

# ZMARCHITECTURE

62 Albion Street  
Glasgow  
G1 1NY



Project reference: 21030

## DESIGN AND ACCESS STATEMENT

December 2021

27 WARROCH STREET, GLASGOW G3 8BL 30 CHEAPSIDE STREET, GLASGOW G3 8BH

### PROPOSED CONVERSION AND CHANGE OF USE TO FORM 66 BED SPACE TRAVEL HOSTEL

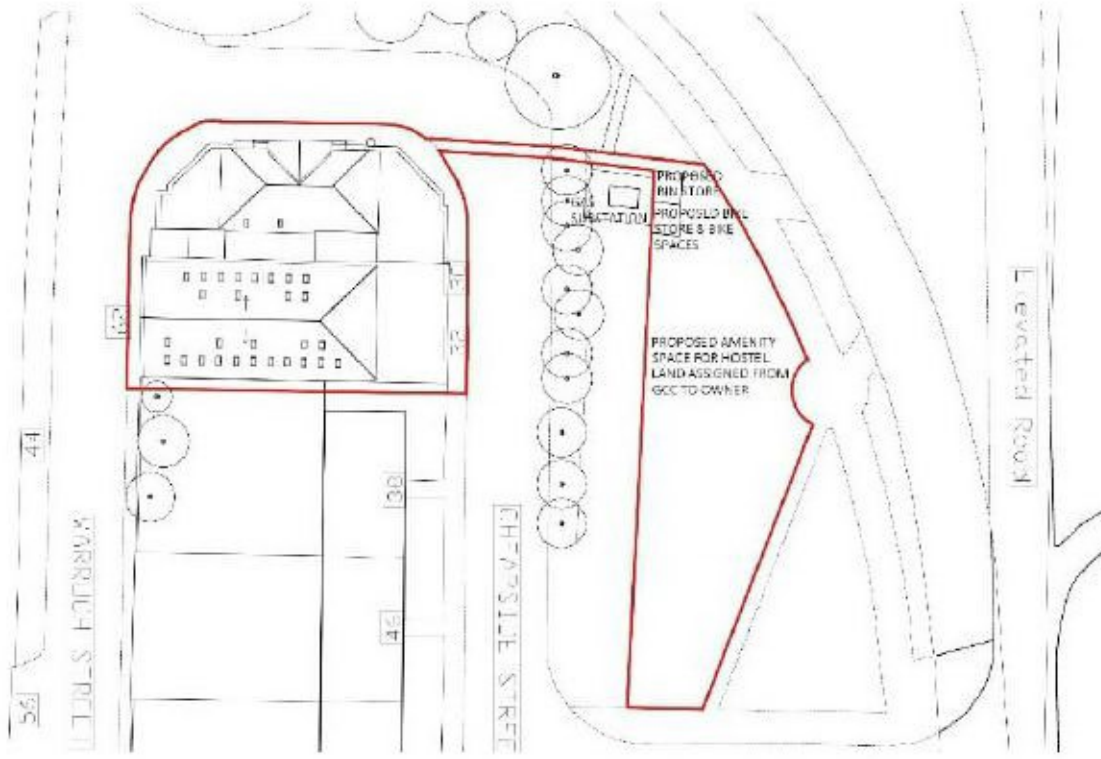


Existing facades to Warroch Street – entrance bottom left of image

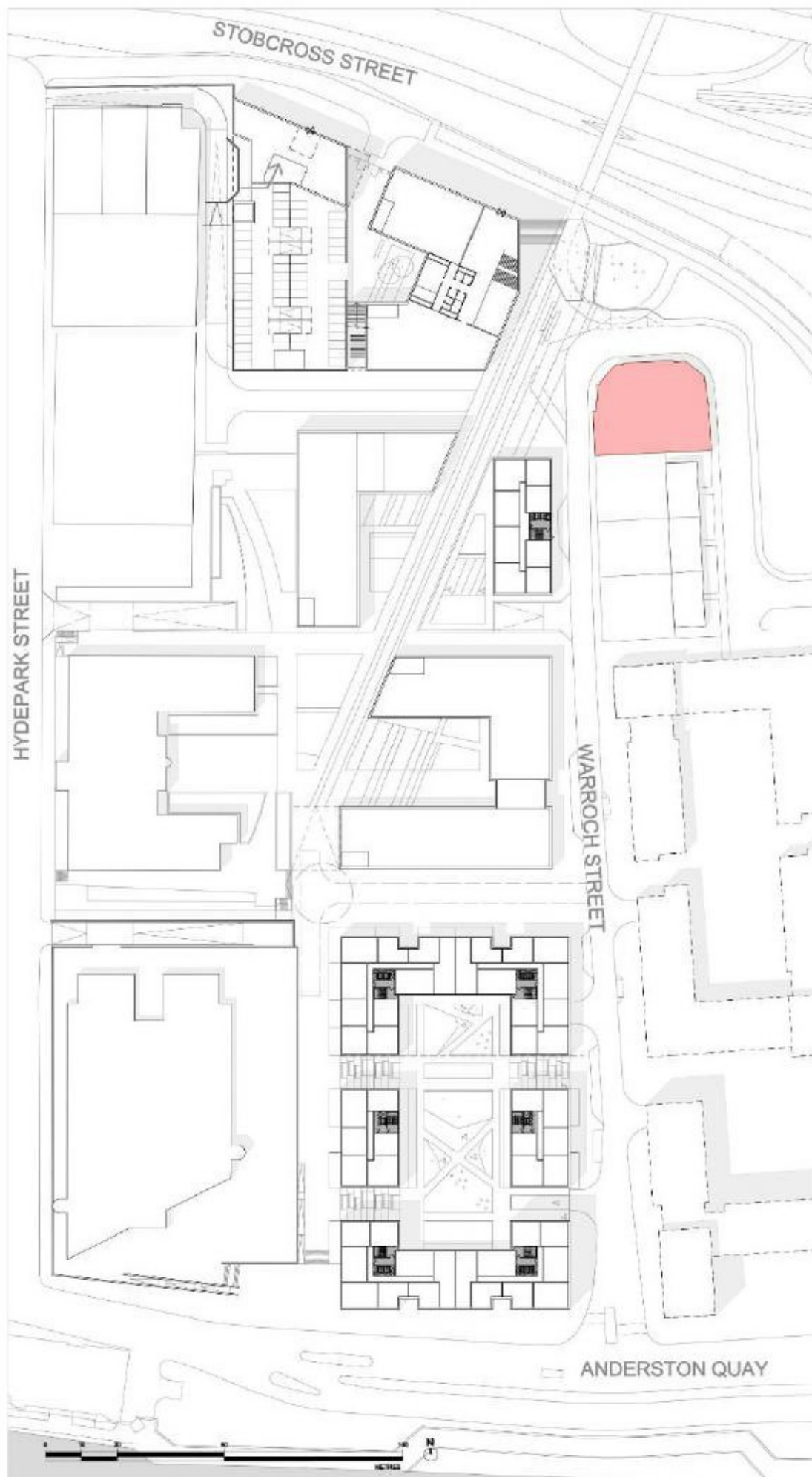
Revision	Date	Description
-	13.12.20	Issued for Planning

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Existing site plan extract



Proposed Masterplan of Central Quay mixed use development proposed by Keppie Design. Planning Ref- 16/02414/DC. (27 Warroch Street building footprint highlighted.)

## 1.0 PRE-APPLICATION RESPONSE

This project was the subject of Pre App 21/02428 PRE dated the 14<sup>th</sup> September 2021.

It was handled by Alan Shand, case officer.

*No policy conflict arises with the uses proposed, in principle. However, assessment of any application will include assessment of the proposal's suitability in the context of the River Clyde Development Corridor Strategic Development Framework, which proposes an increase in residential population which will enhance vibrancy and support compatible commercial uses.*

## 2.0 APPLICATION DETAILS

**APPLICANT** ZM ARCHITECTURE LTD, 62 Albion Street, Glasgow, G1 1NY

**AGENT** ZM ARCHITECTURE LTD, 62 Albion Street, Glasgow, G1 1NY

**OWNER –** Saqib Deen, Apexx Investments Ltd, 113 Netherauld House G43 2YS (NOTIFIED)

**LAND ASSIGNEE –** Area of open land to East of Cheapside Street, DRS GLASGOW CITY COUNCIL, 231 George Street G2 1RX

### ADJACENT PROPERTY OWNERS (NOTIFIED)

- St Mirran Limited (26 CHEAPSIDE STREET, GLASGOW G3 8BH 30 CHEAPSIDE STREET, GLASGOW G3 8BH 32 CHEAPSIDE STREET, GLASGOW G3 8BH 29 WARROCH STREET, GLASGOW)
- Hornbuckle Mitchell Trustees, 32 CHEAPSIDE STREET, GLASGOW G3 8BH

### TENANT (NOTIFIED)

- AILSA RESPONSE STAFF RECRUITMENT 32 CHEAPSIDE STREET, 32 CHEAPSIDE STREET G3 8BH

## 3.0 APPLICATION SUBMISSION

The development is an opportunity site within an Economic Development Area and sits within the River Clyde Corridor SDF. The increase in a proposed largely residential population will be entirely appropriate to this development, especially given its current vacancy and location.

The buildings have been host to a variety of uses and the ownership is shared within the parts.

The last known use of the premises that we are proposing to change was a private children's day nursery over two floors, and another part, a small interlinked commercial office / advertising and promotions agency.

The area is currently undergoing significant transformation into a new mixed use residential neighbourhood of around 400,000sq ft Approved by GCC. It is well served by public transport and the surrounding streets operate on a controlled parking system.

#### 4.0 PLACEMAKING ANALYSIS

The assortment of buildings at the north end of Warroch Street and Cheapside Street are in part a surviving remnant of the *Cheapside Street whisky bond fire* in Glasgow on 28 March 1960.

Cheapside was once an area of intense industrial production, storage and warehousing fuelled by the maritime trading on the River Clyde. Almost all original buildings from the period have not survived. The warehouse at 29 Warroch Street and part retained tenement on Cheapside Street are from the time.

The site is flanked on the northern boundary by the Clydeside expressway road and pedestrian bridge over from Anderston / Finnieston that spirals down to the site. The close proximity of junctions 18 and 19 of the M8 motorway, the expressway and Anderston railway station make the location readily accessible. The ambient noise level from the adjacent roads are surprisingly low probably due to absorption from the trees and the elevated section of M8 to the eastern edge.

The area of open ground to the east is land owned by GCC and has been assigned to the owners under a lease agreement. The operator intends to maintain the space and use it for amenity. Therefore, this section of open land to the east of Cheapside Street is part of the application red line boundary and will remain open space, it will also be used to provide amenity space, cycle parking and a dedicated refuse and recycling store.

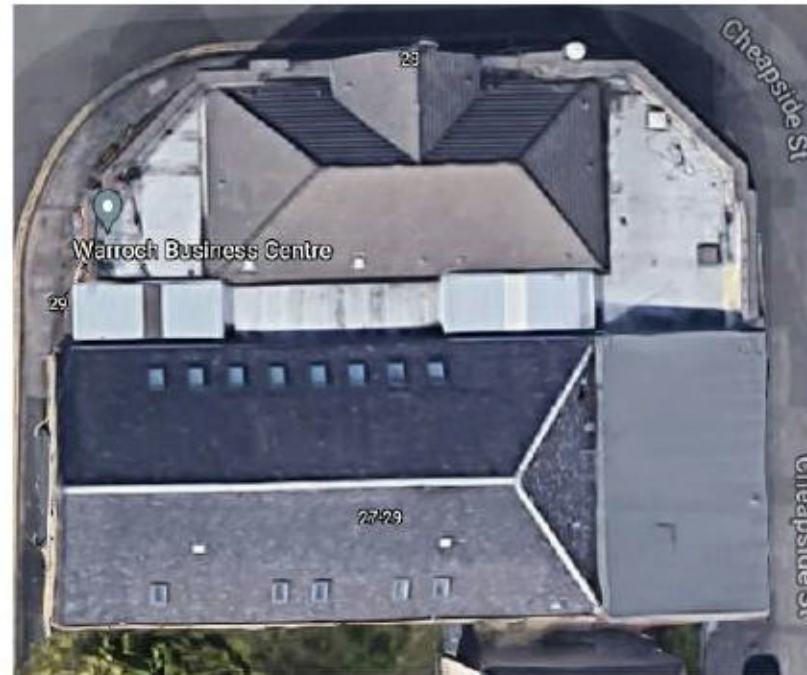
The existing Scottish Gas palisade enclosure can be partially screened by a new utility building and its visual appearance improved as part of the design proposal.



View west across to Cheapside Street across open space (Scottish Gas compound in foreground)

It is believed that the area of open ground was used as a burial ground for victims of the fire which was Britain's worst peacetime fire services disaster. The fire killed 14 fire service and 5 [salvage corps](#) personnel. We propose that ideas for a permanent marker to commemorate this event are incorporated into the plans for the open space.

Between Cheapside Street and Warroch Street, a 2-storey robust industrial cast iron framed warehouse building spans east west across the block and is linked internally to the North to the more modern building via a series of stairs and wall openings. This is in brick construction and not a notable piece of architectural design probably dating from the late 1980's. On the eastern boundary, an original 4 storey red sandstone tenement has been lowered to 2 stories, (after the fire) and this section of building is entirely separate from the other parts. It is currently an office use.

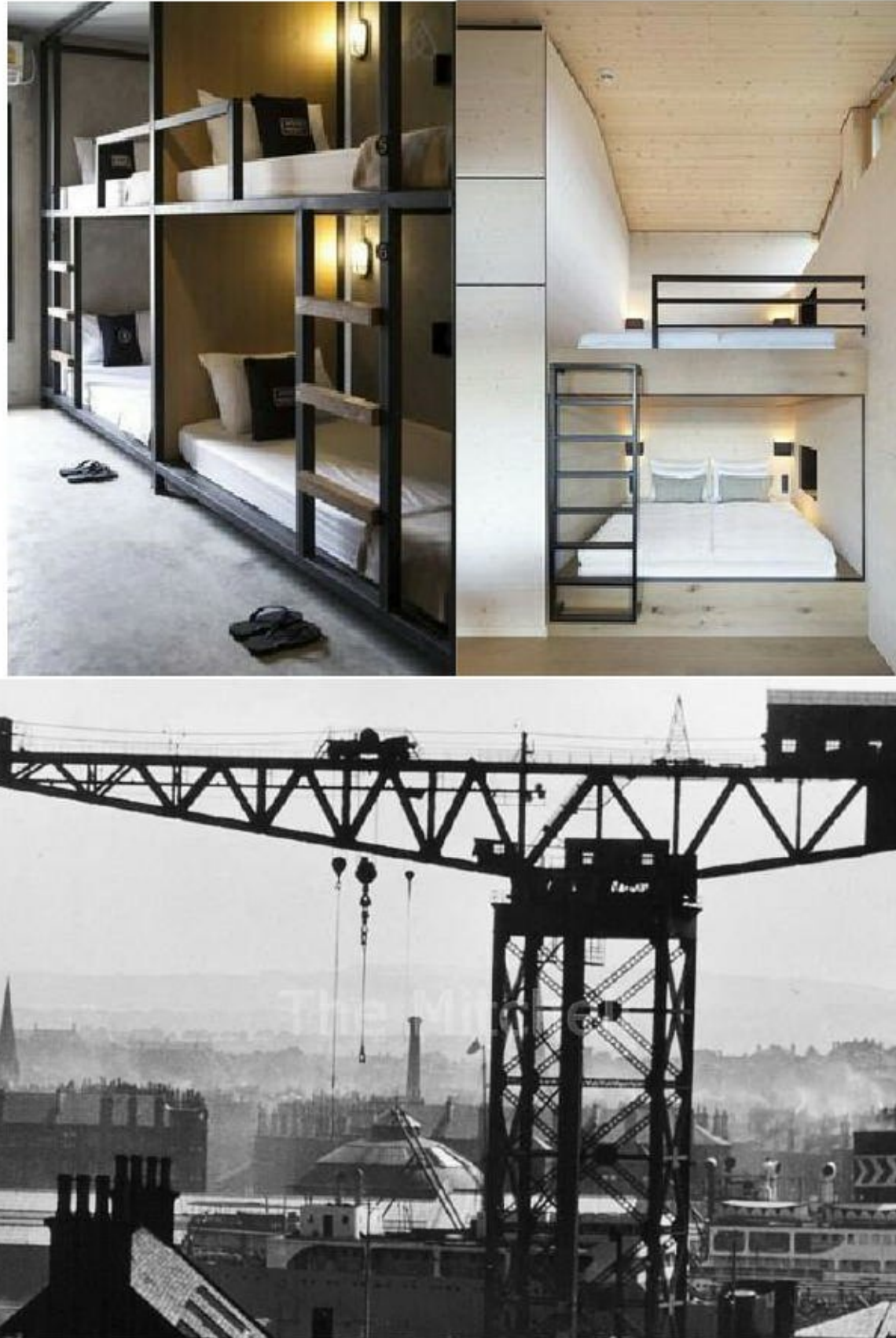


To the south, the site is defined by a residential 4-storey tenement building that has been refurbished. Across Warroch Street is a large land parcel currently undergoing construction work as the Phase 1 section of the Central Quay and City Wharf mixed use development by Keppie Design, a strategic regeneration plan that will transform the area into a more diverse neighbourhood.



## 5.0 Proposed use

We are proposing to convert parts of the buildings under the ownership of Saqib Deen, Apexx Investments, into a 66-bed space budget travel hostel. It will be a good quality offering with a contemporary, lean and competitive business model based on successful operations across the UK.



The bespoke sleeping accommodation will be supported by ensuite shower and WC facilities, with on-site storage, a laundrette, a small wellness sauna suite, and self-service basic food services. The design concept picks up on the location of the proposal to the Finnieston Crane as a local landmark and the working title of the project is the Finnieston Hostel.

The proposed hours of opening will be 24 hours 7 days a week for guests with controlled entry and security fobs.

Staff numbers will not exceed 10 including part time workers.

There will be no on-site cooking requiring flue extraction and ventilation.

## 6.0 CHARACTER AND IDENTITY - Context

The project will be sustainable, innovative, and imaginative with an identifiable character. It will provide overnight sleeping accommodation for the traveller on a budget and the location is ideal for guests who would travel into Glasgow for events at the SEC and Hydro or budget outdoor activity weekends etc. It will offer a competitive economic alternative to the hotels in the area.

We are not proposing to make any significant external alterations to the buildings except improve the performance of the building fabric. We also want to improve the legibility and the accessibility of the ground floor entrance. The applicant has limited clear ownership of parts of the ground floors, but the proposed entrance off Warroch Street will be clearly defined by a new hooded contemporary canopy over the doorway which will incorporate a signage element and provide shelter.



The proposal will seek to improve the existing building fabric external in a contemporary style, the existing architecture uses a palette of materials such as natural red brick that will maintain a positive appearance over time. By overpainting and white lime washing the brick, we seek to freshen up the façade to Warroch Street and better define the entrance.

The existing roof scape is visible from the pedestrian bridge. There is a combination of modern concrete tiles, a membrane over the flat roofs and valley and an old roof in natural slate with many rooflights inserted over time over the warehouse. The old slated pitched roof is showing signs of wear and tear. It is proposed to replace this pitched roof with new profiled high performance insulated sheeting incorporating a series of new rooflights into the trusses.





The thermal performance of the walls will be improved from the outside on the warehouse. This will allow the existing internal exposed brick to be retained as a feature. Internally, the existing exposed roof trusses that support and integrate with the mezzanine floor will be revealed as a feature.



CGI Design render of bunk rooms



Internal character

## 7.0 SUCCESSFUL OPEN SPACE

The challenge of the site is how to create and deliver safe and successful open spaces. The amenity space proposed is part of the adjacent land and the applicant would hope to maintain and develop this space as part of the local enhancement of green networks creating opportunities for play, relaxing, socialising.

There will be a clear understanding of open space provision (including the expectations of the local community) and the potential benefits of improved open space and public realm to an area.

## 8.0 LEGIBILITY AND SAFETY

As we are not altering the massing of the buildings, there is no change or required response to surrounding urban forms (street lines, heights etc.)

The proposal is to be well-lit and well maintained and will incorporate new LED lighting to improve legibility and general public safety. As stated, dedicated cycle parking will be proposed in a dedicated structure on the adjoining land which is part of the amenity space.

Because there is limited ownership of the ground floor zone, within this application it is not possible to incorporate active frontages. The proposal does however try to re define the entrance with the use of a canopy and signage structure. There are talks in place with the ground floor owners to bring forward new compatible uses.

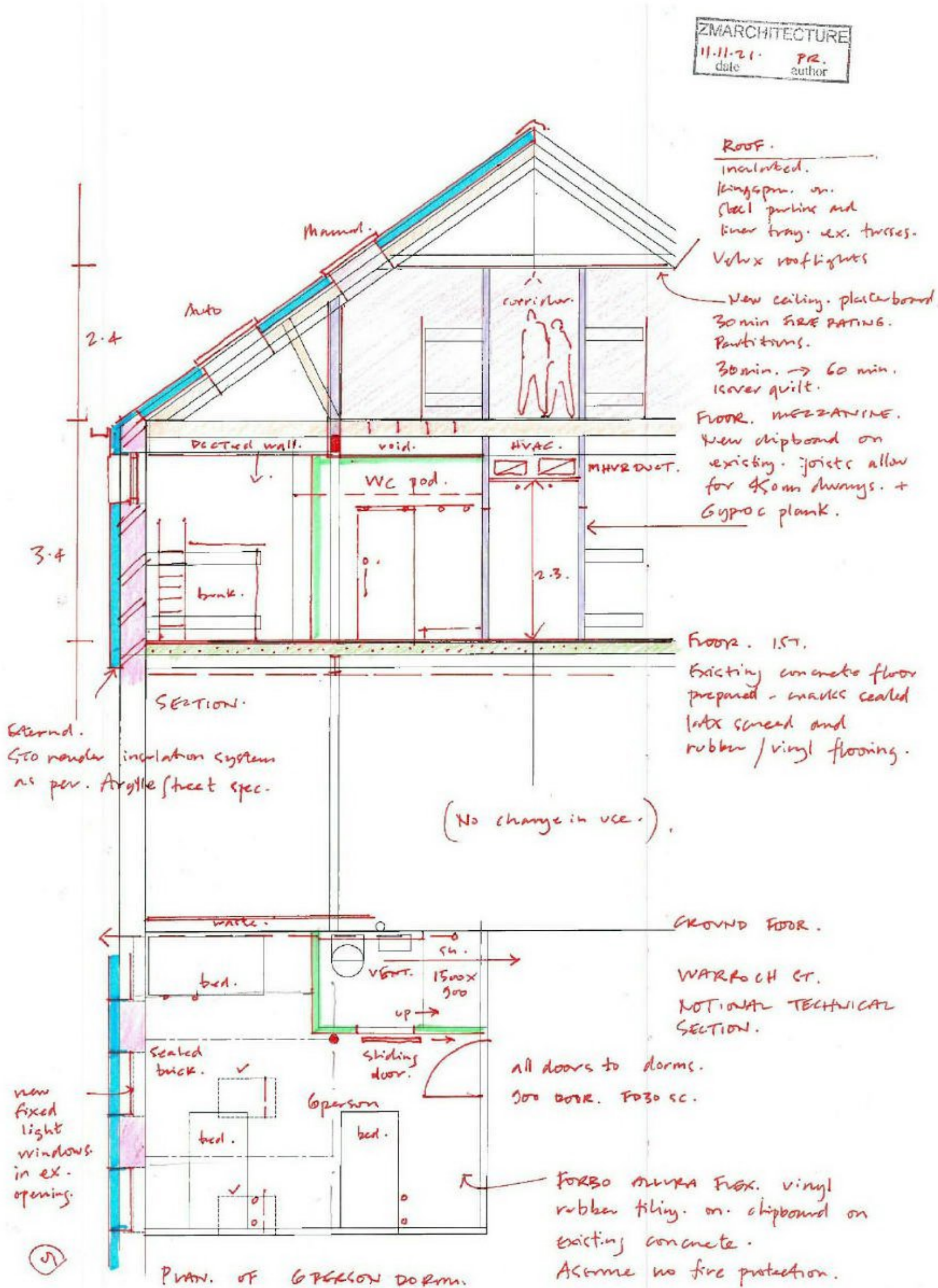
## **9.0 EASE OF MOVEMENT**

The Pre-App has established that the proposal can be supported as car free development, for the following reasons:

1. Minimise the need to travel – car free future travel trends
2. Exploit proximity to public transportation - good
3. Consider connections between local and surrounding areas. – good local trains, bus routes etc.

*Provision for cycle parking SG11 1 space per 10 beds, 7 spaces, 1 staff space per 10 employees*

*8 cycle spaces are to be provided within a specially designed structure.*



10.0 ADAPTABILITY AND SUSTAINABILITY

The proposal seeks to repair and reactivate these buildings and the use will complement the planned quality of the new mixed-use neighbourhood. The proposals are being environmentally engineered by Harley Haddow and will incorporate a long-term plan for effective management and maintenance and carefully consider sustainable systems and energy use.

We will seek to capitalise on community infrastructure for energy heating and waste management. Harley Haddow have been commissioned to provide a holistic best fit energy design strategy for the project. A comprehensive strategy has been carried out to address the energy efficiency measures and renewable technologies used at the facility and assess their suitability for inclusion within the development, to achieve this measure.

The strategy shall follow the 'Lean', 'Mean' and 'Green' Energy Hierarchy approach in order to reduce overall energy consumption and demand.

- **Lean** measures consider building fabric improvements: U-values and lower air permeability rates.
- **Mean** measures consider energy efficient supply of energy, via efficiency plant, controls and lighting.
- **Green** measures consider the integration of renewable (zero carbon) technologies.



Energy Hierarchy Approach

The importance of “be lean” by using less energy is key to reducing carbon consumption with an aim of moving towards net zero carbon. The building fabric must be reviewed with an aim to insulate and provide an element of air tightness. The typical building energy savings associated with fabric and air tightness improvements is in the region of 10-15%.

Energy strategy calculations shall be undertaken to assess carbon dioxide (CO<sub>2</sub>) emissions and energy consumption to identify the most appropriate energy efficiency measures and low and zero carbon technologies. A range of options and technologies shall be reviewed in order to select the optimum solution to obtain the required energy efficient solution and in turn EPC rating.

The proposals shall encapsulate the following with an aim to reduce energy usage and associated costs/carbon emissions:

- Building Fabric Improvements;
- Heating, ventilation and air conditioning upgrades;
- Provision of energy efficient lighting systems;
- Energy efficient motors and controls;

By following this procedure, significant energy savings can be made the introduction of heat pump technologies to replace the existing gas boiler plant. This type of solution would also offer an element of futureproofing to ensure that the buildings on site are served by electrically powered renewable technologies in the future which will be served by a largely decarbonised electricity grid helping Finnieston Hostel progress towards a net-zero carbon solution. The use of an electrically fueled heat and hot water source is the current “future proofed” solution as a step towards carbon Net Zero,

however does not then provide a Net Zero facility. A multi-level holistic approach is required to achieve Carbon Net Zero.

### **11.0 FLOOD RISK**

SEPA flood maps confirm that the properties are unlikely to be at risk from any flooding. There are also not likely to be any issues from Scottish Water on a drainage impact assessment as the existing and previous use incorporate extensive sanitary and washing facilities.