buildings.

- (d) In a way that sensitively responds to local street conditions, recognising street hierarchies, building datums and in locations where tall building material choices will be appropriate;

Comment: Immediate points of reference are the established 3-storey flats to the north, the Kingston Bridge to the east, the River Clyde to the south and the recently constructed large-scale mixed-use development to the west, comprising two 10 storey blocks on Warroch Street and a third block on Anderston Quay with a main datum of 7 storeys and a corner tower rising to 20 stories.

The current proposals apply a similar approach to massing, rising to meet the River Clyde, albeit with a slight variation between the lower blocks and a taller tower. Block A to the north will be 8 stories in height, the middle Block B rising to 10 stories and Block C to the south will have a 9 and 14 storey frontage onto Warroch Street, with a tower on the south-east corner of Anderston Quay rising to 27 stories.

Whilst there is a scale differential between the north elevation of Block A and the established residential flats to the north, the buildings will be located 10 metres apart which will help to accommodate this transition in scale.

The principle of introducing a building of scale along the southern edge of the site is an appropriate urban design response and when viewed alongside the neighbouring development, the proposed 27 storey tower can be successfully absorbed by the River Clyde corridor. The other varying datums on the west edges of Block C will provide a strong but appropriately scaled urban edge and when combined with the neighbouring development, will reintroduce a strong sense of containment to Warroch Street. The building arrangements on the southern end of Block C will form a piazza onto the river corridor and will create an appropriate setting for the building as viewed from the south and on approach from the east under the Kingston Bridge.

Localised areas on both sides of the Kingston Bridge have been vacant for a considerable time and have contributed to the fragmented urban edge on the river corridor. The current proposal, in conjunction with the ongoing neighbouring development to the west, represent an important opportunity to repair large areas of the urban fabric at this key location.

Blocks A, B and the lower components of Block C will use facing brick to for the main datums, whereas the tower will be formed in high quality aluminium cladding with feature banding. Part of the rationale for this choice of material is that it will retain its inherent visual qualities over time with minimum maintenance, repair and replacement, whilst offering high strength to weight ratio with associated construction related benefits.

- (e) In a manner that is not detrimental to local microclimate, public realm and local views;

Comment: The proposals are supported by a Wind Microclimate Report which concludes that following introduction of the proposed development within the context of existing surrounds, wind conditions in and around the site will generally be acceptable for the intended uses. Exceedances will still occur, but these will be limited by the design and mitigation measures to be adopted by the proposed development, including;

- Trees and screening along the western elevation of Block C and along Warroch Street succeed in minimising the acceleration of wind into the proposed site.
- The landscaping to the south of Block C is designed to baffle prevailing winds which have been channelled along Anderston Quay by existing buildings, reducing their impact as they enter the site and move northwards.
- The linear landscaping from the southeast of Block C moving northwards through the site which creates suitable conditions within the site and reduces the potential for wind to accelerate further as it leaves the site and moves under the M8.

There is currently no public realm provision on or around the site, although the proposal will introduce a significant amount of high-quality provision. No local views will be significantly or negatively impacted on.

- (f) In areas which are financially viable for long term adaptability of alternative uses.

Comment: Adaptability of the buildings has been addressed in Section 6 of the Design and Access Statement and notes that the use of concrete frames will allow for future changes to be made to the internal layouts. Schematic examples of potential alternative uses and configurations have been demonstrated, including ground floor commercial uses at ground level and mainstream residential uses at upper levels of Block A, alternative ground floor commercial arrangement at ground level and office use at upper levels of Block B, and the use of Block C as a hotel.

Public Realm

Part 2, Section 6 '*Public Realm*' refers to all the parts of Glasgow that are widely available for all people to use and enjoy, without charge, twenty-four hours a day. This represents a substantial part of the City's natural and built environment and includes, but is not limited to its town centres, streets, squares, paths, parks and other open spaces. A high quality public realm can offer significant benefits. It can help build a clear sense of place and identity; demonstrate a clear signs of civic pride and confidence; and increase footfall. In order to improve the quality of the public realm throughout the City, whilst strengthening Glasgow's unique character and sense of place, new public realm improvements will be expected to be designed with boldness, simplicity of style and elegance, whilst providing inclusive, healthy and safe places for citizens to enjoy.

In terms of layout and design, all proposals for public realm works should improve the provision, layout and comfort of spaces for pedestrian, and where appropriate, cycle flows, taking cognisance of the needs of people with a visual and/or mobility impairment, whilst retaining good accessibility for public transport and other essential vehicles. The layout and design should respond to cues found in the architecture, public realm and cultural history of the surrounding area.

Any improvement to the public realm must find a successful balance between promoting best practice in contemporary design and retaining a harmony with the City's historic environment. This should enable high quality schemes where the design, materials and specification are appropriate to the specific context and location.

Comment: The proposals will deliver extensive public realm provision around the base of buildings, including two new east-west routes through the site, a north-south route parallel to amenity space and a new landscaped piazza on the southern boundary. The public realm will principally use high quality hard paving and concrete benches fringed with soft landscaping and will be fully accessible. The proposals will include references to the historical uses previously carried out on the site to help reflect local history.

Waste Storage, Recycling & Collection

Part 2, Section 7 '*Waste Storage, Recycling and Collection*' stipulates that all new developments must include appropriate and well-designed provision for waste storage, recycling and collection which meets the City's wider placemaking objectives. All waste/recycling areas must be located discreetly, so as to have no adverse visual impact or cause traffic/noise nuisance to neighbours. Applicants must provide full details of the provision for waste storage, recycling and collection in the initial submission for planning permission.

Comment: The development makes provision for refuse stores located at ground level of each block and will be internally accessible by residents. Direct access will also be provided to the street or pedestrian network for collection purposes. The overall development will be managed by the applicant and will be subject to a management plan, which will also cover the collection and returning of bins to bin stores.

The proposal for the development of a vacant site is welcomed, subject to safeguarding conditions. The proposal is in accordance with CDP 1 and SG 1.

CDP 2 Sustainable Spatial Strategy and SG2 Sustainable Spatial Strategy

Policy CDP2 aims to influence the location and form of development to create a compact city form which supports sustainable development. Specifically, CDP2 seeks to support higher residential densities in sustainable locations, in order to make most efficient use of the City's infrastructure and services.

In order to help achieve this, CDP2 identifies 6 priority areas where a strategic approach is needed to co-ordinate development activity, direct investment and address emerging opportunities, including the area of the River Clyde Development Corridor. Adopted supplementary guidance under SG2 includes The River Clyde Development Corridor Strategic Development Framework.

The River Clyde Development Corridor SDF outlines the vision, priorities, outcomes, approaches and timeframe for delivery of the action programme over the next 30 years. As part of the suggested outcomes, the SDF seeks to facilitate a vibrant river corridor that is an attractive destination and supports inclusive economic growth. Other intended outcomes include a sustainable river that will balance environmental, social and economic pressures to create liveable, inclusive and distinctive places; A Connected River that will be well-connected and link people, places and natural habitats. and A Green & Resilient River that will provide integrated, high quality green, blue and grey infrastructure that helps deliver climate change adaptation and promotes health and wellbeing.

In order to achieve these outcomes, the key focus will be on realising the potential of the corridor and unlock development opportunities; promotion of a new approach to growing the place; and activating the water.

The SDF highlights several key development sites that are intended to contribute towards a vibrant river, including the application site which forms part of a larger area collectively labelled as Anderston Quay, Cheapside Street, Warroch Street. This includes the neighbouring sites to the west where large scale redevelopment is currently underway.

Appendix B of the SDF highlights specific river room placemaking guidance for Lancefield, Anderston, Mavisbank and Springfield Quays with an overarching focus on Reconfigure, Reconnect, Repair, Reactivate, Densify and Repopulate.

In particular, the SDF recognises that the northern bank of the River at this location forms the 'missing link' between the City Centre and the SEC Campus and is characterised by vacant sites, industrial units and road infrastructure. Enhancing and improving connectivity by creating activated, safe and overlooked walking and cycling routes is a priority. An increase in the residential population will enhance vibrancy and support compatible commercial uses. It is acknowledged that the area is currently lacking in quality open space, and the provision of new, multifunctional open space is considered critical to achieving higher density, liveable neighbourhoods.

Comment: The format of the proposals will see the linear nature of the existing street pattern broken down to provide meaningful east-west connectivity through the site. The proposals would see a significant uplift in population to the area with the introduction of 491 student flats and 505 new 1, 2 and 3 bed households, with a potential combined capacity for approximately 1,781 residents. The range of commercial uses proposed will help to support these occupants and will help to sustain the wider area as it emerges and vice versa. The introduction of on-site amenity provision and extensive public realm will also provide existing and proposed residents and the wider public with a high-quality environment.

By facilitating the range of uses and public realm enhancements proposed and in an appropriate format, the proposals will assist in the delivery of a strategic Council priority. The principle of the proposal is therefore compatible with CDP2 and SG2.

Policy CDP4 Network of Centres and SG4 Network of Centres

CDP 4 aims to ensure that all of Glasgow's residents and visitors have good access to a network of centres which are vibrant, multi-functional and sustainable destinations providing a range of goods and services.

To achieve this, the city has a hierarchy of centres, with the City Centre having primacy and servicing the city region, followed by the network of Major Town Centres, Local Town Centres and Other Retail and Commercial Leisure Centres.

In order to ensure that proposals for new local shops do not impact on established centres or Local Shopping Facilities, they should normally not exceed 400m² gross.

Assessment Guideline 10 of SG4 also seeks to ensure that food, drink and entertainment uses do not adversely affect residential amenity through unacceptable impacts from noise or cooking odour. Hours of use will normally be limited to between 08:00 hours and 24:00 hours, depending on local circumstances.

Comment: The proposed ground floor commercial units within Blocks B and C measure 213m² and 316m² respectively. As already noted, proposed uses include Retail (Class 1A), Food and Drink (Class 3), Business (Class 4) or Assembly and Leisure (Class 11) uses. Notwithstanding their speculative nature, it is anticipated that there will be demand for retail floorspace in light of the concentration of residential and student accommodation proposed. However, given their limited floorspace, they will not impact on any of the established centres.

For the Class 3 use, sufficient filtration measures and a full height flue will be required to ensure that cooking odours can be suitably treated and dispersed without impacting on residential amenity. The submitted drawings show service risers in both commercial units, which demonstrates an ability to accommodate the necessary full height flue, should either or both units be used for Class 3 purposes.

In terms of the proposed Class 11 use, Class 11 includes a wide range of uses, some of which are not desirable in close proximity to dwellings, i.e. - a dance hall or discotheque. However, other patterns of use within Class 11 could be facilitated, such as a commercial gym. In this regard, the student and residential blocks will include ancillary gym uses and these are common facilities with managed student and residential development, proving they can operate successfully without impacting significantly on residential amenity. In order to ensure that any proposed Class 11 use will not result in unacceptable impact to residents, it shall be necessary to include a safeguarding condition requiring that internal noise levels from acoustic or amplified music can be suitably mitigated.

Hours of use are not known at this stage and the standard range of operating hours will be applied by condition.

Subject to the safeguarding conditions discussed above, the proposals would comply with CDP4.

CDP5 Resource Management and SG5 Resource Management

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

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

Comment: A Statement on Energy (SoE) has been provided demonstrating that the CDP5 requirement can be met. In order to achieve a Gold Hybrid sustainability level, building envelopes will provide energy savings through adherence with fabric thermal U-Value requirements in accordance with the current Building Regulations Technical Handbook.

Low and Zero Carbon Generating Technologies (LZCGT) proposed include high temperature air source heat pumps for communal hot water provision within the student accommodation, and individual ducted air source heat pumps for flats.

The heating strategy will include the use of electric panel heaters with thermostatic controls to all dwellings, student accommodation and communal corridors; and heating and cooling of commercial spaces and large communal areas in residential ground floor with variable refrigerant flow air conditioning systems.

The proposals also have the potential for roof mounted photovoltaics, although these will need to be considered in balance with other proposals for sedum roofs.

The SoE has met the requirements of the first stage of the CDP5 process and requires to be conditioned to ensure it is updated as the technical detail of the Building Warrant progresses through to completion. The proposal shall accord with CDP5 and SG5.

Policy CDP7 Natural Environment and SG7 Natural Environment

CDP7 aims to ensure that Glasgow's natural environments, including its ecosystems and protected species, are safeguarded and, wherever possible, enhanced through new development. It aims to enhance biodiversity and protect the health and function of ecosystems; help the natural environment adapt to climate change; and protect important landscape and geological features in the City.

The application site is not subject to any specific designation within SG7 though the Development Plan takes a broad approach to conserving and enhancing nature. Wherever possible, development shall enhance biodiversity. New developments shall aim to enhance and/or help create new habitats. Within the city centre, opportunities for enhancing habitat and wildlife interests include green roofs; green/living walls; planting of street trees; and incorporation of bat and bird boxes in the design.

New development should not have an unacceptable effect, either directly, indirectly or cumulatively on biodiversity.

Comment: The submitted ecological appraisal confirms that no suitable habitat or evidence of bats or other protected species was identified on site. The appraisal also confirms that there is currently little or no ecological value from the site. It is noted that non-native, invasive cotoneaster is present on site, but only at a single location and its cover is not extensive. The appraisal recommends the eradication and ongoing control of the species is carried out by a specialist contractor prior to and during the development. Whilst this can present a threat to ecology on sensitive locations, is not considered to be a threat at this location, given the limited ecological value of the site. Nevertheless, its removal and redevelopment of the site incorporating a number of external landscaped areas would have a beneficial impact, subject to further details of appropriate replanting. Additionally, the proposals will provide selected areas of sedum roofs on all blocks, which will contribute towards the enhancement of biodiversity value of the site.

An appropriate condition has been suggested to ensure biodiversity gains are implemented. The development is considered to have a positive impact upon biodiversity and therefore the proposal is in accordance with CDP7 and SG7.

CDP8 Water Environment and SG8 Water Environment

CDP8 clarifies that local authorities are required by The Flood Risk Management (Scotland) Act 2009 to manage and reduce flood risk and promote sustainable flood risk management, which will entail working with responsible authorities and stakeholders, such as SEPA, to meet legislative requirements.

This will require action to assess and address flood risk in new development, including restricting development in certain areas of flood risk and designing new development to reduce flood risk at the development site and impact elsewhere. It also entails an assessment of flood risk across the City, as a basis for the identification and implementation of flood risk management measures.

All proposals are required to make satisfactory provision for Sustainable Urban Drainage Systems (SUDS) and to safeguard the development from the risk of flooding. In addition, proposals for new development should ensure that it does not adversely impact on the water environment, does not increase the probability of flooding elsewhere and does not interfere with the storage capacity of the flood plain.

SG8, Section 6 confirms that where flood risks are identified as part of the screening of development proposals, a detailed Flood Risk Assessment (FRA) will be required.

The FRA must clearly identify specific flood risks and quantify issues that need to be addressed. It must demonstrate that the flood mitigation strategy can be delivered, taking on board the relevant legislative requirements of Scottish Planning Policy, the Flood Risk Management (Scotland) Act 2009 and SEPA.

All development identified to be at risk of flooding using the Council Flood Risk Framework, must incorporate a 'freeboard allowance' and/or the use of water-resistant materials and forms of construction which must be appropriate to its function, location and planned lifetime.

SG8, Section 7 confirms the Scottish Planning Policy presumption against land raising within a functional flood plain. Any proposed development within a functional flood plain should be designed to be commensurate with the potential flood risk, in line with Section 6, without the need to raise or defend land. Consequently, the majority of development proposed within a functional flood plain (inclusive of fluvial and pluvial flooding) is likely to be inappropriate.

Only in exceptional circumstances will land raising or defence of a functional flood plain be considered for new development. Where land raising or land defending is to be accepted, equivalent compensatory storage plus 10% must be provided and a drainage impact assessment will be required to demonstrate that there will be no increase in water level of the relevant watercourse. To ensure safe means of access and egress, land raising should not create islands of development.

The exceptional circumstances in which the Council may consider land raising or defence of a functional flood plain, in support of new development, include:

- Critical infrastructure
- Major regeneration projects
- Recreational facilities (sports fields, golf courses, cycleways etc.)
- Where this would have a neutral or positive effect on the probability of flooding elsewhere.

Comment: As referenced above, SPP has since been superseded by NPF4 and the applicants FRA has been prepared taking account of Policy 22 Flood risk and water management and the latest iteration of the Councils Tidal River Clyde Flood Model, amended in 2023.

Existing ground levels are approximately 5.1m AOD at the south end of the site, rising to approximately 8.5m AOD at its north end. Based on modelling undertaken using the Councils Tidal River Clyde Flood Model, as amended in 2023, the applicant has established that part of the site closest to the River Clyde is within the 1 in 200-year plus climate change flood extent, which would equate to a water level of 5.62m AOD.

As discussed at Policy 22, the site represents a development opportunity promoted within the River Clyde Development Corridor SDF forming part of SG2. On this basis, development of the site can be supported, provided there is no reduction in floodplain capacity or increased risk to others, the development will remain safe and operational during floods, and it will use flood resistant and resilient materials and construction methods.

In this regard, it is noted that Block A will include ground floor student accommodation, however, it is located outwith the flood risk area and its finished floor level will be set above the 1 in 200-year plus climate change plus 0.9m freeboard levels.

Whilst Block B is also outwith the flood risk area, no residential uses or other 'Highly Vulnerable' land uses are proposed at ground level. As with Block C, its finished floor levels will be set above the 1 in 200-year plus climate change plus 0.9m freeboard levels.

Block C incorporates 'least vulnerable' uses at ground floor and finished floor levels will be set to a minimum of 5.62m AOD, incorporating a flood resistant design and providing a safe pedestrian access and egress route above 5.62m AOD.

The applicants flood modelling predicts that Block C will displace approximately 3.6m³ of floodplain capacity. The proposals will offset this reduction by designing localised finished ground levels of the proposed roadside layby on Warroch to accommodate approximately 4.2m³ of compensatory storage.

The content of both the Flood Risk Assessment and Drainage Impact Assessment have been subject to self-certification by the respective authors, along with a further independent check, and both include evidence of appropriate Professional Indemnity insurance.

On the basis of the information provided and the mitigation measures identified, it is accepted that the proposals are compatible with CDP8 and SG8, including the updated requirements derived from NPF 4 Policy 22. SEPA have also accepted the findings of the FRA and have no objections to the proposal. Design details of finalised finished floor levels, finalised SUDS details including on-site attenuation and safe access routes will therefore be safeguarded through a condition of planning permission in principle.

CDP10 Meeting Housing Needs and SG10 Meeting Housing Needs

CDP 10 aims to ensure that the City's growing and diverse population has access to a choice of housing of appropriate quality and affordability across all tenures. The Council will:

- Aim to deliver the land for housing identified in Table 6, and as set out in the Schedule of Housing Sites that forms part of this Plan;
- Maintain a five-year supply of effective housing land at all times;
- Monitor the housing land supply annually through the annual Housing Land Audit and the Action Programme;
- Work with the house building industry and the Scottish Government to address site constraints and infrastructure issues in the established housing land supply.

Where an audit identifies that the five-year effective supply is not being maintained, the Council will support housing development proposals for all tenures that can be delivered in accordance with the approach set out in Strategy Support Measure 10 of the Strategic Development Plan 2012. Such sites will be supported if they:

- are capable of delivering completions in the next five years;
- can address infrastructure constraints;
- are in a sustainable location as guided by Diagram 4 of the Glasgow and the Clyde Valley Strategic Development Plan; and
- are capable of complying with other relevant policies and proposals in the Plan, and any relevant Supplementary Guidance.

SG10 Meeting Housing Needs includes detailed assessment criteria on the locational and residential amenity implications arising from non-mainstream residential or visitor accommodation, including purpose-built student accommodation.

Locational Criteria:

Paragraphs 1.6 to 1.117 of SG10 identifies specific locational criteria which recognises that student accommodation can bring a positive contribution to the local environment, such as the renewal of vacant and derelict land and boosting local populations which in turn, help to sustain facilities and amenities. It acknowledges that successful places rely on a strong relationship between the community and its locality.

Whilst it is recognised that the relationship is strengthened as residents invest in their community, local services and facilities overtime, due to the more time limited nature of academic study and the transient nature of students, they are less likely to form strong relationships with locations. Consequently, there is a risk that increased concentrations risk of student accommodation in a locality will lead to the erosion of the established community and can ultimately harm the relationship between the community and place.

Proposals should be accompanied by analysis of the locality to demonstrate its capacity for student accommodation. The analysis will be based upon the area of 400 metre walking distance around the site (a typical five minute walking distance), which identifies:

- a) The pattern of density of residential population within the locality;
- b) The cumulative effect their proposal will have upon the proportion of mainstream accommodation and student accommodation populations (see map of Student Accommodation);
- c) The range of local facilities and mix of uses within the locality, and;
- d) What non-student accommodation facilities the proposed development will introduce to support community integration (see Design Criteria).

Where a proposal is part of a larger mixed-use development and where it is an area of regeneration with no established residential community, these factors will be given due weight in the assessment of impact.

Along with the assessment of concentration, the Council expects applications for purpose-built student accommodation to be in locations with good access to university and college facilities by active travel routes and/or public transport and where the development:

- a) Will not undermine the character and amenity of the surrounding area;
- b) Has good access to shops, services, healthcare, leisure and community facilities; and
- c) Will not place unsustainable pressure on local amenities and facilities due to the density of accommodation proposed.

Proposals will also be encouraged where they provide an opportunity to support regeneration particularly in any of the Strategic Development Framework or Local Development Framework areas where they are located near good public transport networks with good connectivity to university and college facilities.

Comment: The PBSA Statement of Need & Capacity Study identifies a total local population of 2,156, based on datasets most closely associated with the 400m radius from the site, of which 166 or 8% are students.

The study has considered the potential increase in population to the local area should four proposed residential and student developments proceed, including the current application site and the neighbouring development proposals immediately to the west of Warroch Street (23/02295/FUL).

Application 23/02295/FUL includes 934 student flats and when confined with the current proposals, there would be an additional 1,425 full time student beds and an additional 2,161 residential units with an anticipated population of 4,365 based on the household average for Glasgow from the census. In this scenario, student numbers would rise to 1,591, representing 24% of the total population, assuming all these developments are delivered. The study offers that the combined student provision from both developments could be delivered without creating an overconcentration of students in the local area.

The Design and Access Statement provides broad details on uses within a 400m metre radius of the proposals. This demonstrates that the local area currently has relatively limited services and facilities for residents, albeit it is currently in a state of flux with several large-scale mixed-used developments emerging, including those currently on site immediately to the west. The introduction of student accommodation to the area will contribute to the diversity and vibrancy of the area and the proposals make provision for a range of commercial uses, which the proposed occupants, other neighbouring developments and the established residential flats would help to sustain.

It can therefore be concluded that the additional student accommodation proposed within this application can be absorbed within the locality without having a harmful impact upon the maintenance of a sustainable community, with the development serving as a catalyst for further investment and community building outcomes.

Design Criteria:

The design of proposals must respond to their local context and the layout and building design should integrate with the surrounding community and enhance the character of the area. In addition to the guidance on design, privacy, sunlight and daylight flatted for residential development contained in SG1, proposals are also required to incorporate;

- a) Ground floor uses which are open to all members of the public, such as cafes and other footfall generating uses, subject to the nature of the local environment;
- b) The provision of publicly usable open space, taking the form of enhanced public realm, civic space or parkland;
- c) Built form that is sensitive to the local architectural vernacular and heritage in terms of the arrangement of buildings, their design, height, massing, and materiality;
- d) High-density or high-rise developments will only be acceptable in locations where they are compatible with the existing townscape;
- e) Utilising a whole life approach with flexible floorplates and building design to ensure there is scope and flexibility for adaptation to alternative future uses (which would be subject to permission).

Applicants are directed to additional guidance on flatted residential development, contained within SG 1: Placemaking which will be applied to all proposed student accommodation developments, in terms of design, privacy, sunlight and daylight.

Comment: The proposals include two commercial units which shall be used for Retail (Class 1A), Food and Drink (Class 3), Business (Class 4) or Assembly and Leisure (Class 11) purposes.

The proposals will include high quality public realm provision between buildings, in addition to areas of communal amenity space and publicly accessible amenity space derived from the residential component.

Two commercial units are also proposed and the overall development has been designed to a high standard and taking cognisance of its local setting in compliance with SG1.

The applicant has demonstrated the potential future adaptability of the floorplates of all buildings for varying different uses, as discussed within the Tall Buildings criteria of SG1. Adaptability of the buildings has been addressed in Section 6 of the Design and Access Statement and notes that the use of concrete frames will allow for future changes to be made to the internal layouts. Schematic examples of potential alternative uses and configurations have been demonstrated, including ground floor commercial uses at ground level and mainstream residential uses at upper levels of Block A.

Block A contains student accommodation on the ground floor and their privacy has been suitably considered through the use of appropriate sets-backs from pavements and amenity areas and the use of planting buffers.

In terms of daylight and sunlight to Block A, of the 549 rooms tested, 433 (79%) will achieve BRE CBDM compliance. Internal sunlight provision to Block A has also been tested, with a total of 363 units expected to achieve the BRE sunlight compliance rate. As with the residential component, not all rooms are capable of achieving the BRE guidance as a consequence of building orientation or the location of rooms at lower levels, although a relatively high level of compliance is achieved. On balance the proposals will deliver appropriate placemaking outcomes and re-densification of the area, which are considered to outweigh these impacts.

The performance of the surface level communal amenity space at Block A has also been considered through a sunlight/ overshadowing assessment. The area is anticipated to receive 2 hours or more of direct sunlight over 12.7% of its area when measured on 21st of March (equinox), whereas the target standard is for sunlight to reach 50% of the area. However, it is noted that it will meet the less challenging requirements for 21st June (solstice). This is again due to the use of a perimeter block which is desirable in broad placemaking terms.

Mixed Tenure Detailed Guidance:

In order to promote inclusive population growth and build sustainable communities, the location of this particular student accommodation development, just outwith the city centre and with a site area is greater than 0.3 hectares, the proposals must also include mainstream residential development representing at least 40% of the total floorspace provision.

Comment: Whilst the overall site area is quoted at 2.29 hectares, the net developable area within the applicant's ownership is approximately 1.56 hectares. With a proposed total of 491 student flats and 505 residential flats, the latter would equate to 51% of total provision.

Amenity Criteria:

Proposals must demonstrate that:

- a) Depending on the size of the proposal, it provides a mix of accommodation types to meet the varying needs of students including cluster flats, studio accommodation and, where required, family accommodation with appropriate segregation between occupation types;
- b) It will offer suitable, high quality communal facilities, amenity and social spaces along with adequate refuse and recycling facilities as set out in SG1 Placemaking.

Amenity standards from IPG6 will also apply to student accommodation, equating to 5m² of dedicated amenity space per student flat and can be provided as a combination of internal and external amenity spaces.

Comment: The proposals comprise 104 studio flats with en-suite and small kitchenette (21%) and 387 cluster flats with separate communal living, kitchen, dining room (79%), which is accepted as an appropriate range and mix in this instance.

The 491 student flats proposed generate a requirement for 2,455m² of amenity provision. A range of internal communal facilities will be provided, including lounges, a communal kitchen, gym and games room, which amount to 504m². The central external amenity space within the block will add a further 773m², bringing a combined provision of 1,277m². This equates to 2.6m² of amenity space per student flat contained within Block C and the balance of provision will be provided as part of the wider amenity provision.

In this regard, the overall proposals will provide a linear amenity space to the east of the development blocks amounting to approximately 3,213m², a further piazza space to the south of Block C amounting to approximately 912m² and roof level spaces amounting to 440m², giving a collective amenity provision of 4,565m².

The amenity space requirements for the mainstream residential component equates to 3,124m² and subtracting this area from the above provision leaves a residual amenity area of approximately 1,441m² which can be counted towards the student accommodation provision.

When combined with the internal and communal amenity provision of 1,277m² within Block A, the student development will have an amenity space provision of 2,718m², equating to 5.5m² per student flat.

Space standards:

Minimum room sizes for student accommodation should not fall below 10m² for a study bedroom without en suite, 13m² for a study bedroom with en suite, or 18m² for a studio room for one student with en suite bathroom and kitchen.

Comment: The Design and Access Statement confirms that bedrooms within cluster flats will have en suite bathrooms and will have a minimum room size of 13.5m². Studio flats will also have en suite bathrooms and will have a minimum floor area of 37m².

Management & Security Criteria:

Effective security measures and an operational management plan to help deliver a safe and secure environment for residents whilst proactively minimising potential adverse impacts on the local neighbourhood. Applications should be supported by a Management and Security Strategy which details the intended operation and maintenance; occupants conduct; security; waste management; and moving in/vacating arrangements; occupants wellbeing; and accreditation of an appropriate management body.

Comment: An Operational Management Plan has been submitted with the application covering property management, maintenance, housekeeping, refuse and servicing strategy, student well-being services and other relevant procedures. The information submitted is considered to be appropriate for effective operation and security of the property.

Statement of Need:

To ensure new student developments do not lead to an oversupply of provision, applicants will be required to provide a Statement of Need covering the following aspects:

- a) Evidence of the specific need for PBSA being addressed locally and at city-wide scale;
- b) Information about prospective occupiers including academic status, any specific household requirements or accommodation needs and where appropriate the type of existing accommodation the potential student occupiers are likely to be drawn from;
- c) A recorded increase in student numbers;
- d) Institutional funding available to deliver the proposal; and
- e) University or College support for the proposal.

Comment: The Statement of Need & Capacity Study identifies that for the 2021/22 academic year, Glasgow attracted 92,430 students across five institutions, 77,640 of which were full-time students. Over that period, 25,250 students were living with parents, leaving a total of 52,390 requiring accommodation. At that time, the market was able to provide 20,553 operational, purpose-built student accommodation beds, mostly located within the city centre or the west end, with the remaining 31,837 students having to seek alternative accommodation, including locations outwith Glasgow. This equated to 3.8 students per available bed in Glasgow, falling to 2.6 excluding the number of students that live at home and commuting into Glasgow from surrounding areas.

The study identifies 18 further student developments throughout the city, including those under construction, those with planning approval, a live planning application or subject to pre-application discussions. This combined provision would see the delivery of an additional 7,381 student beds, bringing total potential provision to 27,914 if all these developments were delivered. Based on the 2021/22 intake, this would equate to 2.8 students per bedspace for all full-time students, falling to 1.9 students per bedspace when considering those living with parents. Taking account of the latter, this would still see 24,476 students without access to purpose build accommodation.

The study includes a diagram of student numbers in Glasgow from 2000/01 until 2021/22 which showing a year on year increase in intake. The total number of full-time students increased by 34.1% between 2016/17 and 2021/22 to a record high.

In terms of funding, the proposed student accommodation will be delivered and managed by the applicant alongside the residential flats. The application makes the case that all of Glasgow’s main university campuses are accessible within 10 minutes cycling, 20 minutes using public transport and 30 minutes on foot, with the proposals offering particularly quick connections to the University of Glasgow.

Whilst the provided statement of need does not include any indication of direct support from a university or college, it does highlight that all of the sites in the pipeline are private developments, indicating that the universities are willing to outsource accommodation.

Reference is also made to the minutes and papers from the University of Glasgow Court meetings which regularly discuss student accommodation and the housing crisis in Glasgow. In particular, the study points to the April 2022 Minutes which identified that the University had 3,399 bed spaces within its current portfolio, with an additional 203 bed spaces purchased from Unite Students. The report confirms that the April 2022 minutes also outlined the University’s proposal to purchase 826 bed spaces for academic year 2022/2023, rising to 1,000 for the four subsequent years resulting in a total contractual period of 5 years.

For the September 2023 intake, it has been confirmed that the University secured significant additional nominations in purpose-built student accommodation. It also intends to set lower recruitment targets and are actively looking to acquire additional properties that could be used to house students.

The exceptionally high demand for student accommodation is well documented at this stage and it is accepted that, in principle, it will be a welcome addition to overall supply. It also usefully clarifies that at present, all of the sites in the pipeline are private developments, further indicating that the universities are willing to outsource accommodation.

On balance, it is accepted that the proposals meet the requirements of CDP10 and SG10, subject to safeguarding conditions on their management and maintenance.

CDP11 Sustainable Transport and SG11 Sustainable Transport

CDP 11 aims to ensure that Glasgow is a connected City, characterised by sustainable and active travel, by: supporting better connectivity by public transport; discouraging non-essential car journeys; encouraging opportunities for active travel; reducing pollution and other negative effects associated with vehicular travel and optimising the sustainable use of transport infrastructure.

The Council will direct major development to locations well served by existing public transport services and active travel routes or will seek contributions for the provision or enhancement of such services/routes on sites where this is not the case. New developments must be designed to promote and facilitate walking and cycling and should protect/enhance the quality and continuity of cycle routes, core paths, rights of ways or other significant paths.

The following parking requirements apply to the proposals:

Cycle Parking

Type of Development	Minimum Standard (residents/customer)	Minimum Standard (visitor/staff)
Residential	1 residents parking space per flat	0.25 visitor space per flat
Student Flats/	1 space per 2 staff and residents	
Retail (Class 1A)	1 space per 200m ² of gross floor space for customers	
Food and Drink (Class 3)	1 space per 50m ² public floor area	1 space per 10 staff
Business (Class 4)	1 space per 120m ² gross floor area	1 space per 500m ² gross floor area
Assembly and Leisure (Class 11)	1 per 50m ² public floor area	1 space per 10 staff

Car Parking

Type of Development	Minimum Standard (staff/customer)	Minimum Standard (visitor/staff)
Residential	0.25 space per flat	0.25 visitor space per flat
Student Flats/	1 space per 20 students May be reduced in CPZs	1 space per 20 staff May be reduced in CPZs
Retail (Class 1A)	4.5 spaces per 100m ² of gross floor space	1 space per 10 staff
Food and Drink (Class 3)	2 spaces per 100m ² public floor area	
Business (Class 4)	1.5 spaces per 100m ² gross floor area	
Assembly and Leisure (Class 11)	1 per 20m ² public floor area	

The residential car parking figures quoted above can vary depending on a range of factors, including public transport accessibility, density and open space considerations and placemaking requirements. Provision for major developments such as this will be considered in the context of a Transport Assessment.

Comment: A Transport Assessment has been prepared which considers the transport and travel demands of the proposals, with the following matters being of note;

Active Travel and Cycle Parking:

The development site is well served by cycling infrastructure, with NCR756 to the north and east of the site and NCR75 located on the Clyde Walkway to the south with the Connect 2 bridge providing a link on to Waterloo Street. To accommodate existing cycle traffic, the Council has re-designated the footway on the west side of North Street for shared pedestrian and cycle use. With the projected increase in pedestrian activity from the development, it is considered necessary to widen the existing footway on the north boundary of the site to a continuous 4.5 metre width between Anderston Quay and the Piccadilly Street junction. These measures would be compatible with the proposed layout of development with marginal loss of open space provision. As they would be of direct benefit to the needs of its occupants and users, it is appropriate that they are delivered as part of the development and safeguarded through a condition of planning permission.

The applicants Transport Assessment confirms that the proposed student accommodation at Block A will provide 246 resident plus 8 visitor cycle parking spaces, which exceeds the above requirements. The proposals include 204 spaces formed as double tiered stands within the building with a further 42 spaces in the private courtyard space and an additional 8 visitor spaces to be provided at the main entrance by way of Sheffield stands.

In respect of the residential flats at Block B and C, a total of 506 resident and 126 visitor cycle parking spaces will be provided for the 505 flats, which meets the SG11 requirements of 505 resident plus 126 visitor spaces.

Both the student and residential flats will have cycle workshops for fixing and maintaining bikes.

It is also noted that the wider area is well served by automated cycle hire stations located at Broomielaw, approximately 200 metres to the east and at Anderston Railway Station approximately 420 metres to the north.

Car Parking:

The student accommodation at Block A does not include any car parking provision. The normal car parking standards for Blocks B and C would equate to a combined 505 residents spaces and 126 visitor spaces. The proposals in this instance will provide 40 residents car parking spaces, equating to 8% provision, two of which will be dedicated car club spaces. In this regard, the accompanying Transport Statement highlights the location of the site on the edge of the city centre, the 20-minute neighbourhood principles and recent Council moves to reduce carbon emission associated with private car use. It also noted that the proposed car parking provision will discourage private car usage and encouraging modal shift towards sustainable transport.

In this regard. the proposed development is located within an area with high accessibility to public transport, with bus stops located on Argyle Street to the north east and via Fastlink to the south on Anderston Quay and Anderston train station located on the north side of Argyle Street.

All proposed car parking measures will be located fully on-site and will be subject to management and control measures, including the use of barrier access controlled by fobs allocated to residents who are allocated a parking space. Furthermore, on street parking in the surrounding streets is subject to parking controls.

With these factors in mind, it is accepted that the limited number of car parking spaces is necessary in order to support the placemaking characteristics of the development. Furthermore, the limited number of spaces coupled with the managed nature of on-site and on-road parking provision will help to ensure there are no traffic related impacts on the local road network. Local travel demands can be accommodated through the existing high accessibility public transport network, pedestrian and cycling networks and proposed car club provision.

No specific car parking provision is offered for the proposed ground floor commercial units, however, their associated servicing demands will be facilitated through on street arrangements and subject to current and future loading and waiting restrictions.

Having regard to the above, it is accepted that the proposals meet the requirements of CDP11 and SG11.

CDP12 Delivering Development and SG12 Delivering Development

CDP12 and the corresponding SG12 establish that residential developments of 10 or more dwellings or flats will be expected to provide open space standards based on 1.25 hectares of recreational open space per 1,000 population, comprising 0.35 hectares for children’s play, 0.35 hectares for outdoor sport and 0.55 hectares for amenity open space/parkland (including 0.05 hectares for allotments or community gardens). It is the Councils preference to see these requirements fully delivered on site, where practicable, but it is recognised that there are circumstances whether this is not always achievable.

Comment: Based on these requirements, the proposals generate the following amounts of open space provision and the equivalent developer contributions in light of shortfalls of on-site provision.

Residential Flats				
Type	Required	Provision	Shortfall	Equivalent Contribution
Amenity	3,124m ²	4,565m ² .	0	0
Play	2,187m ²	238m ²	1,949m ²	£194,882
Outdoor Sport (Formal)	1,562m ²	0	1,554m ²	£155,400
Outdoor Sport (Informal)	625m ²	0	622m ²	£62,160
Allotments	312m ²	53m ²	259m ²	£25,783
Total				£438,225

The proposals will provide a linear amenity space to the east of the development blocks amounting to approximately 3,213m² and further piazza space to the south of Block C amounting to approximately 912m². Block C will also have roof terraces including a 282m² terrace at the top of the tower and a further 158m² terrace at the top of the lower component facing onto the River Clyde. This would result in a collective amenity provision of 4,565m².

The two larger podium level amenity areas within Blocks B and C are considered to meet the usable communal private garden spaces or “backcourts” requirement of SG1. As clarified in IPG12, the amenity open space requirements are in addition to usable communal garden areas or backcourts and consequently, these areas haven’t been considered as part of the amenity calculation.

The amenity space requirements for the flats equates to 3,124m², which can be accepted on the basis that it will be extensively activated through the use of seating provision and other equipment to ensure that the full provision has a functional use. This will be subject to a safeguarding condition requiring further review and approval.

The residual amenity area of approximately 1,441m² will contribute towards the student accommodation requirements as discussed at SG10. In terms of the other categories of open space, it is accepted that delivery of the full range of open space provision is not achievable alongside the quantum of development proposed.

The applicant has confirmed they are prepared to enter into a legal agreement in accordance with Section 75 of the Town and Country planning Scotland Act 1997 to secure the full payment of £438,225 on a phased basis.

(B) Material Considerations

In respect of (B)) material considerations, one letter representation has been received in relation to the application. These representations can be summarised and addressed as follows:

- With the increased obligations on developers to protect and enhance biodiversity, it is requested that the development incorporates nesting brick boxes for Swifts.

Comment: Whilst the proposed open space provision and landscaping arrangements will help to increase general habitat creation on the site, it is agreed that the proposals can go further by facilitating appropriately located nesting boxes within the fabric of buildings this shall be reserved by condition for further written approval.

- The proposals incorporate very few biodiversity-supporting flowering native plants and habitat features.

Comment: The applicant has asserted their commitment to enhance the existing biodiversity across the site through the use of a diverse range of soft landscape proposals. This included a mix of native flowering species that is intended provide food and refuge for many of the UK’s insect population, in turn attracting larger animals such as birds. Notwithstanding this, further details of planting measures with an emphasis on habitat creation will be reserved by condition for further approval.

Conclusion

The above assessment demonstrates that the proposed development complies with the relevant policies of the Development Plan. Other material considerations, including the consultation responses, have been considered however these do not outweigh the proposal’s general accordance with the Development Plan.

On the basis of the foregoing, it is recommended that the application for planning permission be granted subject to a Section 75 Agreement.

Drawings

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

PWC-MAN-10-ZZ-DR-A-3003-P06	Proposed North and East Context Elevations
PWC-MAN-10-ZZ-DR-A-3004-P06	Proposed South and West Context Elevations

PWC-MAN-10-00-DR-A-0201-P07	Proposed Site Plan
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PWC-MAN-20-00-DR-A-1000-P06	Proposed Ground Floor Plan
PWC-MAN-20-01-DR-A-1001-P09	Proposed First Floor Plan
PWC-MAN-20-02-DR-A-1002-P06	Proposed Second To Seventh Floor Plan
PWC-MAN-20-08-DR-A-1008-P07	Proposed Eighth Floor Plan
PWC-MAN-20-08-DR-A-1009-P06	Proposed Ninth Floor Plan
PWC-MAN-20-10-DR-A-1010-P06	Proposed Tenth To Thirteenth Floor Plan
PWC-MAN-20-14-DR-A-1014-P06	Proposed Fourteenth To Twenty-Third Floor Plan
PWC-MAN-20-23-DR-A-1024-P07	Proposed Twenty-Fourth To Twenty-Fifth Floor Plan
PWC-MAN-20-26-DR-A-1026-P06	Proposed Twenty-Sixth Floor Plan
PWC-MAN-20-27-DR-A-1027-P04	Proposed Twenty-Seventh Floor Plan
PWC-MAN-20-27-DR-A-1028-P01	Proposed Twenty-Eighth Floor / Roof Plan

PWC-MAN-ZZ-00-DR-A-3000-P04	Proposed North and South Elevations Block A
PWC-MAN-ZZ-00-DR-A-3001-P05	Proposed North and South Elevations Block B
PWC-MAN-ZZ-00-DR-A-3002-P05	Proposed North and South Elevations Block C
PWC-MAN-ZZ-00-DR-A-3003-P04	Proposed West Elevations
PWC-MAN-ZZ-00-DR-A-3004-P06	Proposed East Elevation
PWC-MAN-ZZ-00-DR-A-4000-P05	Proposed East Site Section

PWC-MAN-ZZ-00-DR-A-4001-P04 Proposed West Site Section

PWC-MAN-20-AZZ-DR-A-2001-P02 Proposed Part Elevation Section - Block A 1 Of 2
PWC-MAN-20-AZZ-DR-A-2002-P02 Proposed Part Elevation Section - Block A 2 Of 2
PWC-MAN-20-BZZ-DR-A-2003-P02 Proposed Part Elevation Section - Block B 1 Of 1
PWC-MAN-20-CZZ-DR-A-2004-P02 Proposed Part Elevation Section - Block C 1 Of 6
PWC-MAN-20-CZZ-DR-A-2005-P02 Proposed Part Elevation Section - Block C 2 Of 6
PWC-MAN-20-CZZ-DR-A-2006-P02 Proposed Part Elevation Section - Block C 3 Of 6
PWC-MAN-20-CZZ-DR-A-2007-P02 Proposed Part Elevation Section - Block C 4 Of 6
PWC-MAN-20-CZZ-DR-A-2008-P01 Proposed Part Elevation Section - Block C 5 Of 6
PWC-MAN-20-CZZ-DR-A-2009-P01 Proposed Part Elevation Section - Block C 6 Of 6

DE153_002 REV C Landscape Roof Terrace
DE153_003 REV C Landscape 9th Floor Roof Terrace
DE153_004 REV A Site Wide Landscape Roof Plan
DE153_010 REV C Open Space
DE153_011 REV B Key Landscape Spaces

Conditions and Reasons

- 01.** 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.

- 02.** Prior to the commencement of construction works on site, a detailed phasing plan and methodology for the delivery of all buildings, amenity space, open space, landscaping and public realm on site, shall be submitted to and approved in writing by the Planning Authority. The development will be constructed in accordance with the approved plan and methodology prior to occupation of the respective parts of the development unless otherwise agreed in writing by the Planning Authority. For the avoidance of doubt, all external amenity spaces shall be completed in full prior to occupation of the final block.

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.

- 03.** Prior to each phase of the construction works on site, a method statement/site management plan, to include:

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

in a manner that minimises disruption to the local community and associated road network and maintains the safe movement of pedestrians and traffic, shall be submitted to and approved in writing by the planning authority. Thereafter, the approved measures shall be implemented in full for the duration of the construction works.

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.

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

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

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

- 05.** 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.

- 06.** 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.

- 07.** 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.

- 08.** 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.

- 09.** 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 for the duration of the construction works.

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

Reason: In the interests of pedestrian and vehicular safety.

- 10.** 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 associated building(s).

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

11. Prior to the commencement of construction works on site, details shall be submitted for the written approval of the planning authority demonstrating that appropriate compensatory storage can be provided on a 'like for like' basis and that this will become effective at the correct point during a flood event. Thereafter, the compensatory storage measures shall be implemented in the approved manner, prior to occupation of Block C.
- Reason:** To enable the Planning Authority to consider this/these aspect(s) in detail.
- Reason:** To ensure no loss of floodplain storage,
12. Prior to the commencement of construction works on site, final design details demonstrating that each development block has at least one access point that does not front directly towards Anderston Quay shall be submitted and approved in writing by the Planning Authority. Thereafter, the access points shall be implemented retained in accordance with the agreed details.
- Reason:** To ensure that building users have safe access to the development.
13. Prior to the commencement of above ground construction works for each phase of the new buildings 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.
14. Prior to the commencement of above ground construction works for each phase of the new buildings on site, drawings at 1:20 scale, illustrating the treatment of the connection of the base of the building with the street, at the front, side and rear elevations 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.
15. Prior to the commencement of development above ground construction works for Block C, final design details of the loggia and upper floor window surrounds for the tower component shall be submitted for the written approval of the planning authority. Thereafter, the agreed measures shall be implemented in full prior to occupation of the 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.
16. Prior to the commencement of above ground construction works for each phase of the new buildings 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.

17. Prior to commencement of above ground construction works for each phase of the new buildings on site, drawings at 1:20 scale illustrating the safety guarding treatment on the external terraces shall be submitted to and approved in writing by the Planning Authority and thereafter shall be implemented in the approved manner. Thereafter, the building shall be constructed in accordance with the approved drawings prior to occupation.

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

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

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

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

19. Prior to the commencement of above ground construction works for each phase of the new buildings on site, sample panels 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 panels 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 commencement of above ground construction works for each phase of the new buildings on site, scale drawings and further detail of the courtyard/terrace privacy buffers adjacent to residential functions shall be submitted to and approved in writing by the Planning Authority. Thereafter, the courtyard/terrace privacy buffers shall be constructed in accordance with the approved drawings prior to occupation.

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

Reason: In order to safeguard residential amenity.

21. Prior to commencement of above ground construction works for each phase of the new buildings on site, scale plans indicating the detailed layout and intended use of internal amenity spaces for the student and/or residential blocks, including necessary equipment and measures to activate the spaces, shall be submitted to and approved in writing by the Planning Authority. The approved measures shall be implemented in full prior to occupation of the associated building and thereafter maintained by the developer/operator of the building.

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

Reason: In order to safeguard residential amenity.

22. Prior to the commencement of above ground construction works for each phase of the new buildings on site, details of an architectural lighting scheme for the development shall be submitted to and approved in writing by the Planning Authority and thereafter shall be implemented and maintained in the approved manner.

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

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

23. Prior to commencement of above ground construction works on site, details of positions and types of external street and 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 associated building and thereafter maintained by the developer/operator of the building.

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

24. Prior to the commencement of above ground construction works for each phase of the new buildings on site, 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 before occupation of the associated 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.

Reason: To ensure that a consistent approach to shopfront design and the display of signage on the building.

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

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

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

26. Prior to the commencement of above ground construction works for each phase of the new buildings 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.

27. The mitigation measures outlined in the MZA Acoustics 'Planning Assessment – Acoustics' document dated 12th April 2023 shall be implemented in full. Prior to commencement of above ground construction works for each phase of the new buildings, 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.

28. Prior the commencement of above ground construction works on site, a Statement on Energy (SoE) in accordance with the associated building Warrant, shall be submitted to and approved in writing by the planning authority. The SoE shall demonstrate how the development will incorporate low and zero-carbon generating technologies to achieve at least a 20% cut in CO2 emissions and that the Gold Hybrid Standard are to be met, as per City Development Plan policy CDP 5: Resource Management & accompanying Supplementary Guidance SG5: Resource Management. The development shall thereafter be constructed in compliance with the approved SoE. Formal confirmation of the constructed development's compliance with the SoE, carried out by a suitably qualified professional, shall be submitted to and approved in writing by the planning authority before the development/the relevant part of the development is occupied.

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

29. Prior to the commencement of above ground construction works for each phase of the new buildings on site, a written report shall be submitted to the Planning Authority detailing all construction materials to be used in the development and their whole life carbon emissions, incorporating detailed measures to reduce, reuse, or recycle materials in line with the waste hierarchy. Thereafter, the measures shall be implemented in accordance with the approved report, unless otherwise agreed in writing by the Planning Authority, and a further written report verifying the outcome of the exercise shall be submitted to the Planning Authority prior to occupation of the building(s) for record keeping purposes.

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

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

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

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

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

Reason: To meet the requirements of the Glasgow City Local Species Action Plan on Swifts and to stabilise and increase the swift populations in Glasgow by ensuring that provision is made for Swifts in new buildings.

32. Prior to the first phase of the new buildings on site being completed, details of the proposed public realm proposals for the entire site, including layout, material specifications, level changes, lighting proposals and type, position of street furniture and street signs and display of public art, shall be submitted to and approved in writing by the Planning Authority. This shall include a refreshed construction plan associated with the phasing of the remaining buildings on site, with each phase of the public realm works to be completed prior to the occupation of each phase of the development.

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

Reason: In order to safeguard residential amenity.

Reason: In the interests of pedestrian safety.

33. Prior to the commencement of above ground construction works on site, a signage and wayfinding strategy for the overall development, identifying signage and zones for each of the respective buildings, ground floor uses, associated public realm and routes through the development shall be submitted to and approved in writing by the Planning Authority. Thereafter, the signage and wayfinding strategy shall be implemented in accordance with the approved details and phasing prior to occupation of each phase of development. For the avoidance of doubt, all signage and wayfinding strategy shall be complete before the first occupation of the final phase of the development.

Reason: In order to provide unity and consistency to signage and advertisement within the development.

34. Prior to the commencement of any above ground construction works on the site, a scheme of landscaping 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. Thereafter, the landscaping, including planting, seeding and hard landscaping shall be implemented in accordance with the approved details and phasing prior to occupation of each phase of development. For the avoidance of doubt, all landscaping, including planting, seeding and hard landscaping shall be complete before the first occupation of the final phase 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.

35. 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 prior to the occupation of any dwelling. Thereafter, the agreed measures shall be implemented in full.

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

36. Prior to the commencement of above ground construction works on site, detailed design measures to prevent the public realm being accessed by motorised vehicles shall be submitted to and approved in writing by the Planning Authority. Thereafter, the approved measures shall be implemented prior to occupation of the building.

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

Reason: In the interests of pedestrian safety.

37. A Residential Travel Pack shall be provided for each dwelling unit prior to occupation. A draft pack shall be submitted to and approved in writing by the Planning Authority. The pack shall include maps / website links detailing the location of public transport stops, timetables and estimated journey times, walking / cycle routes to key destinations, and information about the health / environmental benefits of walking and cycling.

Reason: To ensure that sustainable transport outcomes are achieved.

38. Monitoring reports shall be submitted to the Planning Authority for approval that demonstrate effective compliance of both the Residential Travel Plan and the associated Car Parking Management Plan: 3 months after occupation of the first phase, second phase and 1 year after full occupation / completion of the development complex. The monitoring reports shall identify the take-up of car parking spaces within the development complex, success of the pool cars / bike schemes (and other sustainable transport measures) and undertake on-street parking surveys along Warroch Street.

Reason: To ensure that sustainable transport outcomes are achieved.

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

39. Prior to the occupation of the first phase of development, the existing shared pedestrian / cycle path on the eastern side of North Street that forms part of National Cycle Route 756, between Anderston Quay and Piccadilly Street shall be widened to a continuous and constant 4.5m minimum width.

Reason: To facilitate the safe passage of pedestrians and cyclists.

Reason: In order to promote sustainable transport.

40. Vehicular access shall be taken via a dropped kerb footway crossing (with a granite sett construction crossover and wide continuous level footway) design in accordance with Figure 5.6 of the Design Guide for New Residential Areas / City Centre public realm standards.

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

41. Prior to above ground construction works commencing on site, details of the final surfacing of the surrounding footways and all other new hard surface areas within the curtilage of the development, including material specifications, samples and phasing information, shall be submitted to and approved in writing by the Planning Authority. Thereafter, the footways and hard surface areas shall be implemented in accordance with the approved details and phasing prior to occupation of each phase of development. For the avoidance of doubt, all works to footways and hard surface areas shall be complete before the first occupation of the final phase of the development.

Reason: In the interests of pedestrian safety.

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

Reason: In the interests of pedestrian safety.

43. All pedestrian and vehicular access levels shall be compatible with existing footway levels, with appropriate footway gradients and crossfalls provided. All doors / gates shall open inwards or be recessed and not open outwards over the public footway, in line with Section 67 of the Road (Scotland) Act 1984.

Reason: In the interests of pedestrian safety.

44. Gates and any lifting barriers shall be set back 6m from the heel of the adopted footway or as otherwise agreed in writing with the planning authority.

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

45. A continuous and contiguous 3m (maximum) wide footway shall be provided around the three proposed service lay-bys on the Warroch Street frontage. The landscaped strips shall be deleted (tree pits could be considered in their place) and any soft landscaped placed outwith the adopted road to avoid intruding into the Block B and C car park access visibility splays. The formation of these service lay-bys will necessitate an amendment to the existing Traffic Regulation Order on Warroch Street.

Reason: In the interests of pedestrian safety.

46. Existing street furniture (including signs, lighting columns, electrical control boxes etc) shall be maintained / relocated to suit the new footway / access arrangements as appropriate and to the approval of GCC Neighbourhoods, Regeneration & Sustainability (Transport).

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

47. Each car parking space shall be allocated to a specific tenant, who will acquire it as part of their tenancy agreement. Priority of access should be given to the 24x3-bed flats (in Block C) and 18 of the 62x2-bed flats (in Block B), with the remaining majority of flats let on a clear 'car free' basis. To lessen the need for car ownership and for the benefit of future residents, a mutually agreed proportion of the spaces should be allocated to 'pool cars' managed by a suitable car club operator. A car parking management plan shall be submitted to and agreed with the Planning Authority to confirm how the rental flat operator will manage the limited supply of on-site car parking and lessen the risk of overspill car parking and thereafter implemented in the approved manner before occupation of the relevant block.

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

- 48.** 'Passive' electric vehicle charging provision shall be provided for 100% of car parking spaces in new residential developments with communal off-street parking provision in accordance with SG11 of the City Development Plan. The design should ensure a 20% capacity / take-up in the electricity network, capability in providing individual metered fuse boxes for each EV space and providing ducting for future cabling.
- Reason:** In order to promote Sustainable Transport.
- 49.** Safe secure and sheltered cycle parking shall be provided for future residents in line with SG11 of the City Development Plan, before the relevant part of the development is occupied.
- Reason:** To ensure that cycle parking is available for the occupiers/users of the development.
- 50.** All servicing will be subject to the existing waiting and loading restrictions and to any future amendments.
- Reason:** In the interests of pedestrian and vehicular safety.
- 51.** 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.
- 52.** All landscaping including planting, seeding, turfing and hard landscaping as contained in the approved scheme shall be completed by the end of the first planting and seeding season following the occupation of the building(s) or as otherwise agreed in writing with the planning authority.
- Reason:** To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.
- 53.** 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.
- 54.** Prior to occupation of any part of the development, a maintenance and cleaning strategy for the external glazed facades of the buildings 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.
- 55.** 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.
56. Acoustic/amplified music from any commercial unit or ancillary internal amenity spaces 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.
57. 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.
58. On completion of the development, the first use of the commercial units shall not be used for any purpose other than within Classes 1A, 3, 4 or 11 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.
59. The hours of operation of the ground floor commercial units shall not exceed 0800 - 2200 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.
60. 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.
61. 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.
62. External security shutters shall not be permitted in the development hereby approved.
- Reason:** In order to protect the appearance of both the property itself and the surrounding area.

63. The final finished floor levels should be constructed in accordance with the criteria outlined in the self-certified 'Dandara Living Development Limited, City Wharf - Glasgow Flood Risk Assessment (March 2023)' document.

Reason: To ensure that building users have safe access to the development.

64. Prior to commencement of works on site, a comprehensive Construction Management and Risk Assessment Plan shall be submitted to, and approved in writing by the Planning Authority, in consultation with Transport Scotland. Thereafter, all construction activities shall be undertaken in accordance with the approved plan. The Construction Management and Risk Assessment Plan shall include, inter alia, details relating to:

- (a) Construction programme and Phase Plan;
- (b) Construction methodology;
- (c) Construction plant;
- (d) Location of buried drainage, to include CCTV surveys of the Kingston Complex Structures drainage system prior to their works commencing and upon completion. Copies of CCTV surveys are to be submitted to the Planning Authority and Transport Scotland;
- (e) Location of buried cables for trunk road network assets that require to be protected by the developer prior to their works commencing;
- (f) Details of all proposed earthworks, excavations and foundation works;
- (g) Working practices to ensure the foundations of the Kingston Complex Structures are not surcharge loaded, undermined or subjected to adverse vibration effects;
- (h) Cranage operations (covering tower and mobile cranes) including crane position, foundation requirements, slew restrictions to prevent over sail of the trunk road and lifting plans for all lifting operations;
- (i) Identification of risks to the Kingston Complex Structures and mitigation measures; and
- (j) Full Construction Drawings, lifting plans, and Risk Assessment Method Statement (RAMS) to be submitted to the Planning Authority and Transport Scotland six weeks in advance of works commencing on site.

Reason: To ensure there is no adverse impact on the trunk road, and to ensure the future structural integrity of the Kingston Complex Structures.

65. Prior to commencement of works on site, a detailed geotechnical assessment shall be submitted to demonstrate to the satisfaction of the Planning Authority, in consultation with Transport Scotland, that the construction and operation of the development will have zero effect on the foundations of the Kingston Complex Structures. The geotechnical assessment shall include details of all temporary and permanent loading and ground movement analysis associated with the proposed earthworks, excavations and foundation works, and shall include consideration of the effects of heavy goods vehicles during both the construction and operation of the development. The geotechnical assessment and ground movement analysis must also demonstrate that the completed development, its construction (including all temporary works, plant, piling works (loadings and / or vibrations)) and its subsequent operation will have zero effect on the foundations of the Kingston Complex Structures. The geotechnical assessment shall be undertaken by a Chartered Engineer with appropriate expertise and experience. An independent check of the analysis must also be undertaken by a Chartered Engineer with appropriate expertise and experience and submitted as part of geotechnical assessment.

Reason: To ensure there is no adverse impact on or load transfer from the development to the foundations of the Kingston Complex Structures.

66. Prior to commencement of works on site, details for the provision and maintenance of an exclusion zone (offset distance to be confirmed by developer analysis & independent check referred to in the condition above regarding geotechnical assessment to ensure that no additional loadings (temporary or permanent) are transferred to the foundations during the construction phase) from the outermost part of the Kingston Complex Structures, in the form of a physical barrier, along the eastern boundary of the site adjacent to the Kingston Complex Structures, shall be submitted to and approved by the Planning Authority, in consultation with Transport Scotland. The exclusion zone shall then be implemented and maintained during construction and operation of the development, in accordance with the approved details.

Reason: To ensure there is no adverse impact on the structural integrity of the Kingston Complex Structures, and also to allow for the future operation and maintenance of the Structures.

67. Construction operations shall not restrict Transport Scotland and / or its agents from gaining immediate access, in the case of an emergency, and within seven days' notice normally, to undertake inspection and maintenance work, at the Kingston Complex Structures. Transport Scotland has works planned for 2023 and 2024 for the Kingston Complex Structures and requires full and unrestricted access. This cannot be impacted by the development.

Reason: To ensure that access to the Kingston Complex Structures is maintained.

68. Within three months of completion of the development, or such other time period subsequently agreed by the Planning Authority, a set of as-built records, and a copy of the operator's Health & Safety file, shall be submitted to, and approved by the Planning Authority, in consultation with Transport Scotland.

Reason: To ensure the ongoing structural integrity of the Kingston Complex Structures

69. Prior to the commencement of the development, details of the lighting within the site shall be submitted to, and approved by the Planning Authority, in consultation with Transport Scotland.

Reason: To ensure that there will be no distraction or dazzle to drivers on the Trunk Road and that the safety of the traffic on the Trunk Road will not be diminished.

70. There shall be no drainage connections to the trunk road drainage system.

Reason: To ensure that the efficiency of the existing trunk road drainage network is not affected.

71. All internal and external amenity space associated with the student accommodation shall be fully operational prior to occupation of the student accommodation development. The associated planting and habitat creation shall be fully completed by the end of the first planting and seeding season following the occupation of the building(s) or as otherwise agreed in writing with the planning authority.

Reason: To ensure that the required amenity provision is available for the occupiers of the development in accordance with SG10 of the Glasgow City Development Plan 2017

Reason: In order to safeguard residential amenity.

72. With the exception of those indicated on the approved drawings, no external fittings including gas and water pipes, gas, electric and water meter boxes, balanced flues, solar panels, wind turbines, burglar alarms, security lights and cameras, air conditioning and ventilation plant, grilles or ducts shall be installed on principal elevations of buildings.

Reason: In order to safeguard residential amenity.

Reason: To ensure appropriate placemaking outcomes are maintained.

73. Notwithstanding the provisions of Classes 37 - 39 (inclusive) of the Town and Country Planning (General Permitted Development)(Scotland) Order 1992 (or any order revoking and re-enacting that Order), no above ground structures for the supply of gas, electricity, or water shall be carried as part of the development hereby permitted.

Reason: In order to safeguard residential amenity.

Reason: To ensure appropriate placemaking outcomes are maintained.

Advisory Notes to Applicant

01. The part of this development involving the solum of Cheapside Street cannot be carried out before it/they are stopped up under planning legislation. The applicant should, therefore, on receipt of planning permission, request the planning authority in writing to initiate the necessary procedure as the intention is to carry out the development. The applicant will then be advised of the procedure, including payment of an administration fee.
02. The applicant is advised to liaise with the Councils Biodiversity team in connection with the installation of Swift bricks within the development.
03. Prior to implementation of this permission, the applicant should contact GCC Neighbourhoods, Regeneration & Sustainability at an early stage in respect of legislation administered by that Service which is likely to have implications for this development. Road Construction Consent is required under Section 21 of the Roads (Scotland) Act 1984.
04. The developer should advise each prospective tenant that they will not be eligible to purchase a resident's on-road parking permit, in accordance with the provisions of the existing traffic order.
05. Measures to maintain street lighting levels should be identified before any work begins on site. Street lighting levels should be agreed with GCC Neighbourhoods, Regeneration & Sustainability, and be in place and operational before any of the dwellings are occupied.
06. The existing traffic management arrangements on Warroch Street will need to be updated / amended to accommodate the future servicing of the development and facilitate access. Prior to the commencement of works, the applicant shall contact GCC Neighbourhoods, Regeneration & Sustainability to promote the necessary amendments to the existing traffic regulation order, the costs of which will be fully recharged to the developer.
07. It is recommended that a number of car parking spaces within the site are allocated for an appointed 'car club' operator (ideally utilising electric vehicles), to further lessen the need for car ownership and accommodate any potential short term need that residents of the development may have for use of a vehicle.
08. Early engagement should be undertaken with the Roadworks Control team of GCC Neighbourhoods, Regeneration & Sustainability on agreeing a suitable construction methodology / mitigation strategy.
09. 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.
10. All servicing / parking shall take cognisance of the existing and future traffic regulation orders.
11. The applicant should consult with Neighbourhoods and Regeneration Services - Environmental Health concerning this proposal in respect of legislation administered by that Service which is likely to affect this development.
12. 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.

13. Before the use commences, the applicant should, following the testing of the installed lighting system, submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the planning authority confirming that the system complies with its design specification.

14. 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.
15. 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.
16. 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.
17. 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).
18. 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. 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.
19. The applicant should submit confirmation of Technical Approval from Scottish Water to make a surface water connection to their network.
20. The applicant should arrange for the property street number to be displayed on the premises.
21. 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.
22. 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.
23. 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.
24. 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.
25. 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
26. 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 email: enquiries@ccscheme.org.uk

27. The amended Flood Risk Assessment submitted in support of the application illustrates how indirect compensatory storage would be provided. Indirect compensatory storage cannot be determined via the slicing of volumes method. However, SEPA consider that the approach adopted incorporates robust modelling and calculations, with reference to the latest available data in the form of the Tidal Clyde model. It is advised that the planning condition requiring compensatory storage should be implemented as part of the final scheme, and that the recommendations and calculations completed in the latest FRA are fully implemented for the compensatory storage element.

for Executive Director of Neighbourhoods, Regeneration and Sustainability

DC/ SML/02/02/2024

PLEASE NOTE THE FOLLOWING:

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Location of Site (for details refer to report)