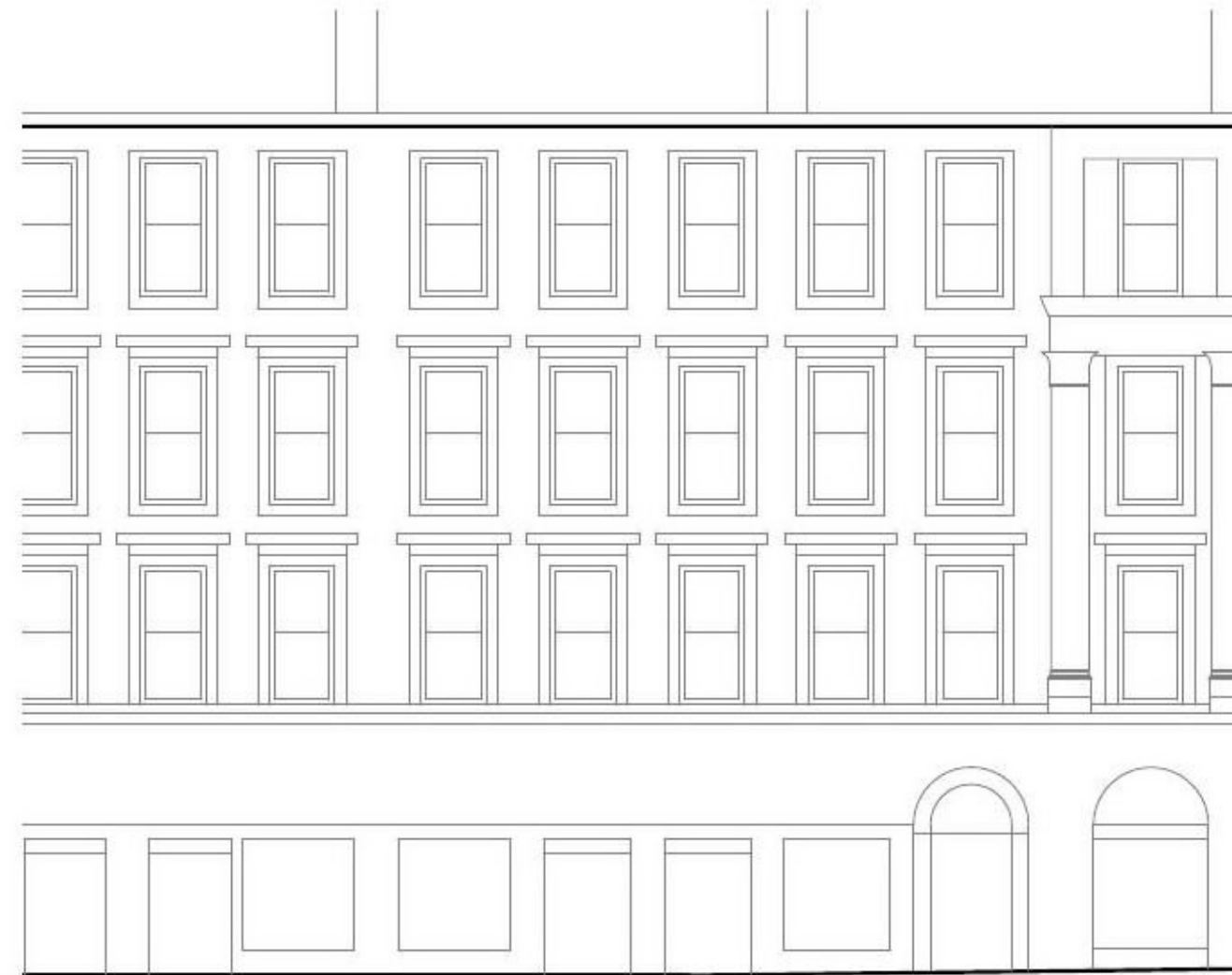




Existing Window Pattern (Residential) - Minerva Street



Existing Window Pattern - (Commercial GF) - Minerva Street



Anderston Regeneration, Argyle Street



Corner Detail - Minerva/ Argyle Street



Facade Development Option 1



Facade Development Option 2



Facade Development Option 3

FENESTRATION / FACADE ANALYSIS

From the outset, the external fenestration of the block was considered in relation to the existing tenement properties, the predominant type in the area. Unlike many of the newbuild schemes in the area, the tenement block provides a consistency of approach in scale and external fenestration which has endured over time. The rhythm and pattern of windows, solid and void, provide a consistent architectural backdrop to the Glasgow Street, creating a sense of familiarity to resident and visitor alike.

Recreating the Glasgow Tenement is no mean feat, and there are many examples where the more contemporary approach to dealing with the external facades of new developments, fails significantly, when compared to its older, and less exhibitionist neighbour.

A project that has bucked this trend is the recent Anderston Regeneration Project on Argyle Street and St Vincent Street. The elevation treatment here

has shown a certain restraint in dealing with the façade. Here it adopts a regular window pattern, with vertical proportions in a similar arrangement to the tenement block on the opposite side of the street.

Taking our cue from this example and similar new build projects that have appeared in recent years throughout the city, their restraint and ordered facades, will hopefully provide that similar timeless backdrop with which the original tenement block asserts itself.

As noted earlier in this report, historical information has shown that the building that once stood on the proposed development site, was almost a replica to that which presently sits opposite, the impressive 4 storey building on the corner of Minerva Street and Argyle Street. This, 4 storey, 12 bay, curved, gusset building dating from 1856, stands at the entrance to the Conservation Area. Here the finely detailed with arched windows at ground

floor level carry giant Corinthian pilasters rising through the first and second floors at the corner section. As the block carries west along Minerva Street, its details become less decorative, exhibiting a regular pattern of windows and stone bay panels over 4 floors.



Block Plan Development 1 - Aligned with adjacent Block and Stair Cores to Rear



Block Plan Development 2 - Mixed Uses and Access



Block Plan Development 2 - Step back to accommodate existing trees



Block Plan Development 4 - Set back and Public Realm

LAYOUT DEVELOPMENT

Whilst the scale, massing and elevation treatment has developed through various stages of the design process, the general block format has remained consistent. The plan form is a perimeter block of accommodation, generally following the footprint of the original buildings that once occupied the site. The rear courtyard formed from this enclosure is given over to residents car parking at ground level, partially covered over at first floor level to provide a residents landscaped amenity deck.

The Minerva Street portion provides residential accommodation throughout, with apartments served from stair and lift cores accessed from street level.

The Ground Floor of the Finnieston Street block, in line with the current mixed uses here, is given over to commercial and retail space with residential above.

The position of these stair cores, whether they be at the front or rear of the block has been considered throughout the various stages of the design. The original tenement form tended to have the vertical stair circulation at the rear, overlooking the private backcourt, maximising the rooms that overlooked the public street domain. In north facing blocks, this left many of the larger habitable rooms bereft of natural sunlight. Consideration has been given within the proposal to the types of apartments and their layouts, to maximise the natural daylight and sun path. It can be seen on the Block Plan diagram models adjacent, the options considered through the design stages.

Early discussions with Glasgow City Council Planning and Roads placed emphasis on the servicing requirements of the block, particularly the GF Commercial Uses. The busy junction at the top of Finnieston placed restriction on servicing directly from the street. Consideration should be given to providing service from the rear of these units, perhaps in limited format. In contrast, access to the residential car park is taken from Minerva Street.



Indicative Aerial View from Argyle St Looking South-West

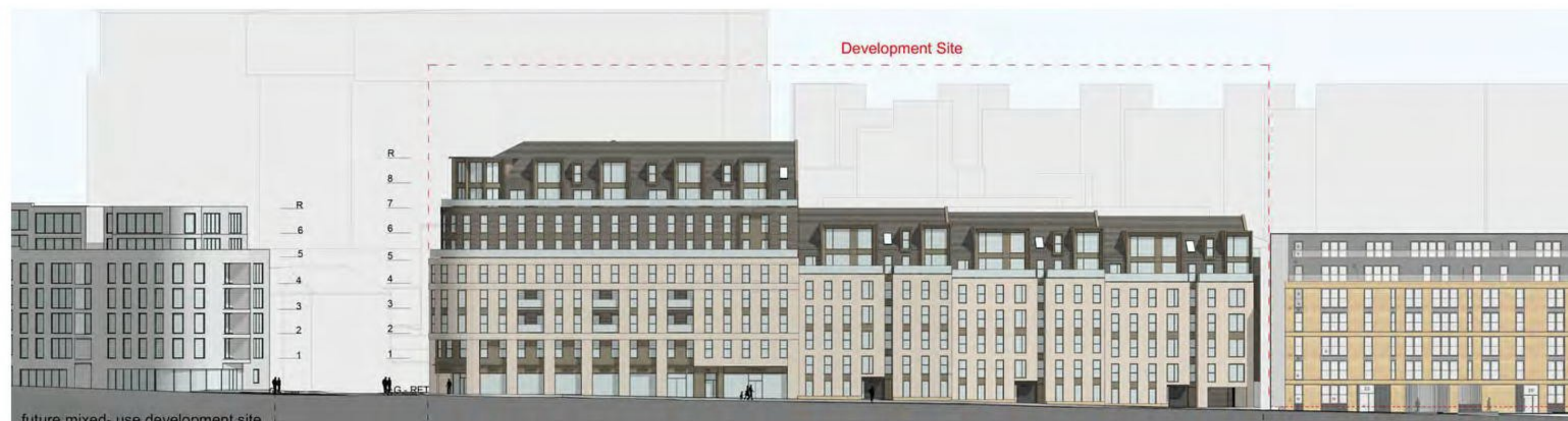
6.4

Design Solution

BLOCK LAYOUT, STREETS AND SPACES

Following the lengthy Pre-Application Consultation process and the comments received from the Planners and Local Community via the Public Consultation Event, the design team sought to implement any observations and comments raised where possible within the development proposals. These are shown in the adjacent images on the following pages, and reflect the amendments to the scheme that have been undertaken following this process. These are outlined as follows:

- Re-designed perimeter block defining the existing urban edge frontage to Minerva Street and Finnieston Street.
- Curved corner feature reflecting the original block plan on the site.
- Improvements to the existing streetscape on Minerva Street through a programme of Enhanced Public Realm Works.
- Sensitive elevation treatment and materials choice, reflecting the unique location of the development and its proximity to the Conservation Area.
- A re-designed roof profile that reflects the traditional tenement form with tiled pitch roof and projections, recreating the regular rhythm of the 'chimney stack'.

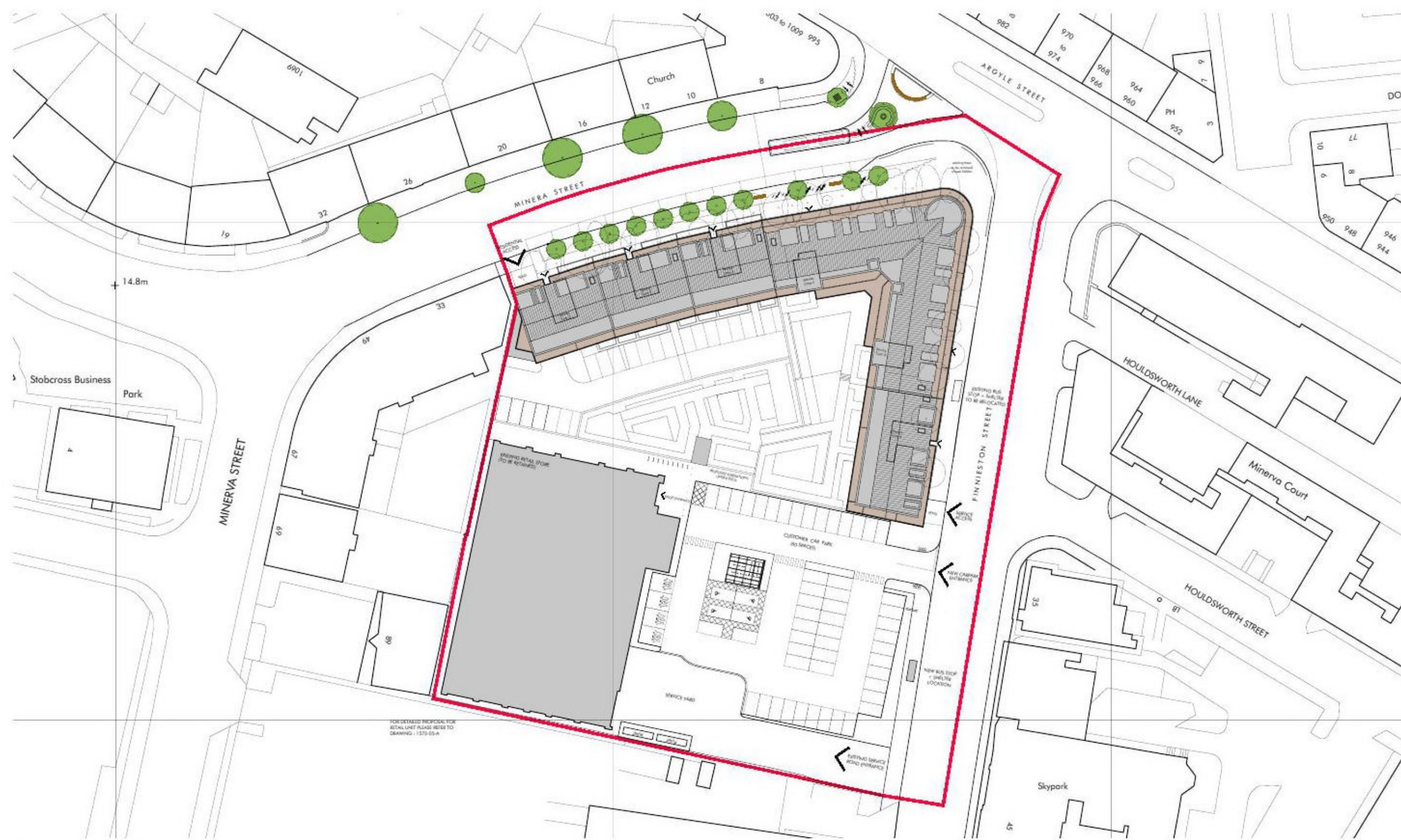


future mixed-use development site
Elevation to Argyle St/ Minerva Street



Cross Section Thro' Minerva Street Block

30 FINNIESTON STREET - MIXED-USE DEVELOPMENT OPPORTUNITY Design Proposals



The proposed new development provides 155 residential units in total with ground floor retail and commercial space located on the Finnieston Street Frontage and wrapping around the corner into Minerva Street.

This transition at ground level from busy traffic environment to a more sedate urban residential street is conveyed in the new Public Realm Works proposed for Minerva Street. Here, the ground floor apartments are set back from the footpath with their own small private garden space.

The Public Realm improvements include new tree planting, high quality footpath and road finishes along with seating, bollards, and lighting.



Indicative Street View from Argyle St to Minerva Street Frontage



Indicative View of Minerva Street Public Realm



CONNECTIVITY

The aims and objectives of Connectivity are set out under the councils Sustainable Transport Policy CDP11. The principle of which, aims to ensure that Glasgow is a connected City, characterised by sustainable and active travel by supporting better connectivity by public transport, discouraging non-essential car journeys, encouraging opportunities for active travel, reducing pollution and other negative effects associated with vehicular travel and optimising the sustainable use of transport infrastructure.

The Traffic Statement prepared by Fairhurst Engineers which forms part of the package of information supporting the Planning Application presents in more detail a review of the accessibility to the development site by non-car modes i.e. walking, cycling and public transport.

The site is located within the Inner Urban Area and within an area identified for having High Public Transport Accessibility, as defined by Policy CDP11 and is considered an appropriate location for a major residential led mixed use development. Bus stops are located on both Finnieston Street and Argyle Street which are served by frequent bus services while Exhibition Centre Train Station is less than 250m from the site.

The Proposed Development therefore seeks to deliver a low parking scheme with 50 car parking spaces. The level of car parking provision within the Proposed Development is deemed appropriate due to its location within a highly accessible area with excellent access to public transport and active travel route. Furthermore, the mix of flats proposed (mainly one and two bedrooms) have a lower car parking requirement. A lower car parking provision enables the Proposed Development to support more sustainable living and reduces reliance on the private car which accords with the wider aims of the CDP. There are also car share club facilities in the vicinity of the site, at Skypark, on Kelvinhaugh Street and Elderslie Street allowing residents convenient access to a hire car should they require.

In terms of cycle parking, the minimum standard of cycle parking to be provided for mainstream residential developments is 1 space per unit plus visitor at a rate of 0.25 spaces per unit. In line with the cycle parking standards, the proposal contains an area of cycle storage spaces within the rear of the development to ensure it is safe and secure.

All new footpaths within the development site will benefit from dropped kerbs at road crossings to facilitate ease of movement for disabled users and cyclists. A number of raised junction tables have been introduced that will promote pedestrian priority, slowing down vehicular traffic and offering a level kerb free surface finishes for ease of access by all. The design will offer a range of tactile surfaces and features to aid access and movement for the disabled and visually



Proposed Elevation to Minerva Street



Proposed Elevation to Finnieston Street

SCALE

The block is set at a height of 7 storeys on both wings, with a set-back on the façade at the 5th floor.

On the Minerva Street Elevation this change is introduced in cognisance of the height of the existing Listed Tenement opposite, as well as tying through with the established newbuild block adjacent. The roof is further emphasised through the use of vertical tile hanging.

On Finnieston Street, the set-back aids in reducing the scale of the gable end, introducing an element of interest in building and roof profile to this exposed edge to the development.

The corner element rises to 9 floors with a similar set-back at the 5th floor and a second stepping back to the roof line on the 7th floor. The corner is rounded in a gentle curve to reference the original block that stood in its place. The ground floor retail use is emphasised through the introduction of a series of regular piers, taken from the window pattern above. The shopfronts have been set back, with a small canopy providing a visual separation between uses and offering protection to the shoppers and enhancing the colonnade effect.



Indicative Aerial View to Finnieston Street Block