

30 FINNIESTON STREET, GLASGOW

PROPOSED MIXED-USE DEVELOPMENT
for
AR (FINNIESTON) LTD

DESIGN & ACCESS STATEMENT

MAY 2021

1.1

Purpose of Study



Aerial View of Proposed Development Site

This Design & Access Statement has been prepared by ark architecture + design on behalf of the applicant AR (Finnieston) Ltd to support their application for Full Planning Permission for the Mixed-Use Development Site at 30 Finnieston Street, Glasgow.

The report illustrates the research, analysis and appraisals undertaken by the design team in order to inform the design concept and principles behind the proposals submitted with the Planning Application.

The report has also been prepared with reference to Planning Advice Note 68: Design Statements and is to be read in conjunction with all drawings, reports and appendices included as part of the application.

ark architecture + design
May 2021

1.2

The Team

Applicant AR (Finnieston) Ltd

AR (Finnieston) Ltd is part of the Ambassador Group who are a Scottish development and investment firm, which has a substantial UK wide property portfolio spanning office, retail, leisure, industrial, residential and mixed use projects. They have extensive expertise in developments of this nature and carry out many high profile projects and pride themselves in delivering unique solutions appropriate to each individual project. Therefore the Ambassador Group have extensive experience in the uses proposed in the development of 30 Finnieston Street and understand how to deliver successful developments which provide genuine benefit locally, regionally and nationally.

Architect ark architecture + design

The practice was established in 2000 providing an architectural consultancy with a first class service in quality design, technical and commercial awareness and project administration to meet with the client's programme and budget aspirations. The practice has extensive experience of most building types, and in recent years has built up a strong base in the new build residential and office refurbishment sectors, having undertaken projects in the past for Scottish Power, Ignis Asset Management, Next Generation, and most national house builders. Both Principals in the Practice are very much "hands on", taking an active role in ensuring that the projects are delivered to the highest possible standard.

Planning Consultant Savills Planning

Savills is a multi-disciplinary real-estate company offering advice on a wide range of sectors including commercial and residential. Savills Planning has extensive experience of providing planning consultancy advice in relation to major development proposals for mixed use and residential property across Scotland and the UK.

Engineering Consultant Fairhurst

We are one of the largest engineering consultancy Partnerships in the UK and have been providing high quality services to our clients for over 100 years. Over time the business has evolved from a civil and structural design practice to become a modern client-focused multidisciplinary consultancy which includes specialist geo-environmental, traffic and transportation, rail and planning services.

In a challenging business environment we maintain our edge through the personal involvement of the Partners and by maintaining a highly skilled and local workforce who can produce cost effective, sustainable and creative design solutions. Responsiveness and flexibility help to form strong connections which reflect in our service delivery.

Landscape Architect Hirst

Hirst Landscape Architects was established in February 1983, as Simon Hirst Associates, until 2007, when the business became a Partnership with Paul Miller, a one-time long-serving member of staff returning to provide a fresh perspective and impetus.

The Practice is based in Glasgow, from where it services commissions across Scotland and the rest of the UK. Having been heavily involved with the public sector during its formative years, the business has evolved and is now actively engaged in the private sector across a broad range of project types which include the Commercial, Education, Healthcare, Retail, Leisure, Public Realm, and Infrastructure sectors. We are committed to the complete integration of Landscape Design in all our projects, working closely with our Clients and the allied disciplines of Architecture and Engineering, to co-ordinate all aspects of the external works.

The Practice is currently working on several large-scale city-centre residential and commercial projects with significant public realm and associated landscape. These include a 14-storey, 480-unit PRS project at Central Quay in Glasgow, about to start on site, A major commercial development at Atlantic Square in Glasgow's International Financial Services District, currently completing on site, and a major new 3-block, 220-unit PRS project

at Bonnington Road in Edinburgh for which Planning Consent has just been gained. HLA are also working on the adjacent residential project on Minerva Street for Drum Properties, currently under construction.

Services + Environmental Design Consultants Atelier Ten

Atelier Ten are an international award-winning team of building services and fire engineering consultants. Spanning eleven offices, yet with a total team of approximately 300 staff, we enjoy a reputation as being at the forefront of our profession. Our company has been recognised in recent years by the Chartered Institution of Building Services Engineers by winning Consultant of the Year and being shortlisted no fewer than four other times.

With a range of local and international projects including JP Morgan's European Technology Hub at One Central, Argyle Street, and Bothwell Exchange in Glasgow, we believe that we offer a very unique service. We are known for our design led approach where our projects often win awards for their leading edge focus. This design edge is balanced by a commercial reality to our designs where our aim is to deliver best value for our clients

Construction Cost Consultants nbm

nbm Construction Cost Consultants are a chartered quantity surveying business providing Employer's Agent, Cost Consultancy, Project Management, Building Surveying and CDM Advisory Services across the spectrum of construction sectors but with a specialism in residential and hospitality developments.

Over the 20 years that the business has been trading we have built up our experience on a portfolio of prestigious projects across the central belt of Scotland and in the south east of England.

2.1 Location

The application site is located on the west side of Finnieston Street at its junction with Argyle Street and Minerva Street. The site is currently occupied by two retail units and their associated car park, and extends to approximately 0.9 H/2.4 acres.

The site is bound to the north by Minerva Street, to the east by Finnieston Street, to the south by a car dealership and to the west by residential development and Business uses. The access for pedestrians and vehicles is taken from Finnieston Street, with the carpark screened by railings and planting.

A strip of land within the site boundary containing trees along Minerva Street partly sits within the St Vincent Crescent Conservation Area as defined by the Glasgow City Development Plan. Further details regarding the St Vincent Crescent Conservation Area will be covered in the following chapters.

The Plan adjacent indicates the development site outlined in red.



Development site as existing from Argyle St looking West/ Southwest



Development site as existing from Finnieston St looking North



Location plan, development site highlighted in red - NTS. (Ordnance Survey data)

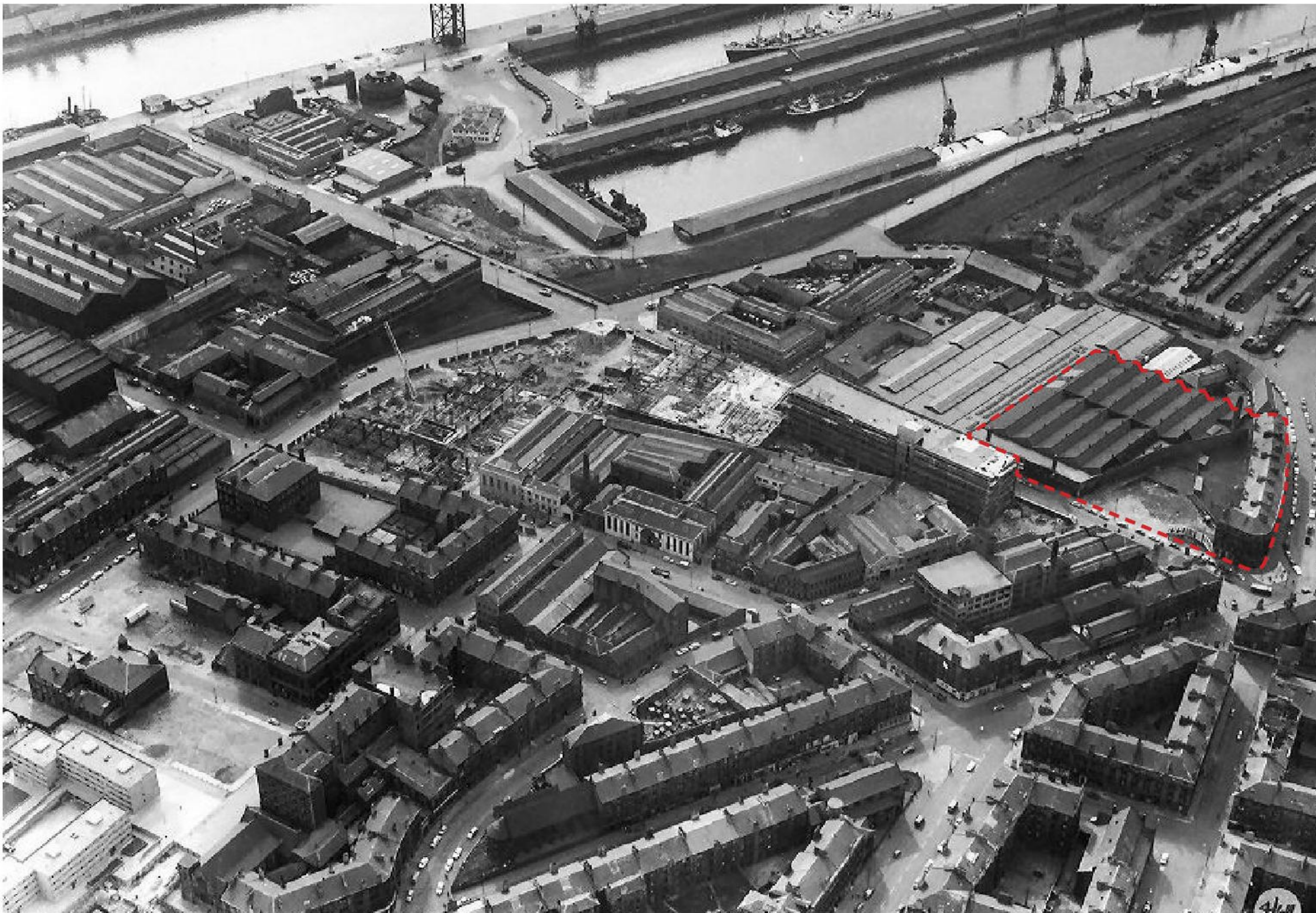
2.2

History

HISTORIC DEVELOPMENT

The village of Finnieston was established in 1768 on the lands of Stobcross by Matthew Orr, the owner of Stobcross House. Orr named the new village "Finnieston" in honour of the Reverend John Finnie, who had been his tutor.

Argyle Street, formerly known as Dumbarton Road was the main route from Glasgow to Dumbarton during the 18th Century, however, by the middle of the century, Dumbarton Road still had a predominantly rural character. In 1849 the Stobcross Estate Company commissioned Architect, Alexander Kirkwood to develop plans for the estate to the south. Stobcross Crescent, later renamed St Vincent Crescent, it was the first and only part of the development to be built out. The southern tenement block, running along Minerva Street was completed in a similar manner to the elegant 4 storey gusset tenement to the north, both buildings forming a gateway into the new suburb of Stobcross. The introduction of the Railway with the Goods Yard and Stobcross Station (now Exhibition Centre) ended plans for further tenement development and the southern tenement block was demolished in 1972. Various garages and small engine works soon followed, making way for the current retail units and car park on the site.



Aerial view looking south west over Finnieston with development site highlighted in red - circa 1968



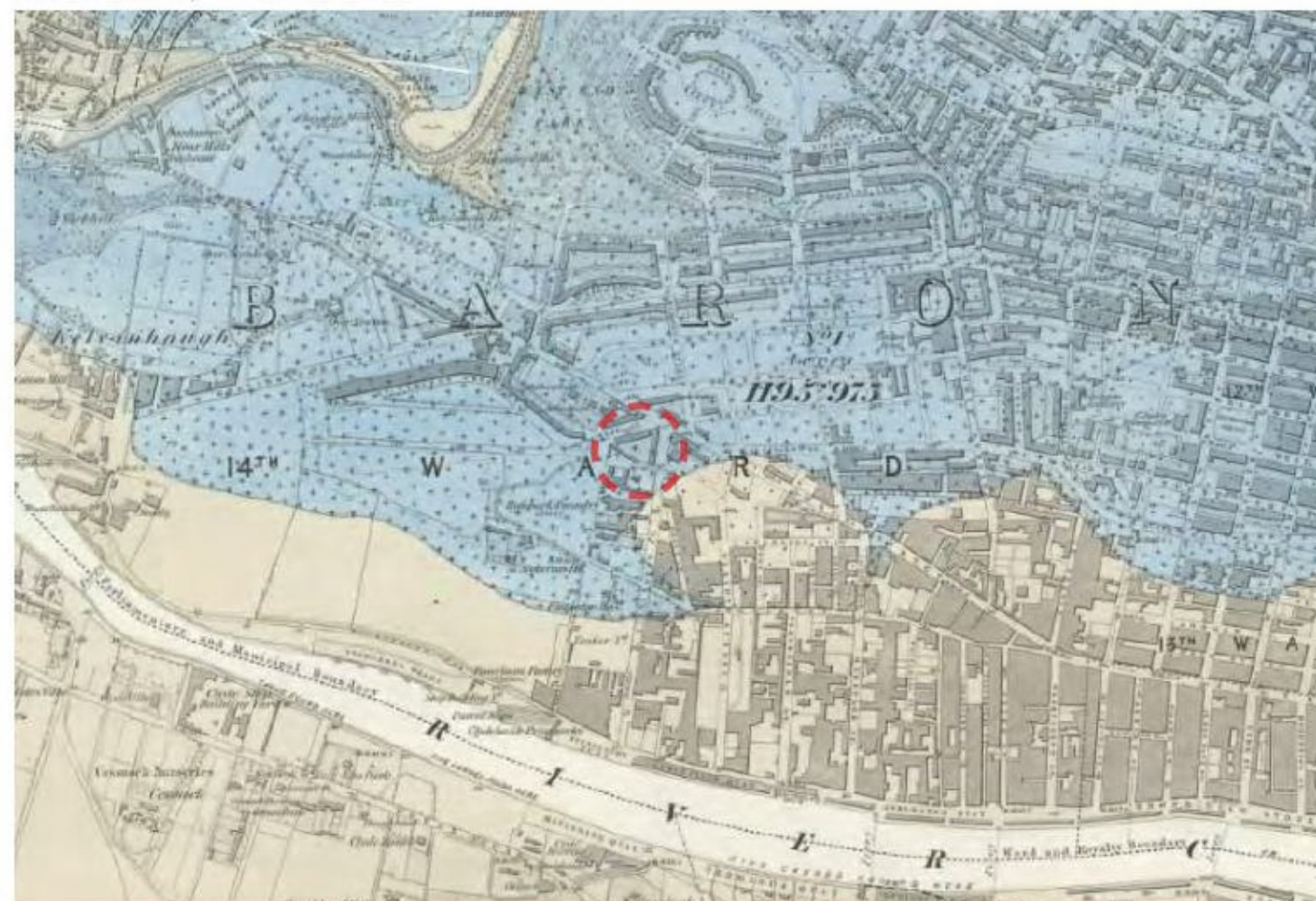
Image of Finnieston Cross - circa 1860



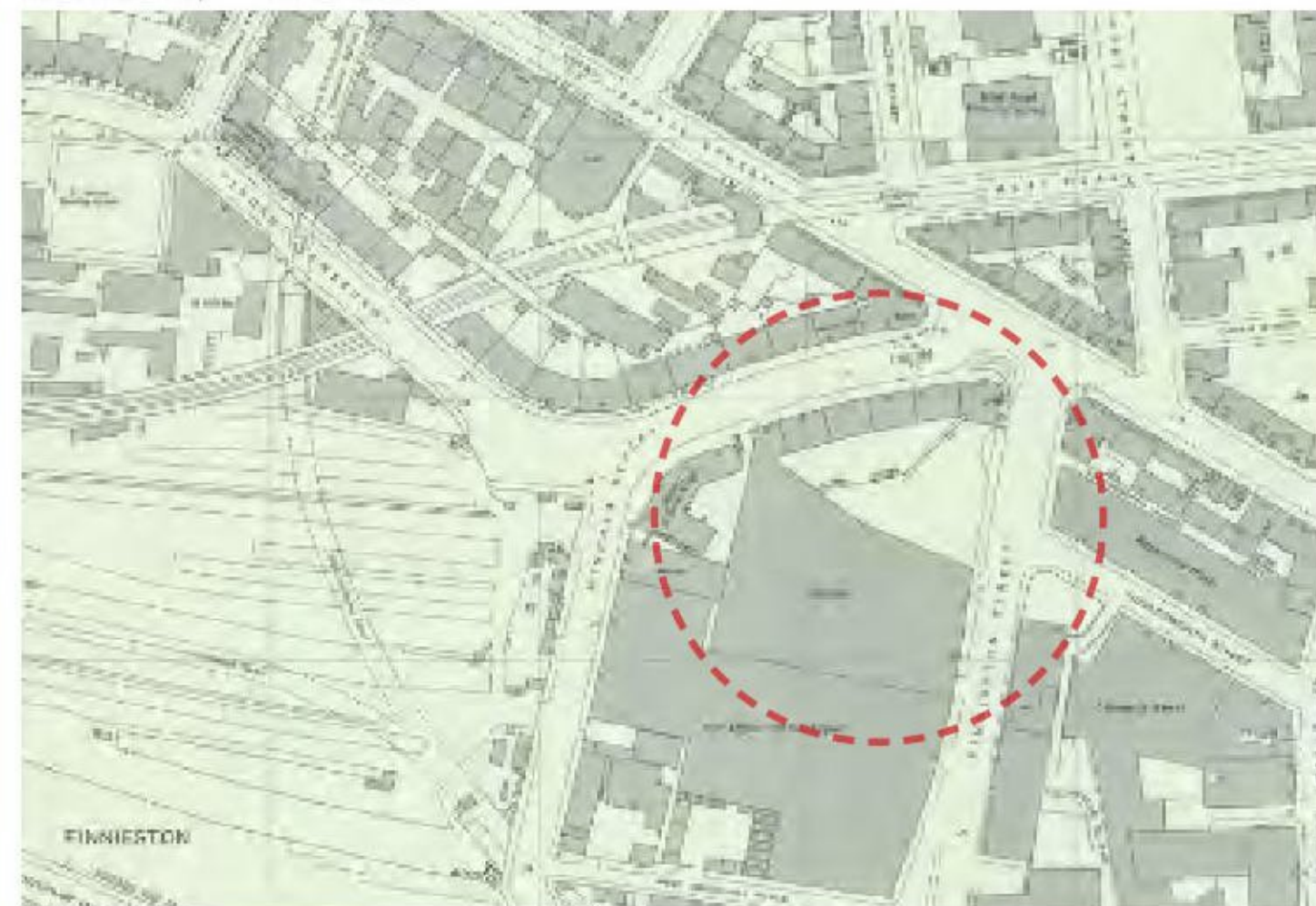
Historic Map - Circa 1795



Historic Map - Circa 1828



Historic Map - circa 1858



Historic Map - circa 1968

HISTORIC MAPS

An examination of the past history of a site can often provide valuable information in relation to potential constraints to its development, often providing information on the evidence of any mining or contaminative use within the site or its immediate environs.

The Ordnance Survey map records, upon which much of the historical background was inferred, date from 1795 to present day. Examination of these Historical Maps also provides valuable information on the evolution of a town or city in terms of its built form, documenting the urban planning over a period of time, often revealing buildings and streets that have been lost over time due to demolitions and regeneration:

- 1795 - Development site is partially developed, use unknown.
- 1828 - Maps indicate a brewery occupies the north of site toward Finnieston Cross with a distillery to the south.
- 1858 - The Brewery has been demolished to make way for the Stobcross Crescent Masterplan prepared by Architect Alexander Kirkwood and a new residential tenement block now occupies the northern half of the site.
- 1949 - No change to the residential building. Maps indicate industrial garages now occupy the southern half of the site.
- 1968 - Building partially demolished along Finnieston St with corner and Minerva St blocks left in place.
- 1985 - Building fully demolished and northern half of the site cleared. Industrial garages occupying the southern half of the site remain.
- 1995 - Site redeveloped for commercial use. Two commercial units and associated car parking occupy the site to date.



Image from Finnieston St (north) looking East (Built c.1853, demolished 1971)



Image 8-20 Minerva Street - circa 1980s

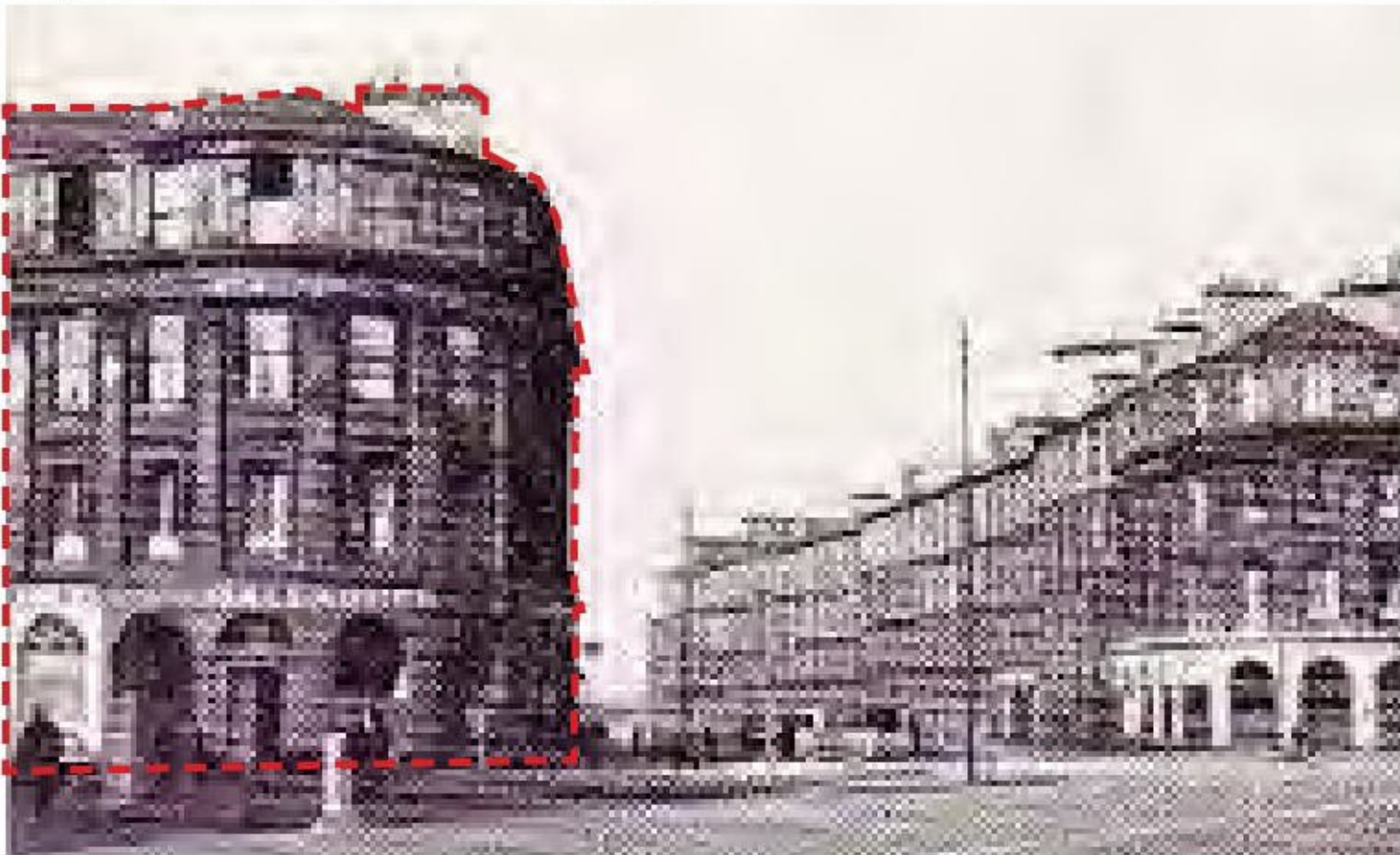
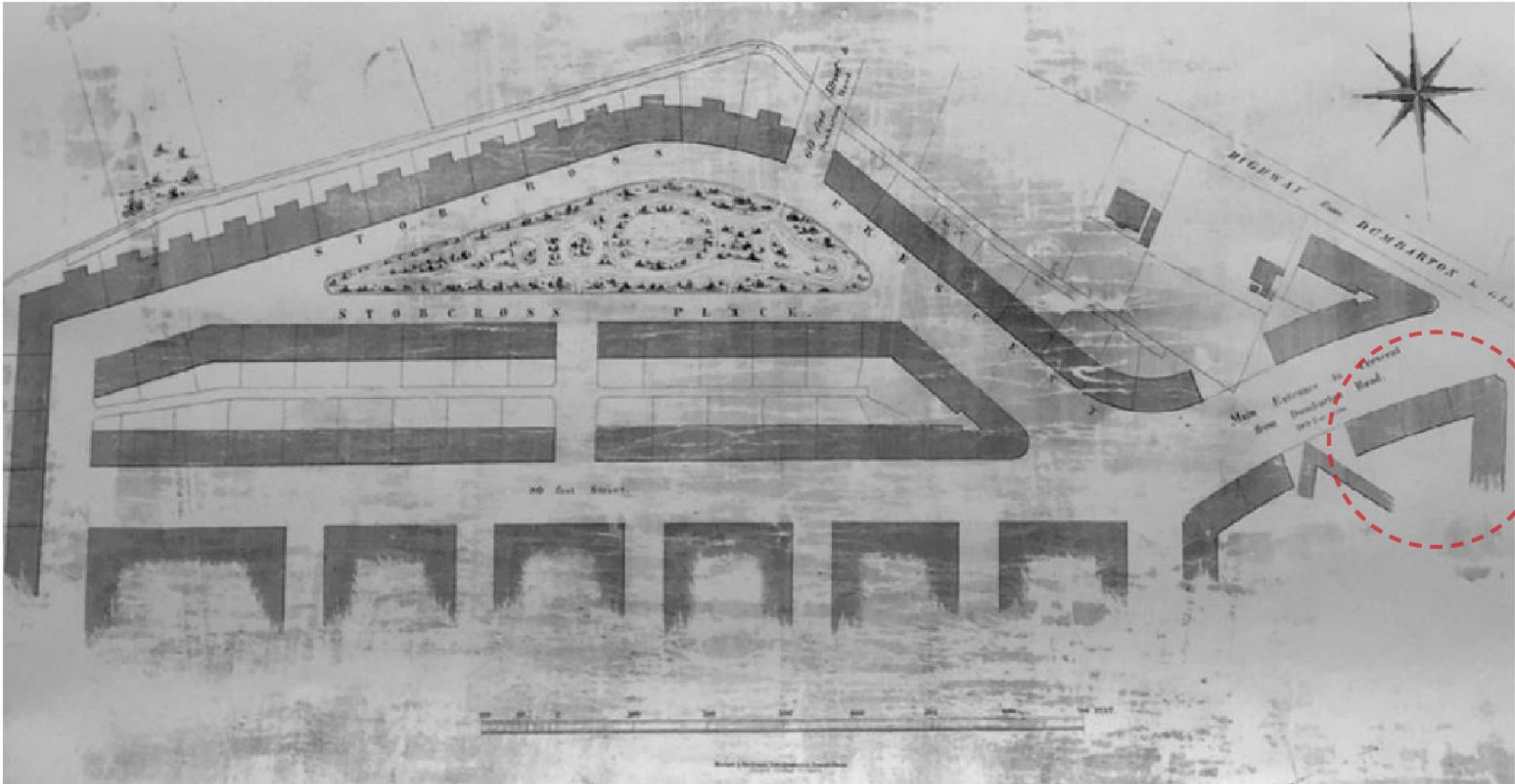


Image of Finnieston Cross - circa 1968 (left = Site, Right = Minerva St)

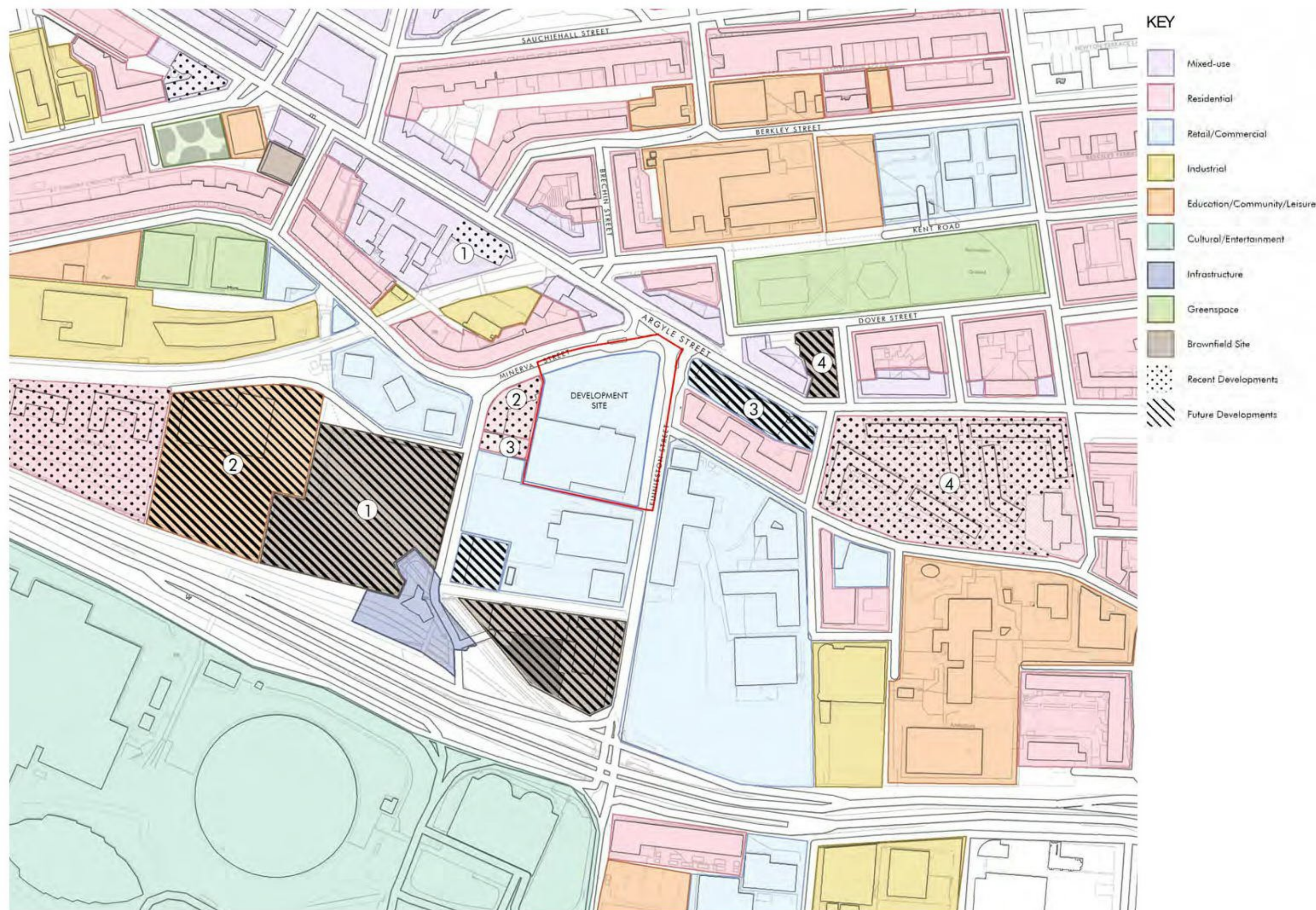


Proposed Stobcross Crescent Perspectives prepared by Alexander Kirkwood - 1849



Proposed Stobcross Crescent Masterplan prepared by Alexander Kirkwood - 1849

3.1 Context



Settlement Plan identifying land uses

The area around the site is designated within the Glasgow LDP as a Local Town Centre - Cranstonhill/ Yorkhill. Its aims for the site are to maintain a balance between retail and non-retail uses that protect the shopping function and permits other appropriate town centre uses, which includes residential.

The St Vincent Crescent Conservation Area lies immediately adjacent with its boundary along the Minerva Street edge of the site. The existing trees are within the conservation boundary and consideration has been taken in the design proposals to create a sensitive approach to this frontage.

Over the past 15 years, Finnieston has been promoted and built up as a modern residential and leisure area, mirroring Shoreditch in Greater London. To this end many new bars and restaurants have been established, along with modern housing, office, retail, arts & cultural developments.

The Hydro and SECC Campus to the south of the site on the opposite side of the Clyde Expressway attracts many of the biggest names in music and showbusiness, as well as staging major conferences and events from around the world. This has greatly enhanced the numbers of visitors to the area, particularly, to take advantage of the pre-theatre activities.

In 2016, Finnieston ranked first in The Times list "20 Hippest Places to Live in Britain" and The Herald claimed it the 'Hippest Place in Britain'.

Argyle Street runs east to west and connects Glasgow's City Centre with the West End. Many of the traditional tenement blocks remain, setting the scene for this stretch of the street as a main focus for shopping, cafe, pubs and bistro lifestyle.

Finnieston Street runs north to south and connects Argyle Street to the River Clyde and the Southside of Glasgow. It also provides a link on and off of the Clyde Expressway, which connects with the M8 and M74 Motorways and the wider Central Belt. and on 18 September 2006, was augmented with the addition of the Clyde Arc (known locally as "The Squinty Bridge") over the River Clyde.

Finnieston forms part of the Glasgow City Council ward of Anderston/City/ Yorkhill.



View of Finnieston Cross down Minerva St from Argyle St



View of Finnieston Cross/ Argyle St from Minerva St



View from Finnieston St (north) towards Argyle St



View from Finnieston St (south) towards Argyle St

LOCAL CHARACTER

The area around the development site is a mix of old and new buildings. Those built during the Victorian era are of blond sandstone with natural slate pitch roofs, though in recent years some have been refinished grey concrete tiles, typically those outwith the conservation area. The existing buildings opposite the site along Minerva Street sit within the Conservation Area. Most of the properties within this block are entirely residential, however, the block has more mixed-uses at ground floor as it nears Finnieston Cross with an element of retail/ office space with residential accommodation above.

Existing properties north of the site along Argyle Street adopt a similar palette of materials, however they are notably less decorative than the block on Minerva Street, and are more in keeping with the traditional Glasgow Tenement Style. The roof finishes in recent years have been refinished in grey concrete tiles which are a departure from the traditional slate. The ground floor properties are of a mixed-use in nature compared to Minerva Street, with shops, cafes, restaurants and bars.

Towards the north of Finnieston Street there is a mixture of Commercial, Office and Residential uses. Part of the commercial use here will reduce when the existing carpark is developed as part of the proposals. Similarly the office use by way of the Former Cranstonhill Police Station is due to be replaced by a residential and retail development, currently subject to planning approval, prepared by Westpoint Homes and Norr Architects (Planning Ref: 20/00858/ FUL).

Directly to the south of the Police Offices sits a four storey residential block, a refurbishment of an existing workshop and office, re-clad in buff facing brickwork and grey concrete tiles.

Further further south along Finnieston Street the character is predominately commercial units and offices blocks in the form of car garages/dealerships and the Sky Park development. This block is noticeably taller than other buildings in the vicinity. Materials again begin to change in line with the change of use whereby there is an increase in the area of glazing and the use of metallic light weight cladding panels typical of these uses classes.



1: "Hothouse" Argyle Street



2: 33-67 Minerva Street, Finnieston



3: 69 Minerva Street, Finnieston



4: Anderston Regeneration, Argyle/ Houldsworth Street

RECENT DEVELOPMENTS

1: "THE HOTHOUSE" ARGYLE STREET, FINNIESTON

Designed in 2004 the mixed use scheme provides 50 flatted units over 7 floors with a double height set back at fifth & sixth floor. An enhanced ground floor houses retail units along the street edge in keeping with the surrounding area. Whilst the scheme seeks to respect its surroundings, the elevation to Argyle St is contemporary in nature compared to later developments. Materials consist of blond standstone at upper floors to Argyle St with a curtain walling system and white smooth render to the rear elevations. An enhanced level of glazing is provided at ground floor which is notably contemporary when compared to adjacent shop fronts.

2: 33-67 MINERVA STREET, FINNIESTON

Designed in 2010, this project fits a high density 55 unit scheme onto a tight site. Fully utilising the sweep of the corner curve, the project recognises the height, form and materials of the Category A Listed terrace opposite with a five-storey stone facade topped by two receding zinc-clad attic storeys.

3: 69 MINERVA STREET, FINNIESTON

Picking up where the adjacent project left off, this smaller, development extends the same lines and profile of No 33-67 to create 14 units, this time with a brick base and two stepped zinc-clad attic storeys.

4: ANDERSTON REGENERATION ARGYLE/ HOULDSWORTH STREET

The development extends across 5 new buildings which vary in height from four to seven storeys providing 206 new build flats. Materials consist of clay/concrete brick, sandstone and areas of powder coated aluminium cladding. The two St Vincent Street elevations are finished in sandstone and reflect the existing tenement directly opposite. A red buff brick is used on the two new blocks that address Argyle Street, referencing the warehouses that used to stand at the site onto Houldsworth Street.



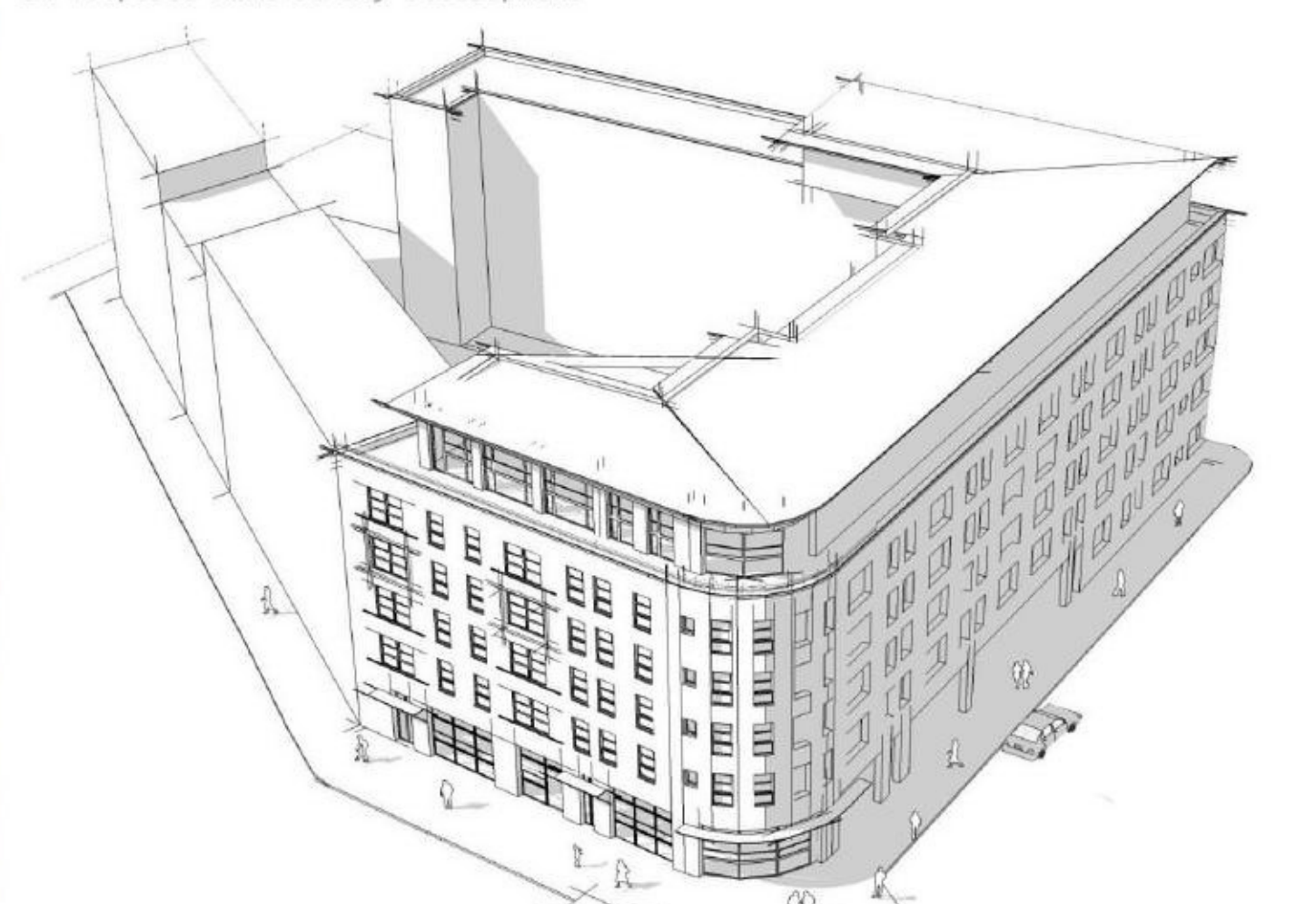
1: Proposed G3 Square Development, Minerva St



2: Proposed Minerva Way Development



3: Former Cranstonhill Police Station Development, Argyle St



4: Proposed Dover St Development

FUTURE DEVELOPMENTS

1: G3 SQUARE, MINERVA ST

Residential development comprising 220 units via three flatted blocks which vary in scale from 6 to 7 floors. Planning was granted in February 2016 for the first phase (189 units) with the second phase (31 units) granted September 2017 (Ref: 15/01289/DC & 17/00233/DC). Work is currently underway on-site with the first block recently being completed.

2: MINERVA WAY

Residential development comprising 195 units via three flatted blocks which vary in scale from 5 to 7 floors. A perimeter block, typical of the tenement urban form, fronts Minerva Way, with two stand alone blocks to the south overlooking the railway and the Clydeside Expressway. All three blocks are to be finished predominately in pale stone brickwork. Planning was recently granted in February 2021 (Ref: 20/00246/FUL).

3: FORMER CRANSTONHILL POLICE STATION DEVELOPMENT, ARGYLE ST

Mixed-Use development comprising 84 residential units over 7 floors with retail at ground floor. The development is to be finished predominately in blond sandstone with a set back at the upper two floors finished in metallic cladding. The Planning application is still currently being considered (Ref: 20/00858/FUL).

4: DOVER STREET

Mixed-Use development comprising 57 residential units over 6 floors with retail space at ground floor. The development is to be finished predominately in blond sandstone with areas of buff brickwork. A set back at the top floor is to be finished in grey cladding to mimic the adjacent slated/tiled roofs. Planning was granted October 2018 (Ref: 17/01683/DC). Work is currently taking place on-site.

3.2

Site Analysis

The development site is a rectangular portion of land that abuts Minerva Street on the north and Finnieston Street on the east. A recently completed flatted block with rear parking forms the west boundary and a car dealership garage with hardstanding forms the southern boundary.

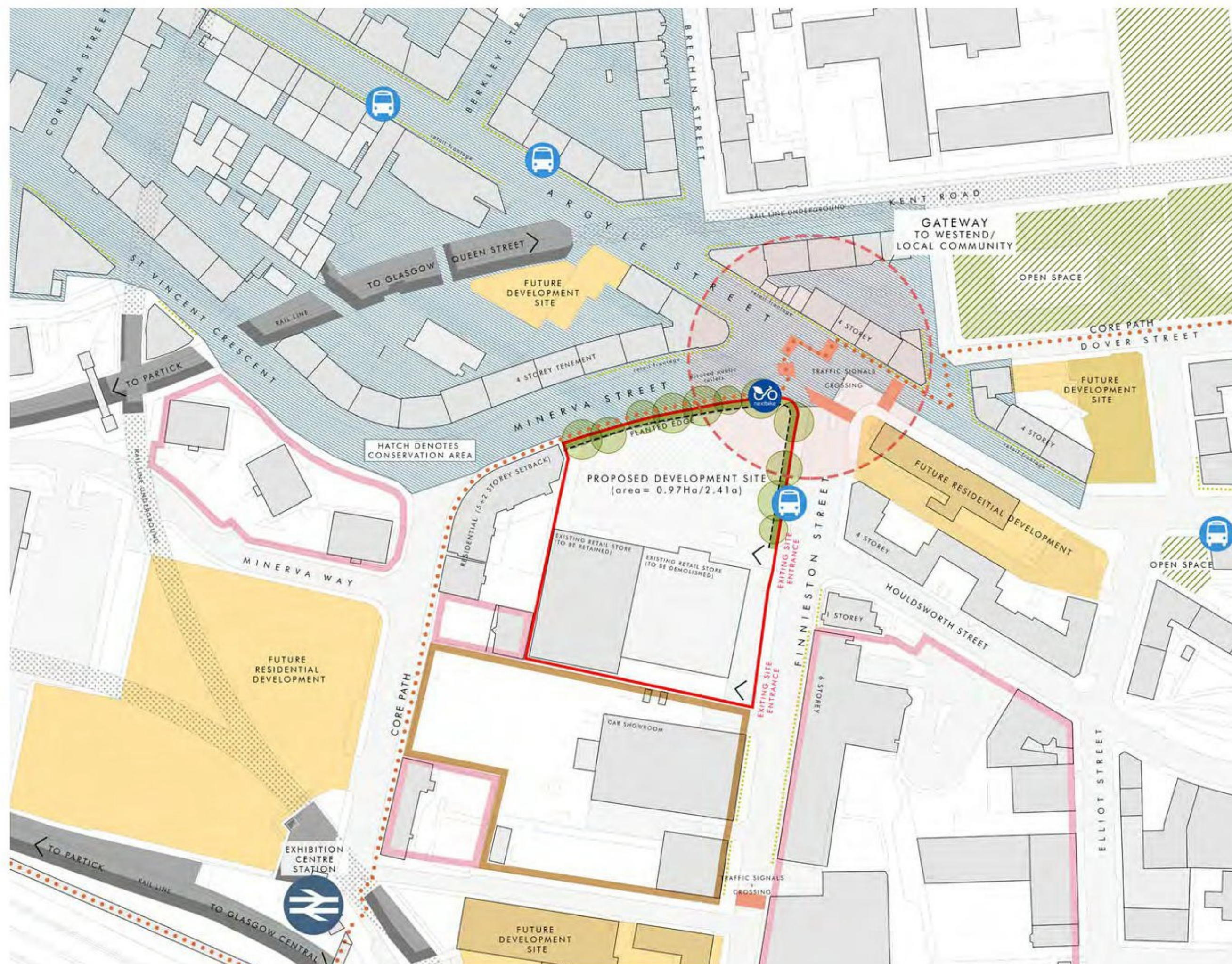
The site is generally flat with a gentle fall to the south and west from a high point on the northern corner. There are two portal frame retail units located against the south boundary with the customer parking forming the boundary edge to Minerva Street and part of Finnieston Street. A high metal fence encloses the carpark with a narrow verge outwith, planted with trees and shrubs between the fence and footpath. The trees on the Minerva Street strip are protected within the St Vincent Crescent Conservation Area.

The single point of entry for pedestrians and vehicles is taken from Finnieston Street.

The Finnieston Street junction with Argyle Street is traffic controlled with a number of pedestrian crossing points and splitter islands.

Finnieston Street is considered a major traffic route in and out of the West-End and presents a mixed use character of varying building types, styles and heights. Minerva Street offers an entirely different character, a quieter residential street dominated by the Listed Tenement Building opposite and set back from the bustle of Argyle Street.

The existing nature of both streets are important considerations in the future development of the site and their boundary treatment and public realm are explored further in Section 6.2 of the report covering Design Proposals.



Site Analysis Diagram



Cycle Route - 756(blue) + Core Paths - C93A(orange)



Site Plan as Existing Indicating Current Accessibility to Site



Wider Site Accessibility Diagram

ACCESS

The plan adjacent indicates the present infrastructure that links the development site with both the local community and the wider city. A detailed Transportation Assessment has been prepared by Fairhurst Engineers will accompany the Planning Application.

Vehicular Access

The main vehicular access servicing the site is taken from Finnieston St and provides access to the customer car park for the existing retail units. There is also a second point of access further down Finnieston Street, this is for service vehicles only to the Lidl Unit. It is envisaged that this second access will be maintained as part of the development proposals in order to facilitate the on going servicing of this retail unit which is to remain.

Pedestrian Access

The same main access noted above also serves as the main pedestrian access to the site. It is proposed within the new Planning Application that a new entrance to a refurbished Lidl Unit is taken from Finnieston Street.

Public Transport

The development site benefits from being within close proximity to a number of Public Transport Routes. The Exhibition Centre Train Station is located at the south end of Minerva Street, this connects with Glasgow Central Station, travelling east, and Partick in the west and beyond to Helensburgh and Balloch.

Argyle Street and Sauchiehall Street to the north provide direct bus routes in and out of Glasgow City Centre and link with routes throughout the city. The Core Path (C93A) runs along Minerva Street and the National Cycle Route (756) runs through Kelvingrove Park to the north, towards Anderston and Glasgow City Centre.



Photograph highlighting main Pedestrian and Vehicular access from Finnieston St



Tree no. 3 - Minerva Street (North)



Tree- Minerva Street (South)



Site Plan as Existing



Existing Trees - Southern Boundary to Minerva Street



Existing Trees - Southern Boundary to Minerva Street



Existing Trees - Argyle Street Corner

EXISTING STREET SCAPE

The site was previously developed more traditionally, with buildings fronting onto the surrounding streets, typical of the surrounding area. The landscape assessment has highlighted that the trees currently edging the streets would not be the usual choice for an urban space, and were likely selected to screen the car park and commercial units at the time of their development. In regenerating the site, the original purpose of the trees will be superseded.

At present, the trees are still young and of no great size. Predominantly Sycamore, Broad Leaf Lime and Ash, these are ultimately broad parkland and woodland trees. In an urban setting, Sycamore and Lime cast heavy shade and produce honeydew deposits which cause significant nuisance. Ash trees are unlikely to survive the current upsurge in Ash Dieback Disease.

These species have the potential to grow very tall with wide spreading and dense canopies overhanging the street - they are already interfering with the street lighting. As the planted verge area does not have sufficient soil volume for long-term growth, roots have already spread out and disrupted the footway to the south. As the trees mature, this will continue, leading to further damage and making the trees themselves vulnerable to future footway works.

Regeneration of this site will also change the availability of light to the trees, and it is likely that they will begin to lean northwards over the street, in order to maximise light onto their canopies. This could lead to the trees becoming imbalanced in the long term and exacerbate the impact of the canopy spread.

Whilst the trees form an attractive and effective summertime screen to the car park, the situation is not static and in the fullness of time, they will present practical problems as they grow and spread.

A Tree Survey prepared by Alan Motion Tree Consulting Ltd will accompany the Planning Application.

3.3

Technical Considerations

GEOTECHNICAL

A Desktop Site Investigation Report by Fairhurst Engineers will accompany the Planning Application.

The history of the site documents that it has been occupied by various residential and industrial properties throughout the studied period. The industrial land-use on site include an engine works, garage and a warehouse. The existing properties were first shown on the map edition of 2003.

The following potential geotechnical constraints have been identified:

- Made Ground is likely to be present across the wider site area associated with the site's current and historical developments;
- Based on the documented superficial deposits, which are considered to be of variable strength, and the likely structural loads associated with the buildings, it is highly likely that an abnormal foundation solution will be required;
- Detailed service plans have been obtained which record the presence of a number of below ground services;
- Service trench and other subsurface construction has the potential to encounter shallow groundwater and potential resulting in excavation instability;
- Given the various buildings that have historically been present on site there is the potential for buried foundations and structures across the site
- Given the former industrial usages of the site, there is potential for contamination from a number of sources
- An intrusive investigation will be required to assess all of the above noted potential development constraints.

DRAINAGE

A detailed Drainage Impact Assessment Report by Fairhurst Engineers will accompany the Planning Application.

The River Clyde is the nearest watercourse situated approximately 0.6km south of the site.

In terms of general topography the land across the site generally falls from the North-East to the South-West at a gentle gradient.

Existing Combined Sewers are shown on record plans within the streets / roads surrounding the site. An existing Surface Water Sewer is located approximately 50m south of the site on Finnieston Street. New separate

foul and storm water systems will be provided within the site. Foul water will be collected by gravity sewers within the site and routed to the existing combined sewer in Finnieston Street. The storm water system will discharge to the existing surface water sewer in Finnieston Street, following Sustainable Urban Drainage, SUDS, treatment and attenuation at a rate of 13.22L/s as set out in Scottish Water PDE response letter. Discharge will be limited to the 30 year Greenfield run-off rate with an inclusion of 30% climate change & 10% urban creep.

SERVICES

GAS

Record drawings indicate SGN mains services surrounding the site with a 180mm Polythene (PE) pipe on Minerva Street which transforms to a 12" CI at the junction to Argyle Street with a 10" CI running down Finnieston Street. There does not appear to be any gas pipework running across the site of the proposed development. It is noted that gas is not proposed to be taken into the site to provide any heating or hot water requirements for the building.

ELECTRICITY

Record drawings indicate a number of HV cables routed around the site, both 11kVA & 33kVA. The 33kVA cables route round the junction at Minerva Street Finnieston Street before turning east down Houldworth Street. Separate 11kVA cables run down Finnieston Street. The 11kVA services power secondary substations i.e. Substations dedicated to serve buildings and building clusters, with one on Minerva Street and another on Finnieston Street.

Record drawings also indicate several Low Voltage (LV) cables routed around the site. There is an unmetered point on Finnieston Street and an existing Feeder Pillar on Minerva Street. These two points would need to be checked in terms of proximity to the new building line. There is an existing LV cable shown running across the carpark that is shown as 'Out of Use'. Consideration of removal of this cable to form new carpark will be required.

WATER

Record drawings do not indicate any water service running through the site. There are mains water running on both Minerva Street (4" Cast Iron (CI), from 1896) and on Finnieston Street (4" CI, from 1896) and within Newton Street to the West (9" CI, from 1970). These mains pipes serve 3 no. of fire hydrants surrounding the site. It is noted that these are shown on the pavements within 6m of where the building is proposed to be placed therefore discussions with

Scottish Fire and Rescue will be needed to identify whether these need to be relocated.

It should also be noted that Scottish Water typically require stand-off distances between their infrastructure and buildings, in this case we would expect a stand-off requirement of approximately 5 metres.

BT

The existing PC World and Office Outlet are served from a chamber on Finnieston Street. The connection to the PC World will be removed as part of the demolition works however there is also a cable serving Office Outlets from the same chamber which crosses the proposed carpark for the new building. A potential diversion of this cable or protection of it during the works of the demolition of PC World and construction of the carpark will be required

VIRGIN MEDIA

Record drawings indicate the site has access to Virgin Media with both infrastructure of Minerva Street and on Finnieston Street albeit on the opposite side of the road from the site.

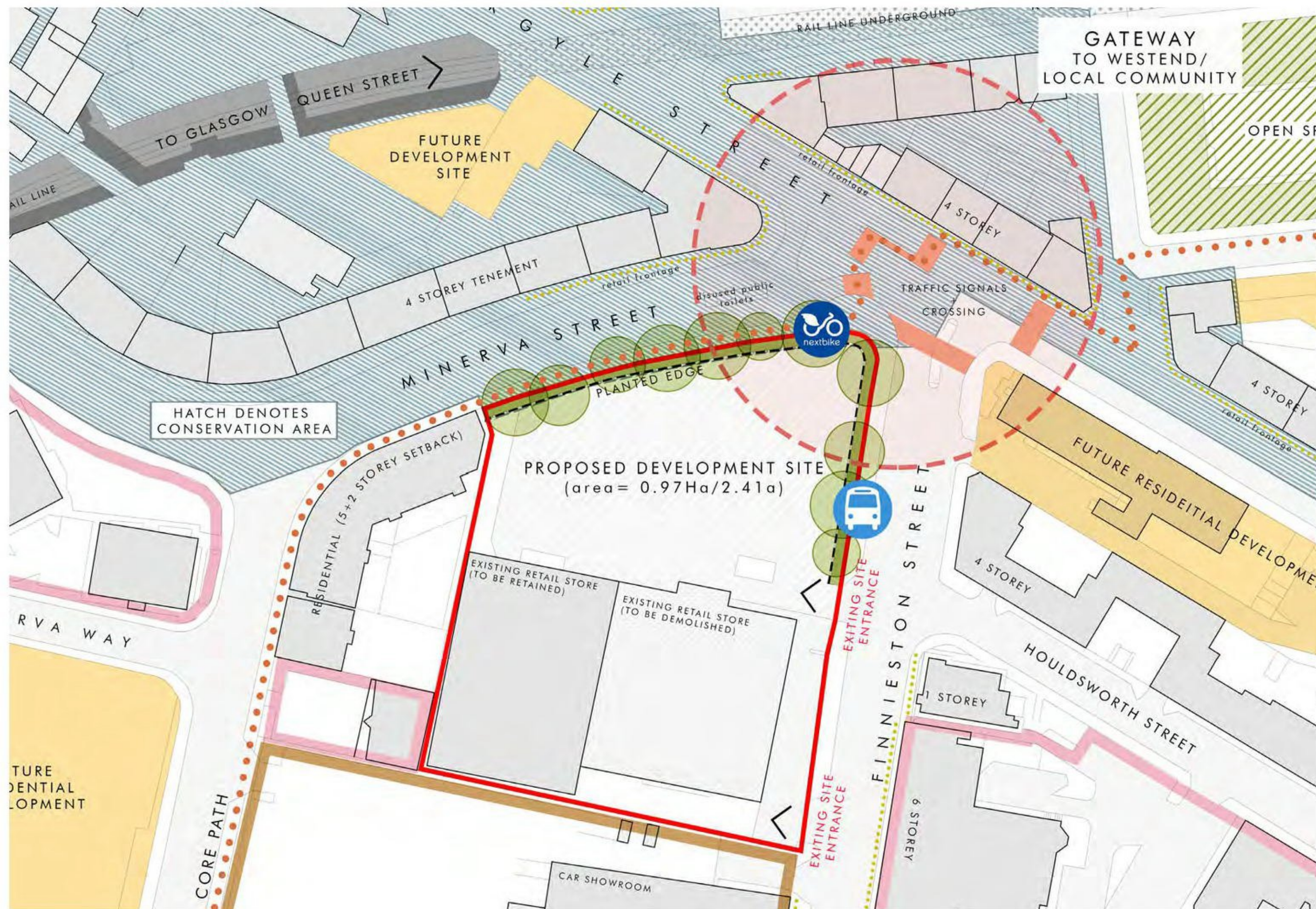
NOISE

A detailed Noise Impact Assessment will accompany the Planning Application. This report will identify all sources of noise which affect the proposed development and make recommendations as to the extent of mitigation measures required should these be necessary.

The main sources of noise on site are likely to be related to Road Traffic Noise and Fixed Plant associated with the new development and neighbouring buildings.

3.4

Opportunities and Constraints



Opportunities and Constraints Plan

To summarise the preceding chapters and headings the following Opportunities and Constraints have been considered during the design development of the scheme proposals.

OPPORTUNITIES:

- The site is located on a major intersection of Argyle Street and Finnieston Street, two main routes in and out of Glasgow City Centre.
- This intersection forms the potential to enhance the arrival into the Conservation Area, the West-End of Glasgow and a Gateway to the communities of Yorkhill, Kelvingrove and Finnieston.
- The acquisition of the site by the Ambassador Group, provides the opportunity to replace the utilitarian carpark on this key frontage with a new building of an architectural form that is more reflective of the established townscape and streetscape character of this area of the city.
- A portion of the existing retail use is retained and with careful demolition of the unit fronting Finnieston Street, the relocated parking and retail entrance provides a safer environment to shoppers.
- A mix of commercial and retail use at the ground floor of the new building will continue the established character of shops, small businesses, eateries, bars and cafés, extending down Finnieston Street.
- The proposal offers the opportunity to create a new and more attractive streetscape, this will include new street tree planting that respects the established character of Minerva Street and St Vincent Crescent.
- The Development offers the potential link up with Local Community Groups on their various ongoing initiatives, particularly the 'Cycling Village' proposal.
- Improvements to Infrastructure and the Public Realm within the vicinity of the development site to create a safer environment for pedestrians and cyclists.

CONSTRAINTS:

- The site's location on a major traffic intersection will require issues relating to noise and air quality to be resolved for the proposed residential use.
- Careful consideration of Service Access, bin collection, etc, for the Commercial Units, particularly from Finnieston Street.
- The existing trees along the northern boundary of the site are within the Conservation Area and safeguarded by TPO. Their root system is likely to extend into the development site and has implications on existing footpaths and services.