

8. Building enhancements

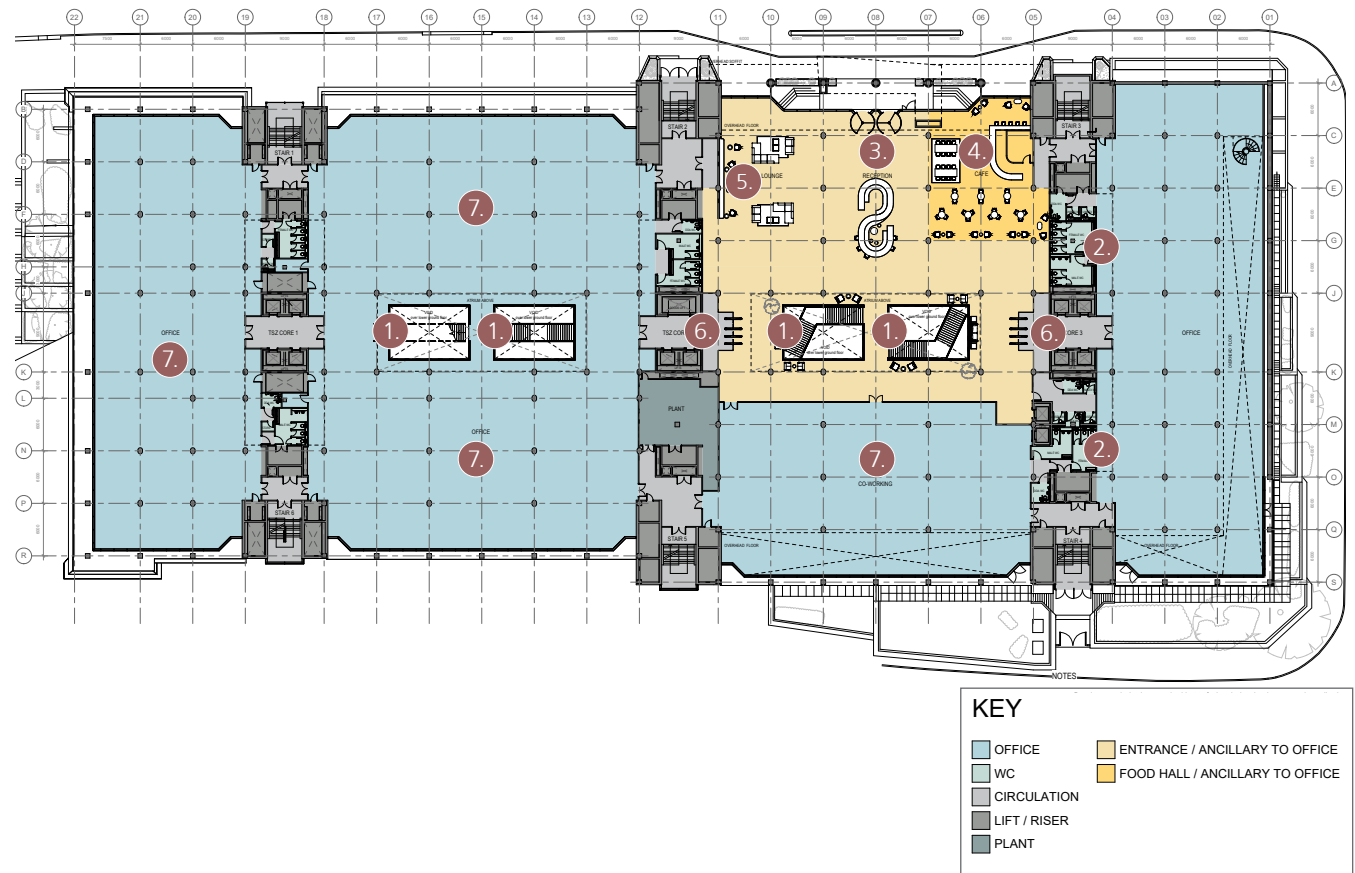
8.1 Activating the Ground floor

Proposed layout

The ground floor will be reconfigured to provide an improved building arrival with the introduction of new amenity and common and share facilities. It will simultaneously provide and improved connections to the lower ground floor space.

These parameters have informed the proposed layout.

1. Voids created through the ground floor slab, located beneath the existing skylights, to improve vertical circulation and bring natural daylight into the lower ground floor environments.
2. Enhanced provision of WC's. Principles and provision underpinned by an inclusive and accessible design approach.
3. Enhanced main arrival, including intuitive access, accessibility, visibility and permeability.
4. Arrival cafe, located in order to activate the building around the main entrance environment
5. Lounge, located in order to activate the building around the main entrance environment
6. Access control potentially located around cores in order to maintain future adaptability in accommodating a number of potential co-tenants.
7. Office space/co-working environments



8. Building enhancements

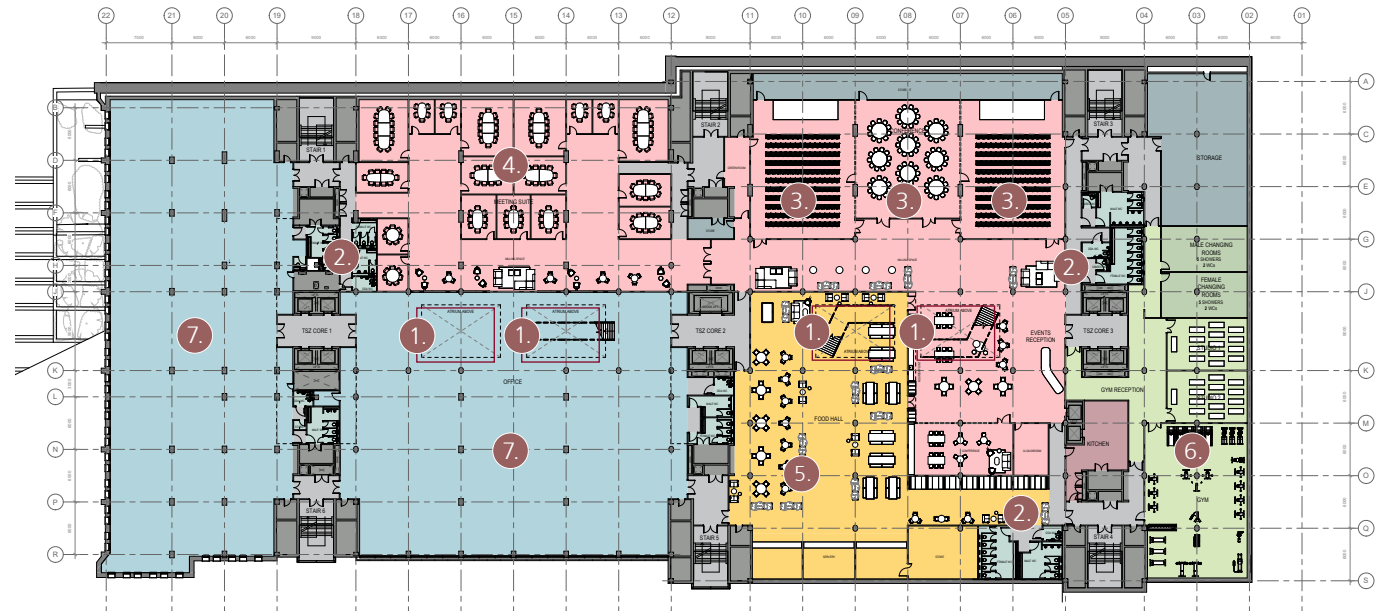
8.2 Activating the Lower Ground floor

Proposed layout

With limited natural light but generous floor to ceiling heights and large floor plates, there is potential to add value by activating the currently under utilised lower ground floor.

These parameters have informed the proposed layout.

1. Voids created through the ground floor slab, located beneath the existing skylights, to improve vertical circulation and bring natural daylight into the lower ground floor environments.
2. Enhanced provision of WC's. Principles and provision underpinned by an inclusive and accessible design approach.
3. State-of-the-art conference/event space to cater for up to 450 users.
4. Serviced meeting suites.
5. Food hall/cafeteria
6. Health suite and changing facilities.
7. Office space located to benefit from areas of natural daylight



KEY	
OFFICE	CONFERENCE & MEETING / ANCILLARY TO OFFICE
WC	FOOD HALL / ANCILLARY TO OFFICE
CIRCULATION	GYM / ANCILLARY TO OFFICE
LIFT / RISER	CHANGING ROOMS / ANCILLARY TO OFFICE
	KITCHEN / ANCILLARY TO OFFICE
	STORAGE / ANCILLARY TO OFFICE

8. Building enhancements

8.3 Activating the upper floors

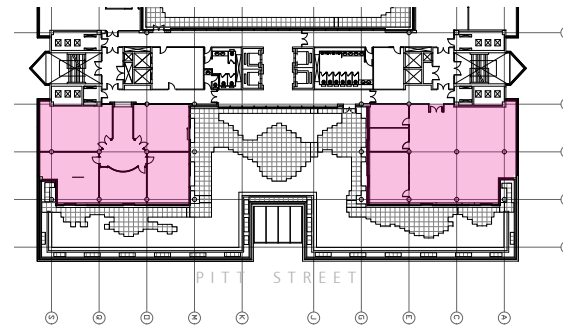
Proposed intervention

As part of the business strategy to optimise internal office space and preserve the long term lettable prospect of each floorplate, the proposals will seek to improve the internal arrangement on the upper floors.

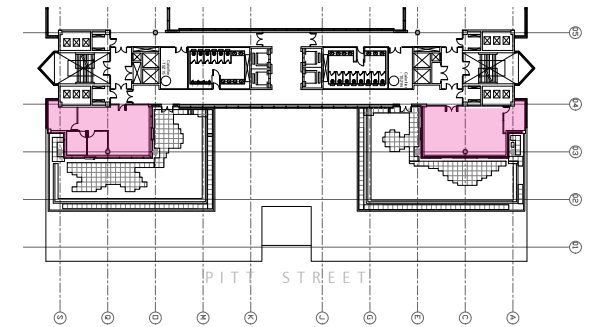
The tiered building mass to the east elevation along Pitt Street was designed as individual executive offices. They benefit from spectacular views across Pitt Street toward Glasgow Free Church and beyond. They are however configured for privacy and segregation, posing a challenge in utilising effectively for current day workplace design.

Connecting the two isolated wings across each of the upper floors increases the net usable area and strengthens the quality of internal space, achieving c.500sqm of additional NIA in a manner that ensures minimal impact on the overall building mass.

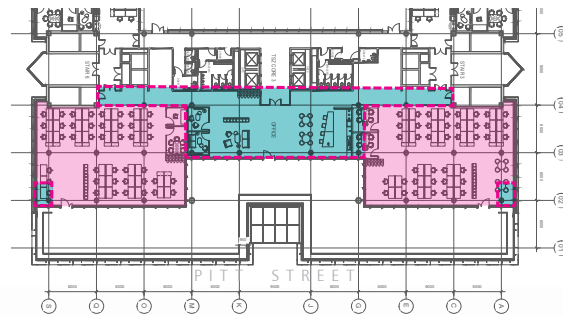
The massing will replicate the current building form to the west elevation and the articulation of the facade will ensure a continuation of the proposed design.



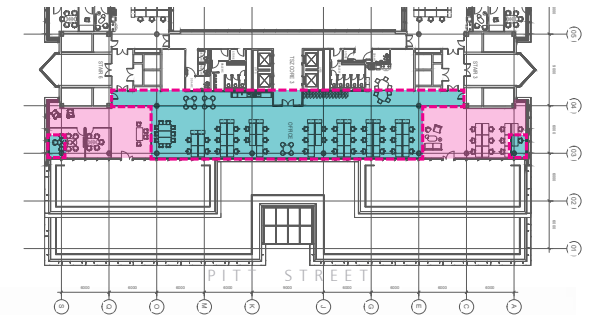
Existing plan - Indicating isolated internal space



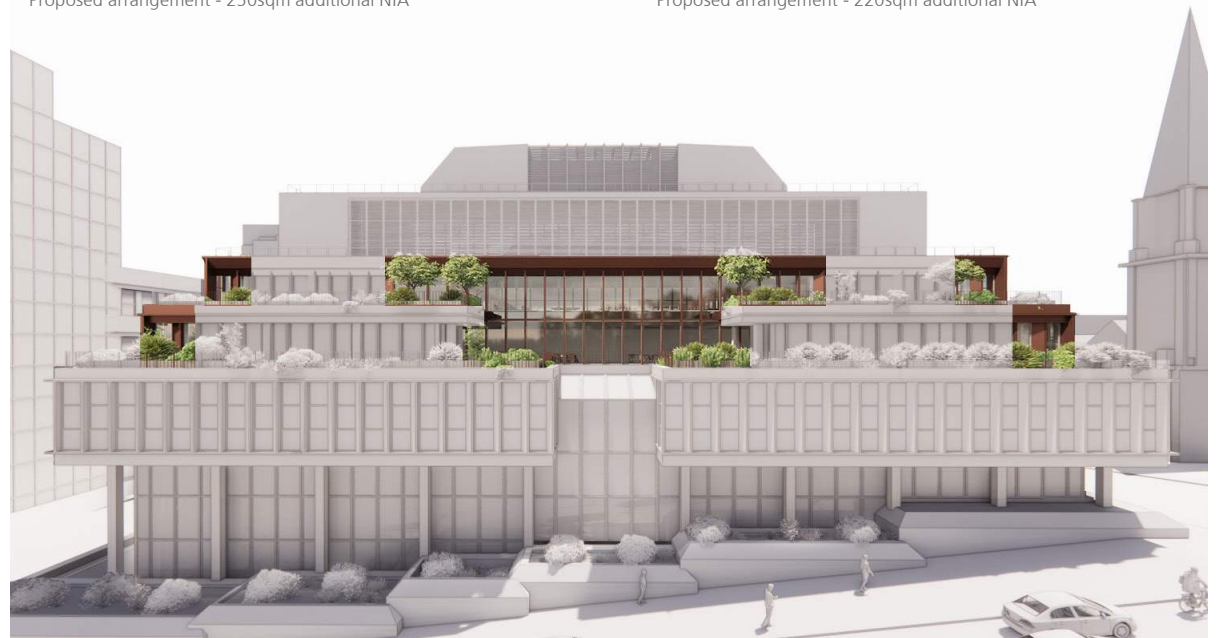
Existing plan - Indicating isolated internal space



Proposed arrangement - 250sqm additional NIA



Proposed arrangement - 220sqm additional NIA



8. Building enhancements

8.4 Activating the outdoor space

Proposed intervention

The upper floorplates are arranged around two central courtyards that increase the level of daylight within the internal environment. These floorplates are flanked by landscaped terraces to the east and west, providing further visual connection to the natural world.

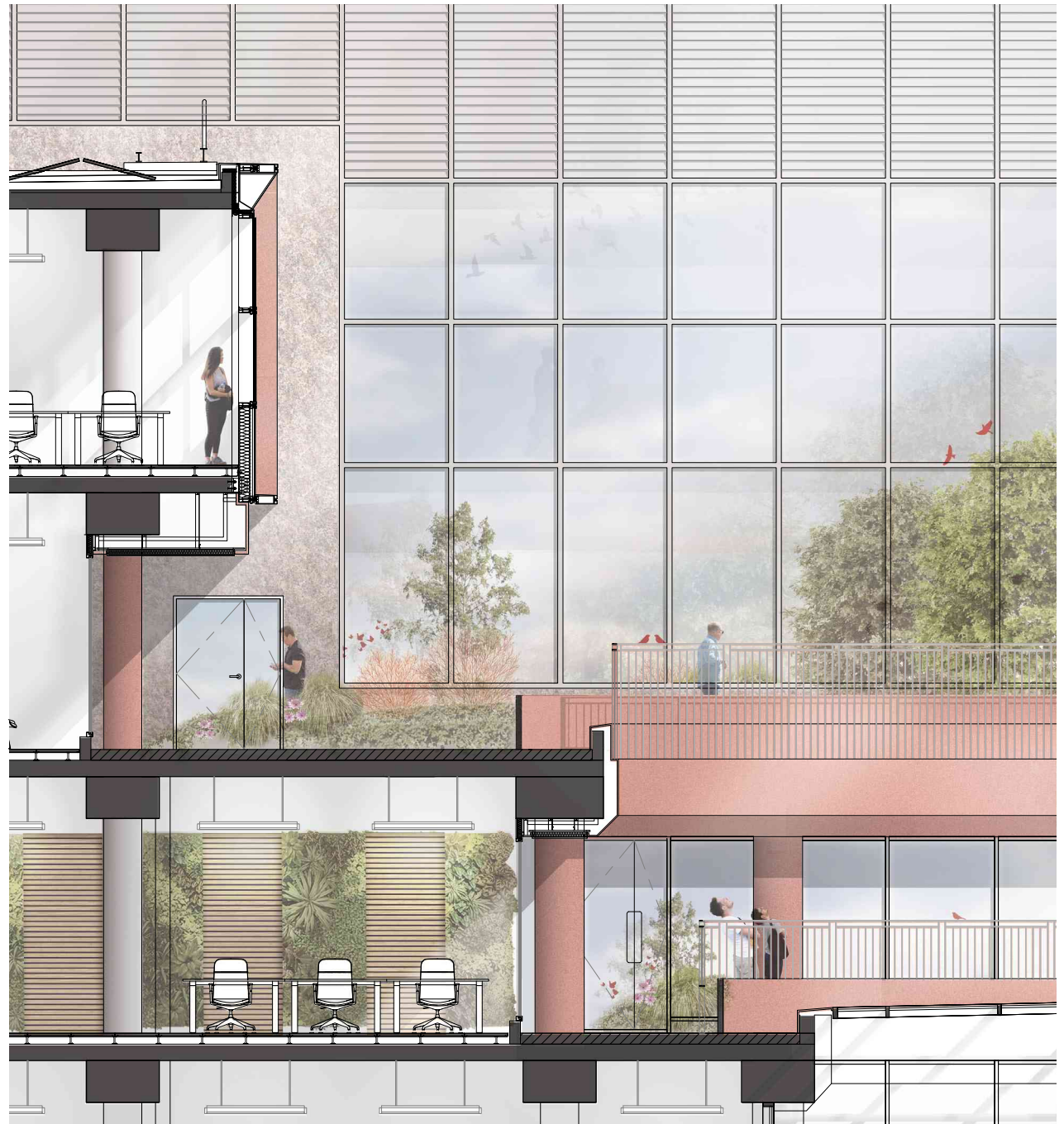
There is currently no level access from internal office to external spaces, with a 200mm high perimeter heating plinth obstructing access at each door threshold.

The soft landscaped areas have been maintained and remain lush with greenery. The fall protection around the perimeter is no longer compliant with current day regulation, and use of the spaces has become restricted in recent years.

The proposals will seek to reinvigorate the external areas, with alterations to ensure compliance, improve the net usable space and offer meaningful amenity space to provide measurable benefits to the office environments.

Defined as the green lungs of the redevelopment, enhancements to the courtyards and terraces will include the following:

- Level threshold between inside and out
- Native planting species
- New external finishes
- New lighting to support dusk activity
- New furniture and fittings



Proposed courtyard
Section north-south

8. Building enhancements

8.4 Activating the outdoor space

Proposed intervention

A replacement balustrades will be introduced to the courtyard internal perimeter, taking the form and language of the balustrading to the external envelope.

The existing anodised aluminium finishes will be stripped and replaced with new external cladding panels as part of the wider replacement of the buildings glazed facade. Replacement glazing to the rooflight over level 1 will enhance the quality of natural light into the internal spaces beneath.

The building façades that encompass the courtyard spaces will be replaced with a new curtain wall system, reflecting the treatment and design approach of the external building facade.

Further details of the proposed enhancements are provided within the landscape section and the Landscaping Strategy accompanying this submission.



Proposed courtyard
Section east-west

8. Building enhancements

8.5 Transport and travel

Existing vehicle parking provision

Car parking provision includes 153 bays located across basement and a basement mezzanine level. There are a further eight bays located within the secure external compound. There is no current provision of EV-Charging points within the site demise.

While campus vehicle parking was once in high demand, both as a means of convenience and a declaration of status, it has significantly declined in recent years with a reduction in on-campus staff and a wider socio-cultural shift.

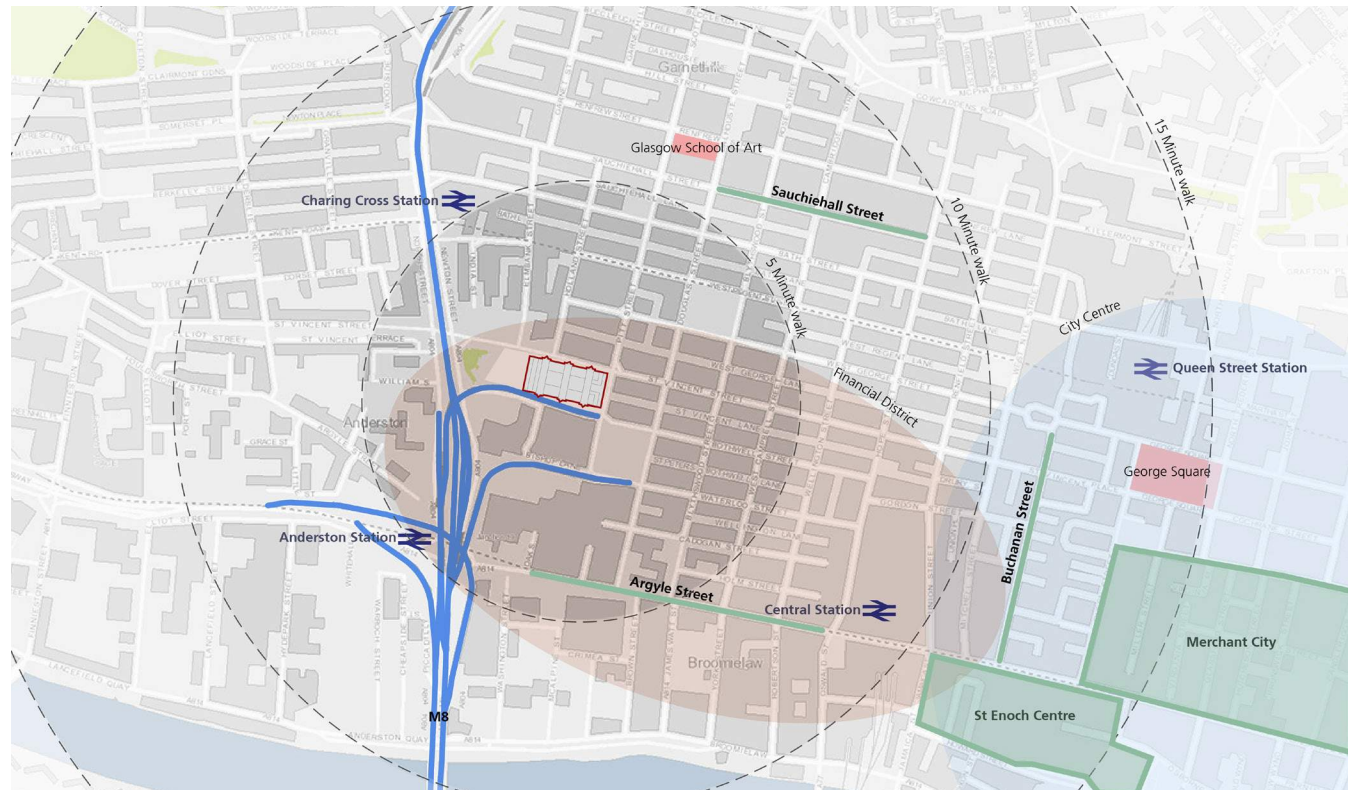
Proposed vehicle parking provision

Given the city centre location, there is no requirement to increase parking provision. Enhancements will focus on increasing accessibility and turn toward the promotion of more sustainable travel methods.

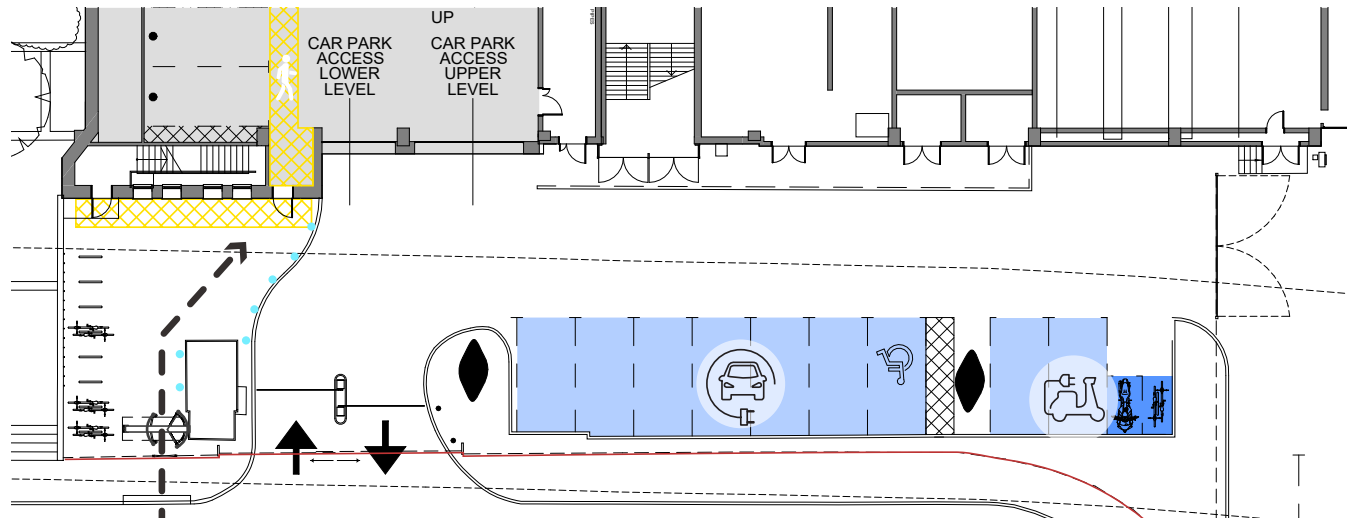
Proposed parking numbers include:

- EV Car spaces (external only): 9 (Incl. 1 accessible bay)
- Car parking spaces: 126 (incl. 7 accessible bays)
- **Total: 135**

- EV Motorcycle space (external only): 1
- Motorcycle parking spaces: 5
- **Total: 6**



Citywide transportation links



Proposed EV charging - Secure external compound

8. Building enhancements

8.6 Cycle route

The proposals will aim to encourage more sustainable travel to and from the building with a prioritising of cyclists and provision of state-of-the-art end of journey facilities for building users.

Existing cycle journey

With the existing entry point onto the site to be improved for cycle access, there are two existing routes for cyclists to gain access the secure site compound. These routes are demarcated with curbside no-parking restrictions, however there is currently no dedicated cycle lane.

Route A

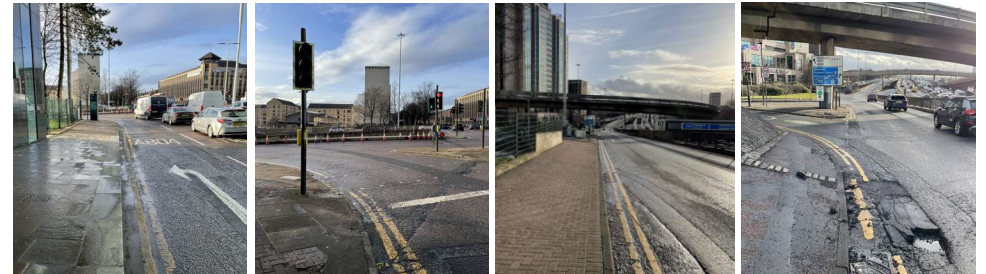
From the building main entrance along St Vincent Street, cyclists travel west along the one way system. Cyclists would navigate the junction traffic lights before join the slip road leading vehicles onto the M8 southbound. Cyclists take an immediate left turn to join William Street before arriving at the site gates.

Route B

From the building main entrance along St Vincent Street, cyclists travel east to join Pitt Street southbound. Cyclists then navigate junctions at Bothwell Street, Douglas Street and Waterloo Street before joining Bishops Lane. Cyclists take Bishops Street via an underpass, before arriving at the site gates.



Site Plan showing cycle route A & B



View A1

View A2

View A3

View A4



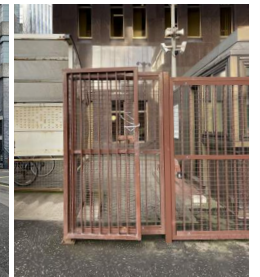
View A5



View A6



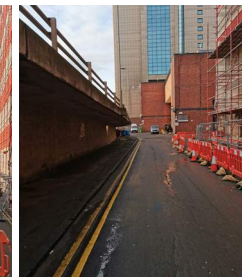
View A7



View X



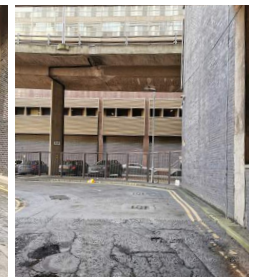
View B1



View B2



View B3



View B4

6. Building enhancements

8.7 Cycle and welfare provision

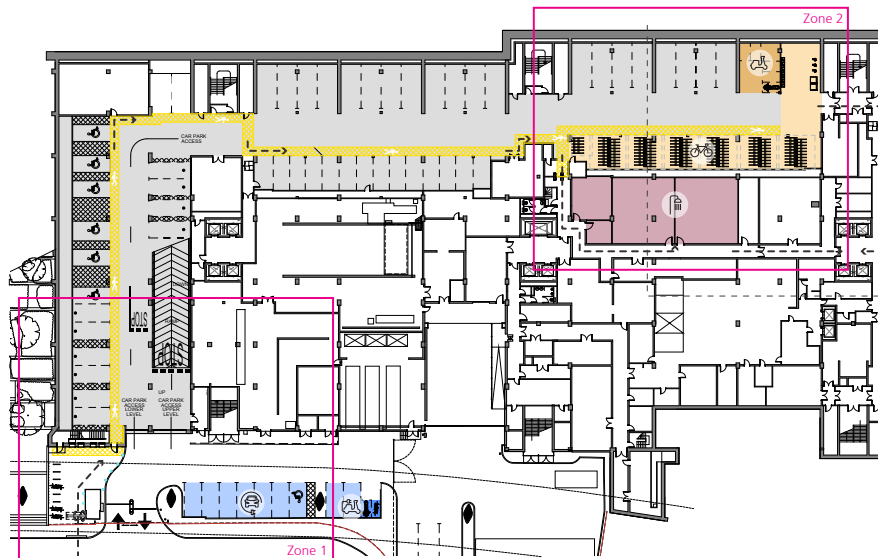
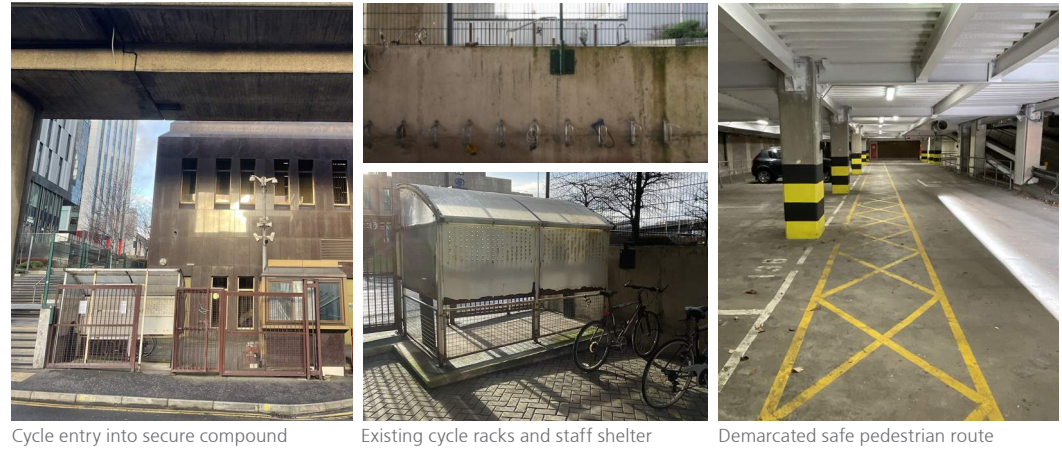
Cycling provision - existing condition

A limited number of cycle parking bays are currently located within the external site compound and while within the secure line, the facility is underutilised and in need of restoration or replacement.

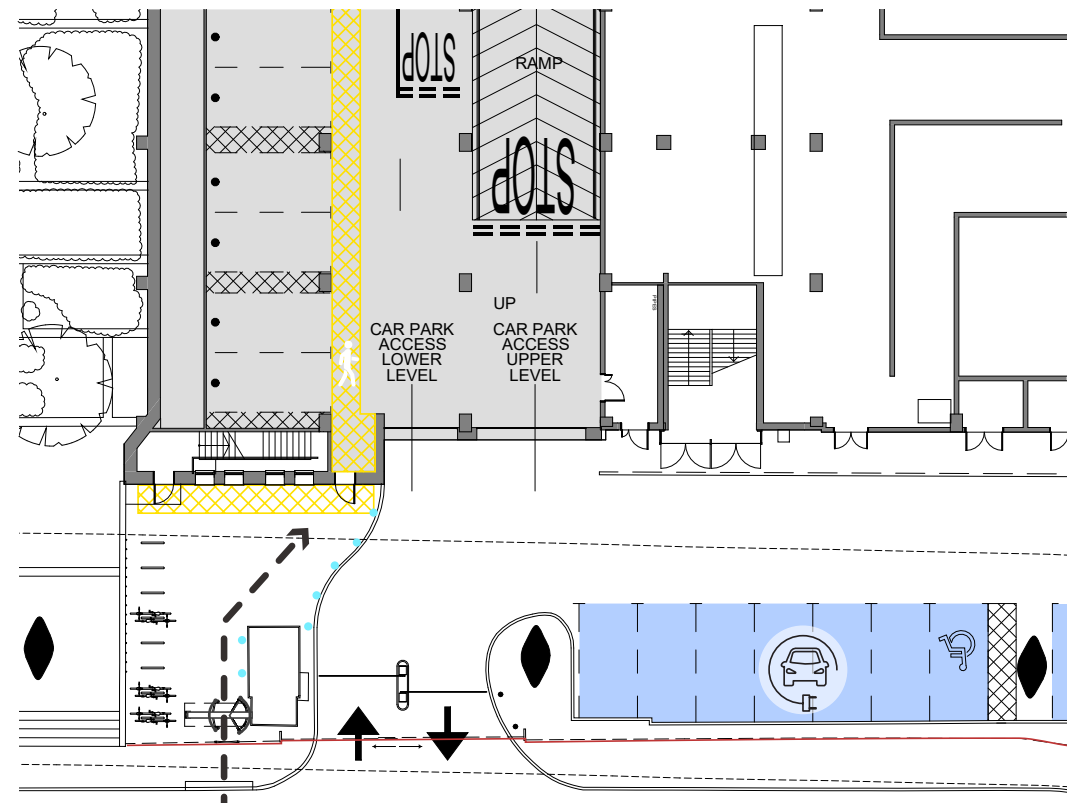
Cyclist provision - proposed journey

The proposals will enhance the experience for cyclist on arrival to the building along the south west boundary.

A secure barrier/turnstile will be provided at entry to the site, with a clear, illuminated and demarcated route to define the journey to the cycle parking area.



Key plan - Basement level



Zone 1 - Cyclist entry point - South west boundary

6. Building enhancements

8.7 Cycle and welfare provision

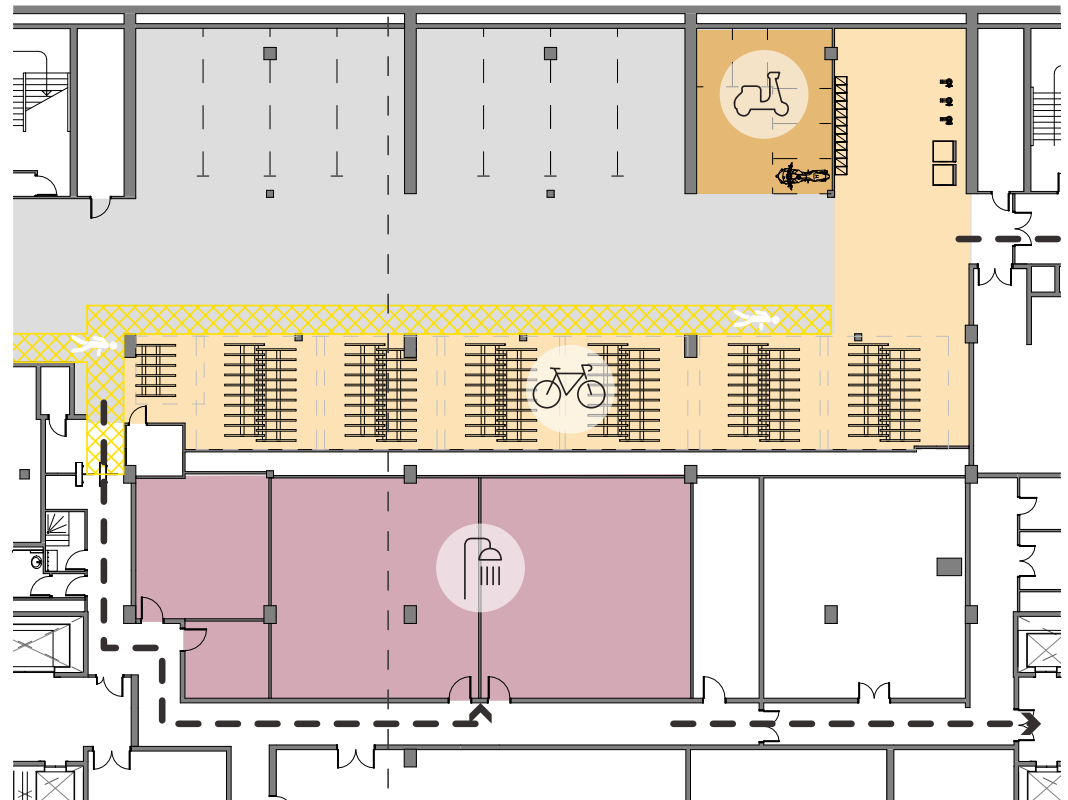
Cycling provision - existing condition

BCO Guide to Specification 2014 provides guidance on the provision of cycle and shower facilities within the workplace. This standard recommends one cycle parking bay per 100sqm and one shower per ten cycle parking bays. Based on this BCO guidance, the targeted intervention will include the following:

- 250 internal cycle parking bays - based on 24,456sqm NIA
- 16 external cycle parking bays - Assumed for guest use
- 25 dedicated cycle showers - 10% of cycle parking bays, including:
 - 11 Female showers
 - 11 Male showers
 - 3 Accessible showers
 - 2 All Gender showers

The intention is to allocate space within the existing internal basement environment for the secure storage of cycles. This will require a reduction of 9 car parking bays. The proposal is to locate the cycle storage adjacent to the east circulation core, where users can gain direct access to the proposed changing and shower facilities.

A dedicated and illuminated pedestrian route will be provided within the basement environment to allow cyclists who have dismounted to journey safely between the building entry point and the cycle storage area.



Zone 2 - Cycle store and changing & shower facilities

8. Building enhancements

8.8 External lighting

External lighting strategy

A detailed external lighting strategy will be developed and integrated into the redevelopment proposals. This strategy will seek to enhance the public realm and curb-side presence of the building by illuminating the entranceway and the perimeter surfaces visible on approach. The strategy will improve the buildings external amenity space and in turn extend hours of usage. The strategy will be designed to promote safe and inclusive access to and from the site for both pedestrians and cyclists.

The lighting strategy will develop proposals in line with the following objectives:

- Improve the building presence by introducing recessed down lighting to illuminate the undercroft, anchor the building and in turn create a feature of the perimeter planting beds within the ground floor podium,
- Create a sense of arrival by introducing architectural strip lighting to entrance portal in order to articulate the forecourt and pedestrian footpath.
- Enhance the external courtyard and terrace spaces, by introducing wayfinding lighting to define walkways and furniture. This lighting will increase functionality and facilitate use during twilight hours.
- Celebrate the green oases with mood lighting and planted uplighting, to increase comfort levels and provide a feature backdrop to the internal environments.
- Promote safe cycle access across the south west corner of the site with wayfinding post lighting to illuminate surfaces and transform the space into an environment that is inviting for all users.



Strip & soffit lighting

- Architectural
- Recessed down-lighting
- Statement gesture



Bollard & post lighting

- Beacon wayfinding
- Surface illuminating
- Place-making



Spot lights and uplighting

- Perimeter wayfinding
- Feature & atmospheric light
- Place-making

8. Building enhancements

8.9 Technical considerations

Accessibility

The proposals will aim to make the building more inclusive and accessible for all building users regardless of disability; including staff, visitors and the wider public.

Improvements will be made to the building in the following key areas:

Access and arrival

The current access configuration will be improved with new revolving doors and side access doors with push button controls. Externally, amendments will be made to enhance the stepped access and levels to improve accessibility and safety while rationalising the barriers and handrails to make the building entrance more legible.

Building circulation

Level access will be provided throughout the building with clear minimum 1.5m clear circulation routes and lift access to all floors. Powered pass doors will be provided on key circulation routes. Accessibility will be improved to the existing terraces and courtyards with new level threshold doors.

Facilities

The building is designed to accommodate the needs, welfare and wellbeing of all users and will continue to evolve through the design and implementation of the interior fitout. Facilities will include:

- Two new on-floor accessibility WCs per core
- Gender free WC provision per core
- Fully accessible shower and changing facilities
- Space / provision for parenting and faith rooms

Parking

Six fully accessible blue badge car parking bays will be provided within the basement car park and will be strategically located adjacent to building entrances to ensure travel distances to the main building vertical transport points remain within 45m. Lift access to ground level reception will be provided from all areas of car parking. An additional blue badge cap parking bay will be provided within the secure external compound.

8. Building enhancements

8.9 Technical considerations

Security

Access arrangement for public will be confirmed as the design develops and a final building tenant is confirmed however, provision has been made in the current proposals for the ground and lower ground floors to be publicly accessible. Security will be managed through passive surveillance, discreet security and on-hand meet-and-greet reception points. Access to the upper floors via the primary lift banks will only be provided for staff and approved visitors who will be provided with access control capability allowing them to move within the areas their role requires them.

Integrated Security Management System

The development will benefit from an integrated security management system supporting the wider protective security regime that will ensure the ongoing safety and security of people and other key assets within the site. Subject to further detail development, this will likely include:

- CCTV – within external and internal areas
- Security lighting as above
- Access control points for vehicles and pedestrians
- Access control measures supporting the various security zones throughout the building
- Speed gates /turnstiles
- Intercom capability
- Hostile Vehicle mitigation measures to protect people and infrastructure

This system will be managed within a central security control facility within the building and supported by dedicated security personnel.

Vehicle Security

Secure vehicle access is provided at basement level to the rear of the site. The development will benefit from a vehicle movement plan to separate private vehicles and service vehicles to encourage safe and efficient movement of within this area. There will be clear delineation between unrestricted areas and areas where entry restriction will be applied. This will be achieved by:

- Effective signage
- Ergonomically efficient routes for private and commercial vehicles
- Access controlled entry and exit points
- Hostile Vehicle mitigation measures to support vehicle encroachment

Hostile Vehicle Mitigation

Although unlikely, a large commercial building of this nature could be targeted by subversive or extremist individuals or groups. To this end, HVM measures will be applied to support the protective security arrangement for this development. Final requirements will be subject to tenant requirements and measures will be applied sympathetically to the aesthetics of the commercial development in order to meet the functionality of the building and permit the effective movement of pedestrians, cyclists and vehicles.

The HVM will be incorporated by using a combination of measures that is commonly associated with the control of safe movement of vehicles near people and infrastructure such as:

- Bollards
- Planters / landscaping
- Retaining walls
- Gates

The physical equipment will comply with the Publicly Accessible Standard (PAS) 68 and 69 and IWA 14. All active measures will be managed and controlled from the central security control facility within the building.

8. Building enhancements

8.9 Technical considerations

Servicing strategy

The proposals have been developed to separate pedestrian and vehicular movement as far as possible while also retaining segregation of cars and service vehicles.

- The existing services area to the southern (rear) side of the building will be retained, where pedestrian access is not permitted.
- Security vehicle barriers will permit access to the service yard, which will be enclosed with a 2m high security fence.
- A vehicle turning area will be provided with access to the existing, generous good in service bay
- A goods lifts is accessible from the service bay with access to all building levels
- The kitchen is adjacent to the goods in bay to allow for convenient food deliveries and waste out.
- Additional van parking spaces will be provided for smaller service vehicles within the secure service yard
- The service area will operate on a managed basis utilising a booking system for HGV deliveries to increase security and maximise efficiency, while also limiting the probability of two-way vehicle movements on the access road. There will be no restrictions on medium and lightweight vehicles

Façade access and cleaning

The building is currently provided with a BMU track and cradle system however, this has been decommissioned and not utilised for a number of years. This will be removed as part of the new proposals and a new detailed façade access strategy will be developed as part of the design development to allow safe access to all areas of façade and roof.

- The lower levels of the building can be cleaned with the use of long reach water fed poles up to a height of 12m
- MEWP access will be possible to other areas of façade above 12m for cleaning and maintenance.
- The stepped terraces will permit access to the façades on the east and west elevations, as well as the central courtyards
- In addition to this, an abseil / Davit system will be provided at roof level permitting specialist façade access, if required – although ground level access via poles or MEWPs will be encouraged.

Edge protection balustrading will be provided to all roof perimeters allowing for safe maintenance access.

Refuse and waste

- Two compactors are provided for waste storage - one for general waste and one for recycling. These will be located in the external service yard as per current provision.
- Waste will be stored on floor on the office space and brought down to the refuse store via goods lifts at the end of the day by FM staff.
- It is anticipated that waste collection will be 2-3 times a week

Deliveries

All deliveries and waste collection will be via the service area however there is scope for the drop off area to be utilised for deliveries to the corner retail unit out of hours (before 7am, after 7pm) with direct access into the unit

9. Landscaping

9.1 Landscaping proposals

Overview

The external terraces and courtyards provide a combined area of 4,100sqm of outdoor space across three upper floor levels.

Originally designed in support of a green building landscape, compliant access and use of the spaces has fallen short of current day regulations. As a result, the courtyard and terrace environments remain underutilised with permitted access restricted to the sole purpose of maintenance.

Despite the current challenges, the outdoor spaces are considered both incredibly valuable and unique within a city centre location. To leverage the full potential of these spaces is a key driver in the overall strategy for the building.

The landscaping proposal aims to support the re-activation of the outdoor amenity space. The strategy will seek to improve the usable space and enhance the overall biodiversity across the courtyards and terraces. This will be achieved with the reintroduction of native species, diverse and pollinator friendly planting and an overall increase in usable outdoor space.

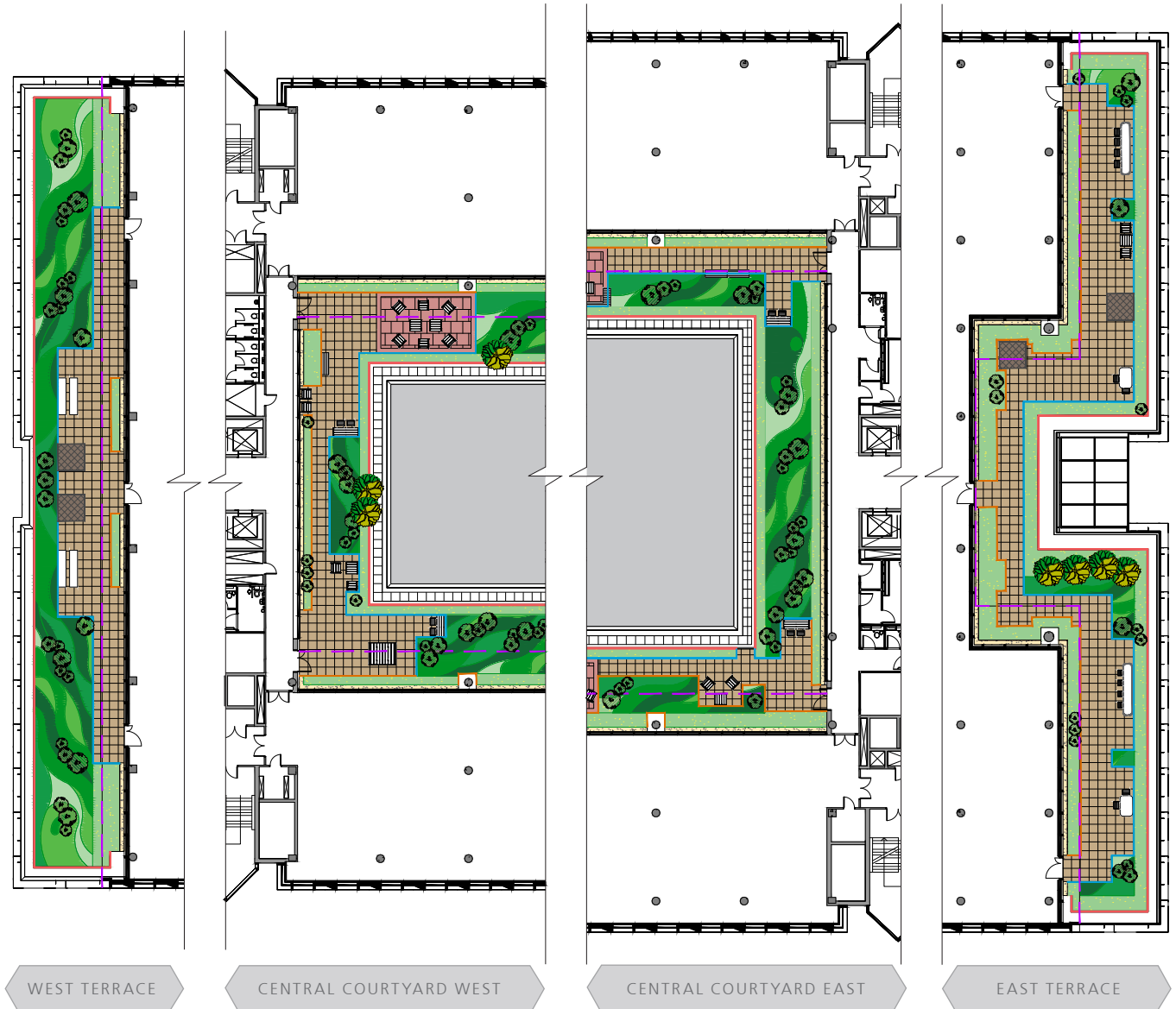
The strategy seeks to demonstrate alignment with Glasgow's City Development Plan 2017, and draws further reference from the following guidance.

- Scotland's Nature Agency - Developing with Nature guidance
- Glasgow Pollinator Plan 2017-2027

For detailed information, please refer to the following documents accompanying this submission:

1918_Landscape Design Report - Murray Associates

WS4392.23_Ecological Appraisal - Wild Surveys



Level 3 Landscaping snapshot

9. Landscaping

9.1 Landscaping proposals

Soft landscaping

The re-introduction of native and pollinator friendly plants will underpin the soft landscaping strategy. Planting to the east and west terraces will be selected to reflect the landscapes visible beyond the city boundary and forming connections with the wider natural environment. The enclosed courtyards will support native and pollinator friendly species offering seasonal colours within a sheltered environment.

Planting zones will be redefined and depths increased where suitable to allow for greater diversity and healthy root growth.

Hard landscaping

The proposals seek to redefine the relationship between hard and soft landscaping, creating clearly defined journeys to and from destination spaces.

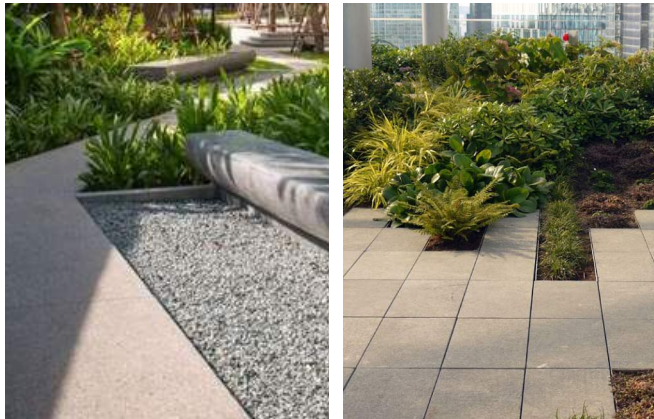
With a need to retain the existing datum of hard landscaping to ensure level access from internal to external spaces, the proposal will assess the viability of replacing existing stone with new, contemporary pavers in pale colours to enhance light reflectance into the office environments.

Placemaking

With hard landscaping defining active places to inhabit and dwell, proposals will seek to create a sense of place and purpose. The introduction of outdoor furniture settings will encourage an extension of the office activity. Settings will be designed to facilitate both group gatherings in support of workplace activity, and to offer momentary tranquility in support of workplace wellbeing.



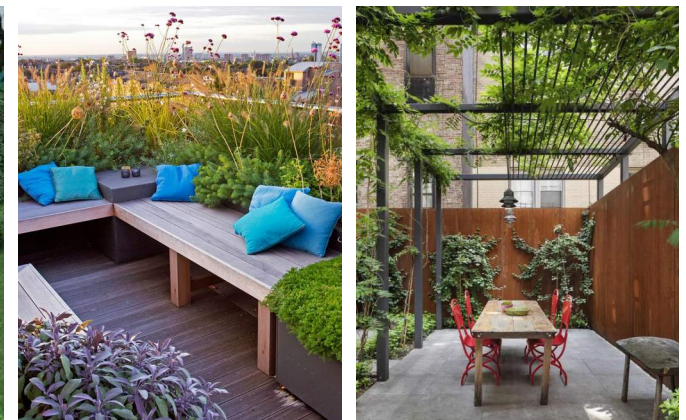
1. Soft landscaping: Native, pollinator friendly plants to increase biodiversity



2. Hard landscaping: Clearly defined boundaries to identify between journey and destination



3. Placemaking: Encouraging use the creation of human habitats



Courtyard landscape



10. Summary

10.1 Application summary

The redevelopment of 301 St Vincent Street recognises the opportunity to redefine an existing landmark building and to breathe new life into a gateway location to the western side of Glasgow's city centre.

The scale of the redevelopment brings together architectural, structural, landscaping, energy and building services design to reposition 301 St Vincent Street.

The intervention will deliver a total of 315,000sqft of new, Grade A office space aligned to the emerging values and expectations of prospective tenants and capable of rivalling a new-build equivalent within Glasgow's vibrant commercial marketplace.

The building will be underpinned by indicators of sustainability, with all-electrical servicing infrastructure and a new, efficient heating and cooling system. A fabric first approach to the building glazed façade will increase thermal performance and optimise natural daylight while providing a striking new aesthetic across the building envelope.

The newly defined building entrance will enhance the experience upon arrival, with a bold architectural solution befitting of the presence, scale and long-term aspirations for 301 St Vincent Street.

A building financed by oil, re-aligned toward an ambitious and sustainable future.



11. Appendices

11. Appendices

11.1 List of appendices

Energy & Sustainability Reports

SVS-CDL-XX-XX-T-SY-70225 - Energy & Sustainability Statement P02

SVS-CDL-XX-XX-T-SY-70221- Stage 2 WLECA Report

SVS-CDL-XX-XX-T-SY-70222- Mat01 RFO Report

Landscape Strategy

1918_Landscape Design Report

1918_PL_P_01 - Ground floor layout

1918_PL_P_02 - Second floor layout

1918_PL_P_03 - Third floor layout

1918_PL_P_04 - Fourth floor layout

Ecology Report

WS4392.23 - Preliminary Ecological Appraisal for BREEAM - 301 St Vincent Street

Drainage Report

SVS-CDL-XX-XX-RP-C-10201

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