



PLANNING APPLICATIONS COMMITTEE

Report by Executive Director of Development and Regeneration Services

Contact: Mr K McCormack Phone: 0141 287 8443

ITEM 1 (m)

29th November 2011

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

APPLICATION	11/01264/DC	DATE VALID	29.06.2011
SITE ADDRESS	Site Bounded By Sawmill Road/South Street/ Merklands Quay Glasgow		
PROPOSAL	Erection of superstore (Class 1) and associated works including access formation and road works/improvements, riverside walkway for pedestrians and cyclists, public realm works, landscaping (hard and soft), service yard and dot com shopping delivery facility, petrol filling station and car parking: Potentially contrary to retailing policies of the Development Plan.		
APPLICANT	Tesco Stores Ltd/Glasgow Harbour Ltd C/o DPP LLP Queens House 29 St Vincent Place GLASGOW G1 2DT	AGENT	DPP LLP Per Roderick MacLeod 29 St Vincent Place GLASGOW G1 2DT
WARD NO(S)	12, Partick West	COMMUNITY COUNCIL LISTED	02_011, Thornwood
CONSERVATION AREA			
ADVERT TYPE	Bad Neighbour Development Potentially Contrary to Development Plan	PUBLISHED	8 July 2011
CITY PLAN	Mixed Development		

REPRESENTATIONS/ CONSULTATIONS

- Land and Environmental Services (Environmental Health) – No objections; conditions.
- Scottish Water – No objections.
- West of Scotland Archaeological Service (WOSAS) – No response.
- Scottish Natural Heritage (SNH) – No objection; comments.
- BAA Safeguarding – No objections; conditions.

DRS Transportation (The Roads Authority)	–	No objections; conditions.
GCC Strategic Flood Manager	–	No objections; comments.
GCC Petroleum Officer	–	No objections.
Scottish Environment Protection Agency (SEPA)	–	No objections; conditions.
Whiteinch Community Council	–	Objection (see report).
Thornwood Community Council	–	No response.
Architecture and Design Scotland (A+DS)	–	No objection; Generally support the current designs.
Glasgow Urban Design Panel (GUDP)	–	Not supportive of the application.
Strathclyde Partnership for Transport (SPT)	–	No objection subject to conditions.
West Dunbartonshire Council	–	Concerns.

The application was advertised in the Evening Times on Friday 8th July 2011 and generated two letters of representation. The expiry date for valid representations was 29 July 2011. The grounds of concern are summarised as follows:-

- ASDA Stores Ltd considers the proposed development to be contrary to the development plan and in particular policies SC2 and SC4 of City Plan 2. ASDA are of the opinion that the proposed development may impact on the vitality and viability of the Partick/Byres Road Tier 2 town centre. ASDA also considers the site to be out of centre and poorly served by public transport.
- A nearby resident objects on the grounds that the original masterplan envisaged residential units with some supporting retail to be constructed between Merklands Quay and Ferryden Street. If the private housing sector has lost its buoyancy then Government funding should be used to develop housing association residences on the site. Local demographics would indicate there is demand for low cost social housing and the vast area proposed for the car park could provide for this.

An objection letter from Broomhill Community Council (dated 3rd October 2011) was received by email on 5th October 2011 after the deadline for representations and as such cannot be considered by the planning authority. In any event, the concerns raised relating to traffic and retail impact of the proposals have been considered in detail during the assessment process.

Four late letters of support for the proposals have also been received after the permitted deadline for representations.

The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011

The proposed development was Screened under the EIA (Scotland) Regulations and was not considered to constitute EIA development hence an Environmental Impact Assessment was not required in this instance - GCC Screening reference 10/02427/DC; issued 03 November 2010.

SITE AND DESCRIPTION

The application site extends to 5.2 hectares of vacant post-industrial land and is located at the western extreme of the Glasgow Harbour regeneration project and is bounded by South Street to the north, the Clyde Tunnel to the west, the river Clyde to the south and by Sawmill roundabout to the east. The development site is considered brownfield land, historically used over various parts of its area for animal lairage, scrap dealing, steel depot, storage facility, loading sheds and grain silo activities before largely being cleared in the late 1990s to make way for the Glasgow Harbour regeneration project which extends from the SECC car park boundary at the Pump House to the Clyde Tunnel at Whiteinch where the site lies.

Within the Glasgow Harbour project there are a range of land uses and development forms established through approval of a masterplan granted in June 2001 (reference: 99/03213/DC). Although identified for housing in the masterplan the site does not benefit from detailed planning permission.

Development has been underway for some time on the Glasgow Harbour project to the east of the application site with the recent completion of the New Riverside Museum and some 651 residential units constructed in Residential Phase 1 (155 units by Park Lane, 173 units by Cala, 323 units by Bryant (now Taylor Wimpey)) and work ongoing at present with Residential Phase 2 (819 residential units being constructed by Dandara).

Car showrooms lie to the north with concrete works as well as an indoor bowling facility (occupying a relatively low grade industrial style building) and the Jubilee Caravan Park adjoining to the west. The River Clyde lies to the south whilst the residential component of Glasgow Harbour is east of this site. Shieldhall sewage treatment works lies south-west of this site on the south bank of the River Clyde.

Background

The original masterplan for Glasgow Harbour (99/03213/DC) was granted outline planning permission in June 2001 and envisaged residential development towards the western end of the project area where the application site lies. No detailed planning applications have ever been granted for housing at the western extremity of Glasgow Harbour which may be an indication of low market confidence in a part of the site which is adjacent to or in close proximity to a mix of industrial and commercial land uses. There is considered to be little or no foreseeable prospect of the site being developed in accordance with the terms of the masterplan.

The Glasgow City Plan 2 (and City Plan 1 before it) identifies Partick/Byres Road as a tier 2 town centre – one of 5 located in the city that are second in importance to the city centre. Partick/Byres Road is the only one without a large food superstore, the need for which is identified in the City Plan. Following a public inquiry, Tesco Stores Ltd obtained planning permission from the Scottish Ministers on 24 November 2008 for a mixed use development at Beith Street near Partick Cross on the north-west bank of the River Kelvin. This planning permission approved the development of a large food superstore (9950 sqm gross/7435 sqm net floorspace), integrated student accommodation, mainstream housing, leisure uses, footpaths, car parking and associated access. Detailed permission was granted for all components of the development other than the mainstream housing. An application under section 42 of the planning act was granted for the renewal of this consent on 03 November 2011 (ref: 11/02025/DC).

In the decision letter issued by the reporter he stated in paragraph 29 that *“Partick/Byres Road might be less attractive than other Tier 2 centres if a facility of comparable nature is not provided. The current leakage of trade identified by the appellants was not challenged and in my view the proposal would meet a qualitative deficiency in Partick, where convenience retailing appears to be primarily aimed at top-up shopping offering limited car parking”*. He went on to conclude in paragraph 33 that *“the vitality and viability of Partick/Byres Road centre would not be affected by this proposal”*.

As a result of fractured land ownership of the Beith Street site together with difficulties associated with the necessary, pre-start Traffic Regulation Order (TRO) and of integrating the construction of the student accommodation with the construction of the superstore, there is little current likelihood of the site being redeveloped in the manner approved. Account has also been taken by Tesco of the level of objection from local residents to the Beith Street consent granted by the Scottish Ministers (the appeal decision letter states that there was a total of 2433 objections to the appellant's proposals at the time). As a consequence, Tesco Stores Limited and Glasgow Harbour Limited (who owns part of the Beith Street site) jointly wish to pursue the development of a superstore at South Street and a housing led regeneration of the Beith Street site.

Revocation of Beith Street planning permission including superstore development

A planning statement has been submitted in support of the application confirming that should members be minded to grant the application for a superstore at Glasgow Harbour, Tesco Stores Ltd will enter into a legal agreement to transfer the retail floorspace from the Beith Street consent (ref: 11/02025/DC), through the statutory revocation procedure and then relinquish their interest in that site to Glasgow Harbour Ltd to realise a housing-led regeneration at Beith Street. The confirmation of the revocation order for the superstore consented at Beith Street would be a pre-requisite to the issue of any planning permission for a superstore at South Street in order to prevent multiple superstore consents in the Partick/Byres Road Town Centre area. The Beith Street housing-led mixed use development is also before members for determination today (ref: 11/01350/DC).

Proposal

The proposal is for the erection of a 24 hour Class 1 superstore (14,486 sqm gross floorspace) and associated works, including surface parking for 644 cars, a new vehicle access from South Street at Sawmill roundabout, a petrol filling station, a new riverside walkway incorporating the re-routed national cycleway along the full length of the site, provision for Clyde Faslink and landscaping. The key components of the proposal are described as follows:

Superstore, design, public realm and landscaping

The superstore will have an actual net sales area of 8,692 sqm, built over ground floor and mezzanine levels. Of this, 4,346 sqm will be dedicated for the sale of convenience goods, and 4,346 sqm for the sale of comparison goods. A commercial café unit will also be erected within the store over ground and mezzanine, overlooking the River Clyde and will feature an outdoor terrace at its interface with the new riverside walkway. Public art is proposed on this elevation of the store. Natural surveillance of the river walkway will also be possible from a separate staff canteen located at mezzanine level which has fenestration to this area on the south west corner of the store.

The design of the store seeks to evoke the memory of past, riverside industrial warehousing and proposes materials that include red facing brick, glass curtain walling and copper. Copper is also proposed for the canopy and kiosk of the petrol filling station. The landscaping and public realm for the store and its surrounding environment, particularly the new walkway, is proposed in a palette and standard of materials/planting commensurate to that already implemented at Glasgow Harbour to assist in tying the development in with the wider regeneration project to the east and creating a sense of place/identity for Glasgow Harbour.

The proposed store sits on the western part of the site facing towards the existing Glasgow Harbour developments to the east. The store has one entrance, located on the east elevation at its southern corner, providing access to and from the car park and pedestrian links, and encouraging footfall towards the riverside walkway. An occasional farmers market will be operated by the developer at a new public space located on the walkway to the west of the café terrace.

Sustainable building construction and design

The developer has been testing and monitoring a variety of measures to reduce carbon footprint in the construction of new stores in recent years. This process has identified a suite of sustainability measures that will all be used in the construction of the proposed superstore at Glasgow Harbour:-

- The structure of the store will be formed with sustainably sourced FSC (Forest Stewardship Council) timber rather than the standard steel;
- The design of the entrance lobby will avoid the loss of warmed or cooled air from the store entrance to aid reducing the energy consumption;
- The developer proposes the use of gas powered combined heat and power (CHP) plant at the store (located discretely in the rear service yard). CHP provides on-site generation of electricity and harnesses the heat generated from this process to provide a hot water supply and space heating in the store;
- Large rooflights will feature on the store roof to maximise natural lighting of the store and reduce the amount of artificial light required.
- Another positive use of the roofspace will be the introduction of wind ventilators to capture natural fresh air and draw it down into the store to minimise the need for mechanical ventilation which will reduce the energy demands and associated carbon emissions by as much as 15%;
- Air Sealing – up-rated insulation on delivery areas, draught sealing of vents and portioning between loading and storage areas will be used to minimise heat loss and reduce energy demands;
- Rainwater harvesting will intercept precipitation and utilise it to flush waters and will save mains water;
- The lighting will be controlled to react to daylight levels in order to prevent unnecessary use of electricity;
- Energy efficient refrigeration will be installed throughout;
- Cold aisle retrieval will capture cool air normally lost in these areas and utilise it in other parts of the store to reduce energy consumption;
- The in-store bakery will be fitted with energy efficient ovens;
- Substantial energy uses in store will be sub-metered to monitor efficiency and identify early where improvements are necessary in equipment;
- As well as the corporate in-store recycling regime and the customer recycling area, Tesco as an organisation provide green clubcard points to customers who re-use plastic carrier bags.
- Internet shopping delivery service will be provided.

Parking, access, public transport (Including Fastlink)

The car park has a total capacity of 644 spaces (including 30 disabled and 25 parent and child spaces) and will be accessed from South Street, where a new traffic junction will be formed at the Sawmill roundabout. Various other off-site road improvements are also incorporated into the proposal to ensure safe and easy access for vehicular and pedestrian traffic. These include the creation of bus stops on South Street and the establishment and management of a hopper bus service connecting the site to Partick Interchange (with its bus, underground and rail services), the extension of the Clyde walkway to include a re-routing of the national cycleway away from South Street, additional pedestrian crossing points, and various pedestrian routes through the site both in east-west and north-south directions. The existing foot/cycleway on the River Clyde at Glasgow Harbour will be continued along the southern boundary of the proposed development in commensurate high quality materials such as granite and stainless steel street furniture. The walkway will also connect to the existing linear park which lies between the Clydeside Expressway and the River Clyde.

In addition, South Street will be widened by the developer (to 4 lanes) and configured into two lanes in each direction, one lane for normal traffic and the other as a dedicated bus lane which will cater for Fastlink in the future.

The site will be serviced from the rear of the site on Ferryden Street which will be improved to upgrade its surface quality and environmental appearance. The service yard will incorporate a turning area to ensure delivery vehicles can exit the store in a forward gear. The internet shopping delivery vehicles will also operate from this enclosed yard.

Scale of development

The planning statement submitted in support of this application for full planning permission states that the proposed development will result in the creation of approximately 500 jobs.

To indicate the scale of the proposed development at Glasgow Harbour, the applicant has provided the following gross and net floorspace figures for existing stores nearby:-

- Tesco Silverburn – 13,000 sq.m gross/8,450 sq.m net
- Tesco St Rollox – 13,427 sq.m gross/8,728 sq.m net
- Tesco Maryhill – 8,620sq.m gross/5,699sq.m net
- Tesco Coatbridge – 12,036 sq.m gross/7,500 sq.m net
- Tesco Rutherglen – 10,000 sq.m gross/6,500 sq.m net
- Tesco Port Glasgow – 10,205 sq.m/6,386 sq.m net
- Tesco Cumbernauld – 11,629 sq.m/6,835 sq.m net

Other large non-Tesco comparator stores are:

- Asda Helen St – 11,608 sq.m gross/6,714 sq.m net
- Sainsbury's Braehead – 10,558 sq.m gross/6,683 sq.m net
- Morrisons Anniesland – 8,619 sq.m gross/5,602 sq.m net
- Asda Forge – 12,251 sq.m gross/7,800 sq.m net
- Asda Cumbernauld – 10,112 sq.m gross/6,239 sq.m net
- Asda Robroyston – 11,365 sq. gross/7,387 sq.m net

The agent has further advised that the proposed store at South Street will be one of the largest Tesco stores in Scotland, although there are other stores with marginally larger gross or net sales areas (e.g. Aberdeen Daneston and St Rollox).

This major planning application was subject to pre-application consultation between the developer and local community and a satisfactory pre-application consultation (PAC) report has been provided charting this process.

In support of the proposals, the applicant submitted the following support documentation:

- A drainage strategy and flooding statement
- Air quality assessment
- Retail Impact Assessment,
- Ecology report
- Transport assessment
- Noise assessment; and
- Design and access statement.

POLICIES

The Glasgow and the Clyde Valley Joint Structure Plan (as altered)

Strategic Policy 1 - Strategic Development Locations

Strategic Policy 6 - Quality of Life and Health of Local Communities

Strategic Policy 9 – Assessment of Development Proposals

City Plan 2

Development Policy Principle DEV 8 – Mixed Development

Policy SC1 - The City's Network of Centres
 Policy SC2 - Policy Objectives for Tier 1 and 2 Town Centres
 Policy SC3 - The Sequential Approach for Retail and Commercial Leisure Developments
 Policy SC4 - Large Scale Retail or Commercial Leisure Development

Policy DES 1 - Development Design Principles
 Policy DES 2 - Sustainable Design and Construction
 Policy DES 4 - Protecting and Enhancing the City's Natural Environment
 Policy DES 5 - Development and Design Guidance for the River Clyde and Forth and Clyde Canal Corridors
 Policy DES 6 - Public Realm and Lighting
 Policy DES 12 - Provision of Waste and Recycling Space

Policy TRANS 1 - Transport Route Reservations
 Policy TRANS 2 - Development Locational Requirements
 Policy TRANS 3 – Traffic Management and Traffic Calming
 Policy TRANS 4 - Vehicle Parking Standards
 Policy TRANS 5 - Providing for Pedestrians and Cycling in New Development
 Policy TRANS 6 - Cycle Parking Standards
 Policy TRANS 8 - Developer Contributions - Transport Infrastructure
 Policy TRANS 9 – Air Quality
 Policy TRANS 10 - Provision of Taxi/Private Hire Vehicle Stances in Retail and Commercial Leisure Developments

Policy ENV 2 - Open Space and Public Realm Provision
 Policy ENV4 - Sustainable Urban Drainage
 Policy ENV 5 - Flood Prevention and Land Drainage
 Policy ENV 6 - Biodiversity
 Policy ENV 7 - National, Regional and Local Environmental Designations
 Policy ENV 12 - Development of Brownfield Land and Contaminated Sites
 Policy ENV 15 - Energy
 Policy ENV 17 - Protecting the Water Environment

ASSESSMENT AND CONCLUSIONS

Sections 25 and 37 of the Planning Act require that planning applications be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise.

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

1. Whether the proposal accords with the relevant provisions of the statutory Development Plan;
2. Whether any other material considerations have been raised during the application process to outweigh the provisions of the statutory Development Plan. These include in this particular instance consultations/representations received from the consultation bodies and third parties.

In respect of 1 above:

The Development Plan comprises the Glasgow and the Clyde Valley Joint Structure Plan (as altered) and the Glasgow City Plan 2.

The Glasgow and the Clyde Valley Joint Structure Plan (as altered)

Relevant policy considerations regarding the proposed use are:

Strategic Policy 1 - Strategic Development Locations

Strategic Policy 1 - Strategic Development Locations, states that priority shall be given to investment in the specified locations (as identified in the Plan's Key Diagram) in order to maximise the scale of urban renewal, in particular, to support the Metropolitan Flagship Initiatives identified in Joint Policy Commitment 1. The relevant schedules are: Schedule 1(a) Town Centre Renewal Priorities, which does not identify Glasgow Harbour as a centre to be safeguarded through Structure and Local Plans; and Schedule 1(b) Urban Renewal Areas which does identify the Clyde Waterfront area and the North Clyde area specifically, within which Glasgow Harbour is located.

Strategic Policy 6 - Quality of Life and Health of Local Communities

Strategic Policy 6(c) outlines how the protection, management and enhancement of Town Centres as preferred locations for retailing and other community focused activities will be achieved. The Structure Plan states that significant retail proposals require rigorous assessment in terms of impacts on town centres. The requirements for such assessments are set out in Schedule 6(c)(i) and for the purposes of the Plan, significant retail developments are defined as floorspace over 2000 sq m metres gross for comparison floorspace and over 1000 sq m metres gross for convenience floorspace.

Strategic Policy 9 – Assessment of Development Applications

Strategic Policy 9, Part A (iv) states that the proposal should be assessed in terms of the criteria set out in Schedule 6(c)(i) Assessment of Significant Retail Development Proposals. The key Schedule 6 (c)(i) criteria applicable in this case are:

- (a) assessing available expenditure compared to turnover in the appropriate catchment.
- (b) direct and cumulative impact on the town centre locations listed in Schedule 1a (including Partick/Byres Road, Govan, Anniesland, Maryhill).
- (c) impact of out of centre proposals on the shopping centres listed in Schedule 6(c) (iii) (including Braehead).
- (d) contribution to the improvement of the vitality or viability of town centres and functional relationship with existing town centres.
- (e) the need to restrict the type of goods at out of centre locations to bulky goods.
- (j) the contribution the development would make to remedying any qualitative deficiency in existing retail provision.

Comment: In relation to criterion (a) it was established during pre-application discussions that, since capacity to support a large superstore has already been demonstrated for the Beith Street consent, and since the proposed store would replace that consent, only the uplift in retail floorspace beyond that approved at Beith Street needs to be considered in relation to retail capacity.

The applicants have examined two capacity scenarios based on medium and long term expenditure growth trends derived from Mapinfo Retail Expenditure Guide 10/11. Only the long term growth trend scenario will be discussed here since it is considered by Mapinfo to be the most robust option. Available expenditure has been compared with turnover of existing stores (including the notional turnover of the existing Beith St. consent) in order to calculate the level of retail capacity in the catchment. This has identified £28.59m residual convenience expenditure and £413.92m residual comparison expenditure i.e there is an excess of expenditure over floorspace turnover in the catchment area for both convenience and comparison goods. In the case of convenience expenditure this excess is assumed to be going to existing food stores in the catchment resulting in them overtrading and in the case of comparison goods it is leaking to other locations chiefly the city centre and Braehead. In both cases the excess in available expenditure comfortably exceeds the estimated turnover of the proposed uplift in floorspace (£3.41m convenience and £7.44m comparison). Therefore there is capacity for the store.

The issues raised by criteria (b), (c) and (d) are discussed in the City Plan 2 policy section the report. In relation to criterion (e) the proposal involves an out of centre location and whilst a store of this size will feature bulky goods (such as white goods, electrical and gardening equipment) it will also provide 50% of its floorspace devoted to convenience goods. However, as per criterion (j) Partick Byres Road is the only Tier 2 town centre without a large superstore and in this regard there is a qualitative need for the store.

The Glasgow City Plan 2

Policy SC1 - The City's Network of Centres

City Plan 2 Policy SC1 defines the City's Network of Centres and states that the Council will seek to maximise opportunities for the regeneration of Town Centres in preference to other locations. The proposed location is not in a town centre and is required to be assessed in terms of Policy SC3 – The Sequential Approach for Retail and Leisure Development. Similarly the location is not identified as a potential retail development opportunity site in Schedule SC(ii) of policy SC4 and therefore the application also needs to be assessed according to the criteria set out in Policy SC4 – Large Scale Retail or Commercial Leisure Development.

Policy SC2 - Policy Objectives for Tier 1 and 2 Town Centres

Policy SC2 aims to encourage and maintain a network of adequate local shopping and related facilities to meet the needs of the whole population of Glasgow.

Policy SC3 - The Sequential Approach for Retail and Commercial Leisure Developments

Policy SC3 states that all retail proposals over 1000sqm convenience or 2000sqm comparison floorspace are required to comply with a sequential approach by seeking to locate in an appropriate Tier 1-3 centre. If no town centre sites are available they should seek an edge of centre location and if none of these are available then they should seek to locate in a DEV7: Other Retail and Commercial Centre. Only if it is clearly demonstrated that none of these locations are viable should out of centre sites be considered. In undertaking a sequential analysis, applicants are expected to consider any sites that could accommodate the development if it was in a different format or disaggregated.

Policy SC4 - Large Scale Retail or Commercial Leisure Development

The aim of this policy is to promote suitable opportunities for development, to address shortfall in provision, and set out the criteria for the assessment of large scale retail and commercial leisure developments.

Comment: The proposal is for a 14,486sqm gross (limited to 8692sqm net) superstore with a 50:50 convenience: comparison split and associated works. As has been explained elsewhere in the report, the proposal is intrinsically linked to the extant planning permission obtained by Tesco involving a superstore at Beith Street (recently renewed ref: 11/02025/DC). The developer has confirmed that the Beith Street site is unsuitable for development by reason of fractured land ownership and other complications. Beith Street as a retail development site has difficult physical site characteristics being tightly defined by the River Kelvin, rail infrastructure and existing road layout. The topography of the site changes noticeably from existing road level down to the river and the presence of significant existing services dissecting the site also presents challenges to the implementation of this extant consent as does the promotion of the necessary TRO and the practicalities of integrating the construction of student accommodation with the construction of the superstore.

Given these constraints and the long term inability to develop the South Street site, Tesco and Glasgow Harbour Limited are now promoting Beith Street for a housing led regeneration of the site (ref: 11/01350/DC) and the site at South Street as a suitable location for the superstore. As a safeguard and to effectively transfer the consented retail floorspace from Beith Street to South Street, Tesco has undertaken to enter into a legal agreement in order to ensure that the Beith Street superstore consent is not implemented - through the revocation of the existing retail permission. The Beith Street superstore consent is for 9950sqm gross (limited to 7435sqm net). The gross uplift from the Beith Street consent is 4536sqm though the net sales floorspace uplift is limited to 1257 sqm (comprising 331 sqm convenience and 926sqm comparison). Therefore only around 25% of the proposed uplift in floorspace is to be used as sales area. The applicant has stated that this variation in gross to net ratios is due to the constrained nature of the Beith Street site, which necessitated a minimisation of the area given to storage, staff area, café and deliveries, whereas the current proposal is more in line with Tesco company standard for a store of this size. In any case if permission is granted it will be important to ensure that the amount of net floorspace is limited by condition.

The South Street site is not adjacent to a town centre and is therefore out of centre. The applicant has undertaken a sequential analysis that has found no available town centre sites that could accommodate the proposal. Two edge of centre sites are identified within the catchment that are sequentially preferable to the site at South Street. The first is the Beith Street site which is discounted on the basis that it is not suitable for the reasons described above. The other is the site at Glasgow Harbour adjacent to the new Transport museum. Regarding this, City Plan 2 states: *"Retail and leisure development at the edge-of-centre Glasgow Harbour site will provide an opportunity to bring forward a range of modern floorplates/comparison goods offer, comparable to those developed or encouraged in the other Tier 2 town centres (this is not possible within the Partick/Byres Road Town Centre, given itsd unique character/traditional tenemental layout)"*.

The applicant states that disaggregation of the proposed floorspace onto a number of smaller sites would not be appropriate in this case since the purpose of the store is to create a large food shopping facility. This is supported by City Plan Policy SC4 which identifies a development opportunity to provide a main food shopping facility related to Partick/Byres Road Town Centre which is the last remaining Tier 2 centre in the city that does not include a main food shopping destination. Therefore it is accepted that disaggregation is not appropriate in this case and that there are no sequentially preferable, viable sites.

Policy SC4 identifies development opportunities for retail development and also sets out criteria for the assessment of large scale proposals that are not included in these opportunities. The site at South Street is not identified as a development opportunity in SC4 (the site at Beith Street is) and therefore needs to be assessed against the suitability criteria. As has been established elsewhere in this report the access, infrastructure and environmental considerations have been satisfactorily addressed. It therefore falls to consider the need to ensure that there are no unacceptable individual or cumulative impacts on the vitality and viability of the network of centres.

Impact (Schedule 6(c)(l) (b) (c) and (d))

On the Network of Centres

In order to calculate the impact on existing town centres and other stores the applicant has submitted a quantitative analysis that assumes that the proposed store will divert most of its trade from existing superstores. Indeed it is assumed that over 90% of the convenience trade of the proposed store will be diverted from national multiple stores (including existing Tesco stores) and less than 10% from small, independent operators. This follows the principle that 'like impacts on like' which is a standard approach in retail impact assessments.

The general relationship between large superstores and existing stores is contentious. The Competition Commission reported in 2007 that there are no competition issues raised by the effect of large superstores on small operators. Subsequently a 2010 Study carried out by Southampton University and commissioned by Tesco supported the idea that large superstores do not uniformly have a negative impact on town centres. It found that superstores on the edge of town centres can help to retain people in the area and boost trade within the town centre (although this conclusion was found to be most applicable to the south east and less applicable elsewhere in the UK).

A 2006 study by Roger Tym and Partners commissioned by the Confederation of Small Businesses looked at the impact of recently opened large superstores in Alloa, Dumfries and Dingwall on the local town centres. It found that vacant floorspace increased and that retailers in the town centre perceived that the superstore has had a negative effect on their trade. Taken together these two studies appear to indicate that the relationship between large superstores and existing depends on specific spatial factors which vary. Therefore it is difficult to reach a general conclusion concerning the relationship between large superstores and town centres. Nevertheless there is some evidence that where national retailers open smaller stores in a town centre this can have a greater impact on local retailers than a large superstore outside the town centre. This appears to be because the large store does not compete directly with the town centre to the same extent since they essentially have different functions (main food shopping rather than top up shopping). This supports the theory that 'like impacts on like.'

On Convenience Floorspace.

The applicant's Retail Impact Assessment indicates that the development will have the following impacts on individual stores: Morrisons, Partick (15.1%), Morrisons, Anniesland (13%), Sainsburys, West End Retail Park (in Partick town centre) (15%), Marks and Spencer, West End Retail Park (in Partick town centre)(11.4%), Tesco Maryhill (14.6%) and Asda at Helen Street (13.6%). All except the last of these are town centre stores. The key impacts on other convenience floorspace in town centres are: Partick/Byres Road Town Centre (5.2%), Anniesland Town Centre (9%), Govan Town Centre (2%).

Impacts on Comparison Floorspace

The main impacts on comparison floorspace are on large existing stores including the Morrisons at Partick (10.3%) and at Anniesland (6%), the Sainsbury (10.1%) and Argos (5.9%) at West End Retail Park, Tesco Maryhill (7.4%) and the Asda Helen St (9.7%), Co-operative Govan (5%) and Sainsburys Braehead (8.9%). In terms of impacts on other comparison floorspace in town centres the key impacts are: Partick/Byres Road Town Centre (5.8%), Glasgow City Centre (0.4%), Anniesland 10%, Maryhill (6.6%).

Discussion of Impact

The proposal is predicted to impact on existing large superstores, however the retail assessment suggests that these stores are currently overtrading (i.e. trading above the company average) and would therefore be able to absorb the predicted impact. The Retail Assessment includes adjusted impact figures based on the assumption that some stores are currently overtrading. In general the resulting impacts when such overtrading assumptions are taken into account are 2-3% lower than those discussed above. It is conceivable that existing stores in the area (particularly in Partick /Byres Road Town Centre) are currently overtrading and would therefore be able to absorb the predicted impacts without a threat to their viability. In addition a survey of the nearest town centre (Partick/Byres Road) undertaken by the Council indicates that it is relatively stable and these two factors taken together indicate that although the proposal is predicted to impact on certain large superstores outwith the Partick /Byres Road Town Centre the levels are likely to be sustainable.

Having regard to the application of Structure Plan strategic policy and City Plan retail policy set out in the foregoing, it is concluded that:

1. The proposed location for the superstore is not a town centre or edge-of-centre site. However it is accepted that there are no available sequentially preferable sites to the one being proposed.
2. The City Plan identifies a need/opportunity for a food superstore related to Partick/Byres Road town centre. The proposed store would, in effect, replace the existing consent at Beith Street and although the proposed floorspace is around 40% bigger than the consented store, the increase in net sales area is relatively limited (1257 sqm).
3. The applicant's analysis has demonstrated satisfactorily that there is sufficient retail capacity within the catchment area to justify the scale of store that is proposed.
4. The main retail impacts are likely to be on large superstores in the catchment. Although some of the impacts are significant (at around 15%), existing stores are likely to be over-trading at present and therefore able to absorb the levels of impact indicated.

Other City Plan 2 Policies

Development Policy Principle DEV 8

The areas designated 'MIXED DEVELOPMENT' are characterised by a range of uses and activities with no one use predominating. These areas, generally, lie within the City Centre and the Clyde Waterfront area, often reflecting an existing range of uses, mixed vertically and/or horizontally (e.g. Merchant City). The Council will support appropriate opportunities for mixed development within these areas which support the Plan's Development Strategy.

Comment:- The original masterplan (ref: 99/03213/DC) envisaged housing being located here, however, the market has indicated that the westerly most part of Glasgow Harbour is not sufficiently attractive to housing developers being juxtaposed with non-mainstream residential land uses with car showrooms to the north, concrete works as well as an indoor bowling facility and the Jubilee Caravan Park adjoining to the west. Furthermore, Shieldhall sewage treatment works lies south-west of this site on the south bank of the River Clyde. The proposal generally accords with the provisions of DEV 8; viewing Glasgow Harbour as a whole and is considered to be an appropriate alternative land use for this portion of the mixed-use regeneration project.

Policy DES 1 – Development Design Principles

The aim of this policy is to promote new development which is designed and constructed to contribute positively towards the creation of high quality environments and sustainable places, in support of the Plan's vision. It sets out criteria that urge the design, layout, access and hierarchy of new built form to reinforce existing urban form. The policy requires applicants to consider the design, accessibility, health and safety, open space, drainage, waste and recycling and layout and materials of new development.

Policy DES 2 – Sustainable Design and Construction

This policy aims to ensure that the development and regeneration of the City is undertaken in a manner that embraces the principles of sustainable design and construction, thereby helping deliver sustainable development. The Council will require development proposals to demonstrate their contribution towards achieving sustainable design and construction.

Comment:- The proposal is considered generally to comply with the provisions of policy DES 1. The proposed development is considered to integrate well with Whiteinch and the built section of Glasgow Harbour to the east and schematic drawings have been submitted to demonstrate that the proposed development will not prejudice the remaining undeveloped land at Glasgow Harbour to the east of the application site boundary.

At an early stage in pre-application discussions the developer was informed that a standard format Tesco style superstore (commonly featuring white metal clad facades) was not appropriate on such a high profile riverside location. Furthermore, the council advised that it was important that the development was part of the Glasgow Harbour project in terms of the standard of public realm works in order to contribute to place-making aspirations. As the scheme has developed through on-going discussions and the presentation of the proposals to both the Glasgow Urban Design Panel (GUDP) and Architecture and Design Scotland (A+DS) added value in terms of design and sustainability has been achieved. The developer does not propose its standard store appearance and form given the site specific qualities located on the River Clyde within an urban regeneration project area. A high quality palette of materials is proposed including facing brick (as a reference to the previous granary/industrial style buildings which formerly occupied the area) together with glass curtain walling and natural copper feature details. The copper detailing has been repeated in the petrol station kiosk and canopy to ensure a cohesive grouping or family of buildings.

The other principle changes to the standard format store that the development at Glasgow Harbour proposes is the quality of the public realm and the green technology and construction methods. The public realm and landscaping is commensurate with the high standard found already at Glasgow Harbour and will assist in giving the store a sense of belonging to the wider urban regeneration at the location (see section on Policy DES 4 for further information).

In terms of green technology and construction methods set out in Policy DES 2, the range of features and measures proposed for the store at Glasgow Harbour will, according to the developer, result in a store that produces approximately 70% less carbon emissions than an equivalent one built in 2006. Internet shopping will also be operated from this store and combined with the Green Travel Plan, developer contribution towards Fastlink and the inception and management of the bus hopper service which the developer is committed to will assist in reducing car trips associated with the development. It is recommended, however, that further, additional sustainable green technology benefits are examined and identified by the applicant to reflect best practice at the time of construction and a condition regarding this is recommended.

Policy DES 4 - Protecting and Enhancing the City's Natural Environment

This policy aims to ensure that all developments have a strong landscape framework which improves and enhances the setting and visual impact of the development, unifies urban form and architectural styles, provides shelter, creates local identity and promotes biodiversity. Where development is acceptable, in principle, proposals will require to:-

- respect the landscape character and amenity of the area and maintain local diversity and distinctiveness, including natural and built heritage and cultural features of landscape and biodiversity value such as designed landscapes, woodland, hedgerows, ponds, stone walls and historical sites.
- enhance landscape characteristics where they have been weakened and need improvement, and create new landscapes where there are few existing facilities;
- provide high quality landscape proposals that are integral to the overall development design;
- incorporate open space provision in line with policy ENV2: Open Space and Public Realm Provision, and also open space relating to any sustainable drainage solution required for the site or area (see policy ENV4: Sustainable Drainage Systems (SUDS)); and
- demonstrate, to the satisfaction of the Council, that best practice guidance on pollution prevention from SEPA and other appropriate agencies has been used with regard to protection of the natural environment and the quality of the air, water and other systems that support life (see policies TRANS 9: Air Quality; ENV 5: Flood Prevention and Land Drainage, ENV 6: Biodiversity, ENV 12: Development of Brownfield Land and Contaminated Sites and ENV 17: Protecting the Water Environment.

Comment:- The proposal is considered to accord generally with the provisions of Policy DES 4 above, in so far as this relates to the regeneration of a brownfield urban site located on the north bank of the River Clyde where the council is committed through the approval of the original Glasgow Harbour Masterplan (ref: 99/03213/DC) to promoting access to the riverside by means of a hard landscaped promenade walkway and cycle route. The purpose of the linear park (according to the aims of the original Glasgow Harbour masterplan ref: 99/03213/DC) was, as part of a wider landscape/public realm strategy, to act as green escape to the residential community of the mixed use project and act as a buffer to the Expressway to provide an acceptable level of residential amenity. It is considered reasonable to assume the position that a change in the proposed land use of the western end of the project, from residential to commercial, would merit revisiting these original aims. The proposed development is considered to integrate well with the built section of Glasgow Harbour to the east and schematic drawings have been submitted to demonstrate that the presently incomplete linear park will terminate to the west of the consented Sawmill Square within the Tesco application site boundary in the form of a tree lined boulevard linking south to the river and north to South Street. The proposed car park area, west of this, is broken up with limited interspersed landscaping although a positive inclusion has been the introduction of a central east-west pedestrian route linking the store entrance to the Sawmill Square area of Glasgow Harbour. There is another tertiary route serving a similar purpose to the south of this boulevard sandwiched between the proposed riverside pedestrian/cycleway. North/south pedestrian routes (at three areas of the site) also create an order to the site layout connecting the river-side through the application site to South Street and beyond to the established community at Whiteinch. Soft landscaping treatment features at the site periphery to provide a landscaped edge and aids to soften the impact of the store itself and associated petrol filling station. The landscaping strategy will feature the use of native species and shrubs with berries to promote biodiversity and provide a source of food in the winter months for birds although the exact details will require to be confirmed through the discharge of a planning condition tempering the requirements of BAA in terms of bird strike mitigation. SUDS can be adequately controlled by planning condition as can measures to prevent water pollution during the construction stage.

Policy DES 5 - Development and Design Guidance for the River Clyde and Forth and Clyde Canal Corridors

This policy aims to protect and enhance the function and character of the River Clyde and Canal Corridors by supporting developments which, as appropriate, provide public access to, from and along the River and Canal, protect and enhance existing prominent views and promote community, leisure and recreational activities on and beside the water. Development proposals along the whole length of the River Clyde will be considered against a range of development, urban design, access and environmental criteria and other relevant policies of the Plan.

Comment:- The proposed development is considered to meet the assessment criteria of policy DES 5 and its related development guide which forms supplementary planning guidance. In particular the drawings demonstrate that the pedestrian/cycleway on the riverside will be a minimum of 6m with the dimension of the promenade area being 10m wide when street furniture and hard and soft landscaping is also featured either side of the minimum unobstructed area.

Policy DES 6 - Public Realm and Lighting

This policy aims to create the highest possible quality of public realm, designed to take account of people with visual and/or mobility impairments. It is also aimed to ensure that the design of lighting schemes minimises light pollution, does not impact on the amenity of neighbours and, in relation to architectural lighting installations, protects and enhances architectural and townscape quality. The policy contains a range of design criteria and technical standards which apply to proposals involving 'public realm works including street furniture' and 'lighting'.

Comment:- The proposals are considered to accord with the provisions of policy DES 6 above. The scheme has been developed to integrate with the balance of Glasgow Harbour to the east and the more established community of Whiteinch to the north, through the penetration of the site with new north/south and east/west routes. New public spaces will be formed to the south of the store at the termination of the river promenade and at the nodes where the internal routes meet the river pedestrian/cycleway. Furthermore the store café located at the south east corner of the site nearest the River Clyde features external spill out space where patrons can make use of an external terrace. Suitable conditions have been attached covering the detailed design of these areas including lighting.

Policy DES 12 - Provision of Waste and Recycling Space

This policy aims to ensure that appropriate and well designed provision is made within all new developments for waste storage, recycling and collection, all to assist the Scottish Government to meet its waste management targets.

- All new developments must include appropriate and well designed provision for waste storage, recycling and collection.
- 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 in the initial submission for planning permission.

Comment:- Store waste will be contained internally or within the service yard. A public recycling area will be set aside within the petrol filling station area to the west of the forecourt where space has been provided for this purpose mindful of the need for unobstructed vehicular access to the petrol station.

Policy TRANS 1 - Transport Route Reservations

This policy aims to ensure proposed transport routes are safeguarded from development that would prejudice their implementation and ensure former rail formations, with the potential for transport use, are protected. The policy lists transport schemes which, subject to the necessary agreement with other agencies such as SPT, Network Rail, Transport Scotland, may come forward within the Plan period or at some future date and, therefore, require to be safeguarded. Transport route reservations will be a significant consideration when the Council determines development applications. The transport scheme potentially affected by this development is 'Clyde Fastlink (North Bank) and extension west to Clydebank' - Bus Rapid Transit and Tourist Transport Routes - which received confirmation of Scottish Government funding in September 2011.

Comment:- The layout makes provision for Clyde Fastlink along South Street in accordance with the requirements agreed with GCC Land and Environmental Services and SPT. Safeguarding conditions are attached to secure these arrangements.

Policy TRANS 2 - Development Locational Requirements

This policy aims to ensure significant travel generating development is located in the right places, and at a suitable density, to secure sustainable travel patterns. Major development applications and other proposals likely to have a significant cumulative impact, are required to undertake a locational assessment, to ensure sustainable travel outcomes. Applicants will need to demonstrate that high trip generating proposals (e.g. retail and commercial leisure) such as the type being proposed are located so as to maximise the use of public transport, cycling and walking, and should follow a sequential approach to site selection and that the proposal is linked into the existing or potential public transport, pedestrian and cycle networks. Travel generating proposals should normally meet the public transport accessibility levels as defined in development guide DG/TRANS 3: Public Transport Accessibility Zones which for retail (food and non-food) and commercial leisure is High Accessibility. Nodes and corridors on the public transport network achieving high accessibility and proposed Clyde Fastlink route corridors, should be developed at higher densities, including mixed uses where appropriate and where there is deemed to be no adverse impact on townscape or other material consideration.

Comment:- The proposals accord with the above policy; the site being located within an area defined as having 'high accessibility' and which forms part of the Clyde Fastlink route corridor (north bank) as proposed.

Policy TRANS 3 – Traffic Management and Traffic Calming

The aim of this policy is to ensure major development proposals include appropriate traffic management/calming in their layouts.

Comment:- The proposals make provision for pedestrian crossing points to safeguard pedestrian safety.

Policy TRANS 4 - Vehicle Parking Standards

This policy aims to ensure vehicle parking provision supports sustainable transport objectives. Car parking provision will be considered against this policy for a range of development types including 'shopping and commercial' uses.

Comment:- The proposed car parking total of 644 spaces is within the upper guideline set out in the policy for developments of this type.

Policy TRANS 5 - Providing for Pedestrians and Cycling in New Development

Policy TRANS 5 aims to ensure new developments are designed to facilitate and promote walking and cycling. Where a new development affects the line of an existing route, the route will require to be re-instated, or an acceptable alternative provided. The continuing integrity of the route should be maintained through the construction process. Routes, both interim and replacement, should be constructed to a standard and design acceptable to the Council.

Comment:- The scheme has been developed to integrate with the balance of Glasgow Harbour to the east and the more established community of Whiteinch to the north, through the penetration of the site with new north/south routes from South Street to the River Clyde and east/west routes. Suitable road crossing positions have been agreed with DRS Transportation and these will be secured under the necessary Transport Regulation Order (TRO) regulated by LES. The existing national cycle route along the southern footway of South Street would be re-routed along the new riverside walkway.

Policy TRANS 6 - Cycle Parking Standards

This policy aims to ensure minimum levels of cycle parking are provided in new development in order to support sustainable transport objectives. The Council will require the provision of cycle parking in new development and redevelopment proposals in line with the minimum cycle parking standards specified in Tables 1 – 6 of the Policy. Wherever possible, employee cycle parking should be located within buildings or a secure compound. Where such a location is not feasible, provision should be close to the main entrance of developments, to ensure cycling to work is encouraged through enhanced security provided by cycle parking surveillance. Visitor parking should be located at an easily accessible location close to, or within, the entrance area of the development in order to enhance security through surveillance. Cycle parking should always be safe, sheltered and secure. Unless exceptional circumstances dictate otherwise, 'sheffield' type cycle racks (each comprising 2 spaces) are to be used (the Council's 'Roads Development Guide' provides a design specification).

Comment:- A suitable condition covering the installation of cycle parking has been attached however a relaxation in policy covering the number of cycle racks for the proposal to meet the other associated design criteria maybe appropriate in this particular instance.

Policy TRANS 8 - Developer Contributions - Transport Infrastructure

The aim of this policy is to ensure new development provides sustainable transport solutions to benefit the City's transport infrastructure.

Comment:- The proposal generates a developer contribution (as calculated using the guidance contained in DG/TRANS 4 Clyde Fastlink – Developer Contributions) of a figure equivalent to £1,058,000. The exact figure will need to be calculated taking into consideration the actual physical infrastructure works supporting Fastlink that the developer will be implementing as part of the approved development and the value of the land that they would occupy. This can be secured via a section 75 agreement.

Policy TRANS 9 – Air Quality

This policy aims to ensure account is taken of air quality in new development.

Comment:- LES (Environmental Health) has studied the air quality assessment submitted in support of the proposal and found it to be comprehensive and the results acceptable.

Policy TRANS 10 - Provision of Taxi/Private Hire Vehicle Stances in Retail and Commercial Leisure Developments

This policy aims to ensure retail and commercial leisure developments incorporate adequate provision for taxis/private hire vehicles.

Comment:- The proposal features an internal taxi/private hire vehicle set down area suitably located nearby the entrance.

Policy ENV 2 - Open Space and Public Realm Provision

The aim of this policy is to ensure that new development contributes to improving the City's environment through the provision and maintenance of high quality open spaces and areas of public realm that are well designed, accessible, safe and available for community use.

Comment:- As noted above under sections relating to policies DES4, 5 and 6 a robust hierarchy of routes and spaces is proposed including a new riverside walkway complemented by suitable landscaping given the nature of the proposed development and the site locational characteristics.

Policy ENV4 - Sustainable Urban Drainage

The aim of this policy is to ensure satisfactory sustainable measures are provided for the management and safe disposal of surface water run-off.

Comment:- The store will feature rainwater harvesting by intercepting precipitation. The hard standing areas will feature permeable surfaces where appropriate and the soft landscaped areas can be designed to ensure best practice. A suitable condition can control fine details.

Policy ENV 5 - Flood Prevention and Land Drainage

This policy aims to safeguard development from the risk of flooding and to ensure new development does not have an adverse impact on the water environment, does not materially increase the probability of flooding elsewhere and does not interfere detrimentally with the storage capacity of any functional flood plain or associated water flows.

Comment:- A drainage strategy and statement on flooding has been submitted with the application. The LES Strategic Flood Manager has confirmed that the proposal does not represent an increased flood risk to the River Clyde catchment. The application site is both adjacent to the River Clyde and is within an area currently identified as likely to flood during a 'design flood event'. Consequently the proposed finished floor level for the superstore has been set at 6.0m AOD which complies with appropriate design level of 6.0m AOD for new buildings as specified in City Plan 2: Part 4 – Development Guides DG/ENV6: River Clyde Flood Management Strategy – Development Guidance. The Strategic Flood Manager notes that some car parking areas and access lies below the design flood level of 4.96m AOD required for adoptable roads. The car park and internal roads will not be offered for the adoption of the Council. Furthermore, Tesco has confirmed that the levels of the rear service yard will exceed 4.96m and therefore at no risk of flooding for a 1:200 year event (approved design flood level event). Reviewing the guidance from City Plan 2 ENV 5 the majority of the site is deemed to be at low to medium flood risk (1:1000 - 1:200) and is above the 4.96m design flood level. All buildings, primary access routes for emergency vehicles and most of the car park is above the 1:200 design floor level. However, the southern edge of the car park site is below the 1:200 year flood level and in such an event could incur 200mm of standing water. An operation plan can be secured by condition to agree how the developer will manage this limited car park area during such a storm event. On the basis that this is a localised zone that does not inhibit the movement of emergency vehicles or the public during a 1:200 year flood event it is recommended that a relaxation is permissible.

Policy ENV 6 – Biodiversity

This policy aims to protect and enhance Glasgow's habitats and species.

Comment:- The landscaping strategy will feature the use of native species and shrubs with berries to promote biodiversity and provide a source of food in the winter months for birds and nectar to support bees although the exact details will require to be confirmed through the discharge of a planning condition tempering the requirements of BAA in terms of bird strike mitigation. An ecology report found no evidence of otters and badgers on site and concluded that given the physical characteristics of this cleared site the habitat is not suitable for bats. Notwithstanding the foregoing, a planning condition securing a further badger and otter assessment in advance of site start has been attached.

Policy ENV 7 - National, Regional and Local Environmental Designations

The policy aims to maintain, protect and enhance national, regional and local sites of landscape, cultural or nature conservation importance.

Comment:- The entire River Clyde, including the application site, is designated as a Site of City-Wide Importance for Nature Conservation and Green Corridor, although its environmental/landscape character varies along its length. At Glasgow Harbour, the council is committed through the approval of the original Glasgow Harbour Masterplan (ref: 99/03213/DC) to promoting access to the riverside by means of a hard landscaped promenade walkway and cycle route. DG/DES 4 associated with this policy includes guidance indicating a preference that where abutting a landscape and wildlife corridor, buildings and hard surfaces should be a minimum of 15 metres from the site boundary, wherever possible. Given the Council's commitment to an agreed promenade treatment for Glasgow Harbour, is not considered appropriate to enforce this guidance. As noted under policy ENV 6 measures are proposed to enhance the biodiversity value of the site whilst striking a balance for the need to ensure public access to the river and promote the site for development in accordance with the development policy principle designation for the site.

Policy ENV 12 - Development of Brownfield Land and Contaminated Sites

The aim of this policy is to encourage the reuse of brownfield land and ensure that redevelopment of former industrial and other potentially contaminated sites addresses any on-site contamination.

Comment:- The development of the City's brownfield sites is a priority for the Council. They have the potential to create new areas for residential, industrial and business and other uses. This proposal will make a significant contribution to the on-going regeneration of the River Clyde and advancement of Glasgow Harbour in particular. LES (Environmental Health) request that a condition requiring a contaminated land assessment prior to site start is attached in compliance with policy.

Policy ENV 15 – Energy

The aim of this policy is to reduce the carbon footprint of the City's buildings through energy efficient design, increased renewable energy generation and use of low and/or zero carbon technologies.

Comment:- As noted under policy DES 2 the proposal incorporates a suite of sustainable technology to reduce the carbon footprint of the development although it is considered that further opportunities might emerge as green technologies evolve. A condition requiring further investigation is recommended.

Policy ENV 17 - Protecting the Water Environment

The aim of this policy is to ensure new development does not have an adverse impact on the water environment by preventing the deterioration of aquatic ecosystems and enhancing their quality, including groundwater, promoting sustainable water use, reducing pollution, and mitigating against the impact of extreme weather events.

Comment:- In accordance with policy a condition is attached requiring the developer to agree, in advice of site start, a scheme to control any potential water pollution during construction phases.

In respect of point 2 above

Land and Environmental Services (Environmental Health) raised no objections subject to suitable conditions/advisory notes covering noise from or associated with the completed development, light pollution, disposal of cooking odours/fumes, refuse management and recycling, site investigation, and the protection of residential amenity from undue servicing hours.

Comment:- Suitable conditions have been attached.

Scottish Water raised no objections.

Comment: Noted.

Scottish Natural Heritage (SNH) offers no objection and provides advice relating to the impact on protected species from the development, landscaping and access.

Comment: This advice is noted. A planning condition securing a further badger and otter assessment in advance of site start has been attached. As established elsewhere in this report the access issues and landscaping are considered to be acceptable although safeguarding conditions are attached.

BAA Safeguarding Team has no objections subject to conditions relating to safeguarding against bird strikes.

Comment: These conditions are attached. There is a potential conflict with the interests of BAA and for example the biodiversity policies in the development plan concerning flora and fauna. An advisory note to the applicant should be attached advising liaison with the Council and BAA to ensure the requirements of both bird strikes and promotion of biodiversity along river corridors are satisfactorily met.

DRS Transportation (The Roads Authority) offers no objection subject to conditions relating to the need for a travel plan, access, road/footway/cycleway design and cycle parking. A developer contribution towards Fastlink is to be sought via a s75 legal agreement as is the promotion of a TRO related to works to the highway.

Comment: These conditions and requirements can be secured.

GCC Strategic Flood Manager has no objections.

Comment: This position is noted.

GCC Petroleum Officer offers advice relating to design, construction, modification, maintenance and decommissioning of petrol filling stations.

Comment: An advisory note is attached requesting that the developer liaises with the petroleum officer at an early stage.

Scottish Environment Protection Agency (SEPA) has no objections.

Comment: Noted

Whiteinch Community Council objects with the opinion that (in summary):-

- The development is contrary to the retail policies of the development plan and original Glasgow Harbour Masterplan;
- That consent exists for a mixed use development already at Beith Street involving a superstore;
- Application hinges on agreement with Glasgow Harbour to obtain planning permission at Beith Street for a mixed use development. This would contravene, in spirit, planning legislation and the rules of fair competition;
- Planning reference 07/02849/DC for a superstore and flats remains unconsidered. Even if this was withdrawn there will be effectively two superstore proposals on different sites in the Partick area when City Plan 2 only allows one;
- The proposed superstore will have 1,257 sqm more floorspace (net) than the Beith Street permission;
- If the development proceeds without the planned North Clyde Development Route the increased traffic and congestion will lead to loss of amenity for residents and users of Victoria Park contrary to the Structure Plan.
- Furthermore, concerns are raised regarding the retail assessment content, the negative impact on existing shopping areas, air quality, traffic impact from developments in the area, noise, Thornwood roundabout redesign being considered inappropriate, impact on Fastlink, pedestrian/cyclist safety.

Comment: Taking each point in turn - As established under the policy assessment section of this report, the proposal is considered to be in general accordance with the terms of the development plan. It is noted that the consent is a departure from the original Glasgow Harbour Masterplan covering this part although is a use supported by the mixed use Development Policy Principle and can be supported in light of other detailed policies. The background section of this report explains the revocation strategy for the extant Beith Street planning permission for a superstore and the circumstances that need to prevail in order to support the application in hand. Application reference 07/02849/DC has been withdrawn and as explained in the foregoing the developer has confirmed the extant permission at Beith Street is to be revoked to allow the proposed development to take place at Glasgow Harbour. The retail impact has been covered in detail in the policy section and found to be acceptable. Finally, GCC as Roads Authority has confirmed that the proposal is acceptable, subject to conditions in terms of traffic impact, required supporting infrastructure, Fastlink provision and cycle/footpath provision. The air quality assessment and mitigation measures proposed have been found to be acceptable by Environmental Health.

Architecture and Design Scotland (A+DS) confirm that they are generally supportive with the improvement in the design in light of previous comments made at the pre-application stage. A+DS still have some questions over the amount and nature of the car parking, as well as what is to become of the linear park which was proposed as part of the original approved masterplan. The proposed landscaping and public realm are appropriate and have been improved within the confines of the proposed layout. A+DS suggest that building's roof form and elevations could be further improved, particularly on the south elevation, and also suggest there may still be ways of making the building more efficient and economic, promoting a zero carbon building in accordance with Tesco's commitment to the environment and as a showpiece at Glasgow Harbour.

Comment: The improvement in the overall design of the building and site planning is acknowledged by A+DS. The Council has continually pressed this applicant to realise the importance and sensitivities of the site and it is felt that within the operational constraints in the way that superstore retrailing operates, the external manifestation of building design and place will be one of the best examples executed by Tesco in Scotland. The extent of the surface car park is considerable although the capacity does not exceed the upper guideline permissible by policy TRANS 4. Whilst recognising the Council's concerns over the visual impact of the extent of the surface car park adjacent to the River Clyde, the developer has presented finalised drawings demonstrating an order to the site broken up with a hierarchy of north/south and east/west pedestrian routes and linear internal landscaping and stronger/denser planting to define edges. As has been explained under the section related to policy DES 4 the purpose of the linear park (according to the aims of the original Glasgow Harbour masterplan ref: 99/03213/DC) was, as part of a wider landscape/public realm strategy, to act as green escape to the residential community of Glasgow Harbour and act as a buffer to the Expressway to provide an acceptable level of residential amenity. It is considered reasonable that by adopting a change in the proposed land use (which is less amenity sensitive) of the western end of the regeneration project, from residential to commercial, this would merit revisiting these original aims. The proposed development is considered to integrate well with the built section of Glasgow Harbour to the east and schematic drawings have been submitted to demonstrate that the presently incomplete linear park will terminate to the west of the consented Sawmill Square within the Tesco application site boundary in the form of a tree lined boulevard linking south to the river and north to South Street. The proposed car park area, west of this, is broken up with linear landscaping although a positive inclusion has been the introduction of a central east-west pedestrian route linking the store entrance to the Sawmill Square area of Glasgow Harbour. The Council encouraged the developer to consider the use of a green roof, however the suite of sustainability features for the building have been proposed (see section on policy DES 2) after testing a range of different options on new stores built by the operator before in the UK and the Glasgow Harbour store will be an example of best practice for this national retailer. The South Street north-east corner of the store will be focus for public transport accessibility with a bus halt acting as an arrival point to those arriving/departing the site by public transport. Boundary treatment can be controlled by condition as can the fine details of the façade treatment and roof design. The café and outdoor terrace will provide natural surveillance of the walkway and at later times of the day and evening the staff café at the south-west corner on the upper level will also provide overlooking. Lighting will be important here and safeguarding conditions are recommended. Fine details on the management and operation of the farmers market area to the south of the store can also be controlled by planning condition.

Glasgow Urban Design Panel (GUDP) is not supportive of the application in principle on the basis of the following: The building use is inappropriate for the location; The current design will generate access and security issues for this particular area; The site strategy remains insufficiently considered relative to location; The lack of skill and attention to enclosing the service yard; detailing the café; developing the roofscape and little feeling for how to decorate an inward looking box.

Comment: The land use is one that can be supported by the City Council being designated suitable for mixed use and when taken together with the balance of the Glasgow Harbour area, a comprehensive range of uses will be developed. Furthermore, the site can be considered appropriate (subject to conditions and a legal agreement) for a superstore in light of the sequential test and the detailed retailing policies enshrined in the development plan. The design of the store has improved significantly through considerable negotiation with the planning authority and the input from the GUDP and A+DS. Discussions with this applicant have often been challenging given the tried and tested standard store model which has been developed in towns and cities throughout the UK and further afield over a significant number of years. Tesco has resisted multiple entrances in this particular case for security and store management reasons. Notwithstanding the foregoing, the Council has negotiated a proposed development which includes a high quality palette of materials for the store, petrol station kiosk/canopy/bus stop shelter and public realm of a standard commensurate to that already on the ground at Glasgow Harbour. The design and appearance of the store is a significant advancement to that of other modern Tesco stores in the city (examples being St Rollox and Shettleston) and elsewhere in the conurbation (examples being Rutherglen, Port Glasgow, Cumbernauld, Coatbridge). The developer has opted to locate the store entrance nearby to the River Clyde to provide a focus and the promenade is activated at this corner with the public café and outdoor terrace. The finished floor level of the store and the café is set taking cognisance of the requirements of flood prevention for development along the River Clyde.

Strathclyde Partnership for Transport (SPT) has removed their original objection subject to the provision being made by the developer for South Street to be widened into 4 lanes (2 in each direction) with a bus lane provided on the east bound and west bound carriageway. SPT do not consider the bus hopper service to be adequate and would request a condition requiring the developer to provide an alternative that ensures the site is served by an extension of the existing bus network.

Comment: The developer has submitted revised plans providing for the required arrangements for Fastlink as agreed by LES and SPT. Suitable safeguarding conditions can secure fine details. DRS Transportation is satisfied with the proposed bus hopper service the frequency and arrangements for which can be controlled by a legal agreement. However, it is considered prudent to allow flexibility within the legal agreement for a suitable alternative such as an established bus service permanently diverted to the site from and back to the existing Quality Bus Corridor at Dumbarton Road.

West Dunbartonshire Council whilst not specifically stating that they object to the application raised the following concerns:-

- The application site is out-of-centre, and likely to be predominantly accessed by the private car.
- Coupled with the non-food retail proposals for Glasgow Harbour, the proposals would result in Glasgow Harbour becoming a predominantly retail-led regeneration project and significant out-of-centre retail destination.
- The proposals would draw trade from the Clydebank Town Centre catchment, including from West Dunbartonshire, adding to the cumulative impact on Clydebank Town Centre from out-of-centre locations.

Comment: With regards the first point of concern, the Council acknowledges the site is out of centre, however the application is considered to be supportable in terms of the sequential test as there is no available sequentially preferable site to serve this Tier 2 town centre. The Transport Statement lodged in support of the application has considered accessibility and the bus hopper service will connect the site to established bus connections to the north along Dumbarton Road and to Partick Interchange where a range of public transport services can be found. The site can be served by Fastlink in the future and a developer contribution is sought in support of this. In terms of the second point, the previous applications have been considered by the Council on their own individual merits against the development plan prevailing at the time and found to be supportable. There are a range of land uses granted at Glasgow Harbour including residential, retail, leisure, hotel, bars/restaurants, museum space and green space in recognition of the land use policy designation in the present and past development plan. The applicant's Retail Impact Assessment indicates that the development will have the following impacts on individual stores in Cydebank: Asda, (3.5% convenience, 5.1% comparison), Co-op (1.9% convenience, 9.7% comparison), Lidl (6.4% convenience, 0% comparison). The impacts on the immediate town centre and further afield have been assessed and found to be acceptable in the opinion of this planning authority.

The application was advertised in the Evening Times on Friday 8th July 2011 and generated two letters of representation. The expiry date for valid representations was 29/07/2011. The grounds of concern are summarised as follows:-

- ASDA Stores Ltd considers the proposed development to be contrary to the development plan and in particular policies SC2 and SC4 of City Plan 2. ASDA opine that the proposed development may impact on the vitality and viability of the tier 2 town centre. ASDA considers the site to be out of centre and poorly served by public transport.

Comment: As is discussed in detail in the policy section of this report the City Council has concluded, that the proposed development can be considered to be in accordance with the development plan subject to certain circumstances being secured through a legal agreement. The impacts have been considered by the planning authority and have found to be acceptable and will not, based on the assumptions made and accepted in the submitted Retail Impact Assessment, incur any unsustainable impacts on existing centres or trading superstores. The City Council acknowledges that the site is out of centre in terms of the sequential test for retailing, however it is supportable as a retail site for the reasons established in this report. With the package of infrastructure improvements proposed, safeguarding for Fastlink and further enhancements which can be secured by a legal agreement, the Roads Authority has recommended the application is approved.

- A nearby resident objects on the grounds that the original masterplan envisaged residential units with some supporting retail to be constructed between Merklands Quay and Ferrydent Street. If the private housing sector has lost its buoyancy then Government funding should be used to develop housing association residences on the site. Local demographics would indicate there is demand for low cost social housing and the vast area proposed for the car park could provide for this.

Comment: This report has looked at the proposed change in land use from housing (as originally envisaged in the 1999 masterplan) to retail and found the application can be supported in light of the development plan. The application for mixed use development by Glasgow Harbour which is also to be determined by committee today is a housing led regeneration proposal. Whilst tenure is not specified, it is conceivable that the site could accommodate social rented housing. However it is noted that there are no specific development plan policies requiring social housing to be provided by developers.

SPECIFIED MATTERS

Planning legislation now requires the planning register to include information on the processing of each planning application and identifies a range of additional 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 this is provided in this report; as outlined below.

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

i. an Environmental Statement.

Comment:- Not applicable to this application. A Screening Opinion was adopted by the Planning Authority on 03 November 2010 confirming that an EIA was not required for the proposal (ref: 10/02427/DC).

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

Comment:- An ecology report was submitted in support of the planning application. The study established the presence of Japanese Knotweed at localised areas of this brownfield site and a methodology to deal with this is identified. This can be controlled by planning condition. No evidence of otters or badgers was established by the study although it is conceivable that otters may use the River Clyde. Given the physical characteristics of the site the report concludes that the site is not suitable for potential bat roosting with no suitable trees or buildings presently located on site. The study concludes that there will be no negative impact on protective species as a result of redevelopment. As a precaution a condition can be attached requiring a further badger and otter study to be executed prior to site construction to ensure adequate measures have been taken to assess any impact if evidence of their presence is established with suitable mitigation, if necessary.

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

Comment:- A Design Statement was submitted with 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 of flooding).

Comment:- A drainage strategy and flooding statement was submitted in support of the application alongside an air quality assessment, retail assessment, ecology report, transport assessment and noise assessment.

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

Comment:- The following heads of terms have been discussed with the developer:-

- The revocation of the extant planning permission at Beith Street for a superstore (Ref: 11/02025/DC);
- Financial contributions from the developer in accordance with the terms of the development plan (relative to the delivery of the Fastlink project/sustainable transport initiatives);
- Off-site road infrastructure works necessary to support the proposed development through a TRO;
- The initiation and operation in perpetuity of the hopper bus service to connect the superstore to Partick Interchange/or such suitable alternative such as an established bus service being permanently diverted to the site from and back to the existing Quality Bus Corridor at Dumbarton Road; and
- A Travel Plan to promote sustainable travel patterns.

C. Details of directions by Scottish Ministers under Regulation 30, 31 or 32. These Regulations enable Scottish Ministers to give directions.

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

Comment:- Not applicable to this application.

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

Comment:- Not applicable to this application.

2. restricting the grant of planning permission

Comment:- Not applicable to this application.

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

Comment:- Not applicable to this application.

2. requiring the Council not to grant planning permission without satisfying Scottish Ministers that the Council has considered the condition.

Comment:- Not applicable to this application.

Conclusion

This report concludes that the proposed development is in accordance with the Development Plan and there are no material considerations in this instance which outweigh the proposal's accordance with the Development Plan. The proposal, after careful consideration of the material considerations including the views of third parties, is seen as an appropriate land-use and change to the vision of the original masterplan covering this particular area and will form an appropriate transition between the residential component of Glasgow Harbour to the east and the quasi-industrial/industrial areas further west. Furthermore, the proposal is supportable in terms of the suite of design, retailing, environment and transportation policies in the statutory development plan.

On the basis of the foregoing it is recommended that full planning permission is granted subject to conditions and the successful conclusion of a s.75 legal agreement to secure:-

1. The revocation of the extant permission at Beith Street involving a superstore (Ref: 11/02025/DC);
2. Financial and other contributions from the developer in accordance with the terms of the development plan (relative to the delivery of the Fastlink project/sustainable transport initiatives);
3. Off-site infrastructure works necessary to support the proposed development through a TRO;
4. The initiation and operation in perpetuity of the hopper bus service to connect the superstore to Partick Interchange/or such suitable alternative such as an established bus service permanently diverted to the site from and back to the existing Quality Bus Corridor at Dumbarton Road; and
5. A Travel Plan to promote sustainable travel patterns.

CONDITIONS AND REASONS

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

Plan Title	Reference
Site Location Plan	- 11556 GLA 06
Existing Site Layout Plan	- 302
Proposed Site Layout Plan	- 303 Rev A
Proposed Site Layout	- 305 Rev A
Proposed Store Elevations – East and South	- 306 Rev A
Proposed Store Elevations – North and West	- 307 Rev A
Proposed Context Sectional Elevations on A-A and B-B	- 308 Rev A
Proposed Store Sections	- 309
Proposed Roof Plan	- 310
Proposed PFS and Elevations	- 311 Rev B
Proposed Trolley Bay	- 314
Proposed Cycle Rack Details	- 315
Detailed Section through East Façade	- 316
Proposed Surface Treatments	- 317
Monopith Rooflights Option 1	- S/22272/01
Airscoop Terminal Design	- PC819755SK01
Recycling Centre Typical Layout	- E07.01.01 Rev A
Landscape Masterplan	- 1625 L02
Cross Sections AA and BB	- 1625 L06 Rev B
Cross Sections CC, DD and EE	- 1625 L07 Rev A
Planting Plan	- 1625 L09

as qualified by the undernoted condition(s), or as otherwise agreed in writing with the Planning Authority. Findings and recommendations made in Waterman Air Quality Assessment August 2011.

Reason: As these drawings constitute the approved development.

02. External materials shall be:

- natural copper cladding
- good quality industrial style facing brick laid individually in courses and not in a panel/brick slip system. The brick finish, colour and texture shall be informed through research of the previous industrial and granary buildings located in the locale.
- glass curtain walling; and
- Eurobond composite cladding panel. Colour Oyster (RAL7035) – For West (Rear) Elevation only.

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

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

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

03. Before development commences on site details of the following matters shall be submitted for the approval of the planning authority and the development shall thereafter comply with those details:-

- i) Signage zones for the proposed superstore, petrol station kiosk and petrol filling station canopy.
- ii) All roofplant zones, finishes and screening/visual impact mitigation.

Reason: To ensure all roof plant does not detract from the overall design and architecture of the building and not appear as an addition or afterthought.

Reason: To ensure all advertising zones on the proposed premises are seen as part of the overall design of the buildings, respecting their original design and not appearing as an addition or afterthought.

04. Before any work starts on site, a management plan/operational statement for the car park shall be submitted for the written approval of the planning authority showing between 10pm and 7am:

- (i) measures to reduce light pollution from the eastern car park area, and minimise use of car parking in that area;
- (ii) measures to restrict trolley movements to/from the eastern car park area; thereafter these approved details shall be implemented in full.

Reason: In order to safeguard the potential for use of the adjacent undeveloped land for housing.

Reason: To minimise trolley movements and noise disturbance to potential future residents of further phases of housing at Glasgow Harbour west of Sawmill Square.

05. Before development commences on site details of the following matters shall be submitted for the approval of the planning authority and the development shall thereafter comply with those details:-

- i) An updated otter/badger survey together with mitigation measures in the event of activity of these protected species being revealed.

Reason: While no otter or badger activity is currently evident this condition ensures that adequate precautions are taken to avoid harm to this protected species.

06. Before development commences on site details of the following matters shall be submitted for the approval of the planning authority and the development shall thereafter comply with those details:-

- i) Measures for dealing with the presence of Japanese Knotweed in accordance with a scheme to be agreed in writing with the Planning Authority. The treatment and/removal of these plants shall be carried out in accordance with guidance laid down by SEPA, and in accordance with Schedule 9 of the Wildlife and Countryside Act 1981, as amended.

Reason: In order to ensure best practice in handling this evasive species.

07. Before development commences on site details of an architectural lighting scheme for the superstore building and a public safety lighting scheme for its surrounding environs (in particular the River Clyde Promenade along the south application site boundary including its termination point at the south-west of the site, South Street elevation, Ferryden Street elevation, car park elevation, internal footways and car park area) shall be submitted for the approval of the planning authority and the development shall thereafter comply with those details.

Reason: In order to comply with City Plan 2 policy DES 6 Public Realm and Lighting and development guide DG/DES 8 Architectural Lighting.

08. Before development commences on site a detailed scheme for Sustainable Urban Drainage Systems (SUDS) for the development shall be submitted for the approval of the planning authority and the development shall thereafter comply with those details. Car parking spaces shall be formed in permeable pavements.

Reason: In order to comply with City Plan 2 policy ENV4 - Sustainable Urban Drainage

09. Before development commences on site details of the following matters, including detailed design, materials, timescales for implementation and future maintenance arrangements shall be submitted for the approval of the planning authority and the development shall thereafter comply with those details:-

- i) Public art installation on the elevation facing South Street
- ii) Public art at western termination of river walk/cycleway
- iii) Details of the proposed poetry wall facing the River Clyde

Reason: In order to promote public art and to articulate key positions in the proposed development.

10. Before development commences on site details of the following matters shall be submitted for the approval of the planning authority and the development shall thereafter comply with those details:-

- i) Measures to prevent any negative impact on the water environment during construction phases in accordance with a scheme to be agreed in writing with the Planning Authority in consultation with SEPA.

Reason: In order to safeguard the natural environment.

11. Before development commences on site details of the following matters shall be submitted for the approval of the planning authority and the development shall thereafter comply with those details:-

- i) Full details of the bus stop shelter, petrol station canopy and petrol station kiosk. For the avoidance of any doubt the bus stop shelter, petrol station canopy and petrol station kiosk shall be clad in exactly the same grade and quality of natural copper as that of the main store.

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

12. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Planning Authority. The submitted plan shall include details of:

- management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and 'loafing birds'. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' available at www.aoa.org.uk/publications/safeguarding.asp;
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste. The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority.

Reason: It is necessary to manage the site in order to minimise the attractiveness to birds which could endanger the safe movement of aircraft and the operation of Glasgow Airport.

13. Before any work on the site is begun, exact details of the building roof design including soffit detailing 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.

14. Before any work on the site is begun, full details of all river safety features to be installed including the design and finish of quayside barriers shall be submitted to and approved in writing by the planning authority.

Reason: To safeguard the safety of pedestrians and cyclists visiting the locale.

15. Before any work on the site is begun a scheme for the creation and management of the public realm including the riverside promenade, including surface treatments, landscaping, lighting and furniture and a timetable for its implementation shall be submitted to and approved in writing by the planning authority. Thereafter these approved details shall be implemented in full. For the avoidance of any doubt all public realm, including the riverside promenade shall be implemented before the store is opened to the general public.

Reason: Full details of these matters are required to ensure that a satisfactory public realm is created.

16. Before development commences on site a detailed layout showing a precise road layout for the provision of Clyde Fastlink with pedestrian footpaths and associated landscaping shall be submitted for the approval of the planning authority and the development shall thereafter comply with those details.

Reason: In order to comply with City Plan 2 policy TRANS 1 Transport Route Reservations.

17. Before development commences on site further details, including frequency and management (with associated after event clean up arrangements) of the ancillary farmers market event space to the south of the store shall be submitted for the approval of the planning authority and the development shall thereafter comply with those details

Reason: In order to allow the Planning Authority to consider these aspects in detail.

18. Before any work on the site is begun a formal Travel Plan (for staff and customers, produced in accordance with DG/TRANS 2 Travel Plans of City Plan 2 that expands upon the framework outlined in the supporting Transport Assessment and promotes / encourages more sustainable forms of travel to the proposed superstore) shall be submitted to the Planning Authority for approval prior to occupation / operation of the store. As part of the Travel Plan, details on the proposed hopper bus route and frequency should be confirmed for approval by the Planning Authority prior to the opening of the superstore. Thereafter these approved details shall be implemented in full unless otherwise agreed in writing by the Planning Authority.

Reason: In order to promote sustainable means of travel to and from the proposed development.

19. Before any work on the site is begun, 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, boundary treatment(s), details of trees and other features which are to be retained, and a programme for the implementation/phasing of the landscaping in relation to the construction of the development. All landscaping, including planting, seeding and hard landscaping, shall be completed in accordance with the approved scheme.

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

20. Before any work on the site is begun, a maintenance schedule for the landscaping scheme/open space, and details of maintenance arrangements, including the responsibilities of relevant parties, shall be submitted to and approved in writing by the planning authority.

Reason: To ensure the continued contribution of the landscaping scheme/open space to the landscape quality and biodiversity of the area.

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

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

22. Before any work on the site is begun, details of a scheme to prevent the removal of shopping trolleys from the site shall be submitted to and approved in writing by the planning authority. The scheme shall be fully operational before any part of the shopping development commences trading to the public.

Reason: To ensure that shopping trolleys associated with this development do not give rise to environmental or travel movement problems in the area by being discarded in inappropriate places.

23. Before any work on the site is begun details of an enhanced suite of sustainability measures for the design of the building, taking account of the latest technology prevailing at the time shall be submitted to and approved in writing by the Planning Authority. Thereafter these details shall be implemented in full.

Reason: To ensure the carbon footprint of the development is minimised.

24. Before any work on the site is begun, an operational management statement together with an exit/evacuation management plan to deal with the threat of extreme flooding events at the southern edge of the car park 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.

25. A minimum clear width of 3metres shall be provided for pedestrians and cyclists around the southwest corner of the superstore and on the eastern Ferryden Street footway.

Reason: In the interests of pedestrian and vehicular safety.

26. All works on the public road shall be designed and constructed in accordance with the requirements of the GCC Roads Development Guide.

Reason: In the interests of pedestrian and vehicular safety.

27. As part of the development works, the circulating carriageway of the Sawmill roundabout and Ferryden Street shall be suitably reconstructed / resurfaced.

Reason: In the interests of pedestrian and vehicular safety.

28. Clear delineation shall be provided between the "public" adopted footways and "private" areas (e.g. the entrance area to the superstore) by means of a flush heel kerb.

Reason: In the interests of pedestrian and vehicular safety.

29. Safe, secure and sheltered cycle parking for customers and staff shall be provided before the store opens to the general public in accordance with Policy TRANS 6 of City Plan 2.

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

30. 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 the continued contribution of the landscaping scheme/open space to the landscape quality and biodiversity of the area.

31. No part of the development shall commence trading to the public until the approved, designated licensed taxi stance/licensed private hire vehicle passenger pick up facility has been completed. The stance/facility shall not be used for any other purpose.

Reason: To ensure, in accordance with Glasgow City Plan 2 policy TRANS 10 - Provision of Taxi/Private Hire Vehicle Stances in Retail and Commercial Leisure Developments, that this development incorporates adequate provision for taxis/private hire vehicles, which complement other forms of public transport.

32. Detailed section(s) through the main street elevation(s), car park and river elevations at 1:20 scale shall be submitted to and approved by the planning authority in writing before commencement of work, and shall be implemented in the approved manner.

Reason: To ensure that the proposed development conforms to the standards approved by the Council in respect of developments along the River Clyde.

33. Detailed drawing(s) at 1:20 scale of a typical elevation bay for the car park frontage, South Street frontage, River Clyde frontage and Ferryden Street frontage shall be submitted to and approved by the planning authority in writing before commencement of works, and shall be implemented in the approved manner.

Reason: To ensure that the proposed development conforms to the standards approved by the Council in respect of developments along the River Clyde.

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

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

35. The store shall be open 24 hours, 7 days per week. The arrival of delivery vehicles at the premises shall be restricted to the following days and hours: 7am until 11pm each day

Reason: To protect local residents (including the Jubilee Caravan Park) from exposure to noise at unsocial hours.

36. 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 and terminating at a point 1 metre above eaves. 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.

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

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

Reason: In the interests of limiting the effects of light pollution on the environment and the users of surrounding developments, and of energy efficiency.

38. The net floorspace of the retail development hereby approved shall not exceed 8,692 square metres and the net floorspace devoted to comparison goods shall not exceed 50% of the total net floorspace unless the planning authority agree otherwise in writing.

Reason: In order to comply with the retail policies of the statutory development plan.

Reason: Further assessment would be required of the impact of any alternative arrangement to ensure no adverse effect on the town centre.

39. An Operational Statement with supporting drawings indicating the method for laying out, associated furniture, daily management regime, landscaping, barriers, cleansing and supervising of the external seating area associated with the store cafe shall be submitted to and approved by the planning authority prior to the implementation of the development. Thereafter these approved details shall be implemented in full.

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

REASON(S) FOR GRANTING THIS APPLICATION

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

ADVISORY NOTES TO APPLICANT

01. Prior to implementation of this permission, the applicant should contact Land and Environmental Services (Roads) at an early stage in respect of legislation administered by that Service which is likely to have implications for this development
02. The applicant should consult with Land and Environmental Services (Environmental Health) concerning this proposal in respect of legislation administered by that Service which is likely to affect this development.
03.
 - a) A Petroleum Licence is required for the storage of petrol. Applicants must have written approval from the Petroleum Licensing Authority prior to any work being carried out on site. An application accompanied by detailed plans should be submitted to:- Glasgow City Council, Land and Environmental Services Enforcement, 231 George Street, Glasgow, G1 1RX.
 - b) The installation of a stage 1b vapour recovery system to reduce the discharge of petroleum vapour during tanker deliveries is mandatory for all new and redeveloped petrol filling stations. Applications for authorisation should be made to the Scottish Environment Protection Agency.
04. 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", 2nd edition 2007.

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.
05. The developer is advised to liaise at an early stage with BAA and the City Council to ensure the requirements of both prevention of bird strikes and promotion of biodiversity and landscaping along river corridors and within the site are satisfactorily met.
06. The design, position and materials of street furniture/public realm should consider the needs of the visually and mobility impaired.
07. The developer should consult with SEPA and SNH and Land and Environmental Services concerning this proposal in respect of legislation administered by these bodies which are likely to affect this development.
08. Due to the proximity of the development to a major watercourse it is strongly recommended that the applicant consult with the Glasgow Humane Society, Glasgow Green, Glasgow G40 1BA (phone 0141 429 2492) on matters relating to water safety.
09. 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.
10. 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.
11. Due to the proximity of the development to a major watercourse it is strongly recommended that the applicant consult with the Glasgow Humane Society, Glasgow Green, Glasgow G40 1BA (phone 0141 429 2492) on matters relating to water safety.

12. Before the lighting system is installed, the applicant should submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the planning authority confirming that the proposed system will satisfy the requirements of the light pollution condition.
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 ventilation system for the disposal and treatment of cooking odours from the premises is installed, the applicant should submit certification from a member of the Heating and Ventilating Contractor's Association, or other suitably qualified person, to the planning authority, confirming that the proposed system will satisfy the requirements of sections (a) and (b) of the condition relating to the disposal of cooking odours/fumes.
15. 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.
16. In order to retain clear approaches to the signalised junctions on South Street/Sawmill Road and to facilitate HGV access along Ferryden Street, there will be a need to promote a Traffic Regulation Order (TRO), which the developer shall request (and fund) Land and Environmental Services to promote as part of the RCC application for works on the public road and if successful implement.

ADVISORY NOTES TO COUNCIL

01. The completion of a satisfactory Agreement in terms of Section 75 of the Town and Country Planning (Scotland) Act 1997 is a pre-requisite to the issue of planning permission by the Planning Authority.



for Executive Director of Development and Regeneration Services

DC/ KMC/LC
22/11/2011

PLEASE NOTE THE FOLLOWING:

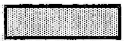
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 <p>Glasgow City Council Development and Regeneration Development Management 229 George Street Glasgow G1 1 QU Executive Director: Gerry Gormal</p>	<p>Reference No. 11/01264/DC</p> <p>Address : Sawmill Rd/South St/Merklands Quay</p>
<p>Scale: 1:3200</p>	<p>Indicative Site Location</p> <p>Ward : 12</p> 



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 Location of Site
(For details, refer to Report)