



Cook Street Urban Garden

Design & Access Statement on behalf of Cook Street Invest Ltd

September 2024

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10000-SRA-XX-DS-RP-A-00100

Project Number: 10000

Project Title: Cook Street

Rev	Date	Status	Issue Purpose	Originator	Authorised
P01	12/09/24	S3	For Comment	MR	JD
P02	23/09/24	S2	Planning	MR	JD

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1.0 INTRODUCTION

This document supports a Planning Permission in Principle (PPiP) Application for a mixed-use development on the existing vacant brownfield site within the Tradeston area of Glasgow.

Cook Street Invest Ltd is seeking PPiP to set scale, massing and high-level design principles for future redevelopment of this site. As the precise mix of uses and end occupiers are not established at this stage a PPiP has been prepared to establish a robust set of development parameters that allow phased development to come forward on the site.

Residential led mixed-use development will bring significant benefits to the local Tradeston area :

- A mix of new housing.
- Creation of an active urban neighbourhood supporting a mix of uses and activities throughout all parts of the day
- Increased footfall benefiting the local economy
- New public spaces and improved public realm
- Improved security through passive surveillance, active frontages and increased activity
- A mix of uses including (not limited to) residential, office, commercial/retail and leisure uses.
- Improved connectivity within the surrounding area.

The framework is structured to address various key headings:

Placemaking How the proposals positively contribute socially economically and culturally to the wider city as well as surrounding neighbourhoods and communities

Urban Design How the proposals integrate with the wider physical urban context including access, connectivity and urban grain

Townscape How the built form of the proposals engage with the wider townscape context of the city including the distribution of height and articulation of the three dimensional form of development.

Architectural Approach Key principles for the design of buildings within the site.

Public Realm and Landscape

Infrastructure



1.0.1 Project Vision

This part of the city at Tradeston has long struggled with a lack of identity and the area has been dominated by low lying industrial / commercial units and fragmented gap sites.

The completion of Buchanan Wharf in 2021 which is one of Scotland's best and largest single occupier office developments along with the delivery of 324 PRS BtR units and a new office for the Student Loans Company has fundamentally changed the perceptions of the Tradeston area.

In summary, the key positive changes have been:

- Delivered significant buildings of world class profile and quality.
- Introduced a new residential community of 400 - 500 people.
- Created outstanding public realm to the River Clyde waterfront.
- Extended the boundary of the city core across the River Clyde.
- Highlighted the excellent connectivity and proximity of Tradeston to the city centre.

The Cook Street site set back within Tradeston from Buchanan Wharf and is circa 500m from the city centre with a 10 - 12 minute walk to Buchanan Street. The site is therefore closer to the City Centre than other major residential / proposed residential developments for example Collegelands, Port Dundas and Central Quay.

The development at Cook Street therefore offers an important opportunity to continue to deliver the wider regeneration of the Tradeston area.



View from Centre Street Junction

Not only will the development provide the potential for different house types addressing the needs of different potential occupiers but also attract a mix of tenures. The aim is that the development will provide sustainable city living that is both aspirational and affordable

There is an excellent case for the development of PBSA in this location, being slightly out of the central city core yet within an area of excellent public transport connections via the subway at West Street or Bridge Street. On this basis, the site would be better connected by public transport for students than other proposed schemes, for example at Borron Street, Garscube, Bridgegate and Collegelands (East). All of the city centre universities and also the City of Glasgow Nautical College which drives demand for student beds are within easy walking distance.

Cook Street, due to its larger site area, offers an opportunity to address the issue of lack of supply of student beds in the city but at a more affordable rental price point.

Higher Education organisations in the city have already expressed a desire to see PBSA being delivered alongside other residential types including the potential for inter-generational living which is a model already adopted in other countries throughout mainland Europe.

The overall aim is that this development provides sustainable city living that is both aspirational and affordable.

On completion, the Cook Street site will play an important role in the provision of “mid-urban” housing on the periphery of the city core and in emerging popular residential hotspots at a time when Glasgow City Council has announced a housing emergency.



View looking West towards Westbridge Gardens



Our proposed residential led mixed-use development masterplan for 'Cook Street Urban Gardens' in this post-industrial area looks to transform a brownfield site thus helping to regenerate and breathe new life into this part of the Tradeston area.

We have set out to create not just a new and unique neighbourhood destination but one that transforms the site into a green oasis, promoting and enhancing biodiversity while offering a different solution to The City Centre Living Strategy Vision 2035.

Offering the green oasis in the city looks to increase people's connection with nature in the city. It would not only contribute to the well-being of its residents, but help improve air quality, reduce noise pollution and any impact from traffic. The increased biodiversity is central to the design proposals, enriching the urban landscape with trees, wildflowers, raingardens etc and providing habitats for wildlife such as birds, insects and other species.

The sequence of high-quality green-rich landscape spaces will all have a separate and unique character supporting micro-mobility and providing safe pedestrian cycle routes.

The open spaces and rooftop terraces are designed to maximise exposure to daylight/sunlight and accessibility. They will offer a wide range of external amenity for the inhabitants and visitors within the site ranging from recreational open space and pavilions to children's play and allotments.

Also central to the design concept has been the intention from the outset to reduce, if not eliminate, waste material being removed from this site to landfill. Reusing the soil and re-profiling of the topography across the wider site.



Aerial View of Proposed Development

The Proposed Development

This Design and Access Statement sets out the design processes and design strategies that have been followed to help develop an indicative masterplan that illustrates the use, scale, massing principles of the proposed development, as being sought through the submitted PPIp application.

Our client's application seeks planning permission in principle for the following development:

“Erection Of Mixed-Use Development with Residential (Purpose Built Student Accommodation, Co-Living, Build to Rent, Flats) With Ancillary Facilities And Services Including Commercial Uses with Potential For Shops And Financial, Professional And Other Services (Class 1a), Food and Drink (Class 3), Assembly / Leisure (Class 11), Non-Residential Institutions (Class 10), Landscaping/Open Space/Public Realm, Access and Parking (Cycles and Vehicles), With All Associated Works at 23 Cook Street, Glasgow.”

This will feature a new public space for the surrounding area, restored or enhanced active travel and street connections and the creation of new open spaces with new planting throughout the site.

1.1 Project Brief

The key components of the proposed development are as follows:

- Provision of c.220 new homes, comprising both apartments for private sale and for private rent;
- Provision of c.750 bedrooms of Purpose-Built Student Accommodation.
- Enhanced public realm, green open space and rooftop gardens
- Complementary commercial and resident's hub spaces.
- The proposal offers potential for new retail, café / restaurant, community or leisure uses (subject to market interest).

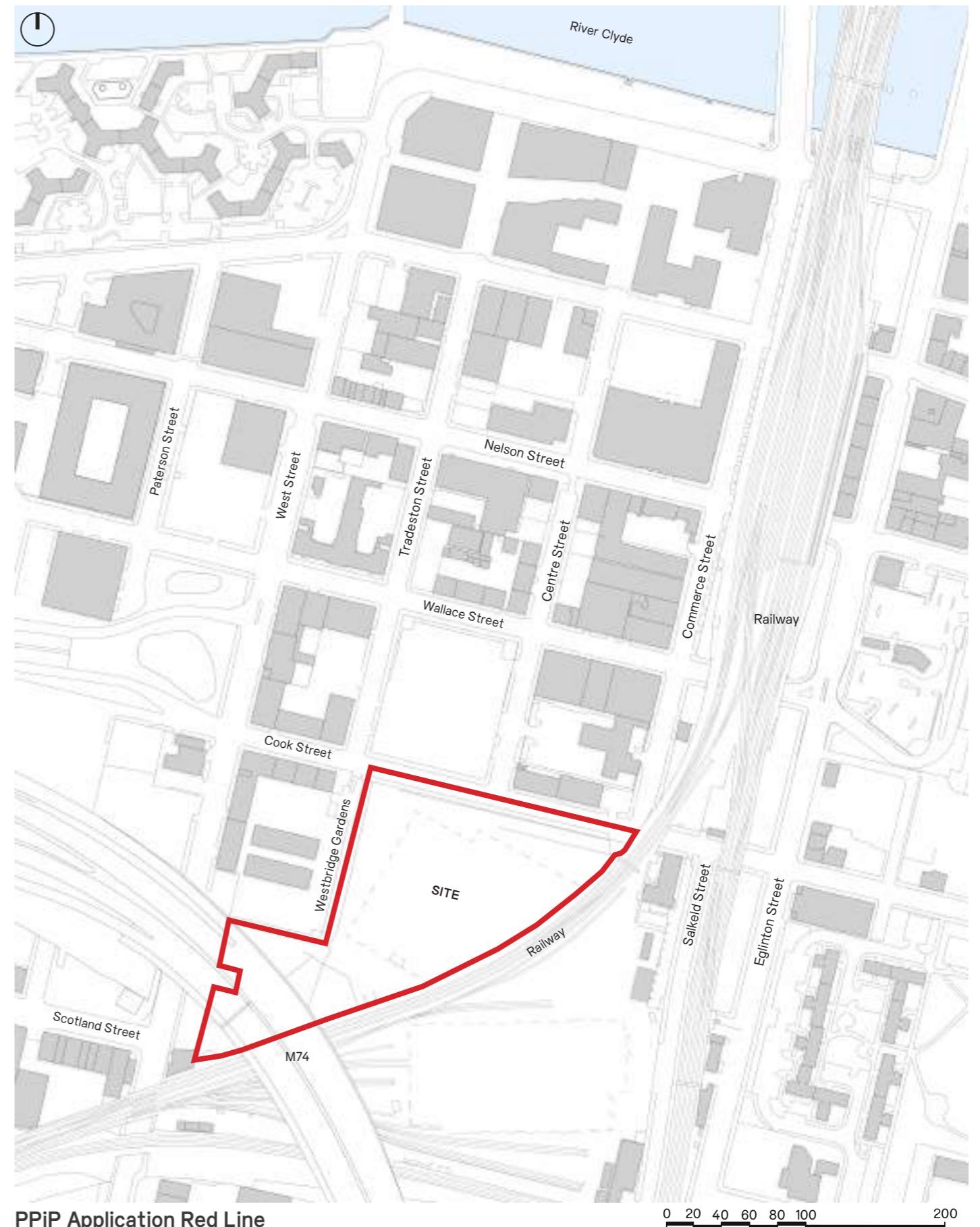
- Enhanced biodiversity across the site through new planting, the provision of additional green spaces and utilisation of green roofs.
- Provision of Sustainable urban Drainage Systems ('SuDS') to control surface water run-off.
- Integration of the new development with the established road/cycle network. Site located adjacent to public transport routes particularly West St and Bridge St Underground Stations
- Cycle parking and sustainable travel infrastructure as part of an overall low-car development in accordance with City Development Plan SG11
- Electric Car Charging: In accordance with City Development Plan SG11.

The following pages in the DAS indicate a proposal for the narrowing of the Cook Street highway at this site. To improve the street scape environment generally given the one-way traffic system at present and provide a balance for pedestrians and cyclists.

Images in the following pages show a widened pavement footpath, tree lined with green/blue infrastructure as per the GCC Avenues Programme.

This proposal would improve connectivity to/from the site and around Cook Street generally. It is not included at this stage within the PPIp application.

The extent of the PPIp Application Red Line Boundary Area, covering an area of circa 4.7 acres (c. 1.9 hectares), is highlighted on the adjacent site plan.



PPIp Application Red Line



02 The Site Location & Context

2.0 THE SITE LOCATION & CONTEXT

23, Cook Street, Glasgow

The adjacent map of Glasgow shows the location of Tradeston relative to the city Centre of Glasgow. It is bounded by the River Clyde to the north, A77 to the east, Cook Street / M74 to the south and M8 to the west.

Historically In 1790, the area of Tradeston was bought by the Trades House. Cook Street was named after James Cook c.1785 who constructed sugar mills. A gridiron of terraced houses was built during the cotton boom between 1790 & 1820. By 1893 the area had become commercial and industrialised with a large number of tall factory and warehouse buildings. Tradeston was connected to the city due to its main train station which closed in 1905 after a fire and the reconstruction of Central Station. With the industrial decline in the 20th Century being the catalyst for Tradeston's demise, many buildings were demolished or became vacant. Further industrial and social erosion to the area was caused by the construction of the M8 motorway in 1977 which cut through the area and the extension of the M74 motorway in 2011. The construction of the Tradeston Bridge in 2009 brought a much-needed connection to the City Centre however, the zones beyond the edge of the Clyde continue to lie scattered, vacant and in desperate need of regeneration in order to match the scale of the city which lies across the water.



2.1.1 Redevelopment of Tradeston

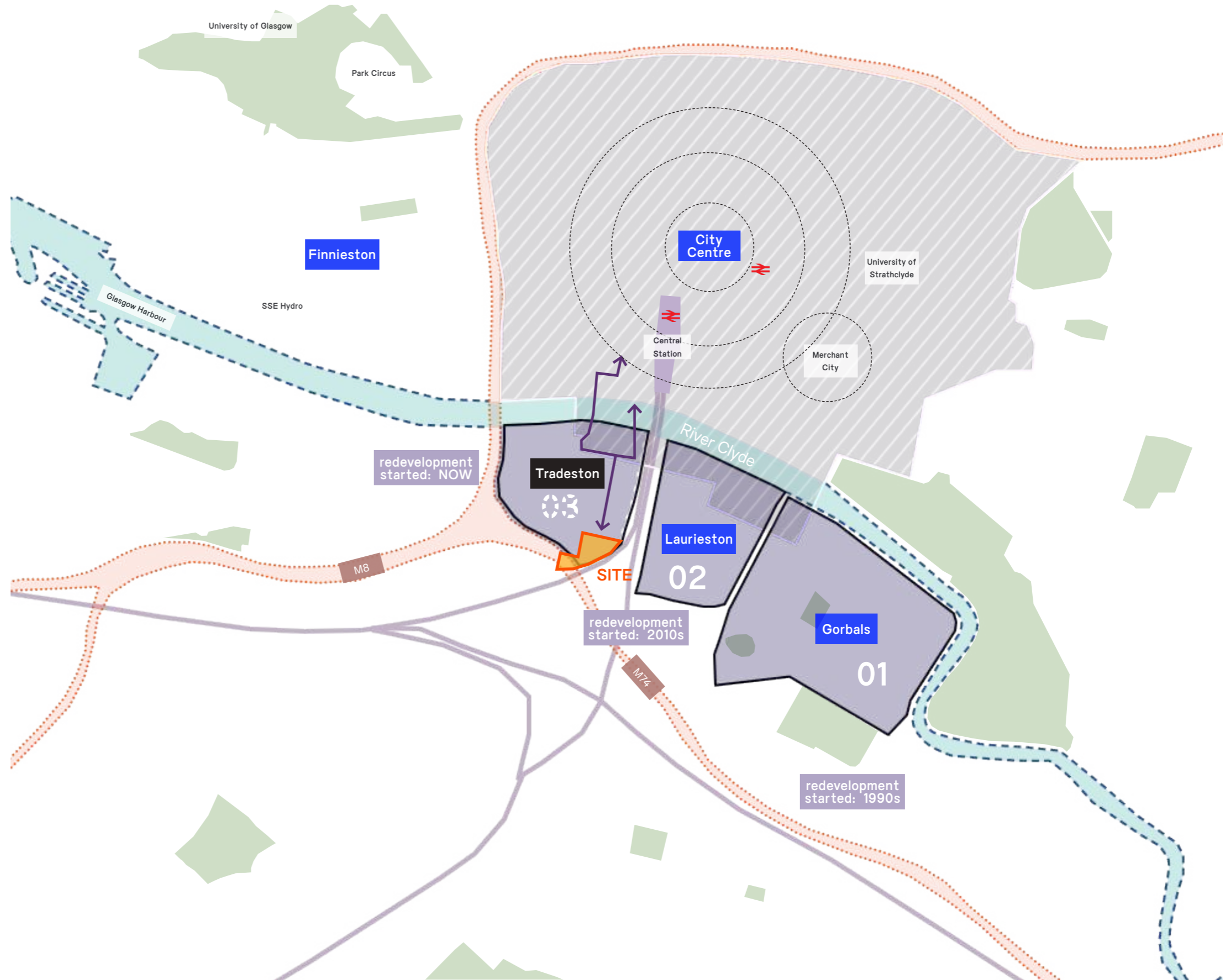
The adjacent map of Glasgow indicates large scale regeneration initiatives in Glasgow immediately south of the River Clyde.

The 70s and 80s saw the revival of an appreciation for the urban-living and advantages of the Glasgow tenement. It signalled a halt to large-scale demolition, and a turn to refurbishment of the remaining 19th-century stock. The initial regeneration programme commenced with New Gorbals in the 80s and 90's delivered by Housing Associations.

The first phase of the Laurieston regeneration project was the culmination of a very long journey, beginning in 2002, transforming the next area and create a new residential quarter. This built on the urban character of Glasgow, comprising clearly defined blocks to reinforce the grid-like quality of the city.

Both New Gorbals and the on-going regeneration of Laurieston have been transformational to this part of Glasgow.

The Tradeston area, with the commencement of Buchanan Wharf, has the potential to be the next regeneration initiative for Glasgow.



2.1 Local Transport Connections

The site is well located in terms of its proximity to existing active travel networks, with West Street benefiting from a segregated bi-directional cycle lane which extends from Tradeston Bridge in the north to Shields Road to the south west via Scotland Street. This route provides a high-quality link between Pollokshields and the city centre. Furthermore, National Cycle Route (NCR) 756 follows the vehicle free routes on the south side of the River Clyde and utilises the Tradeston Bridge to cross the river, connecting to NCR 75 on the north side of the Clyde. Consequently, the application site is well placed in terms of access to NCR 756 and NCR75.

In addition to travel by bus, the site lies approximately 300m from Bridge Street and West Street underground stations.

- KEY:**
- Rail Routes
 - Subway Route
 - Main Bus Routes
 - - - National Cycle Route
 - - - Local Cycle Route
 - Motorway

- Local Facilities:**
- B Blackfriar's Primary School
 - C St Francis Primary School
 - D Glendale Primary School
 - E City of Glasgow College - Riverside Campus
 - F Shields Centre (Health Centre)
 - G Kinning Park Medical Centre
 - H Gorbals Health Centre
 - I Gorbals Library
 - J Glasgow Quay
 - K Citizens Theatre
 - L Glasgow Club Gorbals
 - M O2 Academy Glasgow
 - N Glasgow Central Station
 - O Co-op Food Store
 - P Arnold Clark Car & Van Rental
- Green Spaces:**
- R Laurieston Linear Park and Citizen Rose Garden
 - S Gorbals New Park
 - T Gorbals Rose Garden
 - U Clyde Place
 - V Glasgow Green



Tradeston

The district of Tradeston came to existence through the cotton boom between 1790 and 1820; grid streets were laid and typical Glaswegian residential tenements were erected. Planned infrastructure projects brought rapid industrialisation to the region, such as the Kingston dock; the Glasgow and Paisley Joint Railway with its terminus at Bridge Street; the Glasgow & South Western Railway; the Cook Street mineral depot; and eventually the large gas works & rail-yard just south of the site. By 1893 the area had changed to one of commerce and industry.

In the latter half of the 20th century, as the UK and Europe began to de-industrialise, so too did Tradeston. The construction of the M8 in 1965 and the Kingston bridge in 1970 oversaw the demolition of multiple blocks (and the Kingston dock) to the west of the district to make way for a large junction in its place.

Large amounts of traffic, combined with the area being isolated from the rest of Glasgow by railway lines and motorways, meant that Tradeston began to fall into decline.

The Tradeston area lacked any sizeable amenity space of any quality. The nearest green space was a small pocket of grass and vegetation space sandwiched between the M8 on and off ramps at West Street. There are almost no grocery shops in the area other than cash & carry businesses and fast-food takeaways. The Kingston Quay residential development on Wallace St has a small integrated food store.

Transformational for Tradeston has been Buchanan Wharf and the major private sector investment on the River front delivering office buildings, residential and quality public realm.

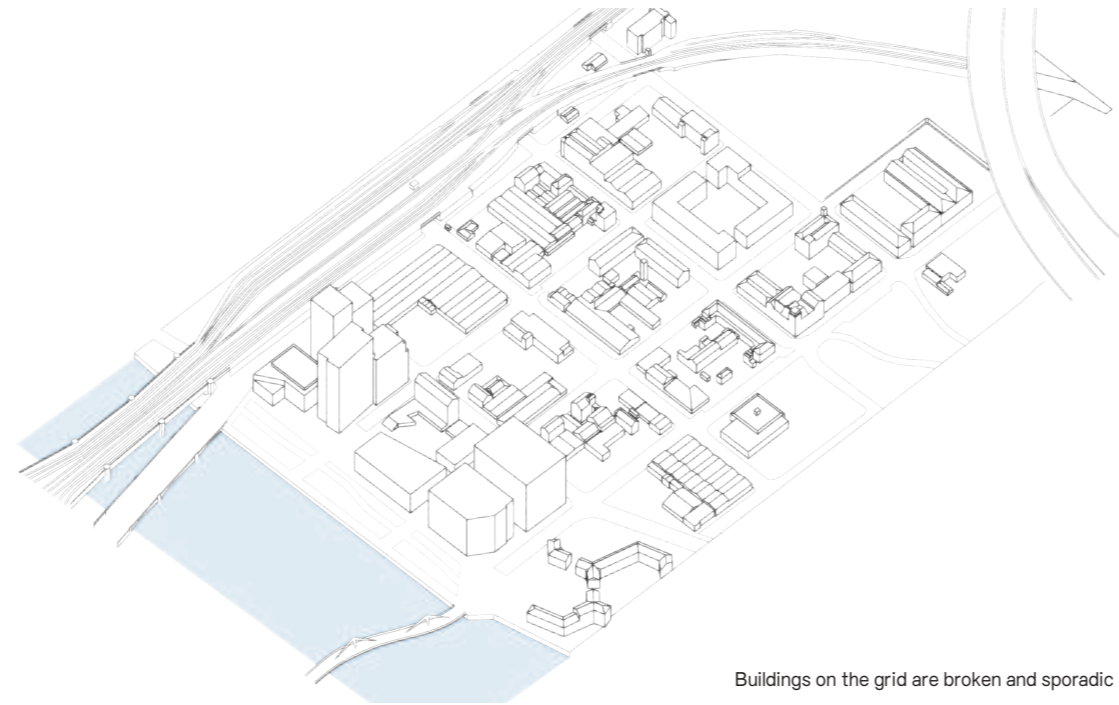


2.2 Redevelopment of Tradeston

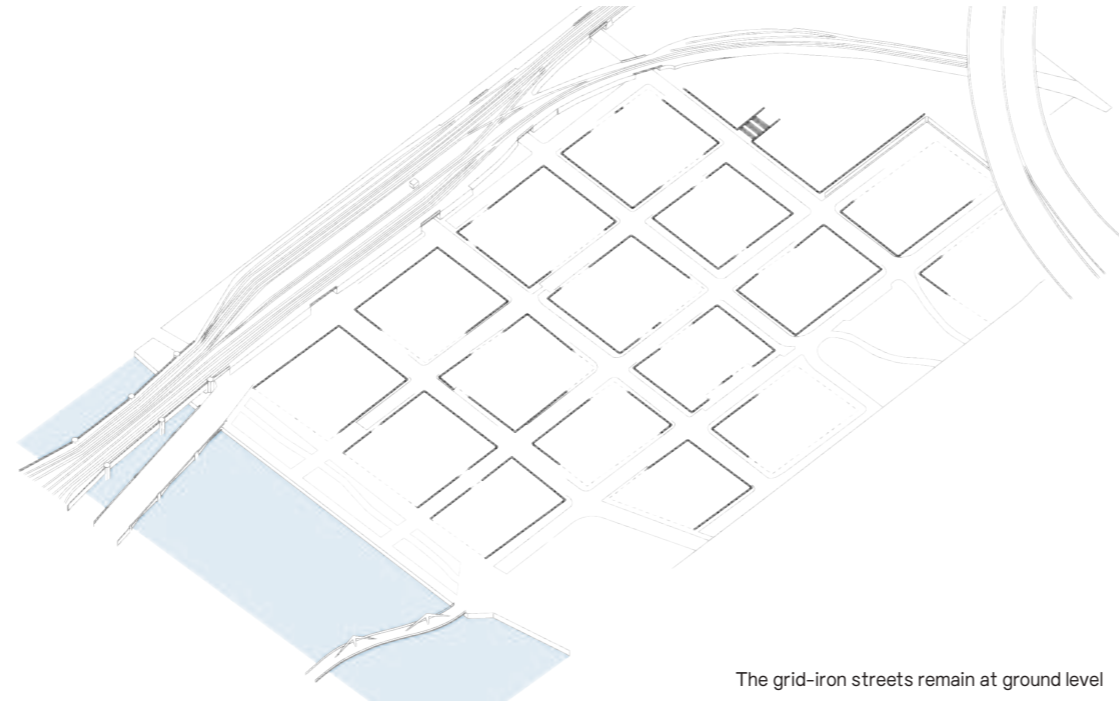
2.2.1 Urban Fabric

Tradeston is set out in a grid form which echoes the scale and proportions of the City Centre grid. The urban fabric has been eroded over many years since the Second World War. In many cases blocks within the grid have split ownership and a diverse range of uses; this has resulted in a fragmentation, such that the grid is barely perceivable when walking around the Tradeston area. Furthermore many buildings have been demolished or lay vacant which further weakens the urban form of the area.

The Western side of Tradeston has the clearest clues of the historic scale of the area in the form of the Scottish Co-op Society Building on Morrison St; a tall converted Neoclassical warehouse. Throughout the area there are a range of architectural styles in evidence including Georgian, Victorian, Venetian Gothic, Neoclassical and Post Modernist as well as range metal clad warehouses and recent contemporary residential developments.



Buildings on the grid are broken and sporadic



The grid-iron streets remain at ground level



2.3 Building Context

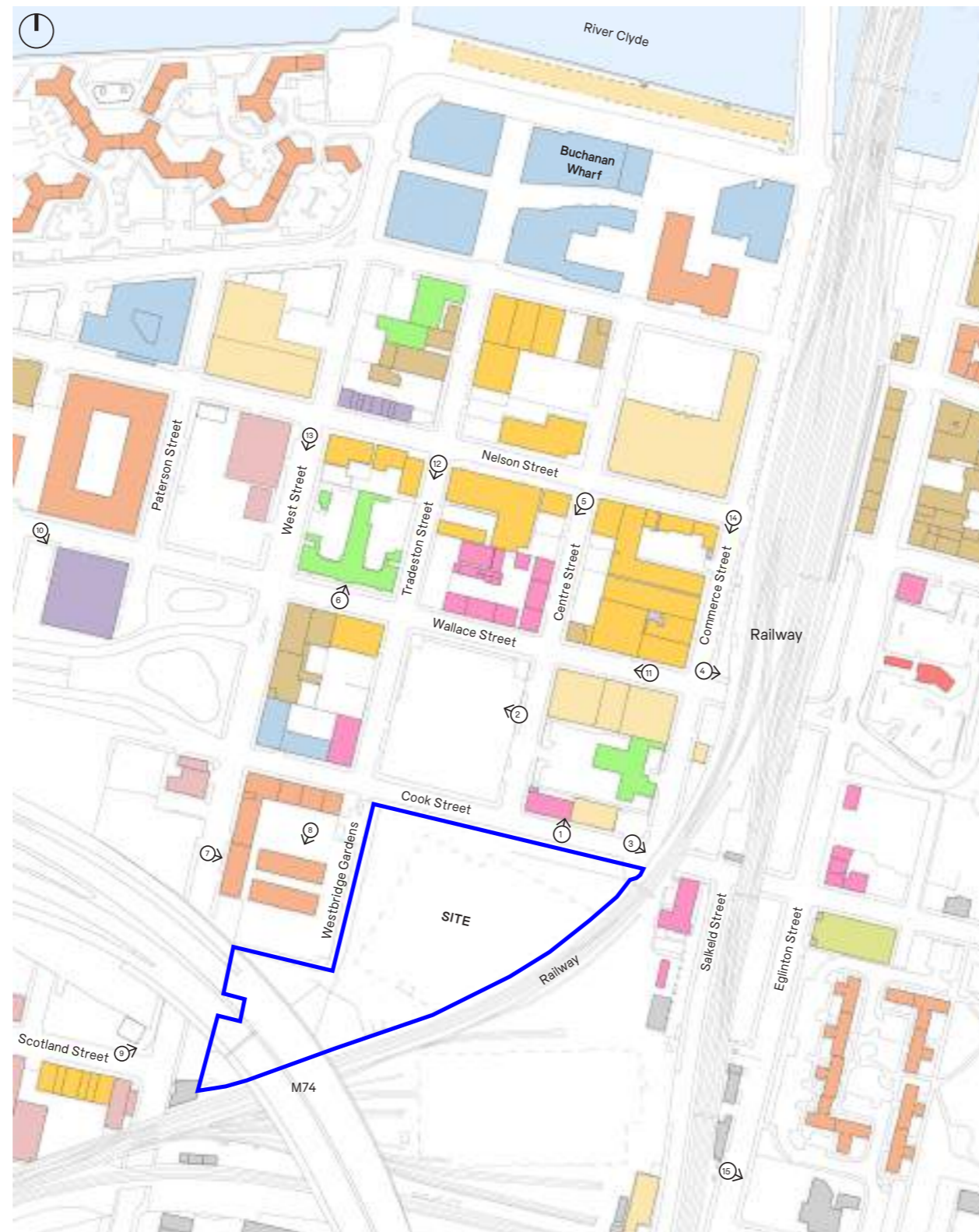
2.3.1 Local Uses

The surrounding area consists of an assortment of buildings varying in mass, height and use; many of which are listed and some of high architectural quality. Conversely many properties currently lie in poor condition or are vacant.

Although well connected by rail and road, the area is primarily home to warehouses, trading outlets and a small number of offices. These are generally low lying with a number of fragmented gap sites.

Tradeston has a number of smaller flatted developments peppered around. Particularly along West Street. Some of those are conversions of existing industrial buildings.

Larger Residential developments have been developed nearest the Clyde.



KEY:

Site Boundary	Retail	Mixed Use	Transport
Office	Not in Use	Entertainment	Light Industrial
Residential	Car Services	Warehouse / Retail	Community



1 - 40 Cook Street



2 - Cook Street Empty Site (to be redeveloped)



3 - Former Glasgow Signal Tower



4 - Commerce Street



5 - Centre Street



6 - 140 Wallace Street



7 - Westbridge Gardens



8 - Westbridge Gardens



9 - M74 and West Street Subway Station



10 - House of Sher



11 - Commerce Street



12 - Tradeston Street



13 - West Street



14 - Commerce Street



15 - 201 Eglinton Street

2.3.2 Listed Buildings & Built Heritage

There are a number of listed buildings in the surrounding area. Notable examples include -

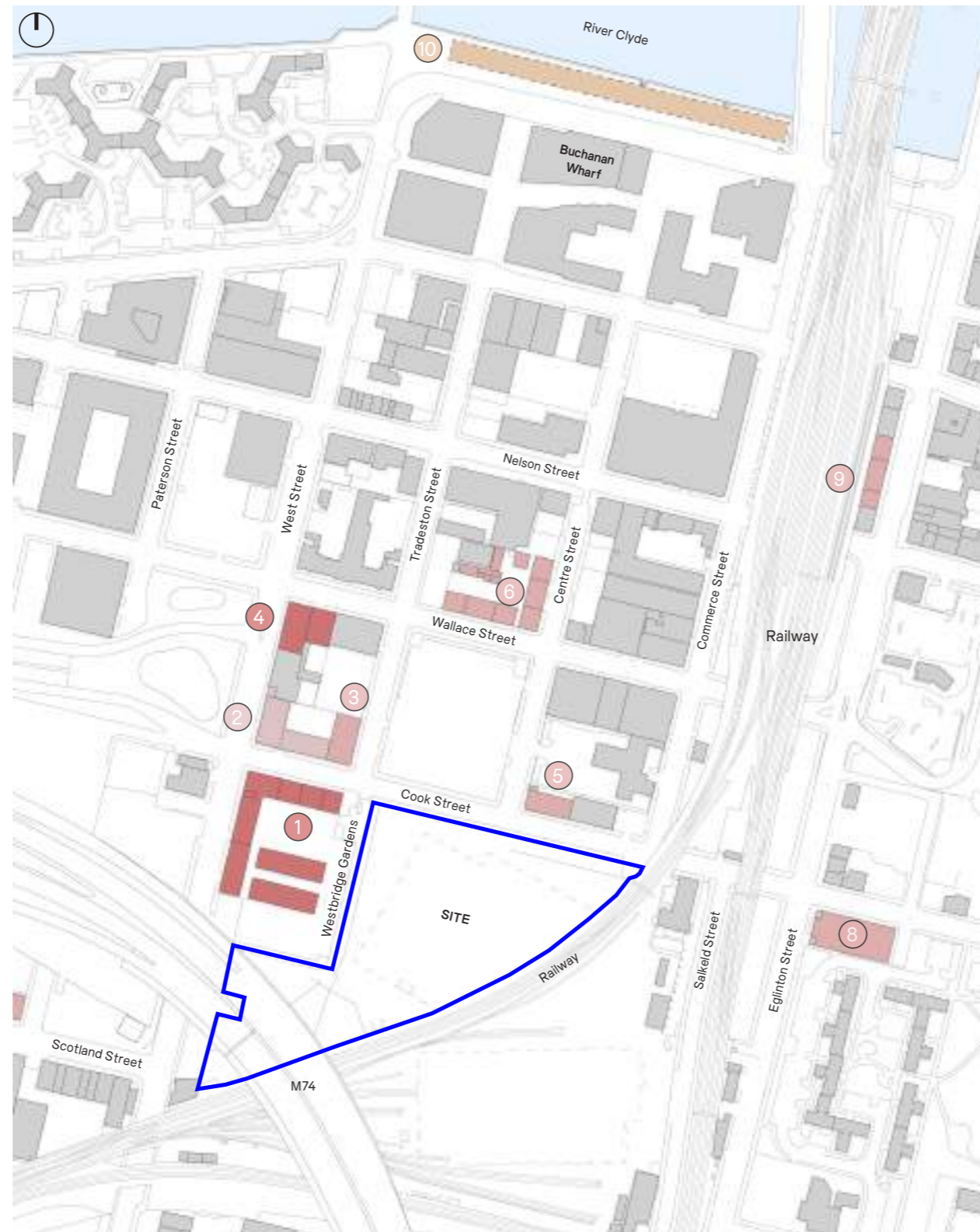
1: 27-117 Cook Street (Westbridge Gardens) AND 181 AND 183 West Street, Former Eglinton Engine Works. Part now converted to residential. Category A-Listed.

3: Clydesdale paint works (abandoned) Built around 1900, this Venetian Gothic style red brick warehouse was one of multiple structures that made up 'Stag's production plant of lead paints, oils, greases and varnishes. Among others was the 4-storey headquarters for the company adjacent along Tradeston Street (demolished 2013, site now derelict) and a showroom with offices from 161-177 West Street (demolished 2002, now residential blocks). The remaining building is category B-listed.

4: Victoria Grain Mills (converted) Constructed in 1894, this red brick Flemish-style grain mill stands on the corner of West Street and Wallace Street. The category B-listed building was converted to apartments in 2002.

5: Telephone Exchange (abandoned) Built in the 1930s. On the corner of Cook Street and Centre Street. The building is constructed of red brick sandwiched between ashlar stone at the ground and upper floors and category B-listed.

6: South Fire Station (converted) Opened on 26th October 1916, the South Fire Station was a replacement of a former fire station that had been deemed inadequate for the time. The red brick and sandstone building extending along the corner of Centre Street and Wallace Street, housed 36 families of the fire-fighters. The category B-listed building was home to the Hamish Allan Centre for homelessness from 1989 - 2018.



KEY:

- Site Boundary
- Grade A Listed Buildings
- Grade B Listed Buildings
- Grade C Listed Buildings
- Other Historic Building
- Central Conservation Area



1 - Westbridge Gardens (Former Eglinton Engine Works)



2 - Former Tradeston Paint Mills



3 - Former Clydesdale Paint, Colour & Oil Works



4 - Former Victoria Mills



5 - Former Telephone Exchange



6 - Former Southern Fire Station



7 - Scotland Street



9 - Former Bridge Station



8 - O2 Academy



10 - Goods Shed at Clydes Place Quay - Now Demolished

2.3.3 Emerging Local Fabric

There are multiple regeneration and development projects in and around Tradeston, in various stages of completion.

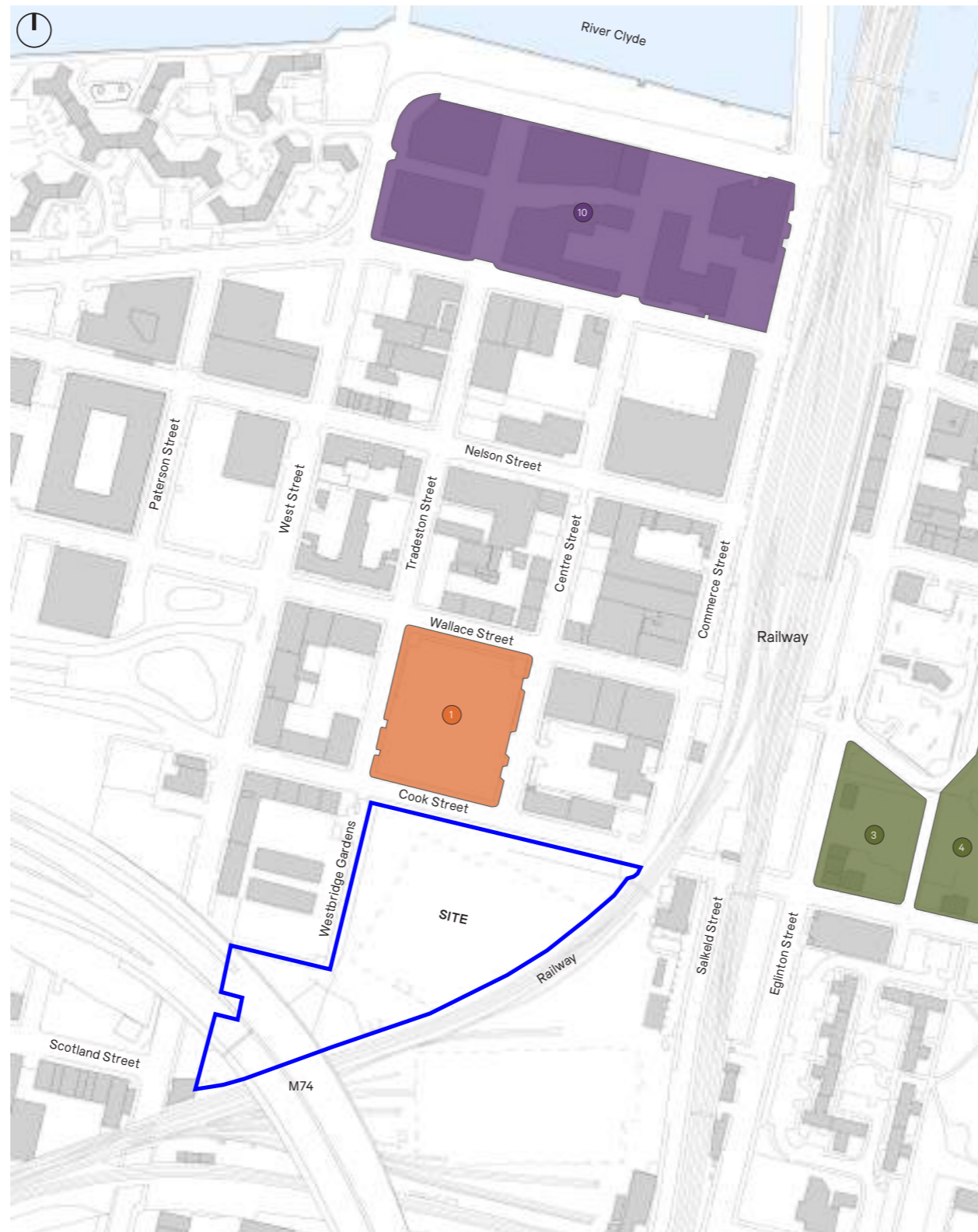
Below are an example:

10: Buchanan Wharf Spanning 3 city blocks across the Clyde waterfront, the £500m regeneration project is to be the new European headquarters for Barclays bank, and is one of Scotland's biggest construction projects to date. Alongside office space, the development will provide 324 residential units, an early years centre, multiple commercial units and the restoration of two category B-listed buildings.

3: Old Coliseum Site Housing Development This development for New Gorbals Housing Association (NGHA), it will deliver 64 dwellings for both private sale and social housing use. The proposal is part of the larger Laurieston Transformational Area and will incorporate and expand existing community rooms on the site into its massing.

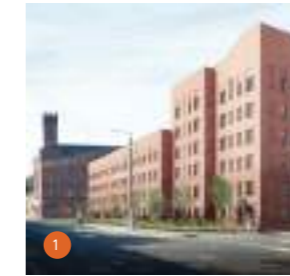
8: Laurieston Phase 2 This private residential development for Urban Union Ltd forms phase 2 of the large scale regeneration of Laurieston in Glasgow, one of Glasgow City Council's Transformational Regeneration Areas (TRA). The proposals comprise of 173 dwellings in a mix of 4-6-storey flatted blocks and 3-storey town houses.

4: Laurieston Living Stage 3 Following on from previous phases of the Laurieston TRA, the proposal will create 349 dwellings with mixed-use ground floor opportunities along the site's main route, along with a new civic park.



KEY:

- Site Boundary
- Submitted for Planning
- Planning Permission in Principle
- Planning Permission Granted
- Under Construction
- Recently Completed



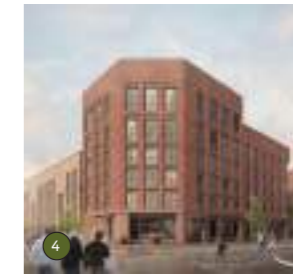
1 - Cook Street Development



2 - Central Quay Development



3 - Old Coliseum Site Housing Development



4 - Laurieston Living Stage 3



5 - Anderston Quay



6 - King Street Development



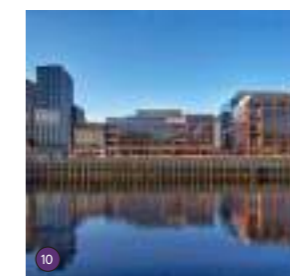
7 - St. Enoch Masterplan



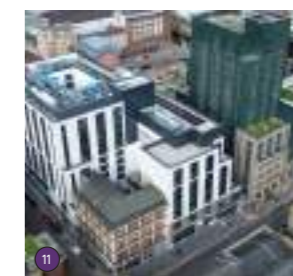
8 - Laurieston Phase 2



9 - Citizens Theatre



10 - Buchanan Wharf



11 - Candleriggs Square



12 - Central Quay



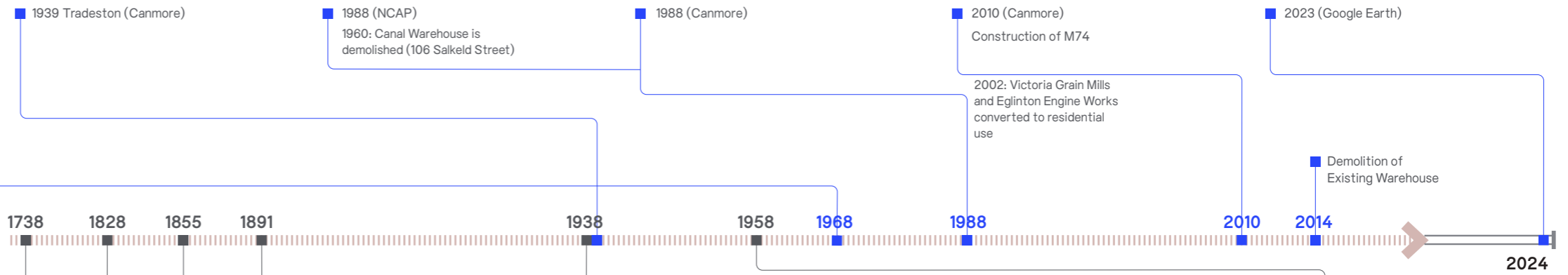
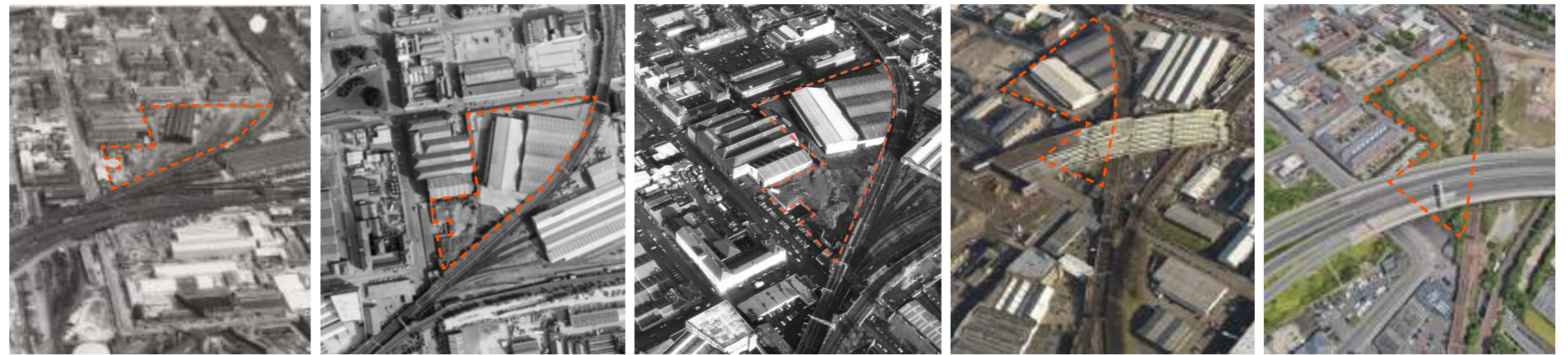
03 Existing Site & Baseline Analysis

3.0 EXISTING SITE & BASELINE ANALYSIS

3.1 Site History & Development

Cook Street Goods (abandoned)

This large retaining wall stretching from Tradeston Street to Commerce Street is what remains of a mineral depot, with a fan of sidings served from the Glasgow and Paisley Joint Railway. In 1840 the site was used as a temporary terminus for the railway company while Bridge Street Station was under construction.



1968 Stables and Grain Merchant Building with Engine Works in background (Canmore)



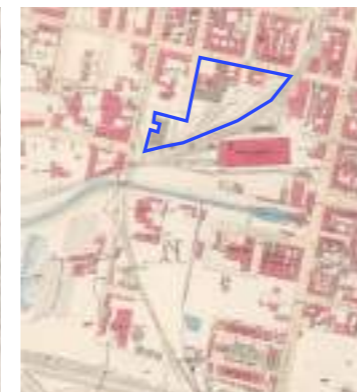
1738 OS Map 1738 (NLS)



1828 OS Map 1828 (NLS)



1855-1882 OS Map 1855-1882 (NLS)



1891-1949 OS Map 1891-1949 (NLS)



1938 OS Map 1938 (NLS)



1958 OS Map 1958 (NLS)



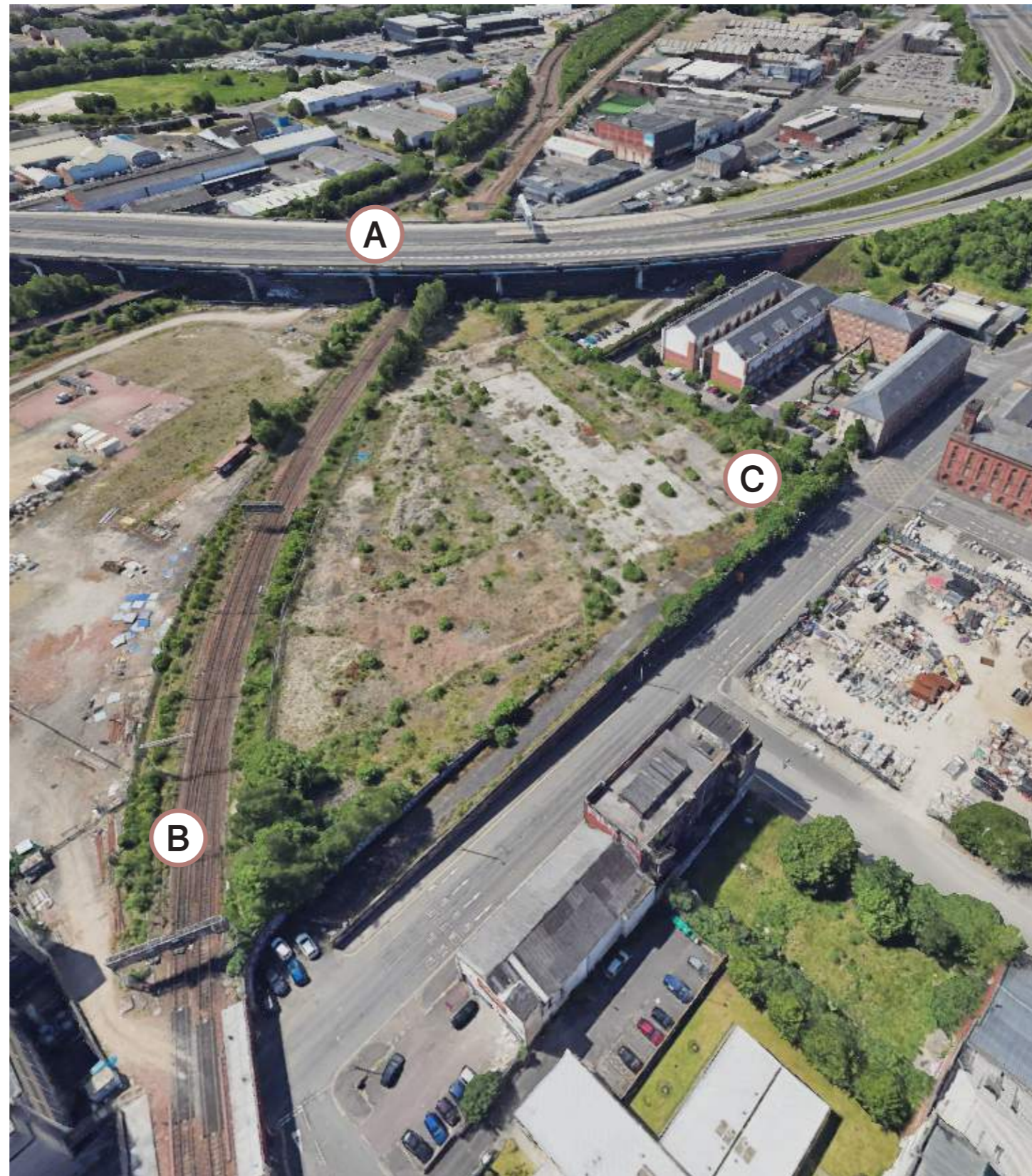
Overall Existing Site

THE SITE

The site is located to the Southern end of Tradeston bounded by Cook St, the Glasgow to Paisley railway line, the M74 Motorway and the Westbridge Gardens housing development. The surface of the site comprises of concrete hard-standing and overgrown vegetation. The site is elevated above Cook St by approximately 4.5 metres, retained by a 5.5 metre blonde sandstone wall to the Northern and Western boundaries. The site is accessed by a ramped tarmac road adjacent to Commerce St. The site is within close walking distance to the City Centre. The condition of the perimeter wall is referred to in other supporting documents.

BACKGROUND AND HISTORY

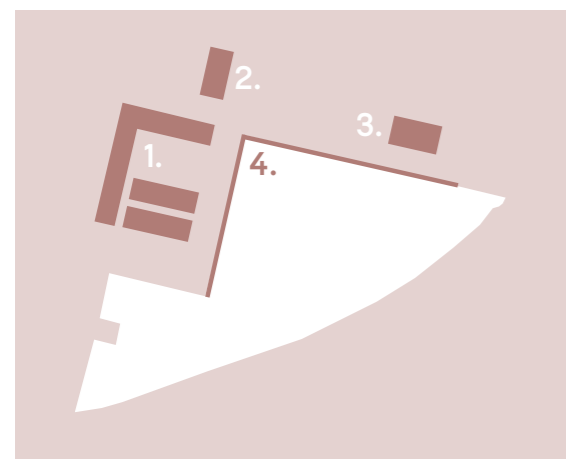
Historically the land was used for railway sidings which served the engine works neighbouring the site. Other previous uses include a bottling plant and a transport distribution hub. The land has lain vacant for several years. There has been no interest from commercial occupiers in this period and the use of the site commercially has been demonstrated as unviable.



Site Edge Conditions

The adjacent images indicate some of the key considerations. These include:

- Perimeter stone wall along Cook Street and western boundary with Westbridge Gardens. Wall being c 4.5m high.
- Level difference between Cook St/Westbridge Gardens and the levels within the site.
- Underground line running along the southern edge within the site and parallel to the Paisley/Central Station railway line.
- Height and scale considerations of various listed buildings around the site.
- Busy traffic highway running east along Cook Street.



1. Westbridge Gardens (Engine Works)



2. Former Clydesdale Paint Works



3. Former Telephone Exchange



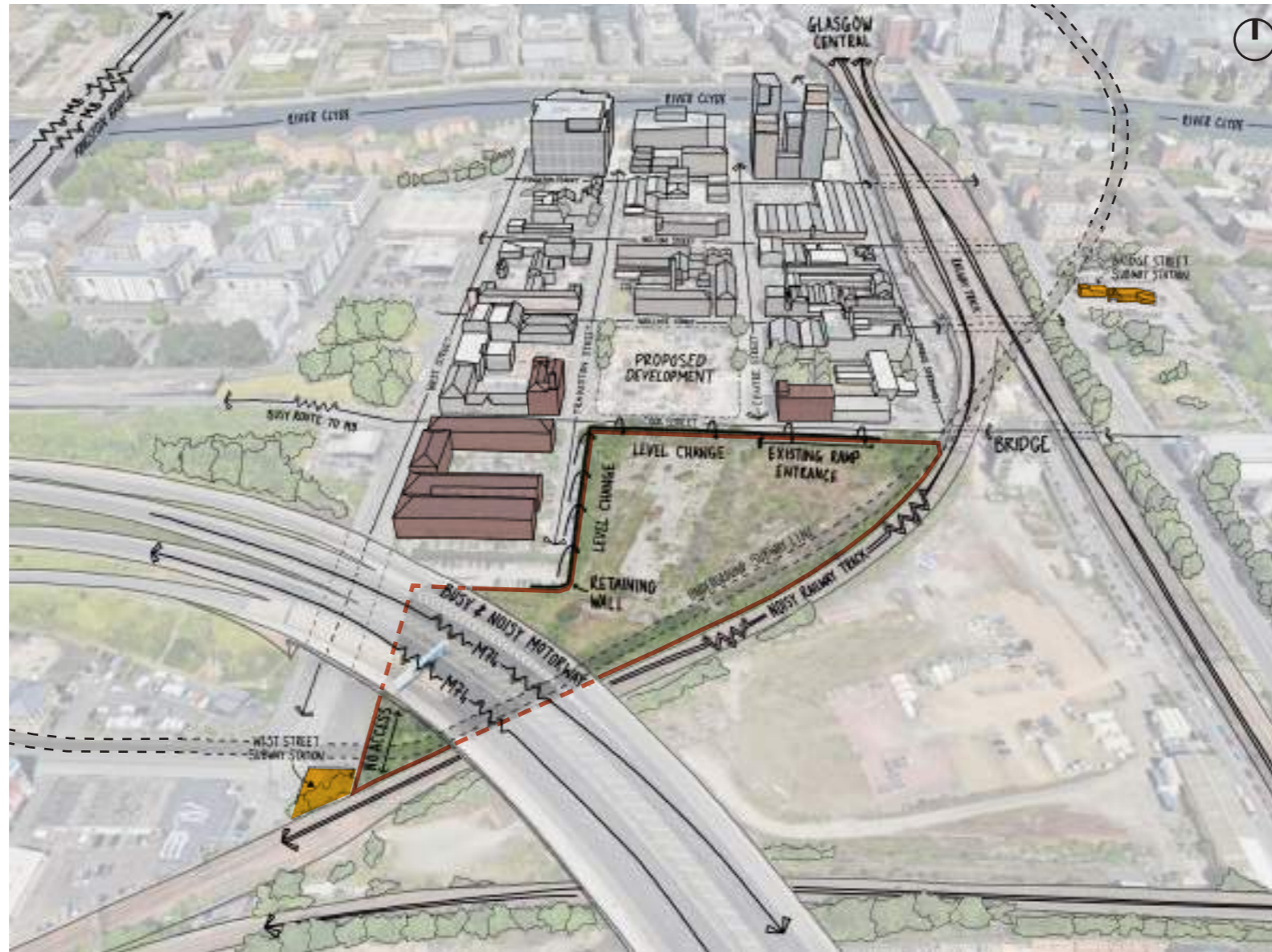
4. Boundary Wall



Site Characteristics, Opportunities and Constraints

The site currently features a large concrete slab in the location where there was a previous derelict warehouse and the land surrounding the building has become overgrown with shrubbery. The site is elevated above Cook Street and is level with the railway line to the South-East of the site. The extended M74 stretches across the rear of the site to the southwest.

The area of the site which can be built upon is significantly reduced due to a no-build zone imposed by the underground line which passes under the site. Likewise the noise profile caused by the railway line and M74 is a consideration for any proposed site layout of blocks.



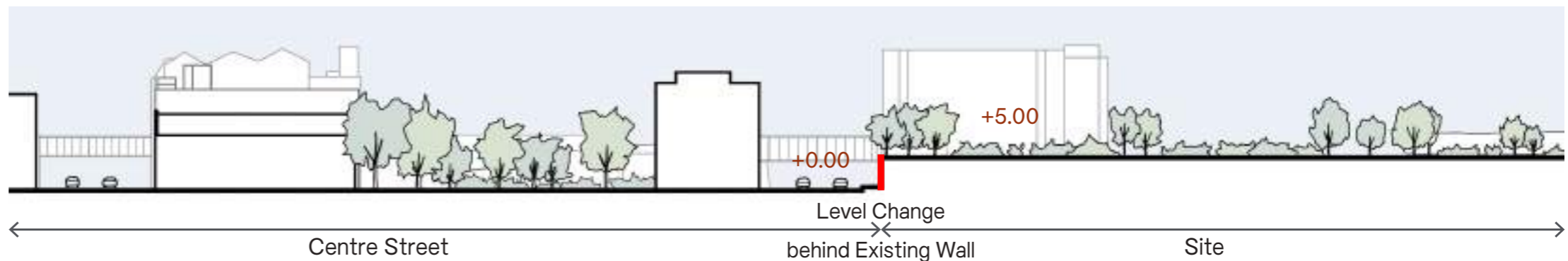
Existing ramp access to site behind high stone wall



View North towards Barclays towers



Existing Ground Condition



3.2 Site Opportunities & Constraints

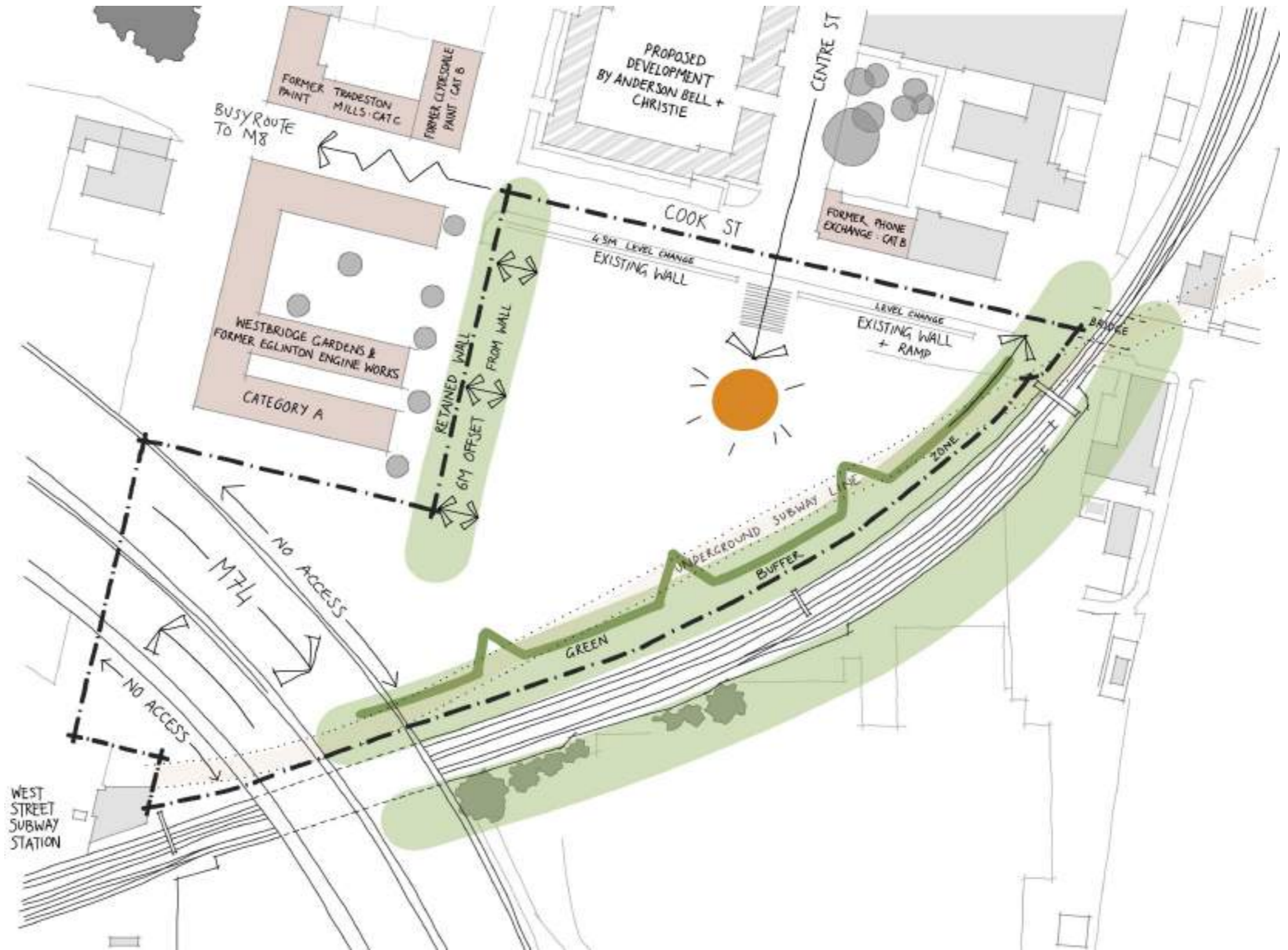
The site is located in Tradeston to the South of Glasgow City Centre. The development land bookends the southern end of Tradeston and runs the length of 2 city grid blocks.

The South-Eastern boundary of the site is defined by the Glasgow to Paisley railway line and the M74 motorway.

The Western boundary is defined by the Westbridge Garden residential development, an A-listed red brick and ashlar sandstone former engine works which was converted to residential use c 10 years ago.

The Northern edge of the site is defined by an existing stone wall onto Cook St and faces the site of a demolished warehouse, now used as a car park. This site is now the subject of a separate planning application by Wheatley Group for a residential development.

Other buildings opposite the site include a vacant brick & sandstone telephone exchange and a furniture warehouse.



04 Planning Consideration

4.0 PLANNING CONSIDERATION

4.1 Previously Consented Schemes

2005 Application

The outline planning permission (03/03406/DC) which was granted in 2005 and subsequently extended in 2010 (10/00900/DC) comprised of 318 no. 2 & 3 bedroom flats, 950m² of commercial space and 348 car parking spaces. The consent for this scheme is now lapsed. This scheme's tallest element was 15 storeys and was accessed from Cook St roughly half way between Centre St and Tradeston St.

2015 Application

Plans were submitted by Bosunstone for a large mixed-use development replacing the existing warehousing with 398 flats and a landscaped amenity space. The highest point rose to 11 storeys atop a plinth on the ground floor of Cook Street which would house all the basement level car-parking. Access to the underground parking via a half way point between Centre Street and Tradeston Street, with an additional access on the NE corner next to the bridge.

4.1.1 Neighbouring Planning

A planning application has been submitted to develop residential proposals for the Cook Street site (neighbouring our site on Cook Street to the north).

The brief provided by Wheatley Group was to provide a range of high quality homes for mid-market rent, with spaces for home working and high quality external amenity spaces to foster social interaction.

The preferred scheme at present comprises a taller 6-storey block to the north east corner of the site with a smaller 4-storey block of the south and west. This formation splits the construction technologies and achieves a flat type mix in favour of two bedroom properties.

2005 Application



2015 Application



Cook Street Elevation



Cook Street Elevation



Tradeston Street Elevation



Neighbouring Site Planning App



4.2 Policy Context

This section provides a summary of the relevant design related planning policy context for the site. A full summary of relevant planning policy and the site's planning history is contained within the submitted Planning Statement.

The planning policy context for the site comprises national design policy, the statutory Development Plan and a range of further documents and Supplementary Guidance which will be a material consideration in the determination of the proposed development.

The statutory Development Plan comprises:

- National Planning Framework 4 ('NPF4'), adopted in February 2023; and
- Glasgow City Development Plan ('CDP'), adopted in March 2017.

Further documents which contain relevant design or spatial policies are summarised below

4.2.1 National Design Policy

Designing Streets (2010)

Designing Streets is the policy statement relating to street design, identifying the significant contribution streets make to the creation of successful places. The following are a range of key considerations for street design in relation to the six qualities of successful places.

- **Distinctive** - Street design should respond to local context to deliver places that are distinctive.
- **Safe and pleasant** - Streets should be designed to be safe and attractive places.
- **Easy to move around and beyond** - Streets should be easy to move around for all users and connect well to existing movement networks.
- **Welcoming** - Street layout and detail should encourage positive interaction for all members of the community.
- **Adaptive** - Street networks should be designed to accommodate future adaptation.
- **Resource efficient** - Street design should consider orientation, the integration of sustainable drainage and use attractive, durable materials that can be easily maintained.

4.2.2 Statutory Development Plan

National Planning Framework 4 (2023)

PF4 is separated into 3 parts and within Part 2 – National Planning Policy, three themes have been identified.

- Sustainable Places
- Liveable Places: and
- Productive Places

The specific NPF4 policies relevant to design principles that we seek to address for the proposed development are set out below.

Policy 1: Tackling the Climate and Nature Crises

Policy 2 (Climate Mitigation and Adaptation) requires all new development to be sited and designed to minimise life cycle greenhouse gas emissions as far as possible, as well as to adapt to current and future risks from climate change.

Policy 3 (Biodiversity) aims to protect and contribute to the enhancement of biodiversity and to strengthen nature networks.

Policy 7 (Historic Assets and Places) states that development proposals affecting the setting of a listed building should preserve its character, and its special architectural or historic interest.

Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings) states that proposals which will result in the sustainable reuse of brownfield land

(including vacant and derelict land and buildings) will be supported.

Policy 13 (Sustainable Transport) seeks to encourage, promote and facilitate developments that prioritise active travel and public transport for everyday travel and reduce the need to travel unsustainably.

Policy 14 (Design, Quality and Place) encourages developments which are well designed and improve the quality of an area and supports developments which are consistent with the six qualities of successful places.

Policy 15 (Local Living and 20 Minute Neighbourhoods) seeks for proposed developments to contribute to 'local living' and be capable of achieving local access to sustainable modes of transport, employment, shopping, health and social care facilities, schools / childcare, parks / playgrounds / recreation areas, publicly accessible toilets and affordable and accessible housing options.

Policy 16 (Quality Homes) is a detailed, multi-layered policy which sets out a number of considerations on how residential development proposals should be considered through the planning process.

Policy 18 (Infrastructure First)

Policy 19 (Heating and Cooling)

The development will take note of the relevant planning guidance and advice notes as issued by the City of Glasgow Council and the Scottish Government.



Policy 20 (Blue and Green Infrastructure) states that development proposals which incorporate “new or enhanced blue and / or green infrastructure will be supported”.

Policy 21 (Play, Recreation and Sport) states that residential proposals to be occupied or used by children and young people will be supported where they incorporate well designed, good quality provision for play, recreation, and relaxation that is proportionate to the scale and nature of the development and existing provision in the area.

Policy 22 (Flood Risk and Water Management) sets out that all development proposals are not to increase the risk of surface water flooding to others or be at risk itself and minimise the area of impermeable surfaces. Also, SuDS should form part of, and integrate with, existing or proposed blue / green infrastructure.

Policy 23 (Health and Safety) highlights that proposals that will have positive effects on health will be supported, such as including opportunities for exercise.

Policy 27 City, Town, Local and Commercial Centres.

Glasgow City Development Plan (2017)

The adopted Glasgow City Development Plan (‘CDP’) sets out 12 local planning policies for the City of Glasgow. Key aims of the CDP include the creation and maintenance of a high-quality, healthy place and a compact city form that supports sustainable development.

In terms of design related policies, **Policy CDP1 + SG1- The Placemaking Principle** is a city-wide, all-encompassing policy, which seeks to ensure that all new development seeks to achieve the following six qualities of place: distinctive; safe and pleasant; easy to move around and beyond; welcoming; adaptable; and resource efficient.

Policy CDP2 + SG2: Sustainable Spatial Strategy is an overarching policy that seeks to promote a sustainable city. Its criteria include aims for proposed development to contribute to the development of vibrant and accessible residential neighbourhoods, support higher residential densities in sustainable locations and prioritise the remediation and reuse of vacant and derelict land and use of brownfield land over greenfield.

- CDP 5 + SG 5: Resource Management**
- CDP 7 + SG 7: Natural Environment**
- CDP 8 + SG 8: Water Environment**
- CDP 9 + SG 9: Historic Environment**
- CDP 10 + SG10: Meeting Housing Needs – Including Student Accommodation Guidance.**

SG10 was first approved in February 2017. However, it was updated in 2022 to include revised guidance on student accommodation, within section 2. A section on Mixed Tenure Detailed Guidance for purpose-built student accommodation (‘PBSA’) requires that proposed developments involving PBSA over certain thresholds will require to deliver a proportion of mainstream residential – in order to promote inclusive population growth and have sustainable communities. Vertical mixes of residential and PBSA uses will only be accepted where it is demonstrated that no harm will be caused to the amenity between the different uses.

Amenity standards for flatted dwellings, as set out in IPG6 Greenspace and Green Network, will be applied to student accommodation developments.

CDP 11 + SG 11: Sustainable Transport

This guidance gives detail on recommended measures to meet the role of improving connectivity and promoting more sustainable patterns of transport, as required by CDP policies. It includes that a minimum percentage of the general car parking provided in new development should be in the form of ‘passive’ EV spaces, designed to provide for easy conversion to electric vehicle charging use should demand be shown in the future. Passive EV charging provision is required for 100% of spaces in new residential developments (of over 10 units) with communal off-street parking provision.

CDP 12 + SG 12: Delivering Development.

This interim planning guidance sets out detail on the required amounts of open space for new developments throughout the City, or how financial contributions will be sought for development that does not fully meet on-site provision requirements.

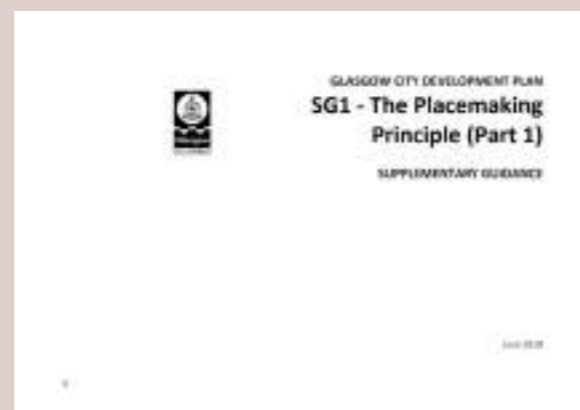
Glasgow City Centre Living Strategy – Vision 2035

This document, published in 2020, sets out six key objectives to help deliver GCC’s aim of doubling the population of people living in Glasgow City Centre to 20,000 people by 2035. It seeks to support the wider regeneration strategy in Glasgow City Centre through actions focused on delivering a more liveable place with the necessary supporting policy and physical infrastructure.

Design Guide: New Residential Areas

Design Guide – New Residential Areas is a detailed design document prepared by GCC and approved / published in 2013 to set out the key aspects that developers require to take into account when preparing development proposals within the city. Although SG1 – Placemaking has subsequently been approved, GCC still consider this Design Guide to sit alongside the CDP and SG as a piece of non-statutory planning guidance and one that is specific to housing and the residential context.

The development will take note of the relevant planning guidance and advice notes as issued by the City of Glasgow Council and the Scottish Government.



4.2.3 20 Minute Neighbourhoods

Neighbourhoods are defined by the communities who live there and the services and facilities available.

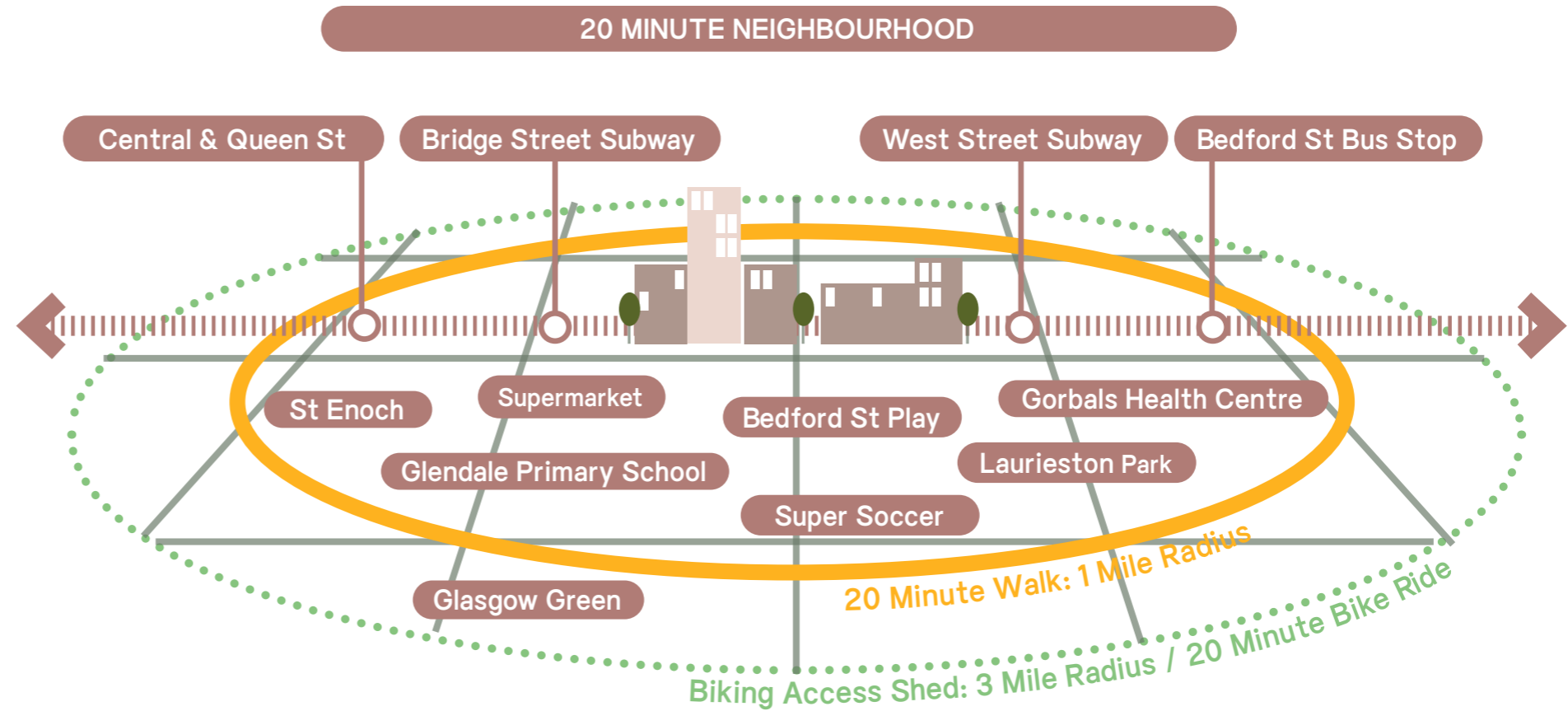
The Scottish Government’s “National Planning Framework NPF4” highlights the focus on active travel and “20 Minute Neighbourhoods” as a step towards meeting Scotland’s ambitious climate targets.

The concept of having all basic needs within a 20-minute walk or cycle is essential to creating liveable cities and towns for everyone, removing the absolute need to drive everywhere and reduce inequality within communities. These needs include:

- Local shops, education, health services, financial services, employment and jobs nearby;
- Public open space, such as parks and recreation grounds;
- Leisure, culture and entertainment facilities;
- Public transport, including access to a regular bus and tram service;
- Walking and cycling infrastructure;
- A mix of diverse and genuinely affordable housing types to suit different life-stages.

The site is within a 5 minute walking distance from two subway stations and provides convenient and sustainable travel connecting to the city centre and also the wider rail network.

Glasgow Central Station is also less than 20 minutes walking distance from the site with Glasgow Queen Street about 25 minutes walking which connects this site back to all the wider rail network across Scotland and nationally.



NPF4: Policy 15 supports development that is consistent with the principles of local living and 20 minute neighbourhoods, helping to ensure our homes and wider neighbourhoods meet all of our needs. As part of this, it recognises that affordable housing options, ability to age in place and housing diversity are an integral part of more liveable places.

NPF4 Facility	Nearest to proposed development	Walking time from nearest point of development
Sustainable modes of transport including local public transport and safe, high quality walking, wheeling and cycling networks	Bridge Street Station	6 minutes
	Bedford Street Bus Stop	4 minutes
Employment	St. Enoch Centre	15 minutes
Shopping		8 minutes (walk + subway)
Health and Social Care Facilities	Gorbals Health Centre	13 minutes
Childcare, schools and lifelong learning opportunities	Glendale Primary School	23 minutes
		17 minutes (walk + bus)
Playgrounds and informal play opportunities, parks, green streets and spaces, community gardens, opportunities for food growth and allotments, sport and recreation facilities	Pollokshields Community Centre	24 minutes
	Bowling Green Together	17 minutes (walk + bus)
	Nan McKay Community Hall	

4.3 Approach to Sustainability

The world is in a climate emergency and in response, the Scottish Government aims for a Net Zero Carbon economy by 2045, while Glasgow aims to be a net zero carbon city by 2030.

It is for these reasons why sustainability is integral to the proposed development, where all the adjacent aspects are embedded within the project brief and proposals.

The redevelopment of the current site, while keeping excavation to a minimum, align directly with NPF 4 policies promoting circular economy and a fair transition to net zero carbon. Additionally, by fostering a new community, the proposals fulfil NPF 4's objective of creating spaces for people.

The development will benefit from Cook Street Invest Ltd's commitment to achieving zero carbon low-cost living including fossil fuel free heating and electrics. A full Energy and Sustainability Statement has been provided by Ramage Young and is to accompany this planning application. A summary of the key sustainability measures are provided adjacent:

This study has demonstrated that it is possible to achieve the requirements of Section 6 and Section 7 of the Scottish Building Standards and the Glasgow City Council City Development Plan and the associated Supplementary Guidance on Resource Efficiency. The four options that have emerged from the study will be fully investigated at Building Warrant Stage, including SAP calculations to demonstrate how the dwellings will achieve the required CO2 emissions reductions requirements.



CIRCULAR ECONOMY MEASURES

The footprint of these new buildings will have extended life cycles as they have been designed for easy conversion into multiple other uses all across site in future. This module width and planning can facilitate a range of different uses. Also ensuring that it allows for maximum natural daylight and ventilation deep into the footprint.

WASTE

Waste disposal is both an environmental and a health issue, especially affecting the local area. The design concept is to minimise, if not eliminate, if possible, waste soil from the site to Landfill. Site layout options tested have all been compared to achieve the minimum.

NATURAL LIGHTING & PHOTOVOLTAICS

The availability of natural light, and the associated health benefits, shall be maximised for internal spaces and where artificial lighting is required, this shall be energy efficient LED-type. The current Masterplan drawings were used to generate site-specific location and orientation information, as well as suitable roof-mounted solar PV arrays, maximising the quantity of PV panels on the available roof space.

HEAT PUMPS/ FOSSIL FUEL FREE HEATING

Highly efficient ASHP, GSHP or WSHP are all being considered to provide heating without fossil fuels, aligning with the Scottish Government's Heat in Building Strategy. Heat recovery technology in these heat pumps reduces energy demands and user costs. LED lighting and smart controls will also minimize energy consumption.

HEALTHY BUILDING MEASURES

The development prioritises top-quality residential spaces for improved user health and well-being. This includes better air quality, thermal comfort, and natural light. Outdoor spaces feature biophilic design, offering a connection to nature. Private and communal gardens with active play, sports and allotment areas further enhance engagement with the changing seasons. The site is well situated to meet the 20 minute neighbourhood requirements.

ECOLOGY & BIODIVERSITY

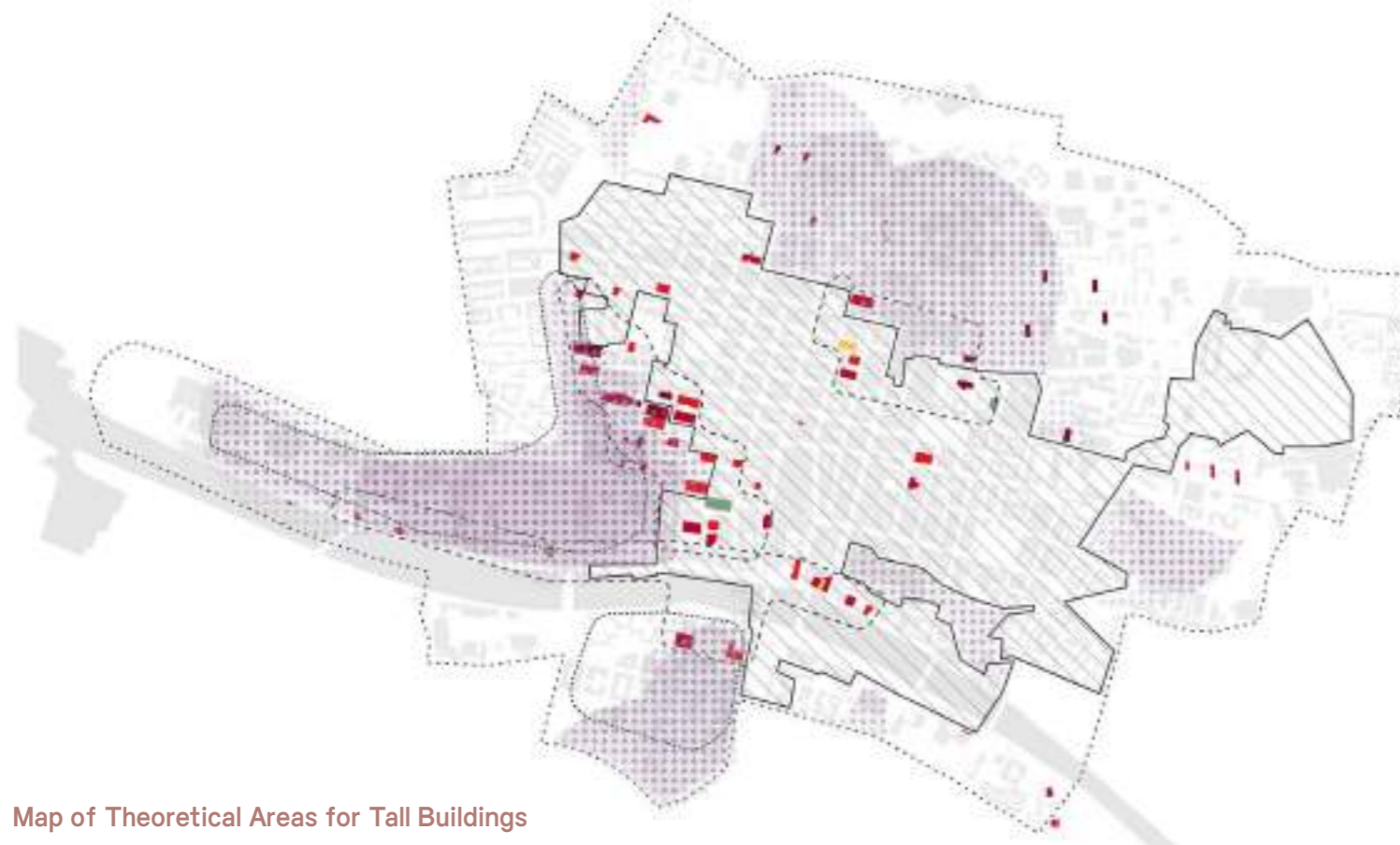
The plans significantly boost soft landscaping, enhancing biodiversity and urban greenery in the area. A mix of plants, trees, and shrubs will attract local wildlife and offer seasonal activity as a priority for the site over cars.

GCC Tall Buildings Design Guide

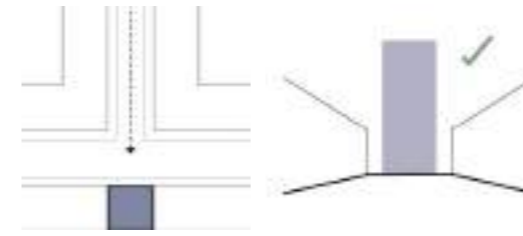
Design proposals for Cook Street recognise the advice set out in the Glasgow City Council new Tall Building Design Guide July 2024

At the time of Planning Application the consultation on this document will be running (until 30 September).

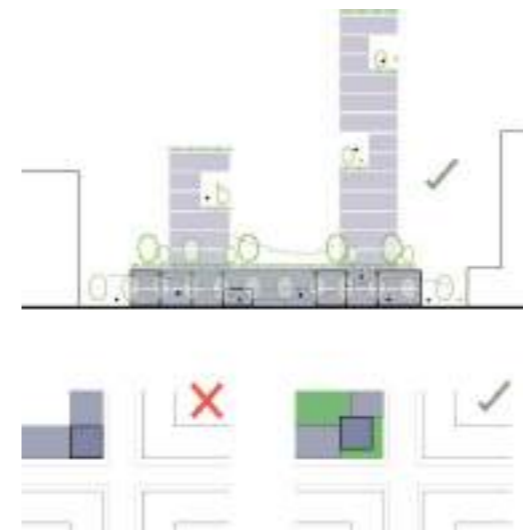
- Consented Tall Buildings >35m In Height
- Tall Buildings Under Construction >35m In Height
- 30-40m Height
- 40-50m Height
- 50-60m Height
- City Centre Conservation Area
- Emerging Clusters of Tall Buildings



Map of Theoretical Areas for Tall Buildings

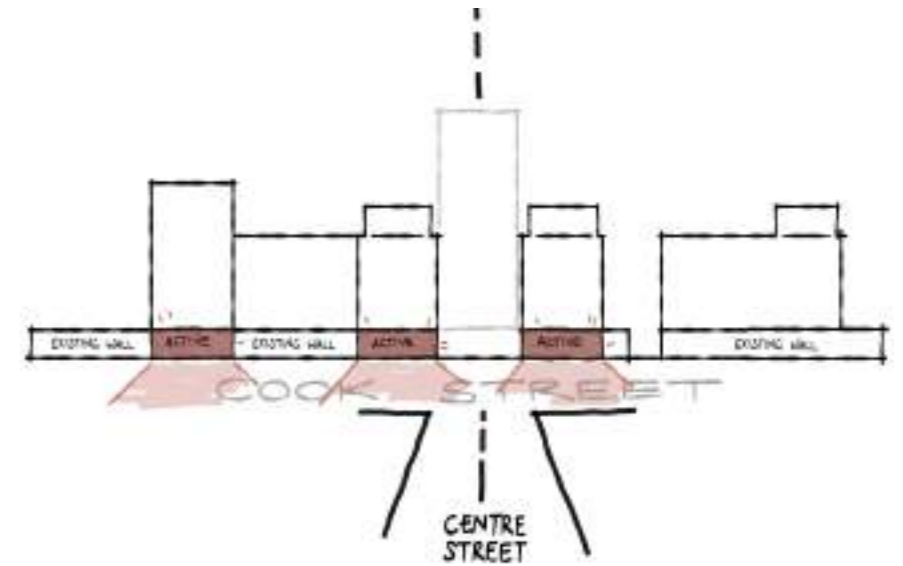


The building composition, silhouette, the alignment of buildings and skyline characteristics specifically in relation to the existing context.



Proposals are required to provide ground floor, publicly accessible open spaces and utilise roofscapes to provide a variety of high-quality, comfortable outdoor amenity spaces that are meaningful and usable, biodiverse and environmentally positive.

Streetscape



Public & Private Open Space

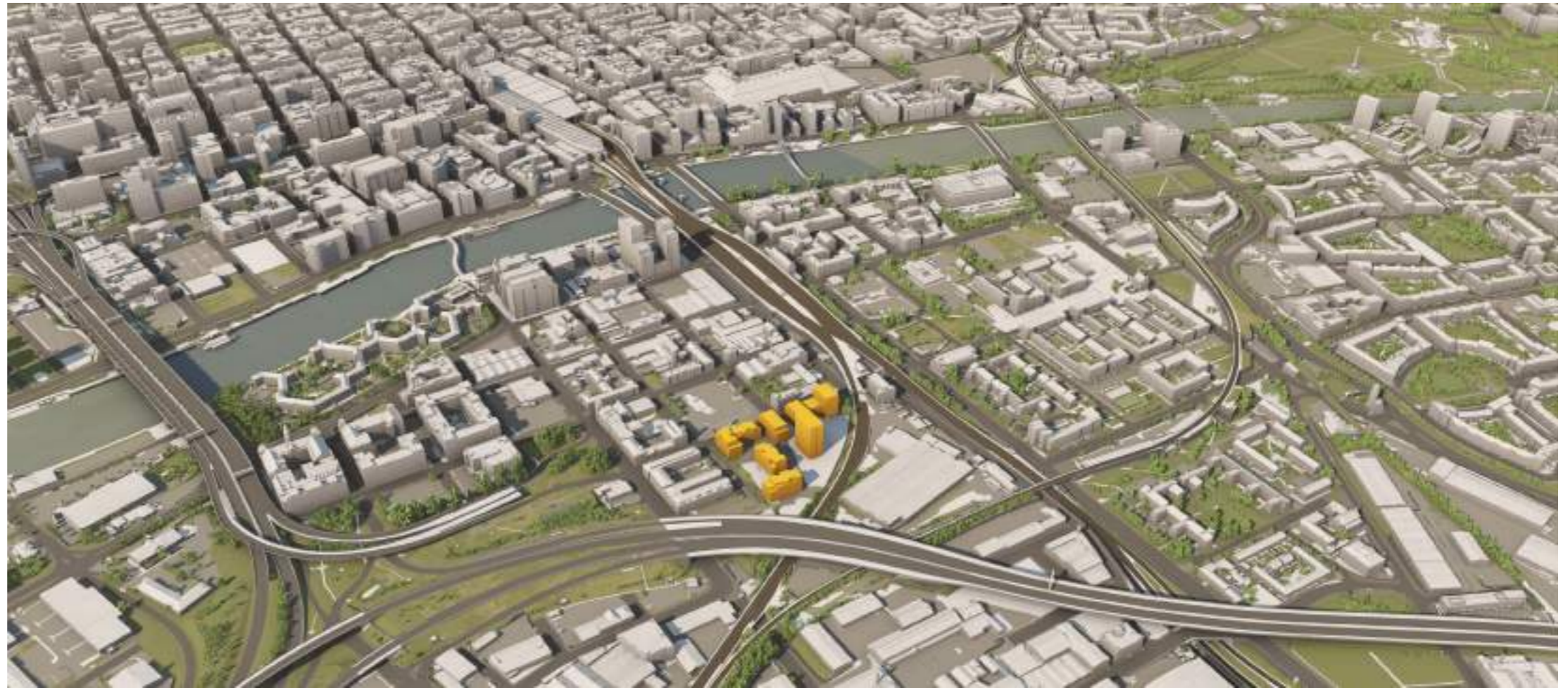


Townscape Assessment Baseline

A comprehensive townscape assessment has been undertaken which looks at the impact of the proposal on a middle and distant views around the site, giving an objective understanding of how the development will effect the evolving city skyline.

An initial ZTV was established through the VU.City model and this has been used to establish 9/10 key viewpoints for townscape visual assessment of the proposed development. These have been shared with GCC throughout the pre-application design stage.

The proposed development will be visible from northern parts of the city and particularly M74 into the city, looking towards the south. It is also visible through some key corridors within the City Centre, such from the Broomielaw along Centre Street via Buchanan Wharf.

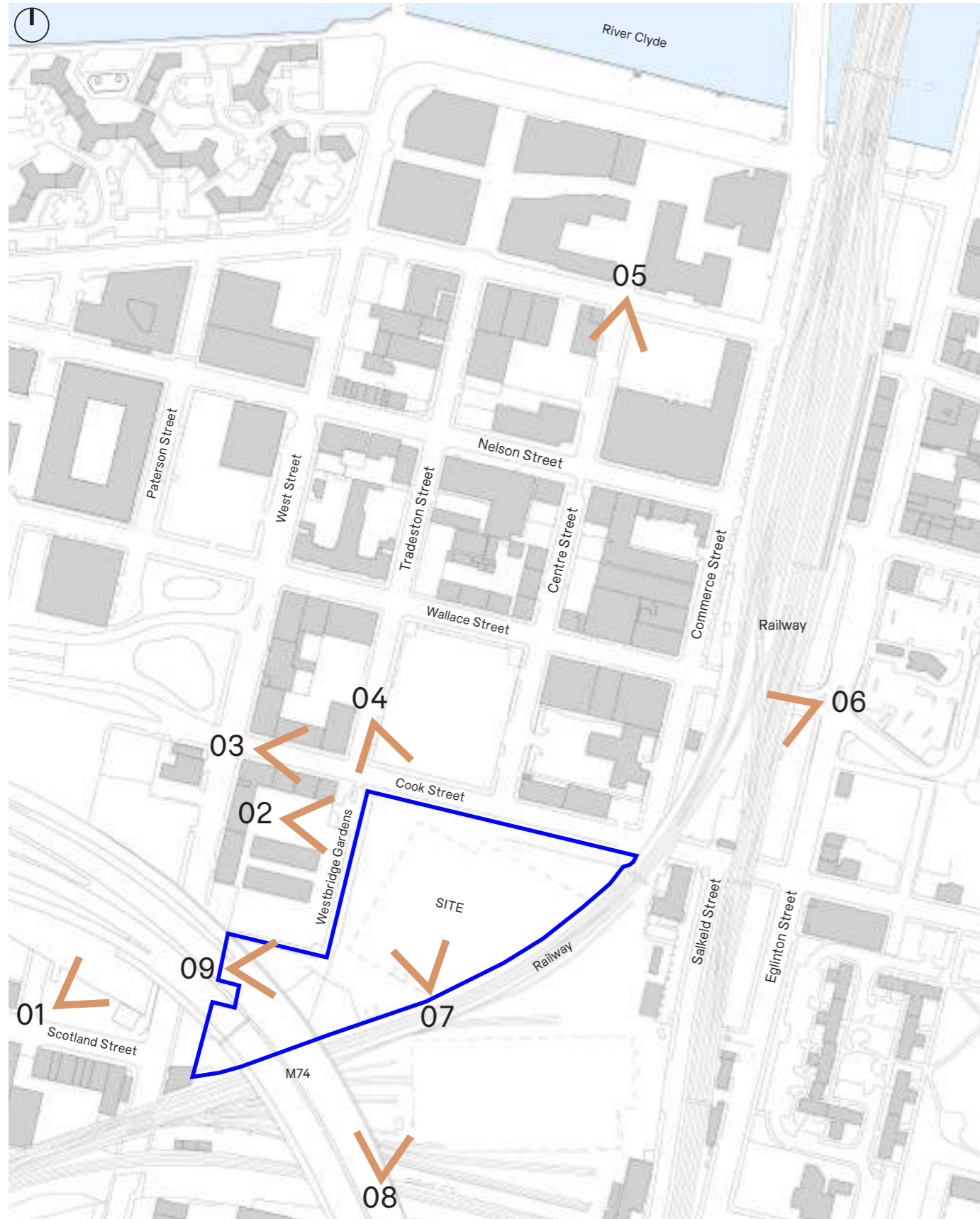


ZTV of the site



ZTV of the site

4.4 Townscape Methodology



05 Concept & Approach

5.0 CONCEPT & APPROACH

Urban Density

The adjacent 'red' lined city centre plans are locations of other PPIP applications. They are similar in site size, but different in surrounding urban context particularly with respect to density.

Inserting higher density developments into already densified inner city centre locations make for a sustainable development and contribute to a more sustainable city. Also operate within an already established '20-minute neighbourhood'.

The challenge and at the same time opportunity offered by the Cook Street site is that the immediate surroundings compared to sites A, B and C adjacent are not an established high density inner city context with a mix of residential, commercial/retail shops use etc.

Tradeston is on the regeneration journey. It is well connected to the city centre, being less than 10 minute walk to Buchanan Street and well serviced by public transport.

The Cook Street site requires a high-density approach with a mix of different uses to "work 24/7" and provide spaces for residents to enjoy as well as live and work.



A. Candleriggs



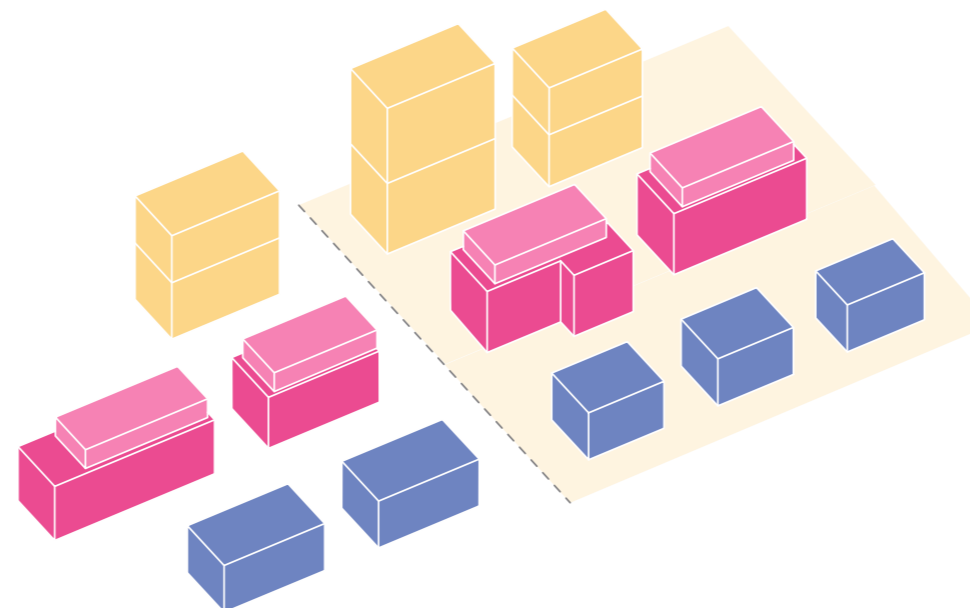
B. King Street



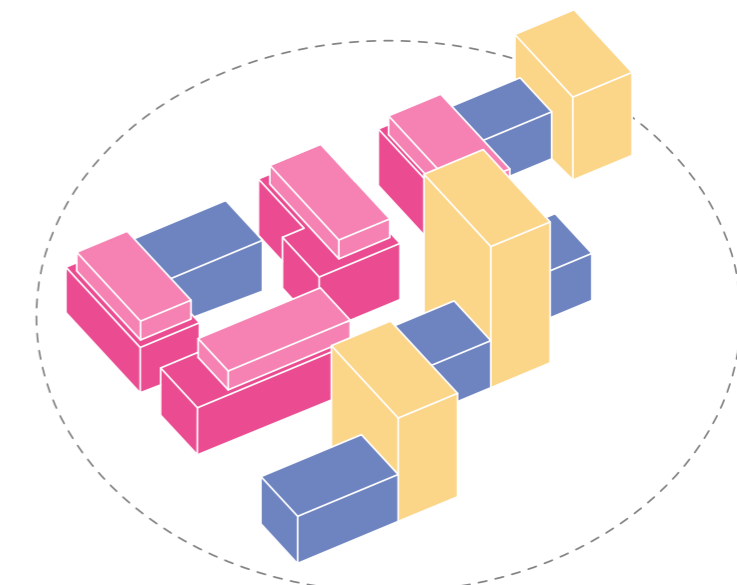
C. Cowcaddens



D. Cook Street



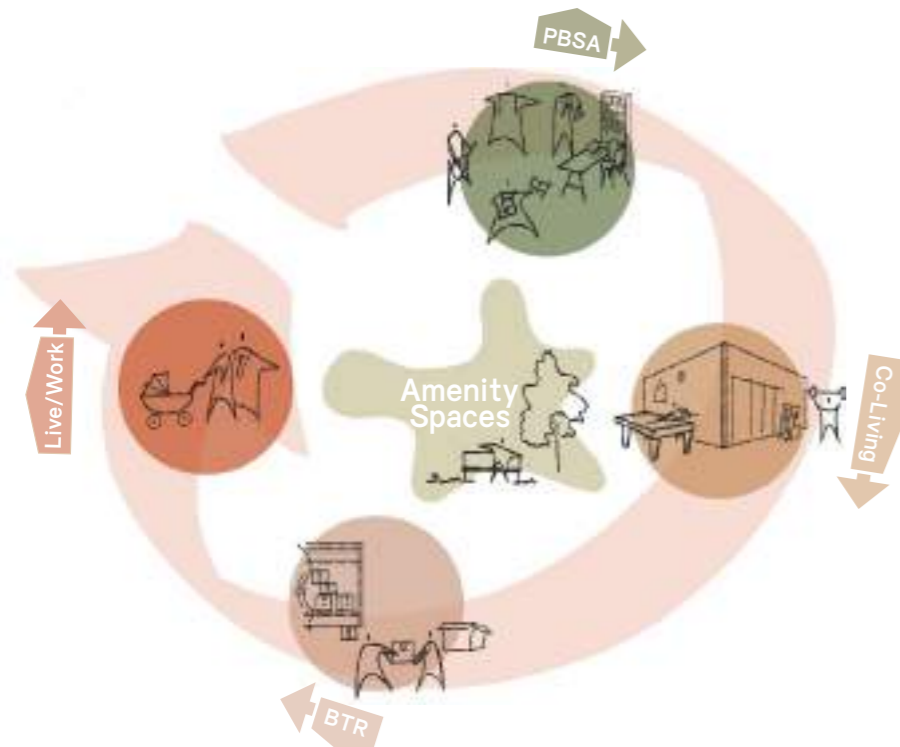
SINGLE-ZONED NEIGHBOURHOOD
Housing types are separate from each other



MIXED-USE COMPACT NEIGHBOURHOOD
Housing types and Uses are adjacent and connected, ground floor is activated, overall footprint is reduced

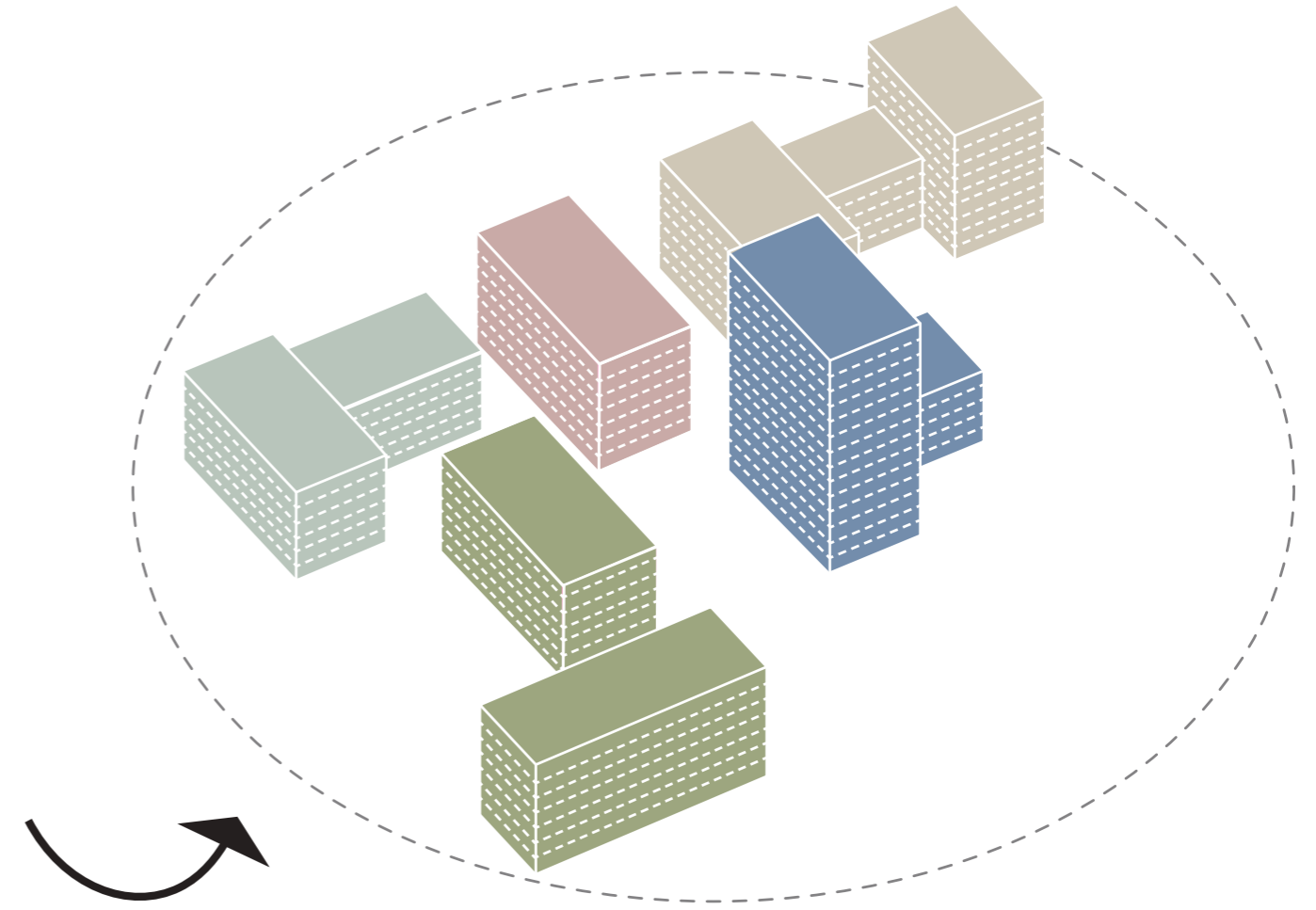
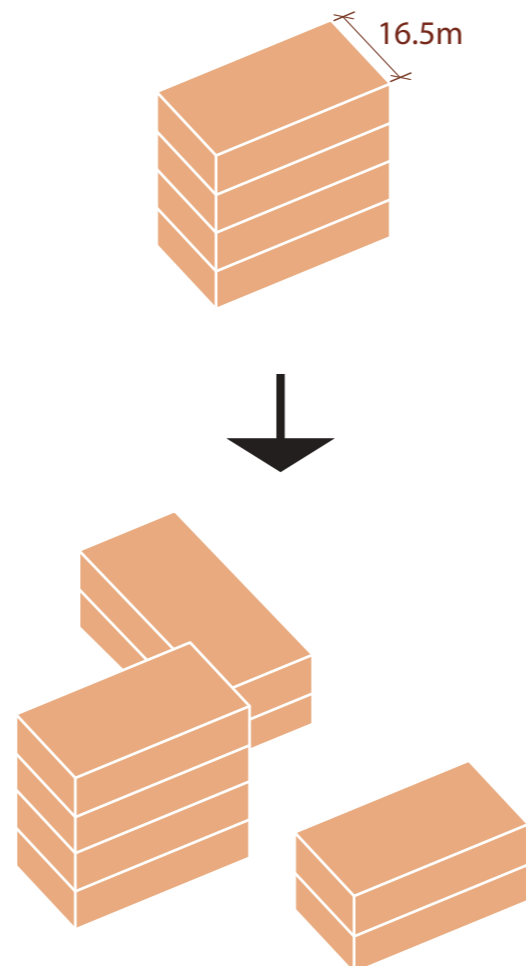
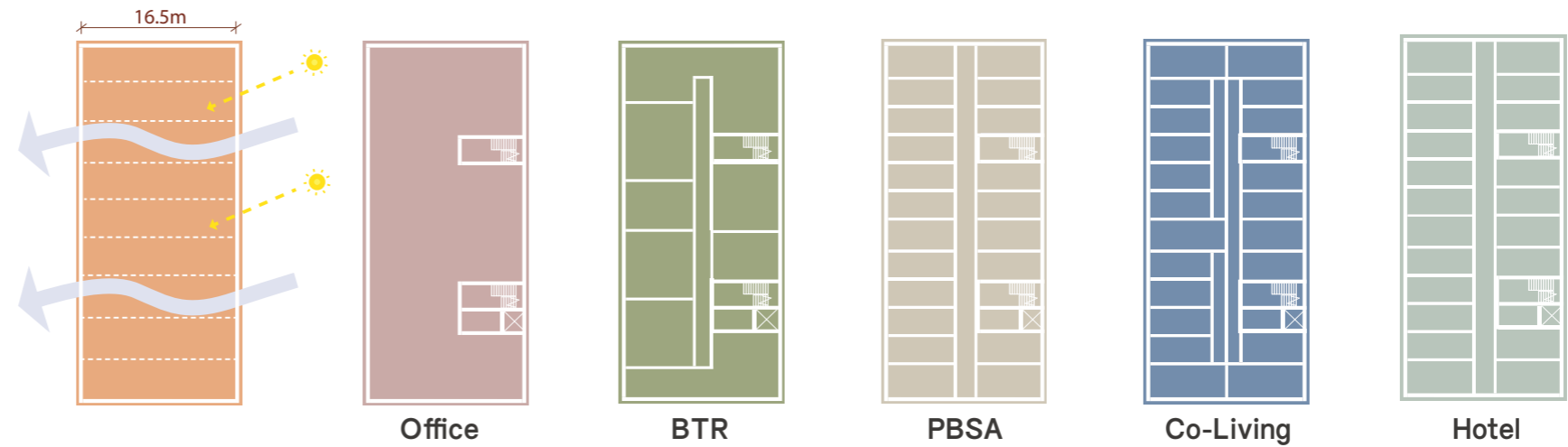
5.1 Flexibility & Adaptability

The development framework started out with a standard module width which would facilitate enables a range of different use types. Having that range allows the masterplan to flex and adapt to varying market conditions. The width was also established to allows for maximum natural daylight and ventilation deep into the footprint.



This masterplan vision was to create a desirable destination where a range of complementary and different types of residential properties can operate side by side. These different house types addressing the needs of different types of occupiers but also a mix of tenures. Key to this vision must be the provision of high quality internal and external amenity space and quality management systems.

Providing the range of property types and amenity would allow residents to remain within the development and move from one type to another (for example higher/ further education student moving from PBSA after graduation to Co-Living as a young professional then onto BtR or BFS).

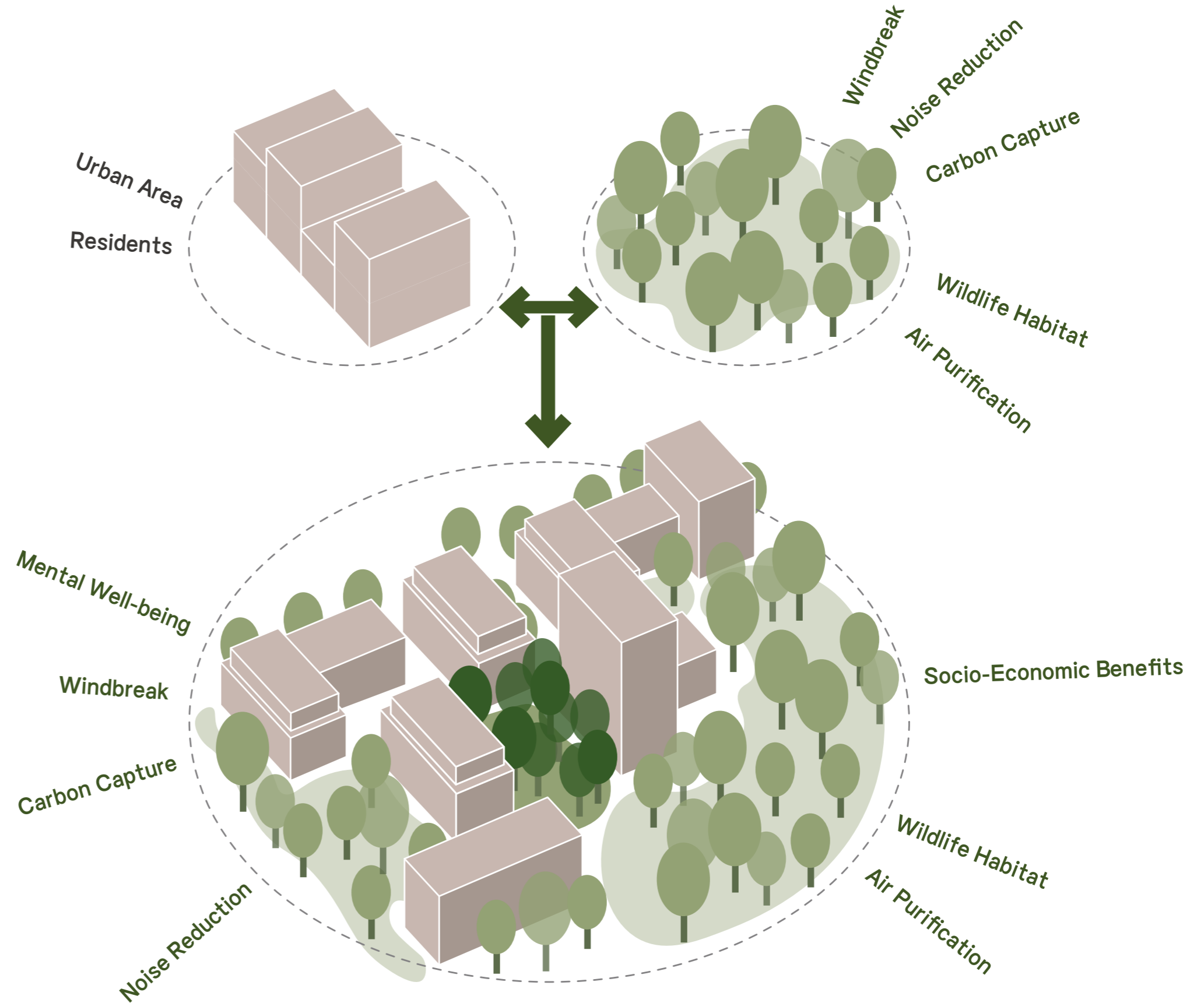


A Park in the City

This vacant brownfield site of low ecological value would be replaced with climate resilient nectar-rich planting to boost site-wide biodiversity.

We propose the integration of green infrastructure with a network of multi-functional green rich spaces. The range of different green open spaces are not just intended to comply with IPG12 / ENV2 but can provide other benefits such as supporting people's health and well-being alongside environmental benefits such as air purification, noise reduction etc.

Weaving building around the green landscape will ensure inhabitants always have a connection with nature.



Towards a Unique Development & Sense of Place

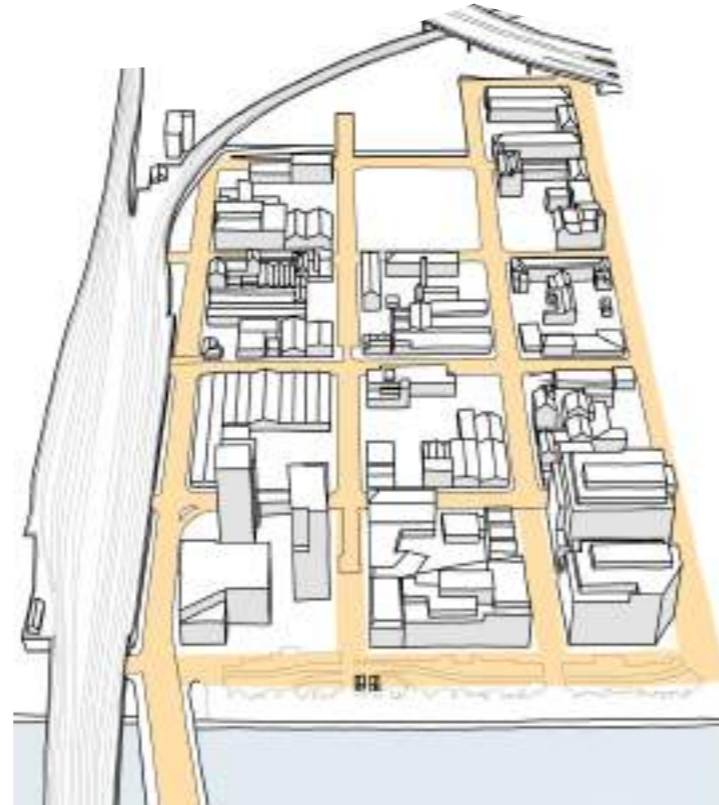
“A part of nature rather than apart from nature”

Connecting to Wider Network - 'Designing Streets'

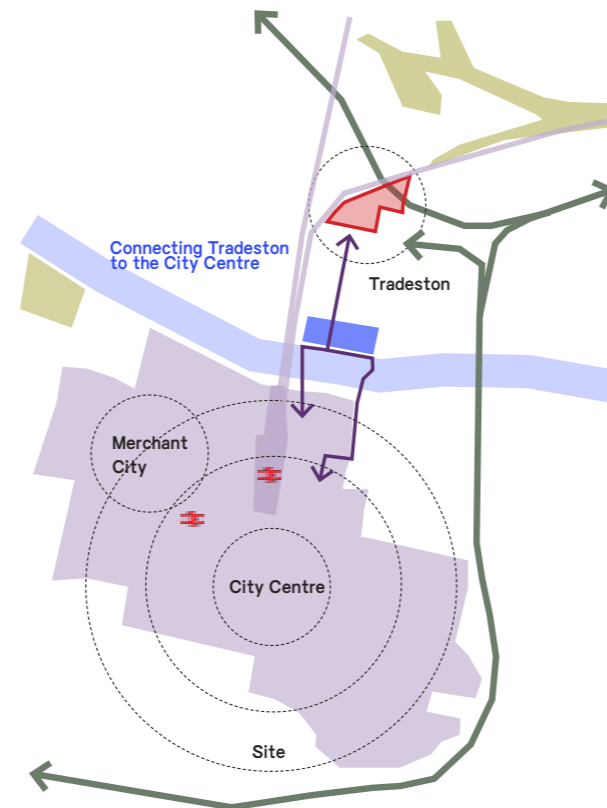
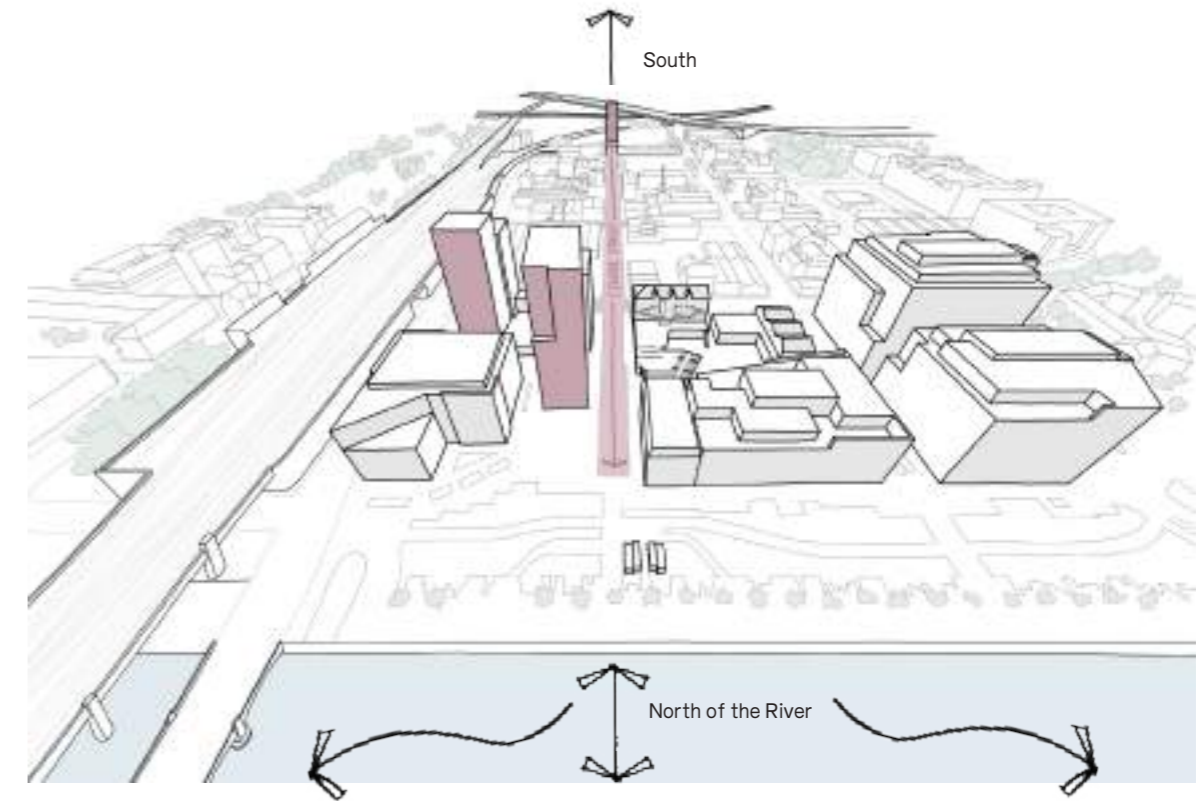
The site is visible from north of the River along Centre Street and past Buchanan Wharf. Refer to the series of photographs adjacent (1,2 and 3).

This visual connectivity offers the opportunity to integrate the Cook Street site not just into Tradeston but also back to the city centre.

Reinstating the Existing Grid



Connecting Centre Street

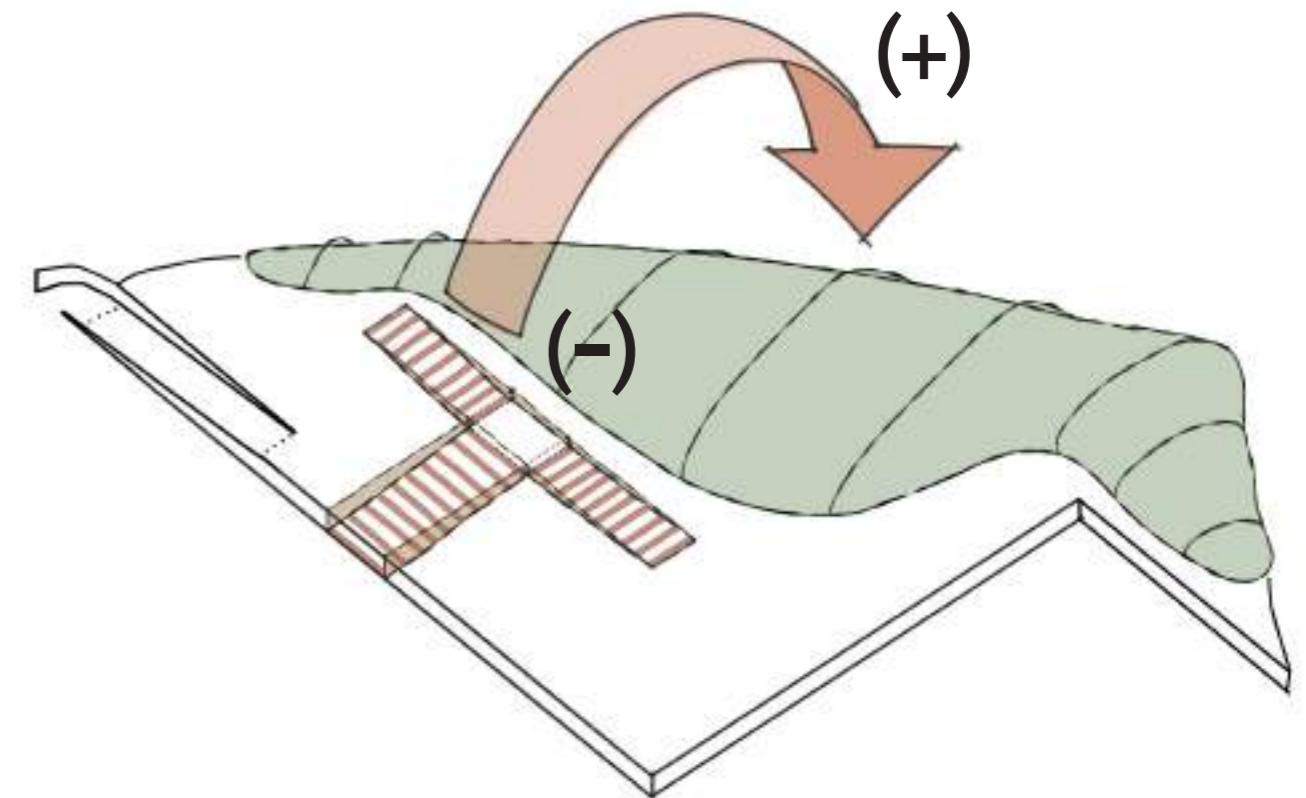
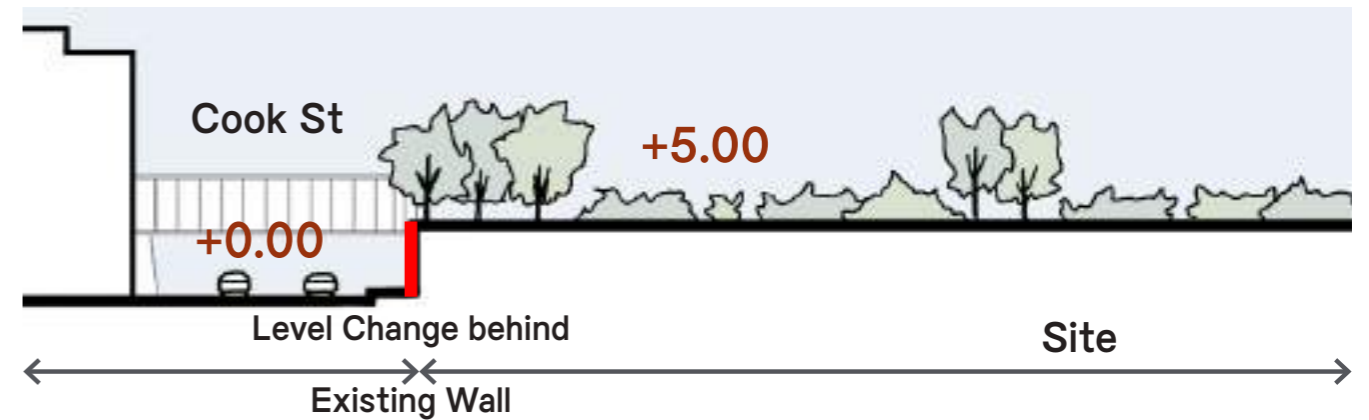


5.2 Site Levels and Access

“Waste is as important to our generation as energy. Waste disposal is both an environmental and a health issue. Local pollution around waste disposal sites can have an adverse impact on the health of nearby residents, on agricultural productivity and on local biodiversity.”

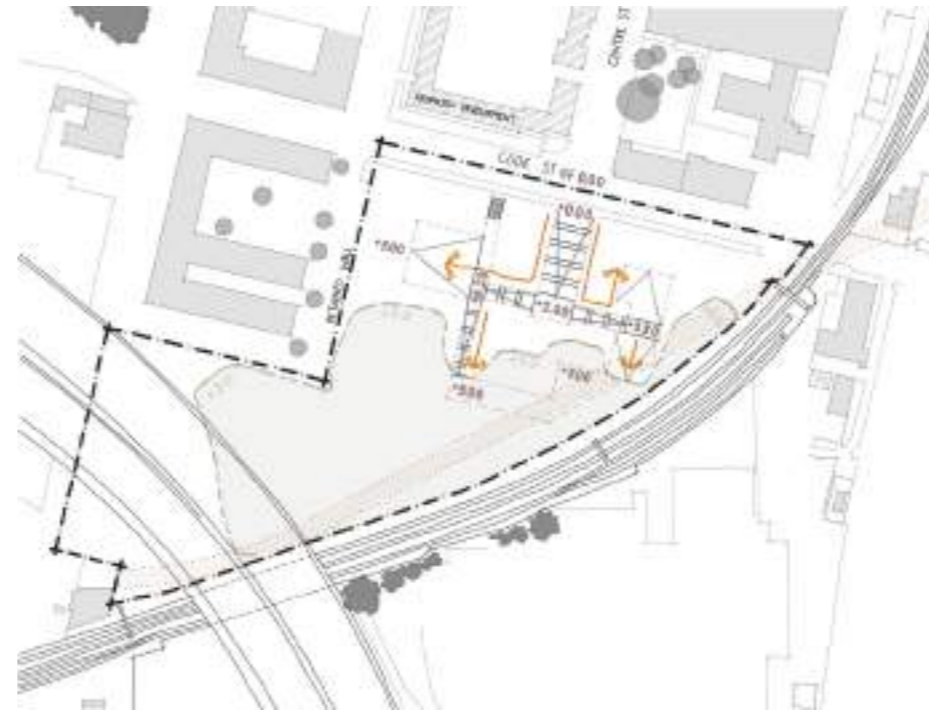
The design concept is to minimise, if not eliminate, if possible, waste soil from the site to Landfill. Site layout options tested have all been compared to achieve the minimum. This option study is balanced with the requirement to ensure a shallow gradient into and around this site at approx. 1:17 max.

Preferred options minimise the cutting into the site and re-profile the levels within the site generally. Raising levels to the south of the site to compensate for cuttings at the north.



5.3 Concept & Initial Strategy

1. Minimise the width and extent of cutting into the site. Minimal gradient into the site at 1:17 max for pedestrian movement.
2. Re-profile site levels to raise levels towards the south and railway line. Create green border.
3. Taller building on the Centre Line access to visually terminate that vista.
4. 'Shoulder' buildings framing the view towards taller building, but also containing the cutting from site.



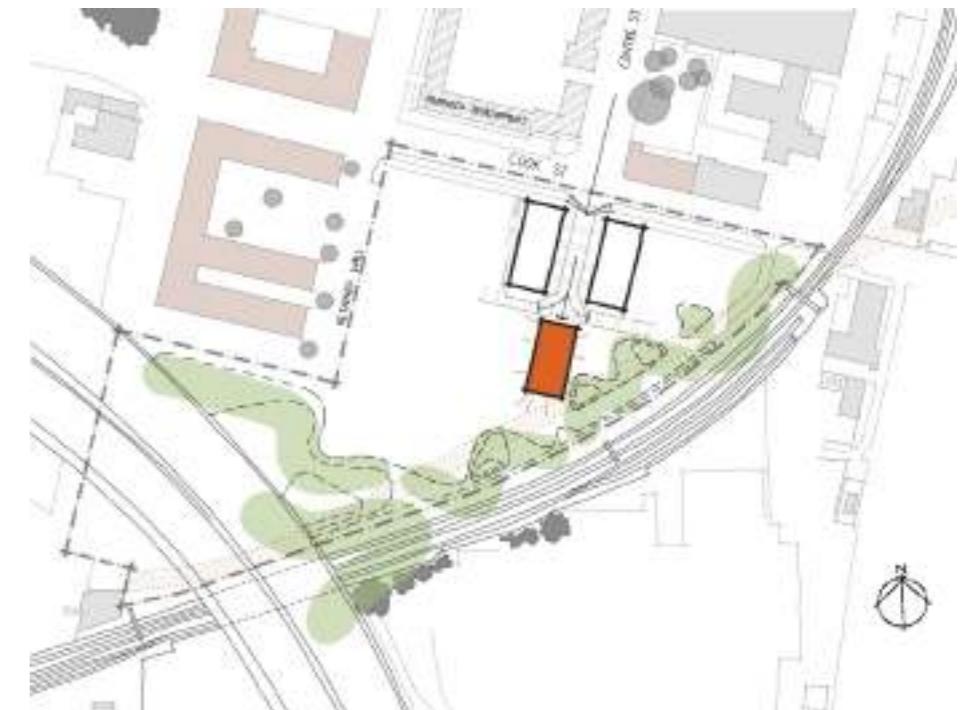
01. Level Change up to Site



02. Green Boundary



03. Centre Street Lane



04. Access Route up to Raised Ground Floor

5.3.1 Massing Options

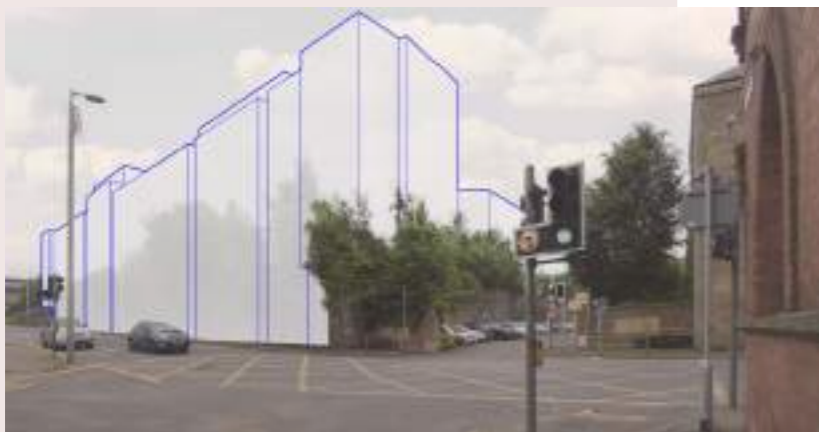
Numerous initial massing options were tested based on the view corridors established at the outset. Examining visual impact particularly in relation to the various listed buildings around the site.

The view as seen from Westbridge Gardens or from the Former Clydesdale Paint Works were considered a priority.

The wire frame views below were modelled from the 2015 planning consented residential scheme.



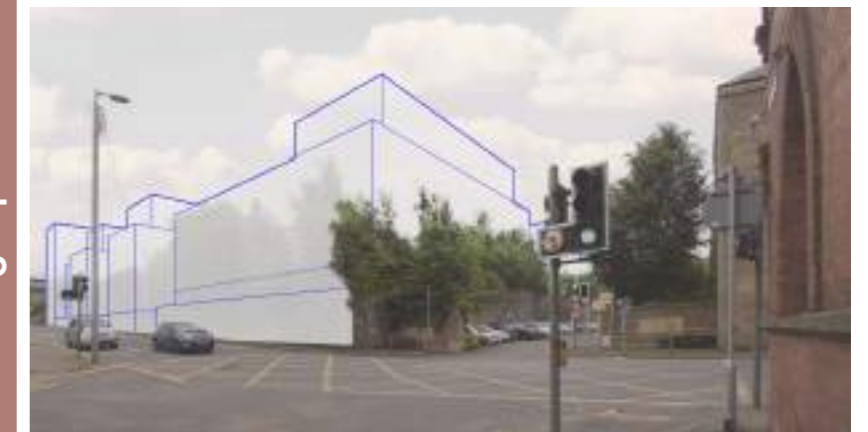
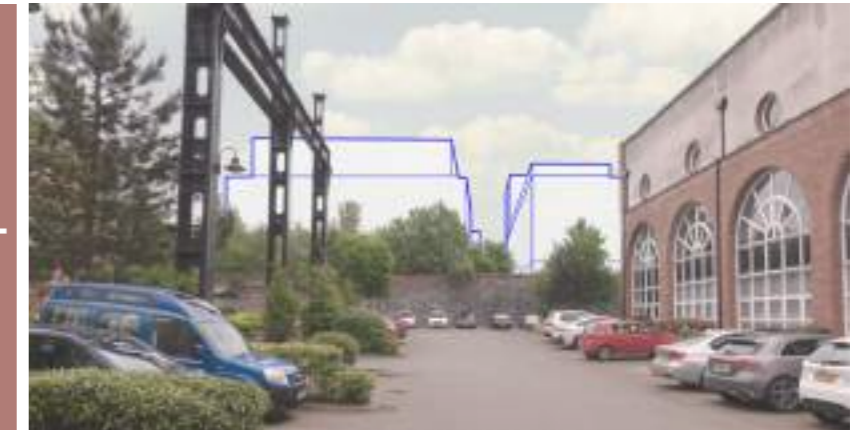
Previously Consented Scheme



Other Massing Options



Massing Option 08 in Townscape Views



5.3.2 Massing at Public Consultation 01

The adjacent site layout option formed part of the Stage 1 Public Consultation on the 15th of July 2024.

From the initial option studies further consideration was given to the edge conditions. The middle block along the western edge was rotated to minimise further any visual impact from Westbridge Gardens.



View from Scotland Street



View from Cook Street



View down Centre Street



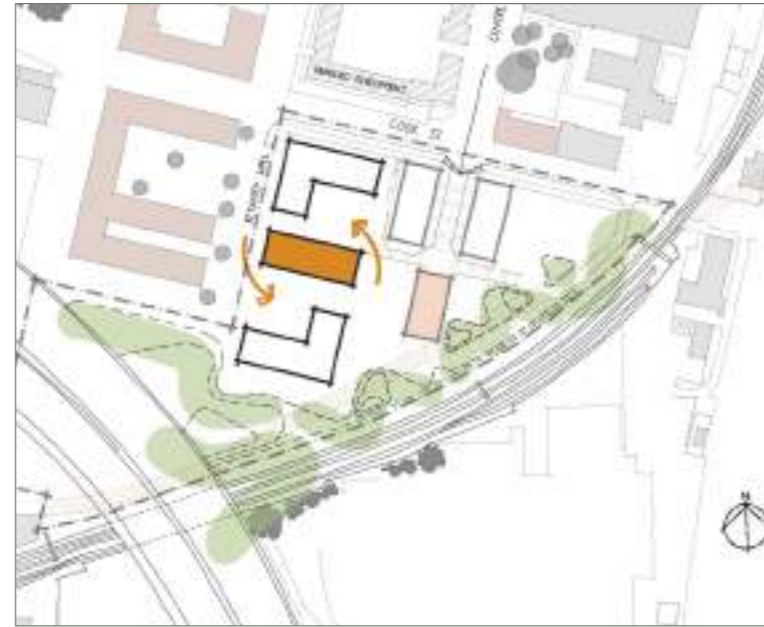
View from Cook Street

5.4 Building a Green Environment

5.4.1 Creating A Central Green Garden

The adjacent plan and wire frame studies indicate further iterations and refinements that were made to the relationship between blocks and the orientation of the central block on the western edge of the site. These changes include:

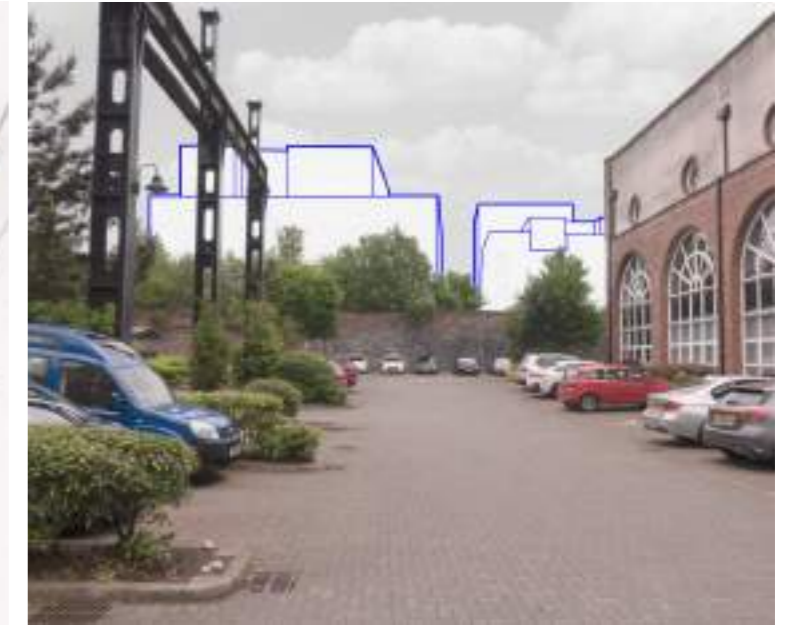
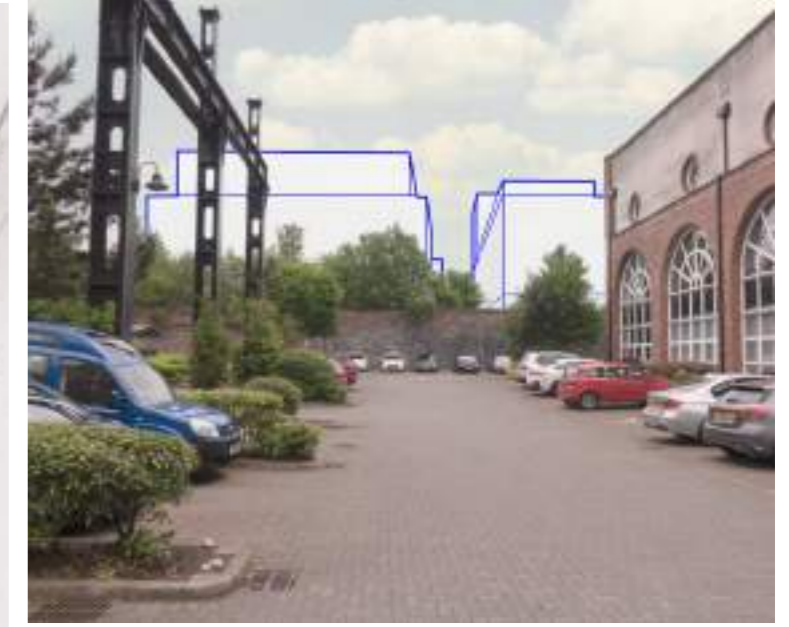
- Rotating and setting back Block B to further minimise visual impact from Westbridge Gardens.
- Introduction of a central 'heart' and main landscape public space.



Block C end facing adjacent Westbridge Gardens



Block C rotated & set back from Westbridge Gardens



5.4.2 A Green Oasis

Central to the design concept is the integration of green infrastructure with a network of multi-functional green rich spaces. The range of different green open spaces are not just intended to comply with IPG12 / ENV2 but can provide other benefits such as supporting people's health and well-being alongside environmental benefits such as air purification, noise reduction etc.

Weaving building around the green landscape will ensure inhabitants always have a connection with nature.

Sketches below indicate initial ideas for raised plinth landscaping to deal with the gradual change in level across the site. These raised plinth features provide seating.



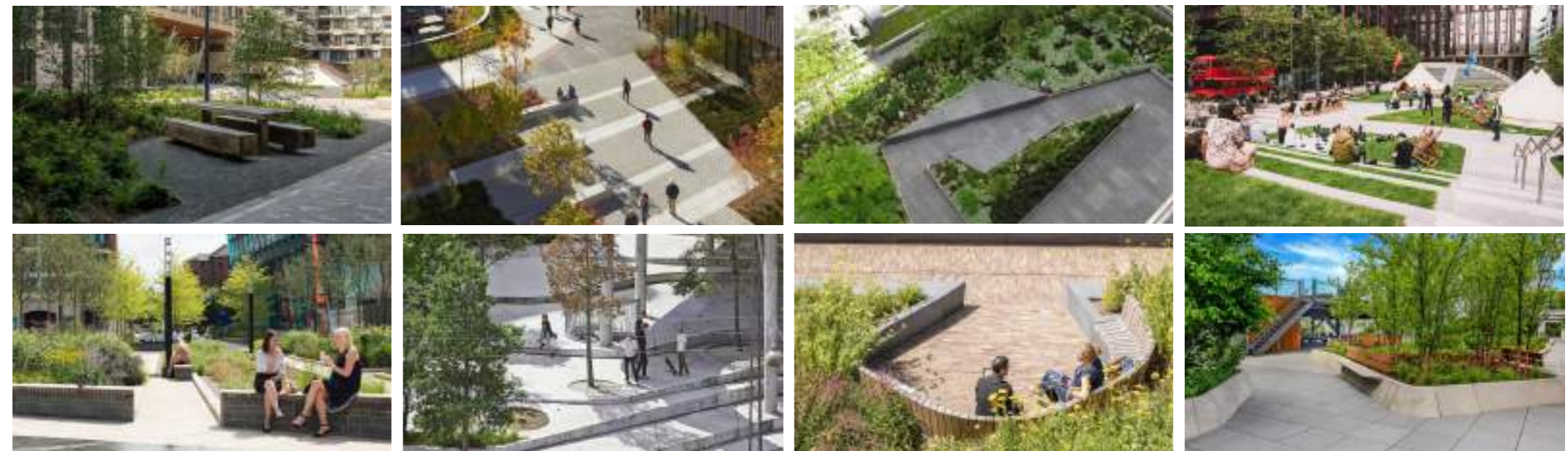
03



01



02

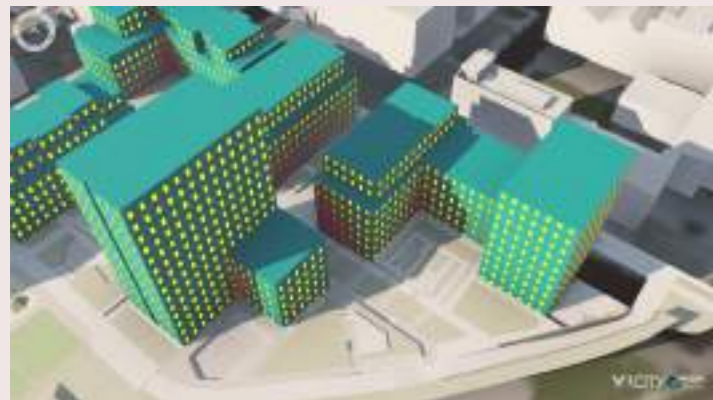
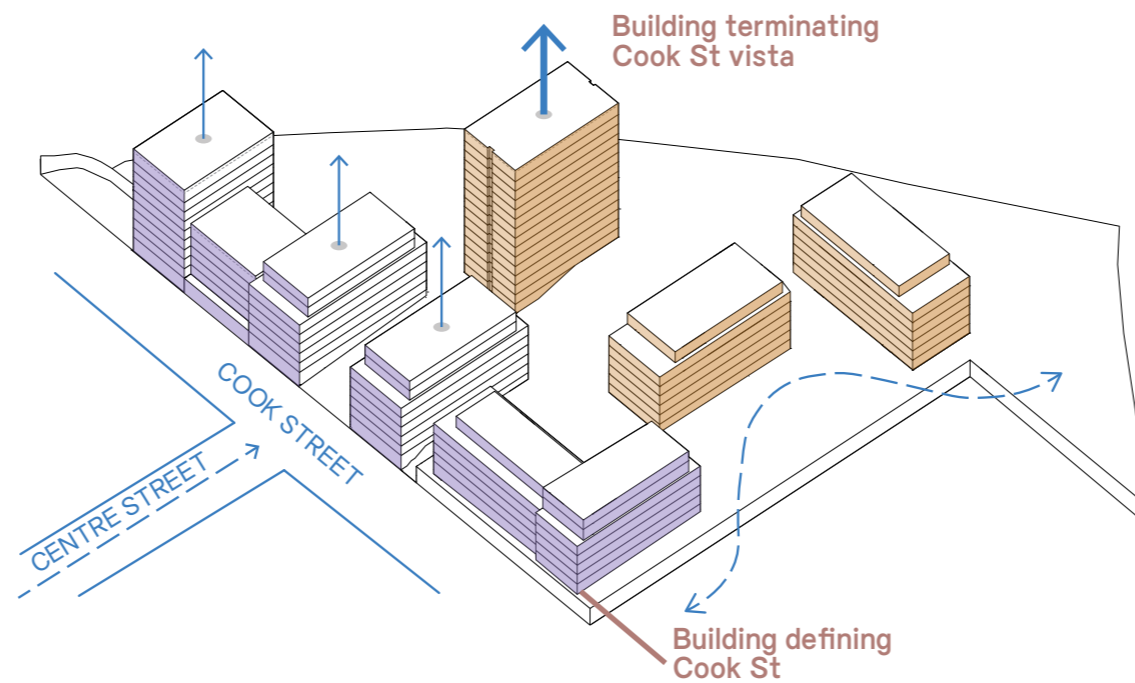
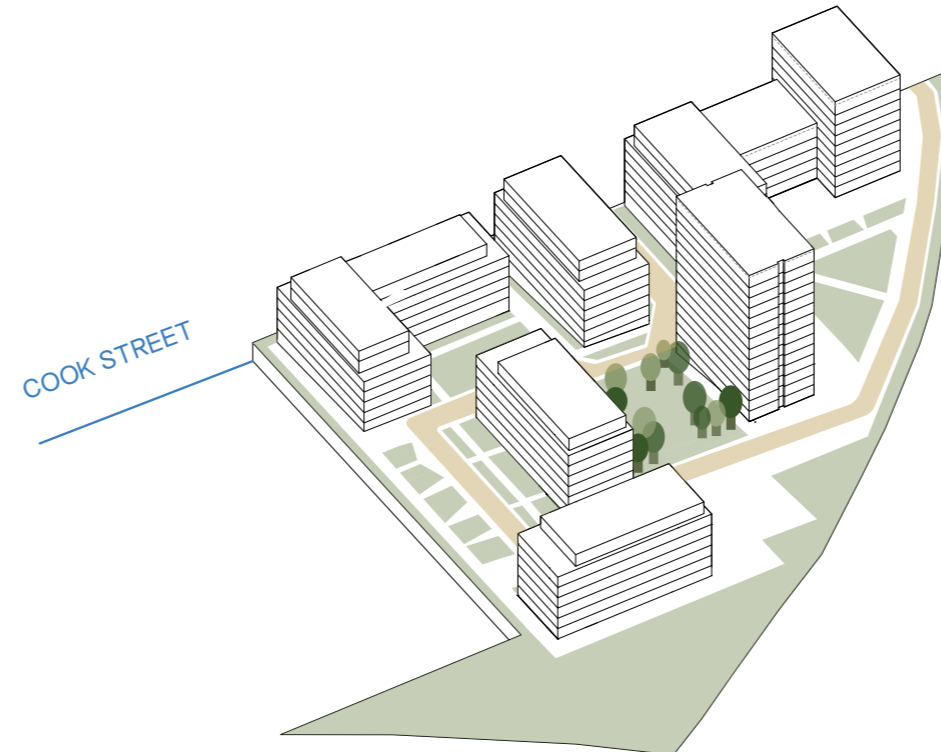


Massing & Daylighting

The proposed development concept seeks to create a new destination neighbourhood that is also inherently part of the urban fabric of the city.

Building scale, proportion and orientation has been considered to maximise the benefits of natural environmental conditions. Buildings step with the lowest blocks to the north of the site with set-back roof terraces and taller buildings to the south. The plan arrangement of these blocks allows the development to maximise potential solar gain.

The central public green space will provide residents with a focal point and recreational gathering space.



01. Central Green Space



02. Green Oasis in the City

Land Use Flexibility

The adjacent options indicate the flexibility across the site as to building masterplan use based within the same site footprint.

Some blocks might contain additional uses such as leisure/retail in key locations such as Cook St frontage or within the site either on arrival or around the central park area.

The preferred site layout option has PBSA within the eastern blocks and a range of residential to the western edge of the site.



Primary Option



Option 2



Option 3



Option 4



Option 5



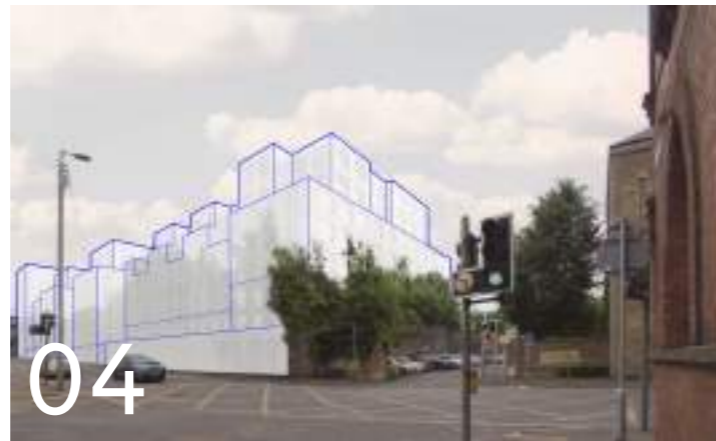
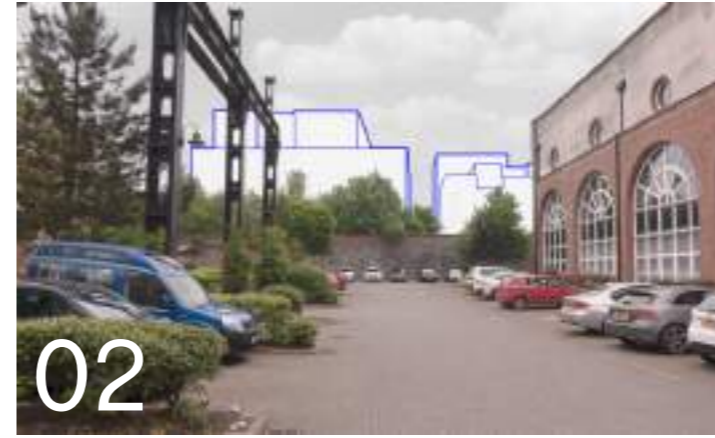
Option 6

- PBSA
- Built to Rent
- Co-Living
- Residential for Sale
- Live/Work

5.5 Local Key Views

The adjacent wireframe visual impact study continually being undertaken to assess and refine each option.

- 1 West Approach: View from Scotland Street
- 2 West Approach: View from Westbridge Gardens
- 3 West Approach: View from Cook Street
- 4 North Approach: View from Tradeston Street
- 5 North Approach: View from Centre Street
- 6 East Approach: View from Bedford Street
- 7 South Approach: View from Salkeld Street
- 8 South Approach: View from M74
- 9 East Approach: View from M74





06 Consultations & Pre-App Meetings

6.0 CONSULTATION & PRE-APP MEETINGS

A series of Pre-Application meetings took place with GCC Planning Department at the outset of this project. Initially to discuss the complexities of the site and what would be involved in the PPIp application.

6.1 Public Consultations

A public exhibition was held on 15th July 2024 at St Francis Centre on Cumberland Street and a second public exhibition was held on 26th August 2024 at St Francis Centre on Cumberland Street. The majority of comments received on both days were positive, many neighbours of the site attended and were fully in support of the proposals on the site.

Following Public Consultation further refinement to the design concept included rotating the central block along the western edge of the site and setting back. This not only has the advantage of lessening even further any visual impact from Westbridge Gardens, but also provide an edge to a central park area within the development.

Further refinements also incorporate rooftop set-back terraces to residential buildings.

Timeline

Pre-App 01 - Presentation reviewing scheme design, proposals and landscaping

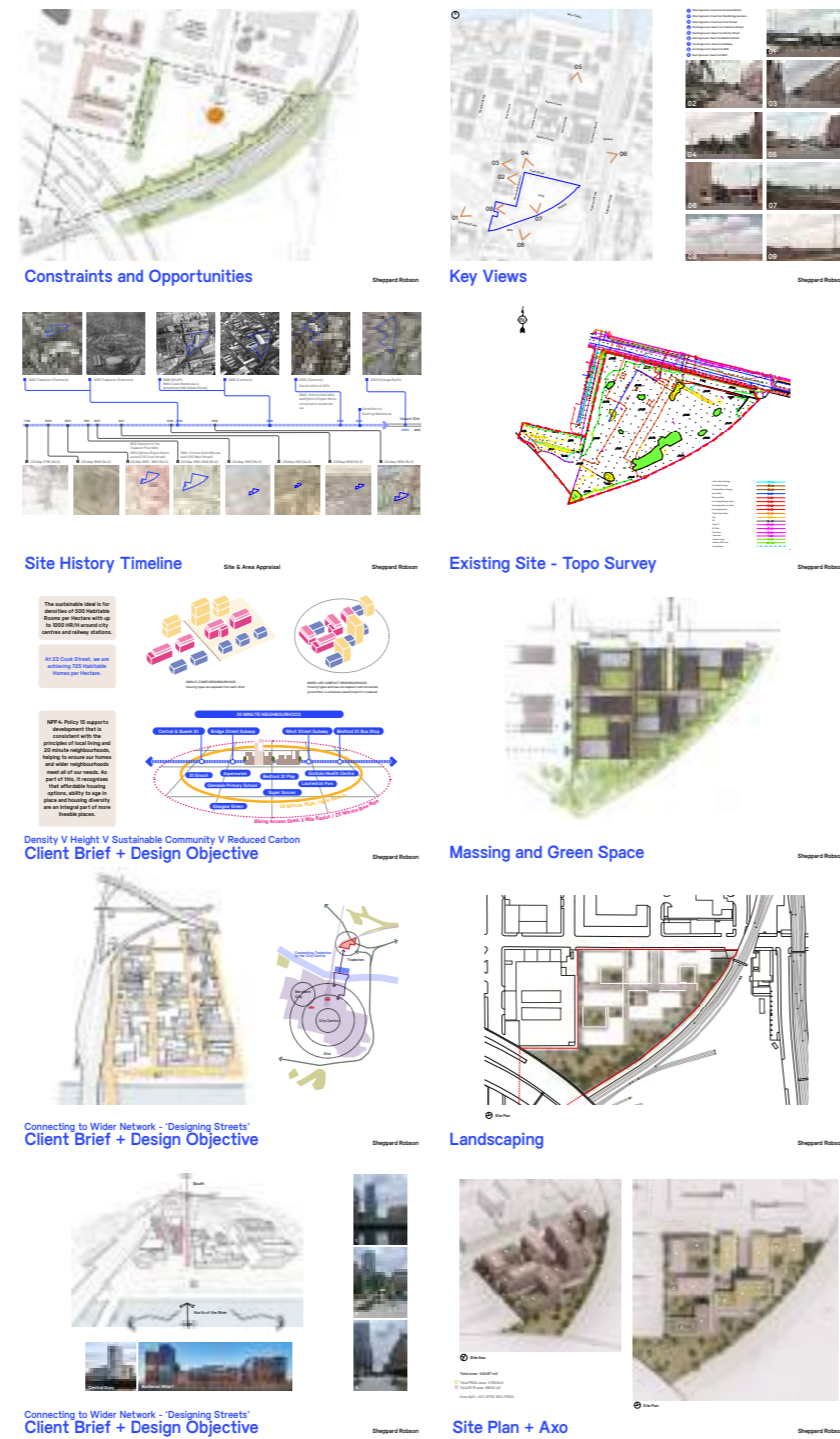
Pre-App 02 - Wrap Up Design Proposals and establishing principles and parameters



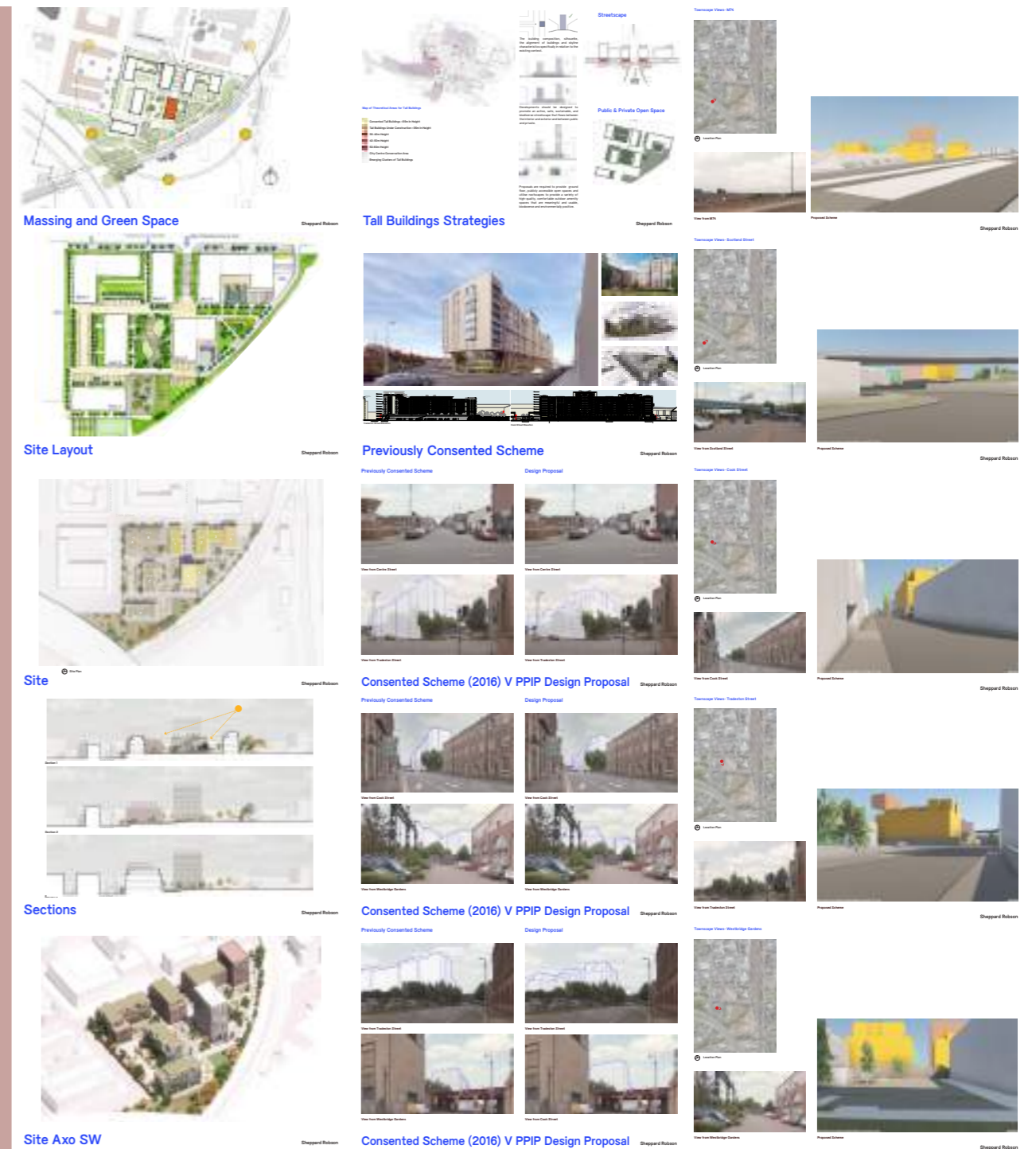
6.2 Pre-Application Discussion Summary

Feedback provided during Pre-App discussion:

- The proposal site is allocated for residential development in the adopted Glasgow City Development Plan, and it also lies within the NPF4 'Clyde Mission' area. Therefore, the principle of a residential led, mixed use, development is acceptable at this location, subject compliance with the relevant development plan policies.
- The proposal site lies out-with the PBSA 'zones of over concentration' and subject to the outcomes of a PBSA needs assessment and meeting the relevant criteria in SG10, the principle of developing PBSA at this location, as part of a mixed-use proposal, is acceptable.
- The inclusion of Co-Living within the description of development will require to be justified against the Council's recently adopted Co-living guidance.
- Following consultation with City Design, the proposed masterplan approach is supported, including the indicated layout, scale and massing (subject to environmental testing/modelling).
- The masterplan's focus on delivering extensive areas of new open space alongside the proposed development is welcomed.
- The relationship between the proposed development and the Category A listed Westbridge Gardens, as shown on the emerging masterplan, is supported in principle.
- The proposed earthworks strategy to maximise the retention of material on site and to avoid / minimise landfill is welcomed.
- The intention for a low-car or car free development is acceptable in principle, by maximising the site's accessibility to public transport and active travel.
- The masterplan proposes the creation of a new vehicular access into the site from Cook Street together with further pedestrian connections onto Cook Street.



PRE-APP MEETING 01
11 July 2024



PRE-APP MEETING 02
26 August 2024



07 Design Proposals

7.0 DESIGN PROPOSAL

Masterplan Layout Principles

The design has evolved with the following primary considerations, and a focus on community, integration and placemaking.

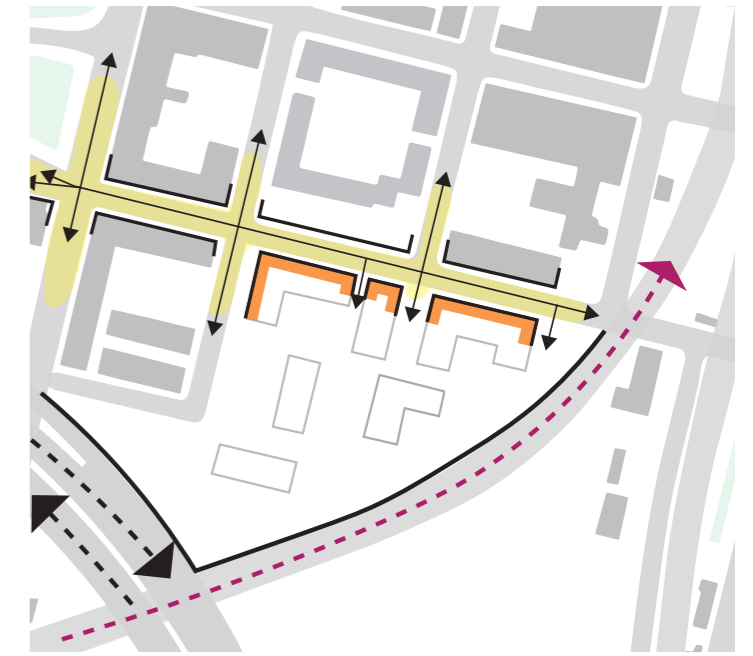
1. Makes connections with surrounding streets to improve permeability through the site for pedestrians. These new connections define the principle development plots on the site.
2. The new north-south route along Centre Street with a taller block provides a termination to that vista. This helps to knit the site into the local and city context.
3. New buildings will create defined street edges, provide a new urban fabric, while allowing visual and physical permeability. Key desire routes are acknowledged to knit the scheme into its surroundings
4. Interlinking a sequence of public and semi-public spaces allowing safe pedestrian movement between each. This would provide a permeability.
5. Central taller building provides a centre piece to the site alongside a central park.
6. The sequence of public and semi-public spaces would be 'green' rich and have a public park at the centre as a distinctive heart to the development.



01. Unlock Connectivity



02. A North-South Route



03. Reinstate Cook Street Edge



04. Interconnected Amenity Spaces



05. Central Tall Building



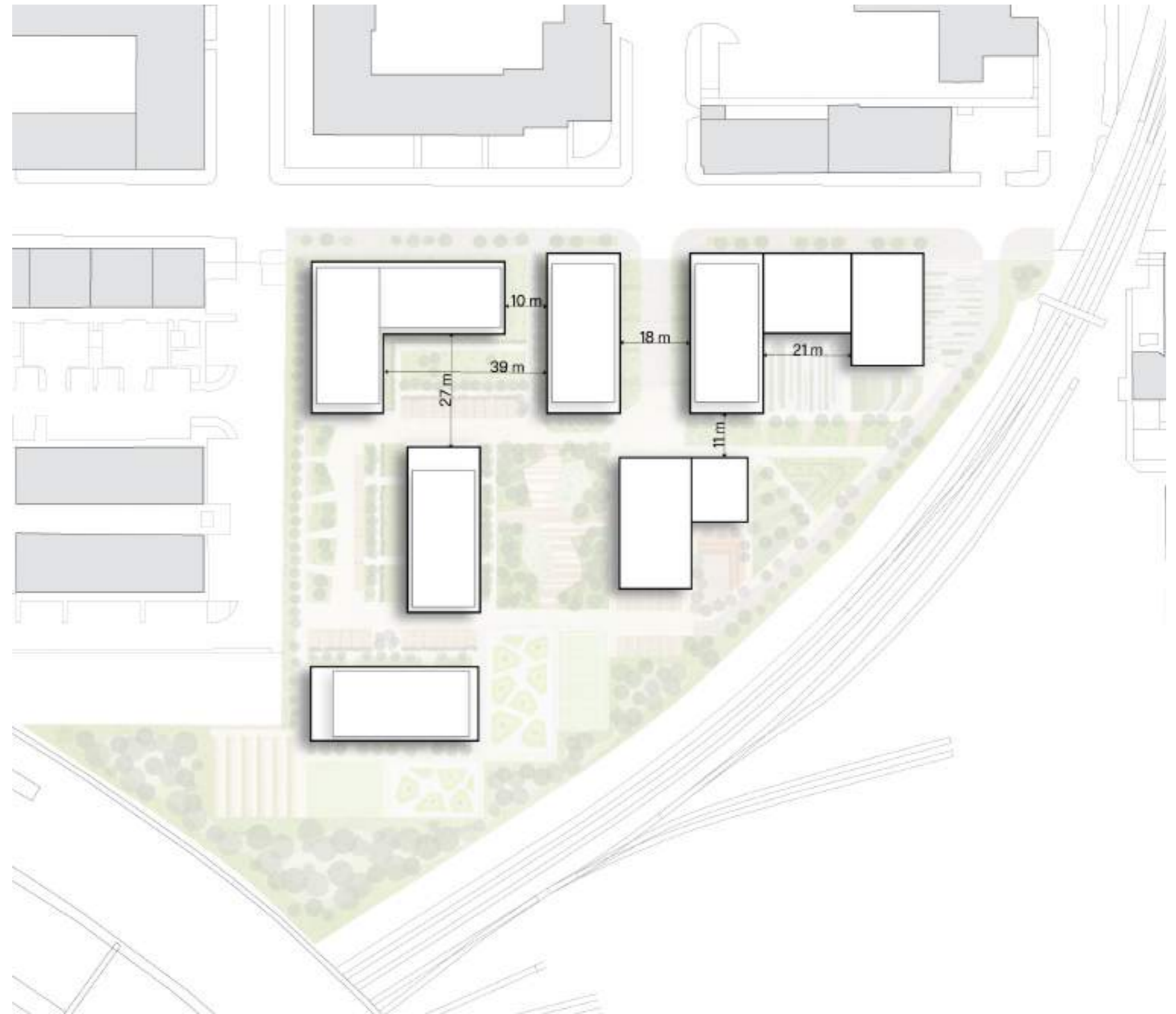
06. Integrating Green Space

Privacy, Separation & Urban Grain

The next two pages of this Design and Access Statement set out the height, scale, and massing of the proposed blocks.

This has been informed by various separate studies. More specifically:

- Wire frame modelling and Vu City analysis
- Daylight/sunpath analysis. Report accompanying this application.



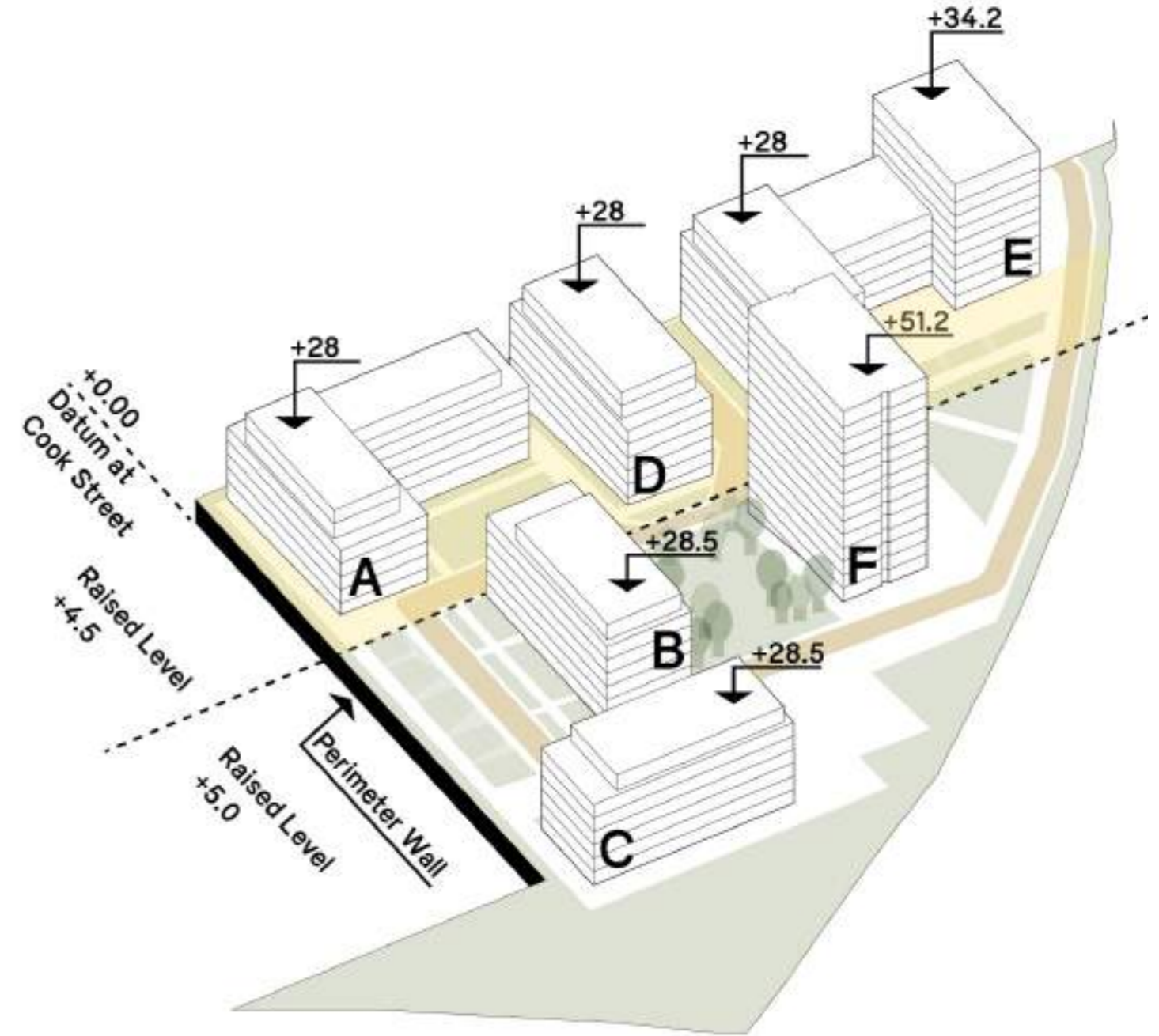
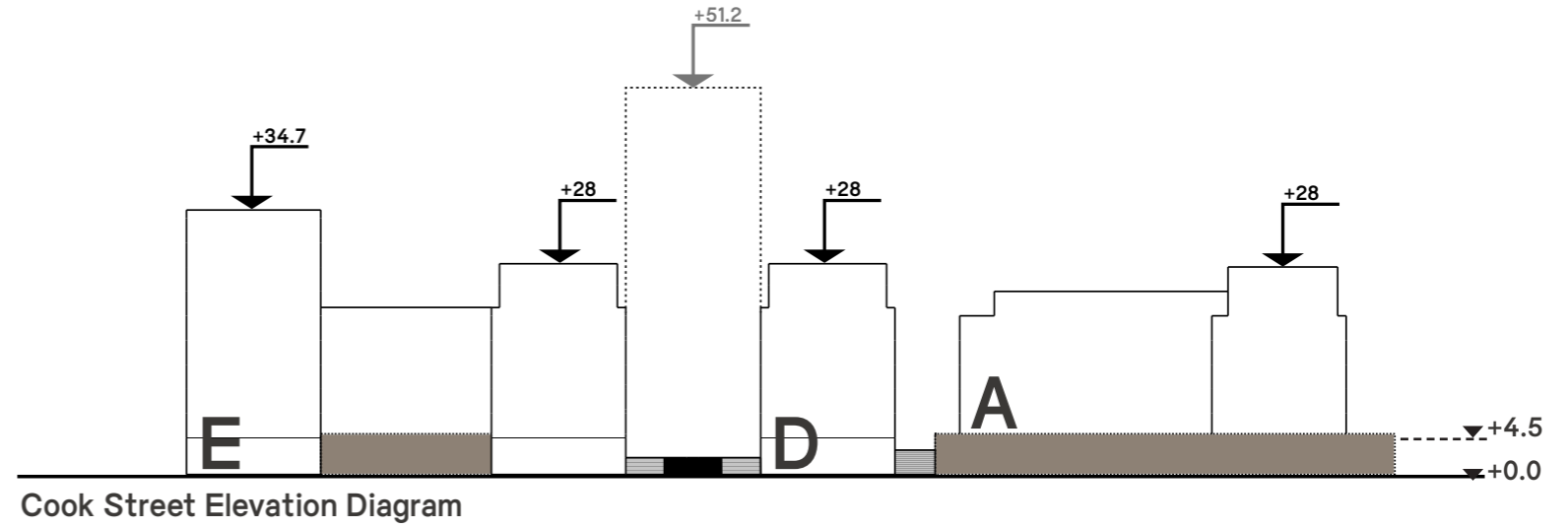
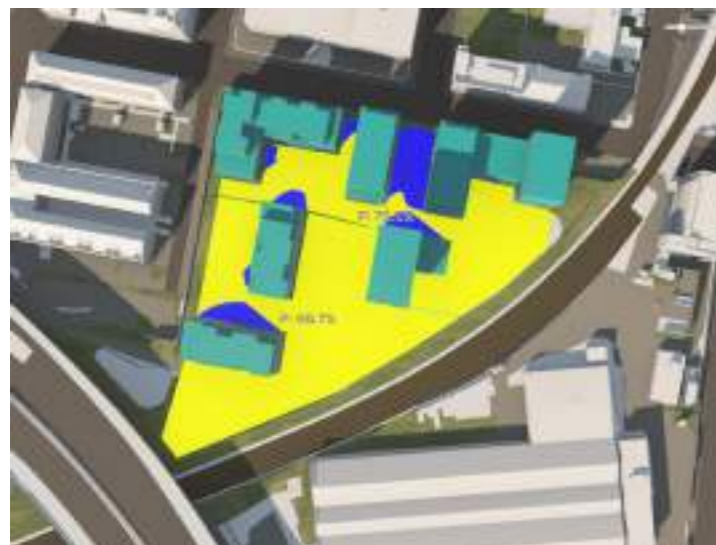
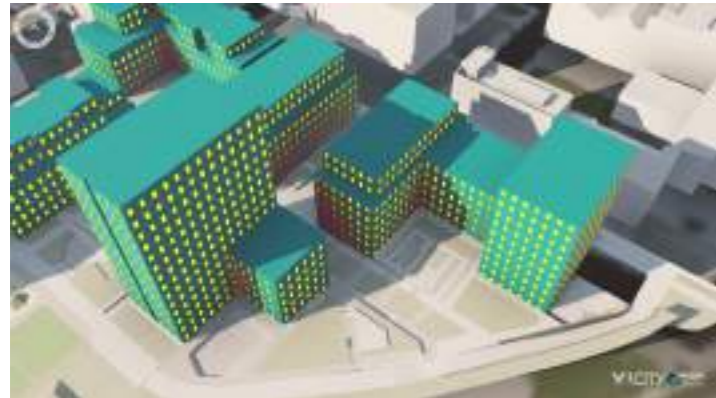
Indicative Building Heights - Levels

The building heights are shown on the adjacent sketch diagrams.

These heights have been informed by numerous option studies and separate environmental assessments such as the daylight/sunpath study (below extract from separate document) and Wire frame/Vu City modelling.

Please note that some of the blocks would have accommodation below the +4.5m level due to site topography. More specifically at Cook Street level.

The +4.5m is taken as a standard datum for the purposes of setting levels for proposed blocks within this PPIp.



7.1 Townscape Analysis

Visual Impact

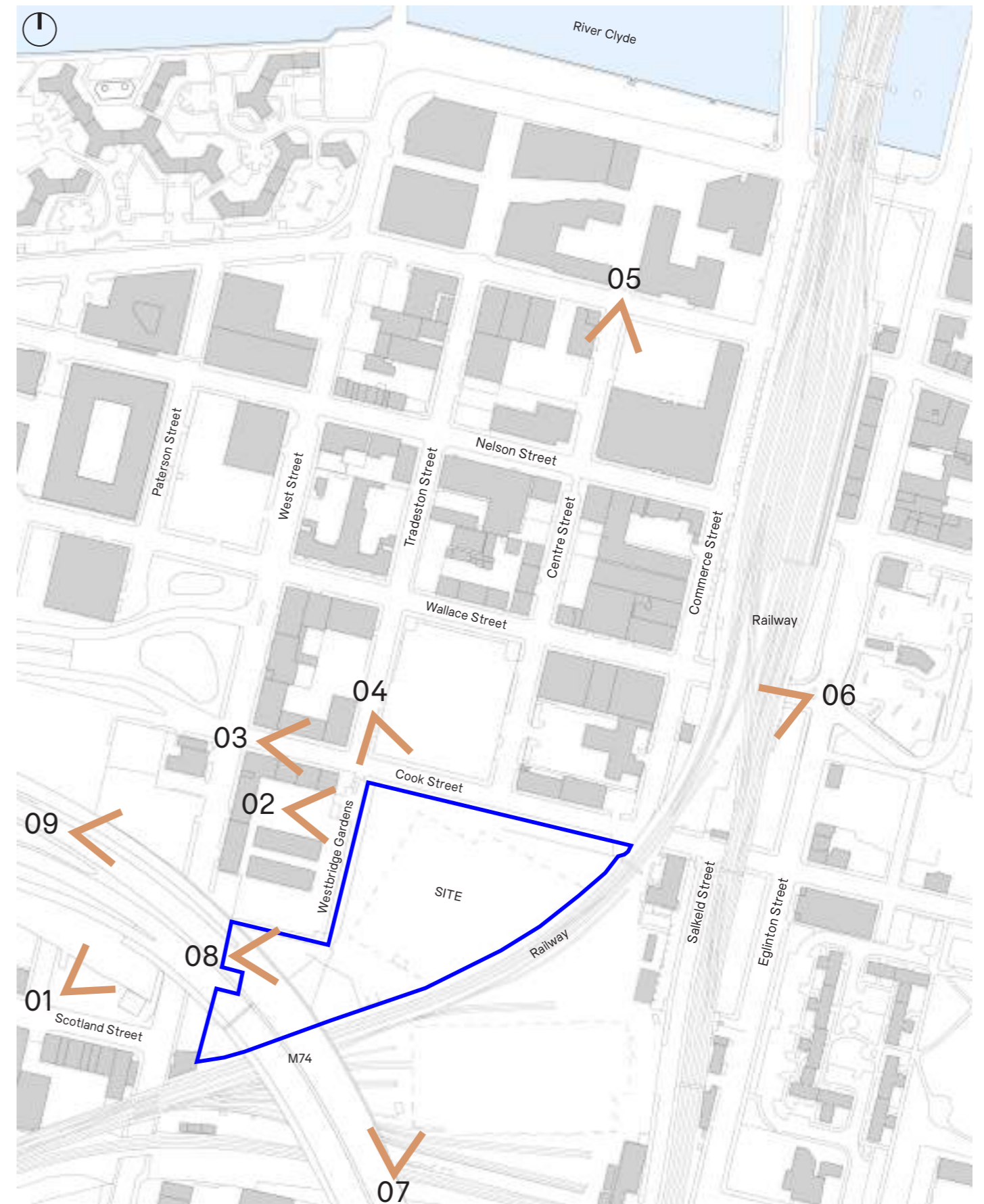
Setting an appropriate massing strategy for the proposed development is an important element being sought through the PPIp process and is an integral part of the overall design strategy.

As set out further on the following pages, this has been based on principles of:

- A Taller building being positioned towards at the end of Centre Street as a termination of a long vista;
- Relatively consistent buildings along Cook Street recognising the adjacency to neighbouring Listed buildings
- Responding to existing residential development on the western side of the site at Westbridge Gardens.

This then leads on to the consideration of indicative building heights in order to set overall parameters of what can be considered acceptable for future development of the site.

The proposed 3D form of the proposal - as mapped onto VU.City modelling - has been informed by townscape context, immediate context and emerging developments proposed within the site. The heights are dictated by clear massing principles set out from the beginning of the design process.



View 01: View from Scotland Street

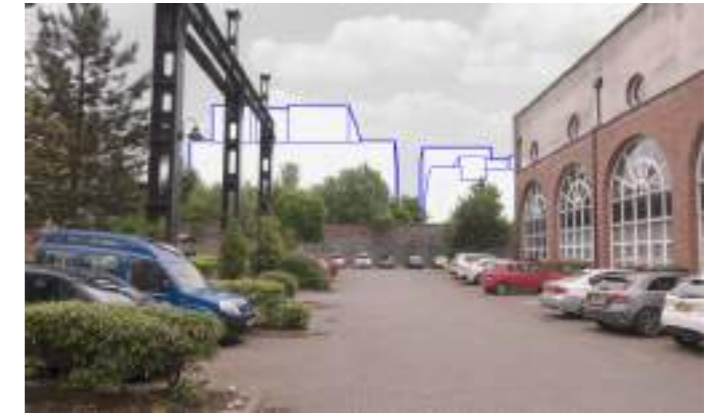
Foreground or M74 screens much of the development



View 02: View from Westbridge Gardens

Buildings arranged to maintain views through site due east.

Block A set back from existing wall line by approx. 5m.



View 03: View from Cook Street

Upper floors of building set back maintains wallhead relationship with surrounding buildings on Cook Street.

Block A set back from existing wall line by approx. 5m.



Existing View



View 04: View from Tradeston Street

Upper floors of building set back maintains wallhead relationship with surrounding buildings on Cook Street.

Block A set back from existing wall line by approx. 5m.



Existing View



View 05: View from Centre Street

Taller building terminates the vista along Centre Street. It provides a visual connection between the city centre north of the river and the Cook Street site.



Existing View



View 06: View from Cook Street / Salkeld Street Junction

Foreground of railway bridge screens lower half of the Block E at the eastern end of the site.

Taller building at the east end of the site on Cook Street/Salkeld Street Junction. Between 2 railway lines.



Existing View



View 07: View from Eglinton Street

Taller building in the centre of the site and block to the east visible on skyline across both railway lines.

All other buildings within the site below the skyline.



Existing View



View 08: View from M74

Skyline of Glasgow with a number of taller buildings as seen from the M74 travelling west

Taller building at the centre of the site visible on the skyline. Would be read as part of a series of taller building on the Glasgow skyline as seen from the M74.

Other buildings within the site contained below the city skyline.



Existing View



View 09: View from M74

Taller building at the centre of the site visible on the skyline when viewed travelling east on the M74.

Other buildings within the site follow the city wide roofscape skyline.



Existing View

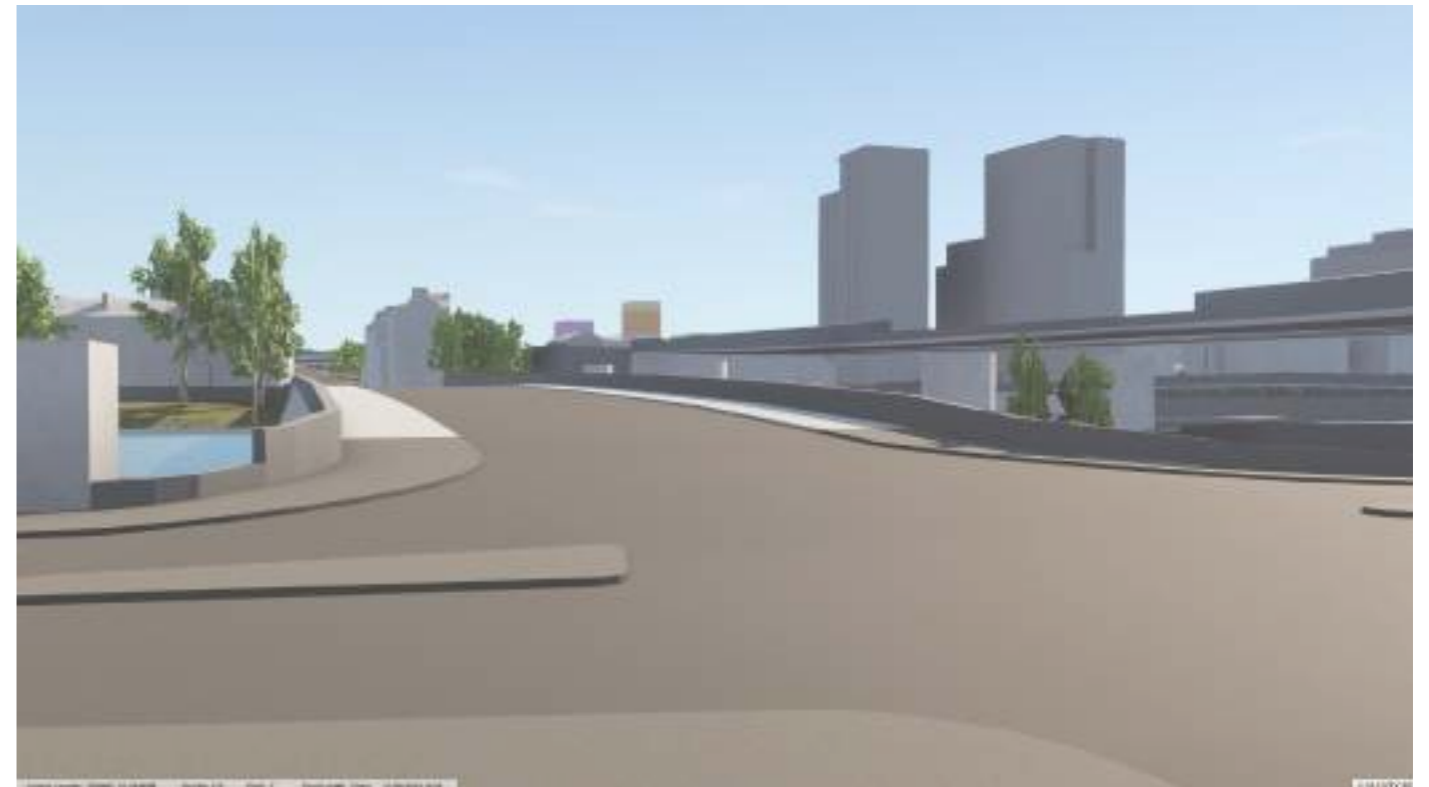
View 10: View from Clyde Street

Taller building in the centre of the site and block to the east visible on skyline across both railway lines.

This view from Cook Street is dominated by BtR blocks at Buchanan Wharf.



Existing View



7.1.1 Architectural Design & Materiality

As this application is for Planning Permission in Principle (PPiP), specific details of building design, architectural form and materials will follow in subsequent phases of the planning process for the individual buildings.

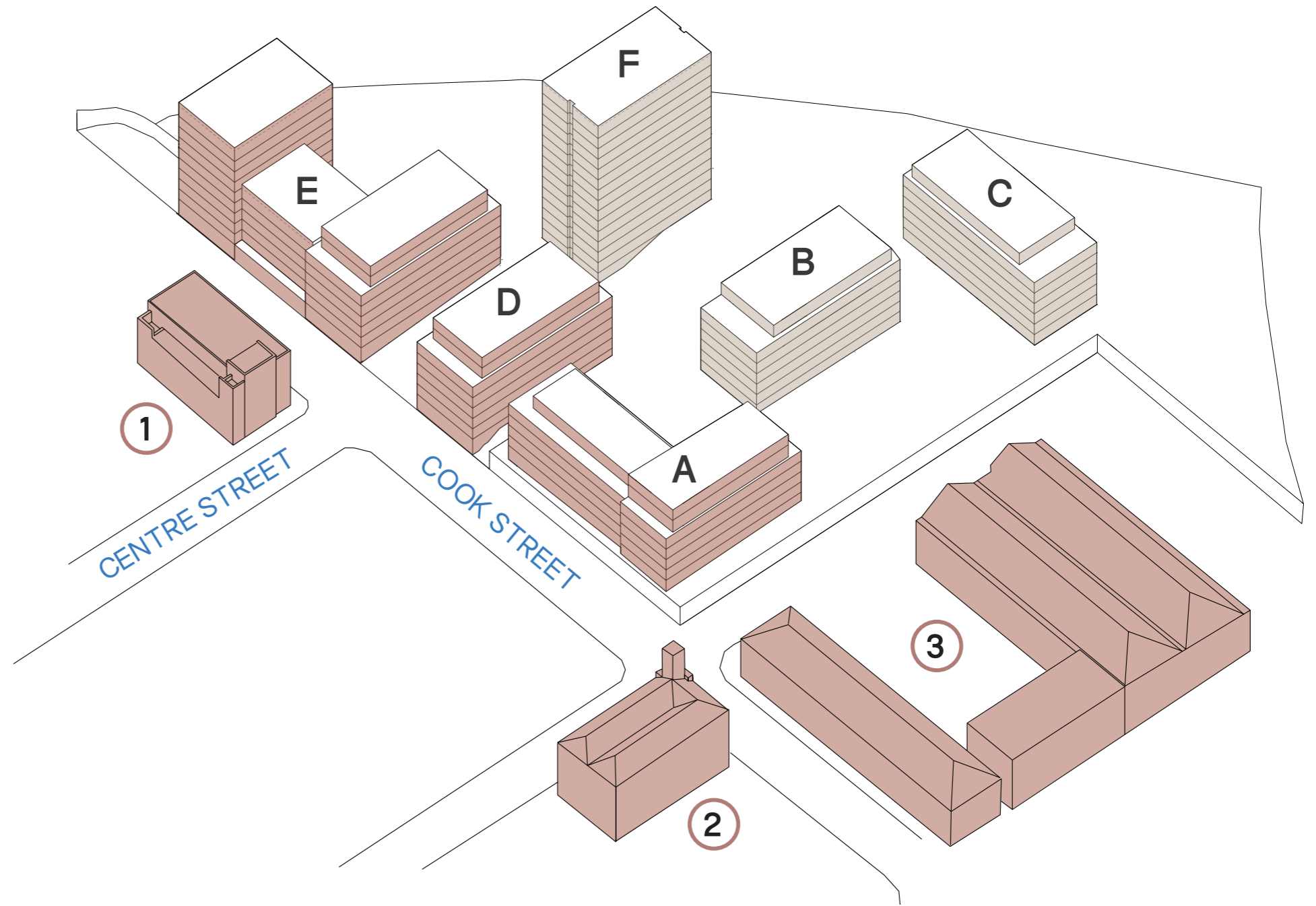
For illustrative purposes within the Masterplan context, an indicative architectural design strategy and colour palette of materials is suggested in the following generated views. These proposals should not be regarded as finalised designs and should be treated as indicative only at this stage.

The architectural proposal seeks to create a family of buildings to provide individual identity within a collective whole. This will evoke a feeling of neighbourhood through providing a mix of materials, massing and roof scape.

In order to create a sense of place and identity, the proposed materials should signal to the public the purpose of the new buildings whilst evoking the industrial past of the site within the wider Tradeston.

Within Cook Street and the wider Tradeston area, there are numerous Listed buildings, previously industrial, built of red brick. From this contextual analysis, an indicative palette of materials can be derived. Our PPiP application proposes that the blocks facing onto Cook Street have the same red brick with a depth of relief to façade compositions.

The proposed routes within the site and around buildings will provide pedestrians with a safe and well-lit environment, supported by active uses at ground floor spaces. The culture and heritage of the local area will be respected in the design, through material choices, wayfinding and artwork.



7.1.2 Axonometric

The proposed development seeks to create a new destination neighbourhood that is also inherently part of the urban fabric of the city.

CREATING A COMMUNITY

The site offers a number of unique cultural, placemaking and public realm opportunities all beneficial to shaping a lively community at Lancefield Quay. The primary objective of our public realm strategy is to re-purpose the currently vacant plot of land and revitalise this part of the Tradeston into an attractive, vibrant and fully permeable green neighbourhood. An emphasis on green infrastructure benefits both mental and physical well-being. The enhanced public realm and landscaped areas proposed seeks to create opportunities to bring people together and create a sense of place where people feel they belong.

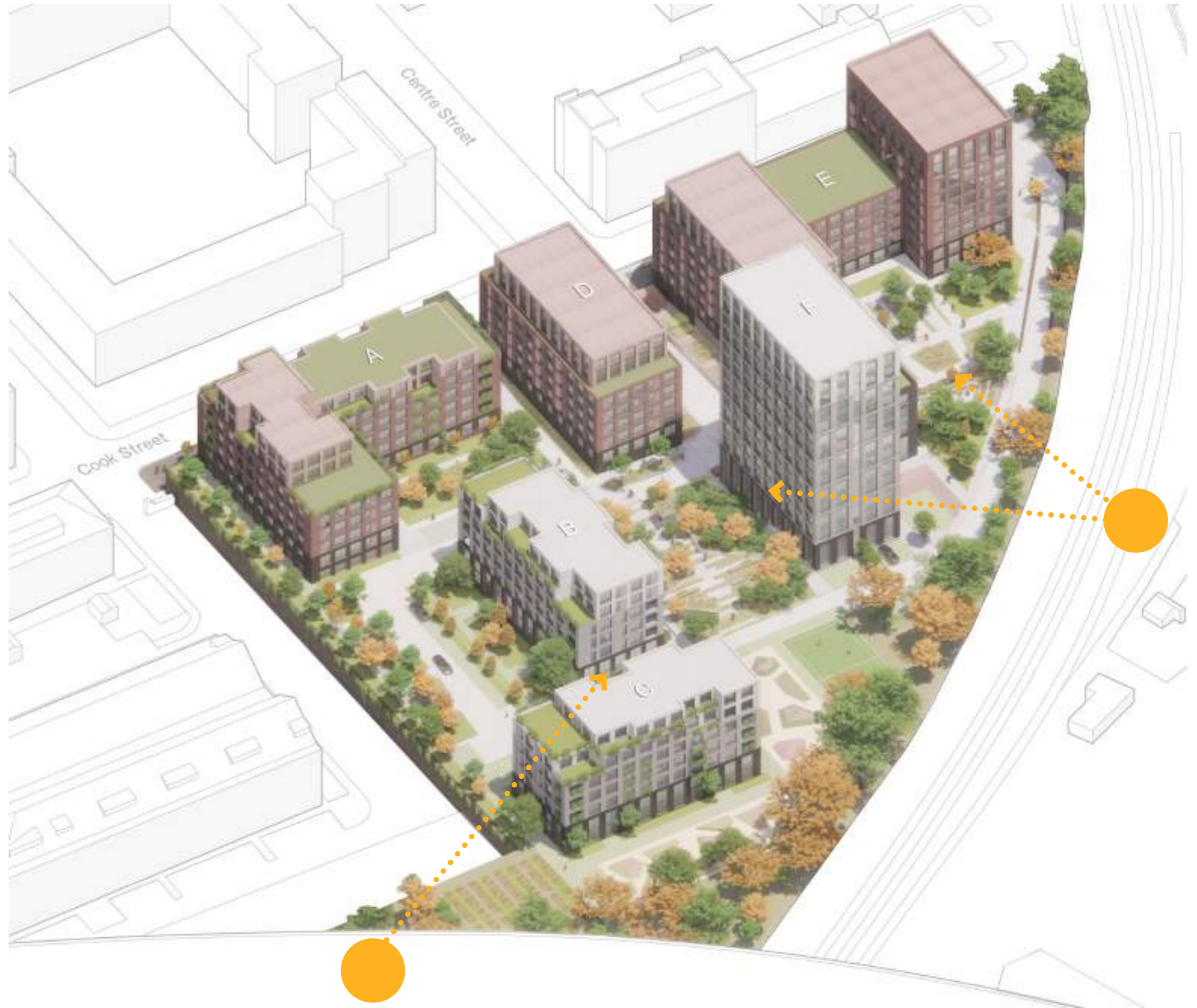
KEY AIMS

Key aims as part of the design proposal include:

- Functionality
- Support a mix of uses
- Adaptable and resilient
- Have a distinctive character
- Must be attractive
- Encourage ease of movement

ENHANCED PUBLIC REALM

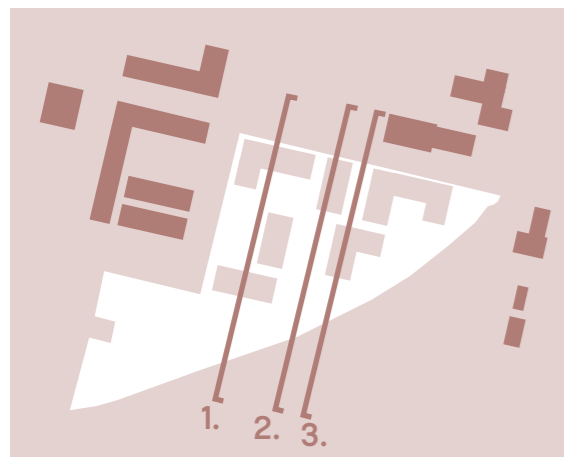
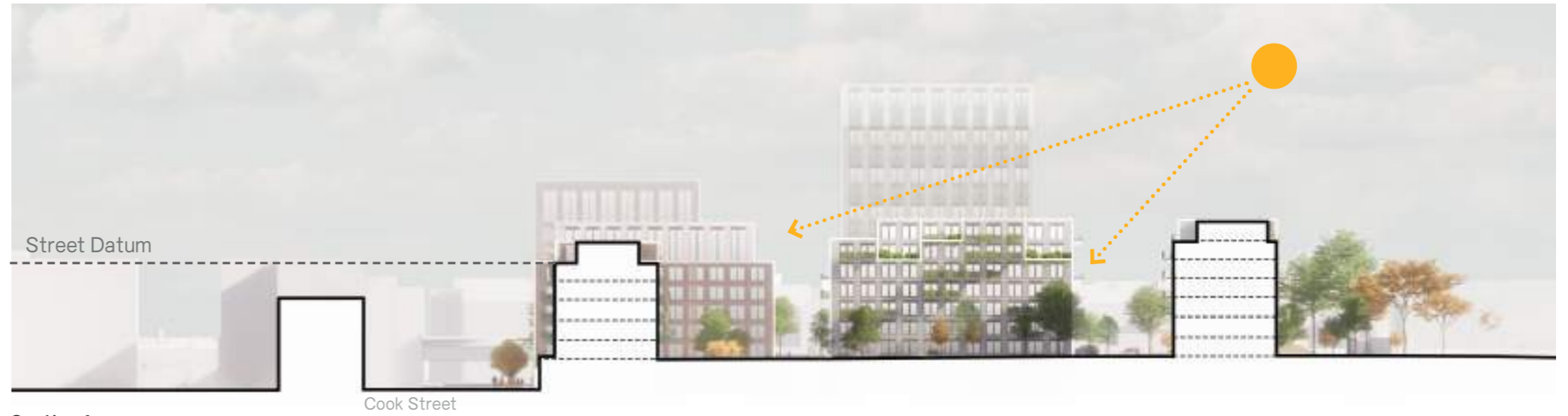
The proposed routes within the site and around buildings will provide pedestrians with a safe and well lit environment, with activity from ground floor spaces. The culture and heritage of the local area will be respected in the design, through material choices, way-finding and artwork.



7.1.3 Sections

The adjacent site sections indicate:

- Scale of Landscape courtyard space relative to block height.
- Daylight/sun path opportunity within landscape courtyards.
- Building heights on the perimeter relative neighbouring buildings
- Level change across the site is minimal.



7.2 Massing Strategy

7.2.1 Street frontage onto Cook Street

The view from Tradeston Street shows buildings at the northern side of the Cook Street elevation are set back from the existing stone wall. Likewise along the western boundary with Westbridge Gardens. The scale of the new buildings and materiality/colour take reference from Westbridge Gardens and existing listed buildings on the northern side of Cook Street.



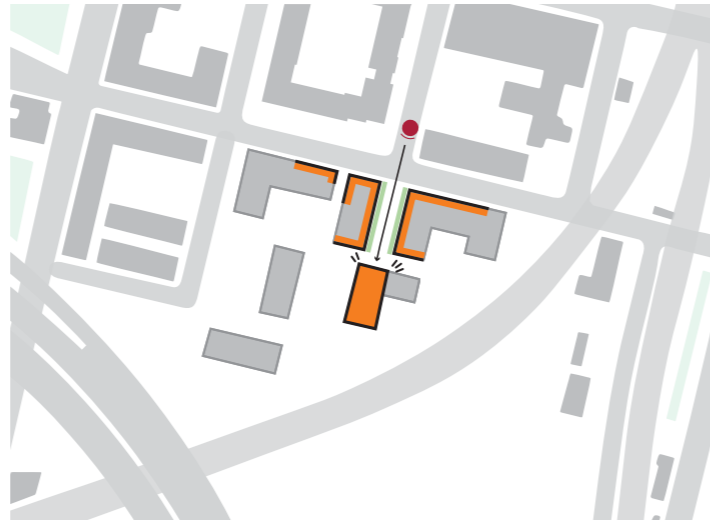
7.2.2 Key marker building on the Corner

Taller building defining the eastern approach to the site along Cook Street, creating a positive gesture to the east which leads people westwards from King George V Bridge.



7.2.3 Taller building terminating Centre Street

Taller building set back from the Cook Street. Frontage terminating the vista along Centre Street. By setting this building away from the edge of the site, its impact on surrounding buildings will be mitigated.



7.2.4 Responding to Existing Buildings

New building edges to Cook Street mediate the development with the surrounding buildings including along main access on line with Centre Street.



7.2.5 East- west view through the site

East-west view with a tiered landscape space in the foreground. Taller building terminating the Centre Street vista.



7.2.6 Buildings clustered around landscaped spaces

Plan arrangement of buildings at the eastern end creates a cluster around a series of landscaped spaces.



7.2.7 Site Arrival

Arrival within the site—looking west and a sequence of landscape spaces.



7.2.8 Buildings clustered around Central Square

Buildings framing the new central public garden square within the heart of the site. View looking east.





7.3 Design Drawings

7.3.1 Illustrative Masterplan

The adjacent site plan indicates the arrangement of blocks around the sequence of different green rich landscape spaces.

The landscaping is further supported by each block having roof terraces.

7.3.2 Accommodation Mix

The following series of site plan drawings indicate:

Block A - Primarily Residential

Block B - Primarily Residential

Block C - Primarily Residential

Block D - Primarily PBSA

Block E - Primarily PBSA

Block F - Primarily PBSA

7.3.3 Accommodation Schedule

c.750 bedrooms of Purpose-Built Student Accommodation

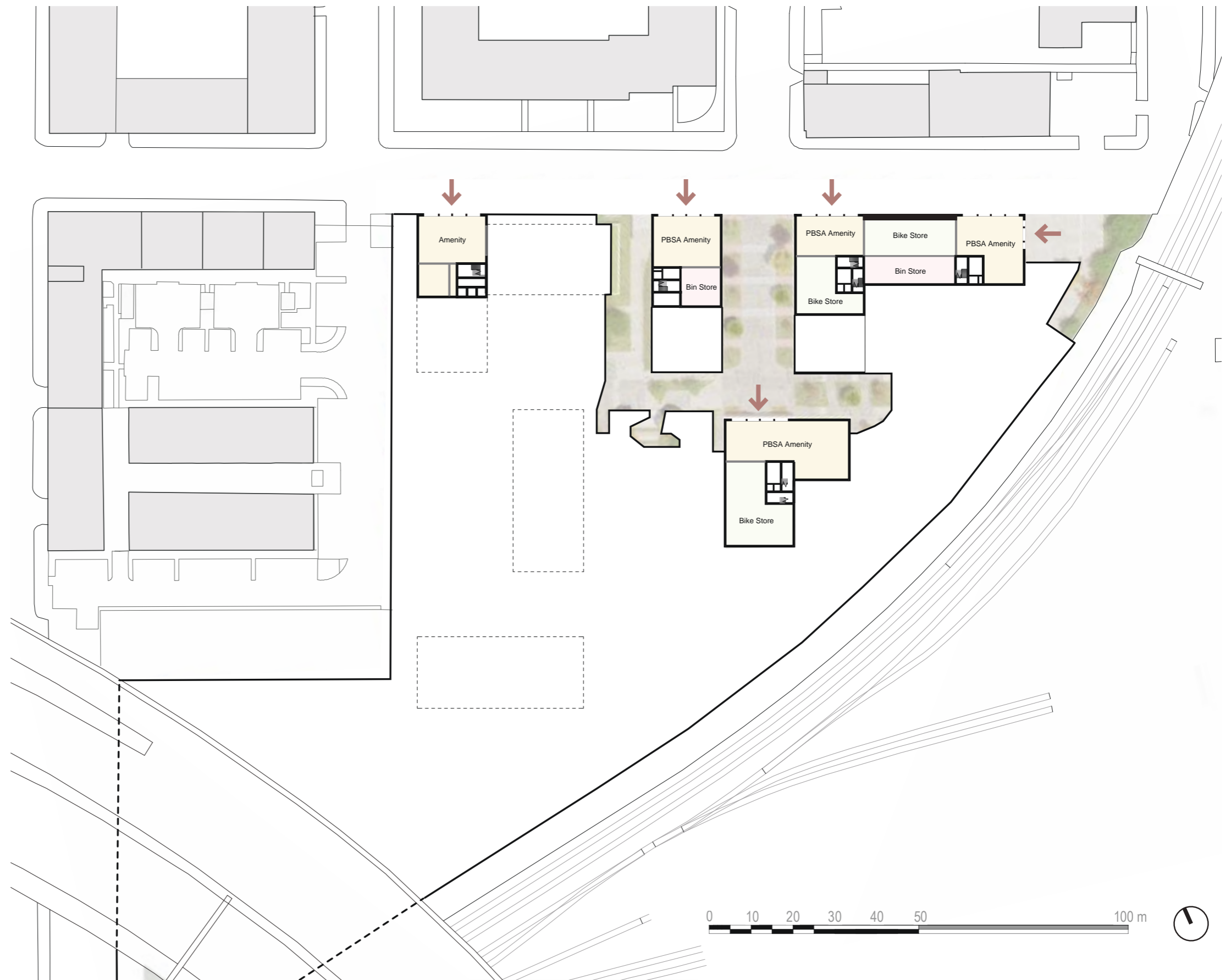
c.220 new homes, comprising both apartments for private sale and for private rent



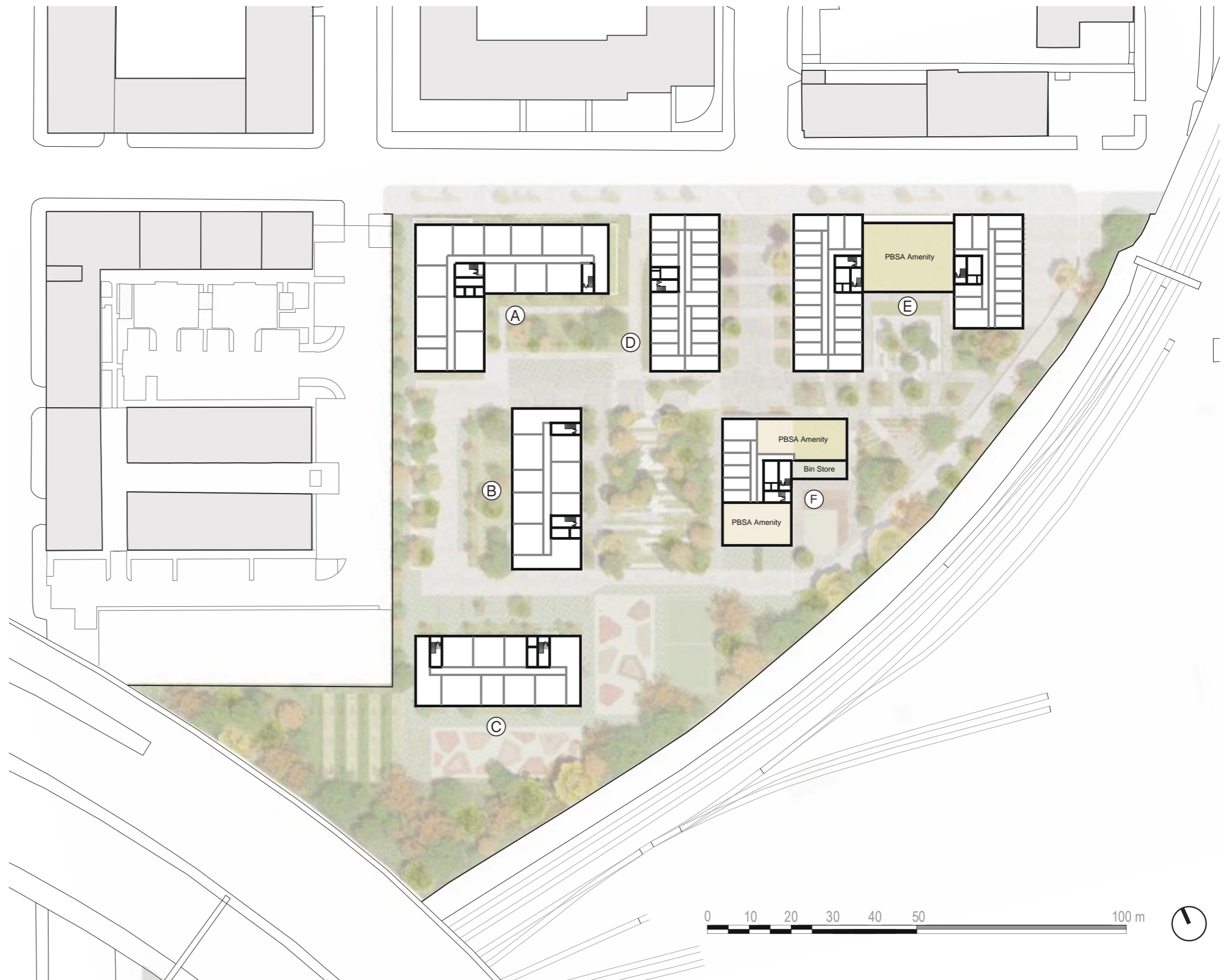
7.3.4 Ground Floor Plan

The adjacent ground floor site plan indicates:

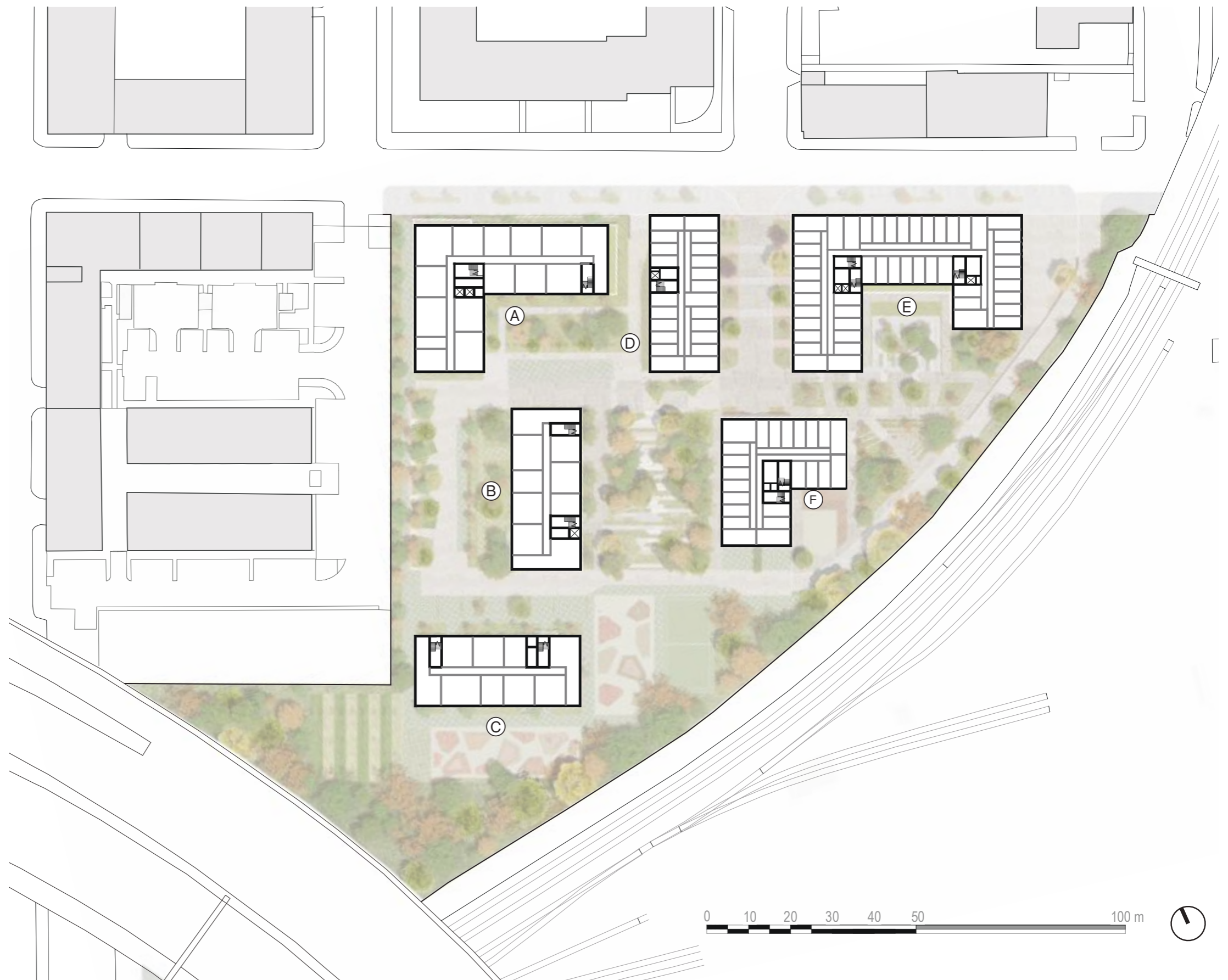
- The provision of internal Amenity for both Residential and PBSA. Providing active street frontage.
- Main vehicle/cycle and pedestrian access at Centre Street.
- Note that Bike Store within Block E is located behind retained stone wall.



7.3.5 Upper Ground Floor Plan



7.3.6 Typical Floor Plan





7.3.7 Open Space & Amenity Provision

7.3.8 Accommodation Mix

The following series of site plan drawings indicate:

Block A - Primarily Residential

Block B - Primarily Residential

Block C - Primarily Residential

Block D - Primarily PBSA

Block E - Primarily PBSA

Block F - Primarily PBSA

7.3.9 Accommodation Schedule

c.750 bedrooms of Purpose-Built Student Accommodation

c.220 new homes, comprising both apartments for private sale and for private rent



	BTR	
	Requirement (m ²)	Provision (m ²)
Amenity Green Space	1254	3890
Children's Play	800	818
Outdoor Sports (formal)	251	260
Outdoor Sports (informal)	-	-
Communal Garden	125	450
	PBSA	
	Requirement (m ²)	Provision (m ²)
Total Outdoor Amenity	2250	2380

7.3.10 Development Phasing

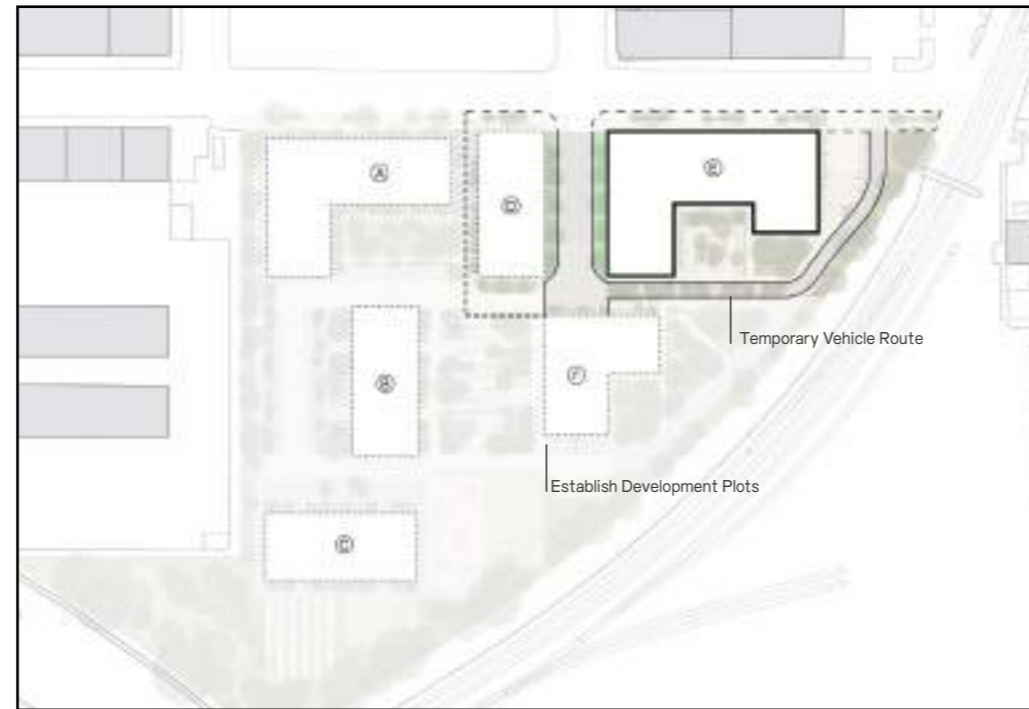
At this stage we are unable to confirm how the project will proceed given that this application is for PPIp.

This could be a single planning application at the next stage and split into a phased development.

The following is a notional phasing suggestion as 4 separate stages. Limiting infrastructure works for each phase to ensure commercial viability.

Phase 1

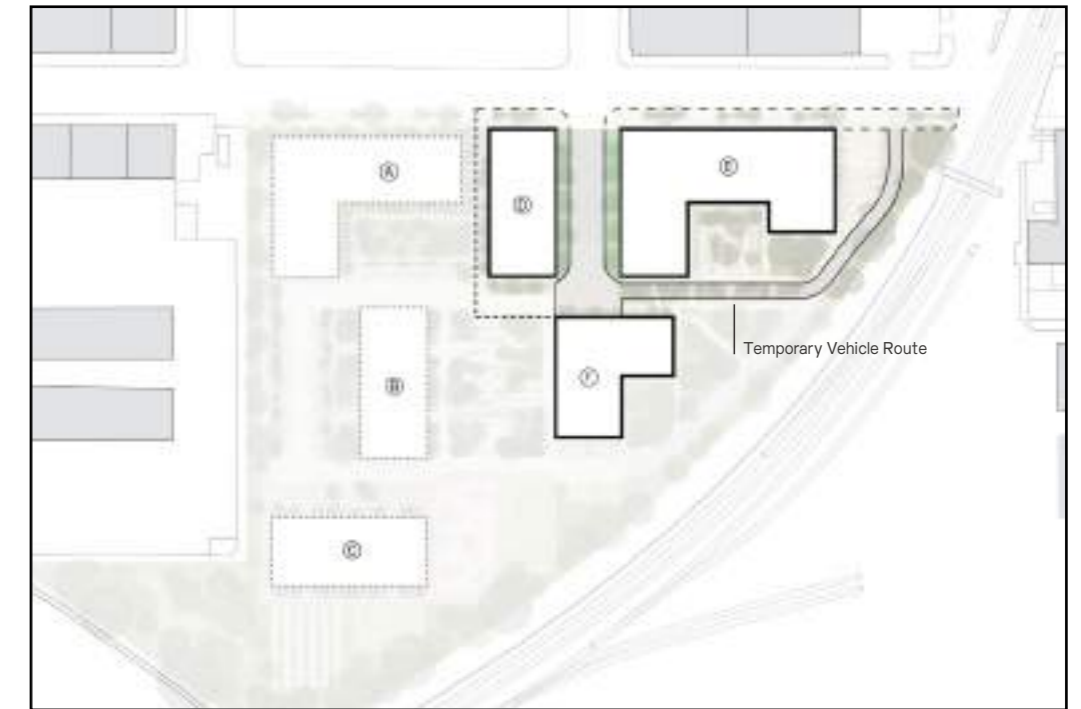
- Establishing Development Plots
- Temporary Vehicle Route
- Construction of Block E



Phase 1

Phase 2

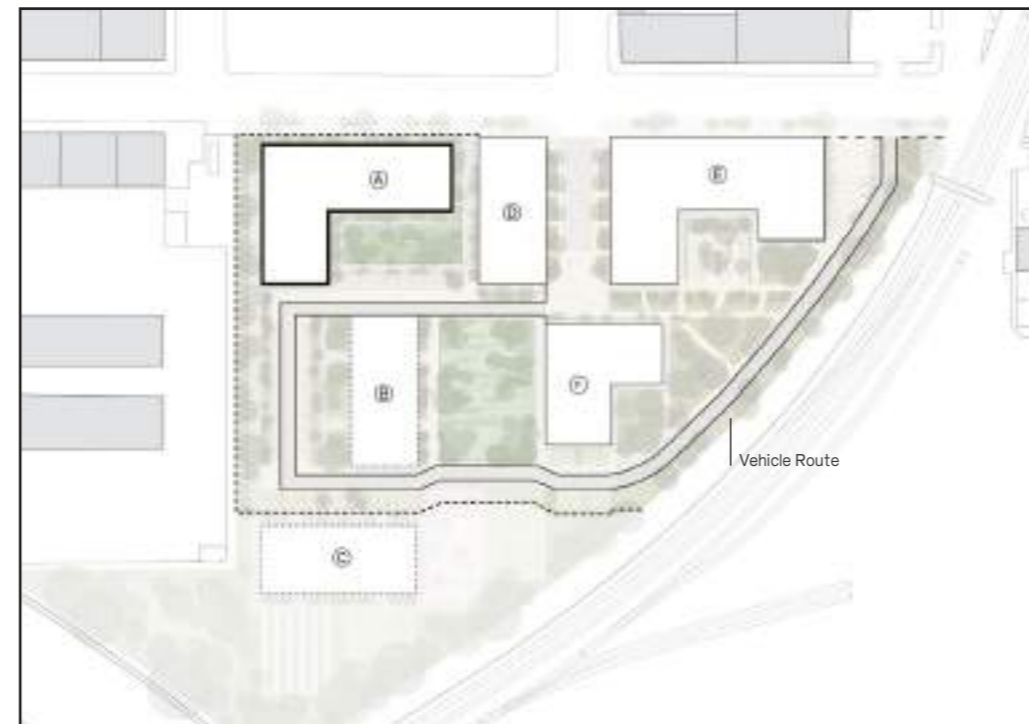
- Construction of Block E
- Construction of Block D



Phase 2

Phase 3

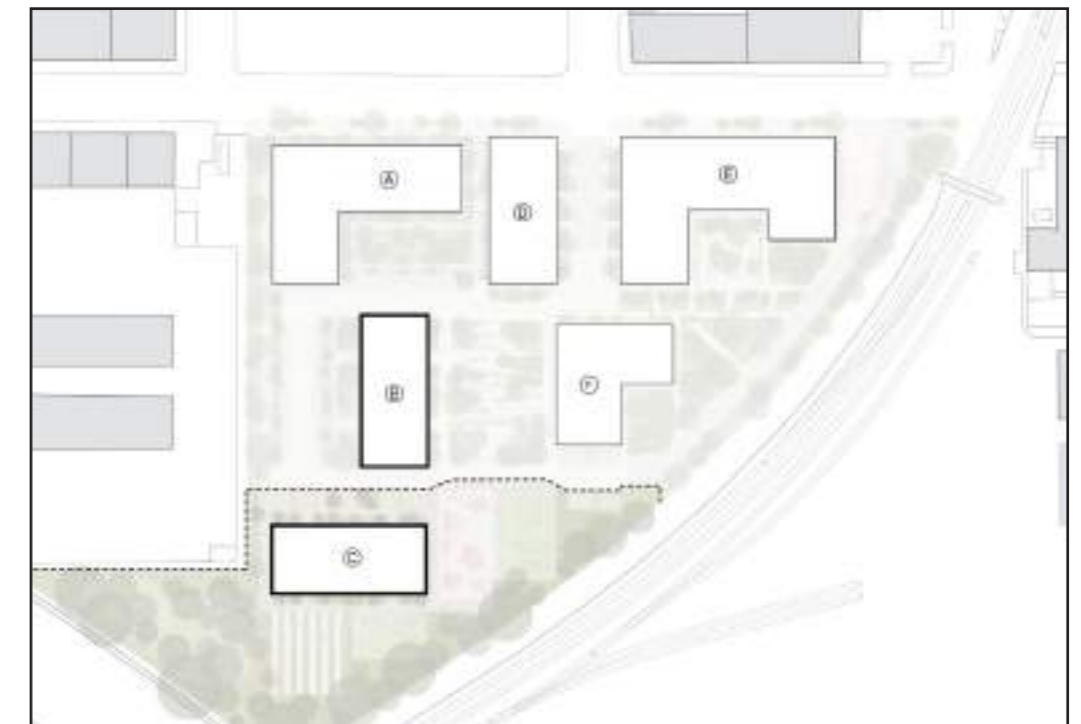
- Construction of Block A
- Removal of the temporary vehicle route
- Construction of the permanent vehicle route
- Infrastructure and Landscaping



Phase 3

Phase 4

- Construction of Block B
- Construction of Block C
- Construction of the external residential amenity areas



Phase 4



7.4 Access and Levels

Priority has been given to sustainable travel including pedestrians, cyclists and those accessing site by public transport.

The public realm of the development has been designed to provide a high-quality pedestrian friendly experience, with secure cycle storage and cycle visitor parking discouraging private vehicle use. The site is well connected by public transport, including subway, buses, the existing cycle network and railway.

A Transport Statement has been provided by Transport Planning which accompanies this Planning Application in Principle and goes into further detail about the existing transport network and the surrounding routes and links.

The Adjacent site plan sketch summarises the ground and upper ground levels of the respective buildings relative to the proposed site levels.

In summary:

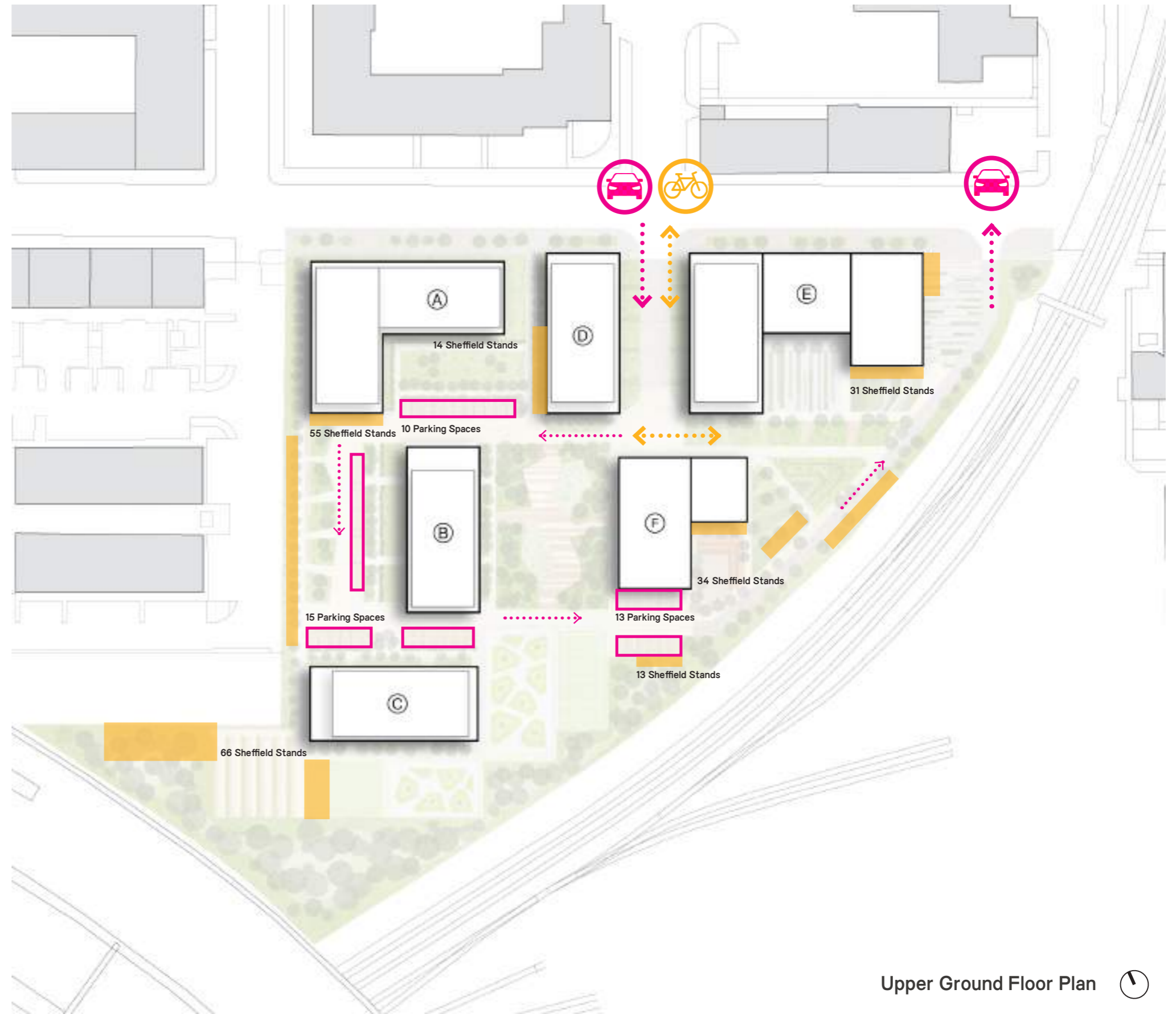
- At Cook Street there is direct access to Blocks A, D and E with amenity space in each.
- Maximum gradient of 1:17 into the site from Cook Street towards Block F (+2.0)
- Continue gradient beyond this level towards Block B (+5.0)
- The level datum of +5.0 is higher than current site level to allow for re-profiling.
- Perimeter 'shared surface' road allows for safe pedestrian movement, but also primary vehicle movement.
- Vehicle movement to be 'one way'.
- Landscaping around the site facilitates the design topography levels.



7.4.1 External Cycle and Car Parking

To serve all homes on site and visitors, parking for more than 1063 cycles would be provided. The number of cycle parking spaces is in line with GCC's document 'SG11' of March 2017 which recommends residential parking provision for cycles based on one per dwelling and an additional 0.25 unallocated spaces per dwelling for visitors.

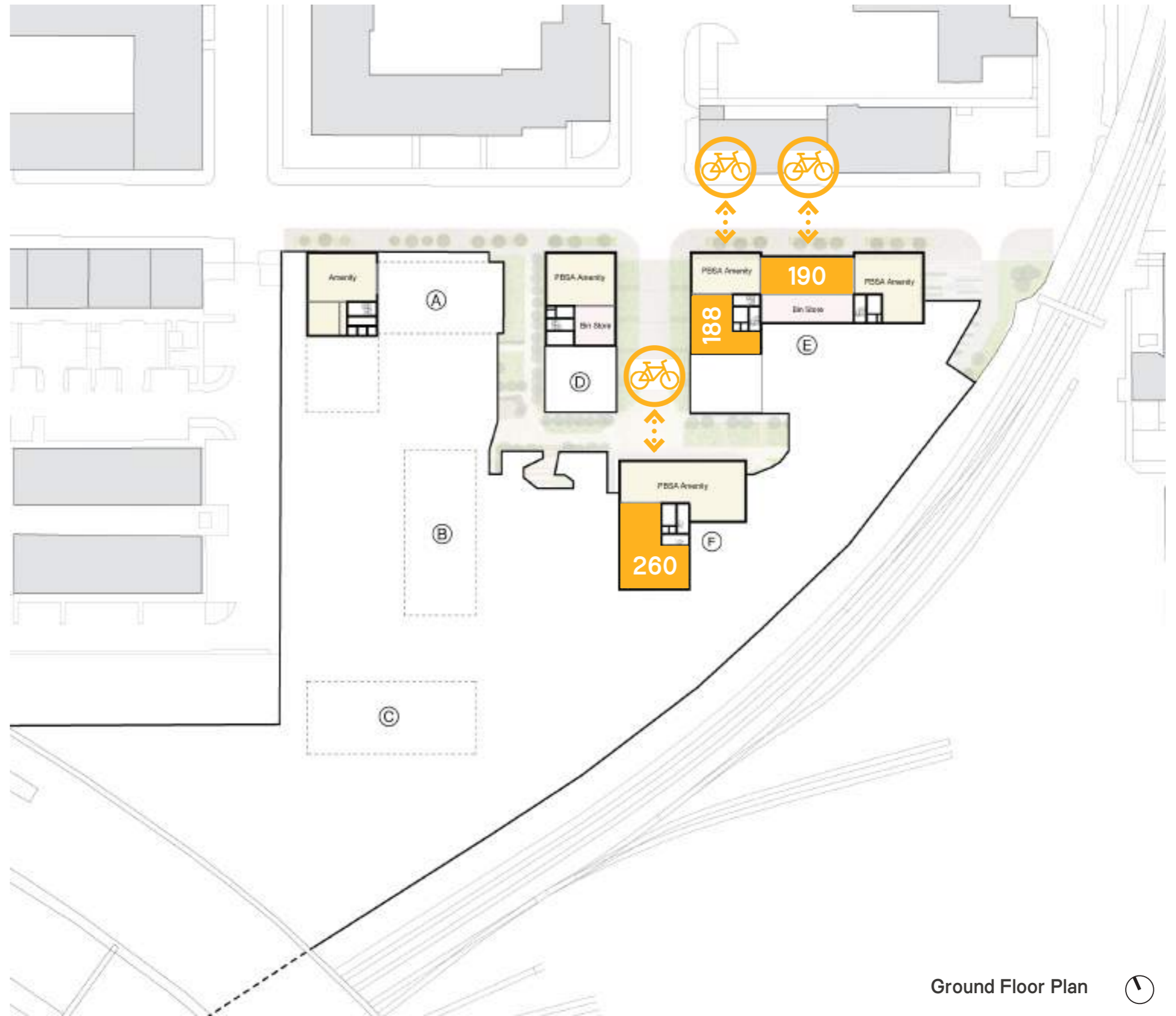
SG11 also calls for cycle storage for students at a rate of 1 per 2 staff or residents; however for car-free areas, SG11 states a requirement of at least one per dwelling. As the student area is considered car-free, we have provided the latter.



Car Parking		
	Provision	
BTR	38	
Car Free PBSA	0	
Cycle Parking		
	Min Requirement	Provision
BTR (all external)	313	314
Car Free PBSA (Indoor)	Portion of 750	638
Car Free PBSA (External)	Portion of 750	112
SITE TOTAL	1063	1064

Upper Ground Floor Plan 

7.4.2 Internal Cycle Parking



	Provision
Internal PDSA - Two Tier Stands	638
External - Two Sided Sheffield Stands	414
SITE TOTAL	1064

Ground Floor Plan

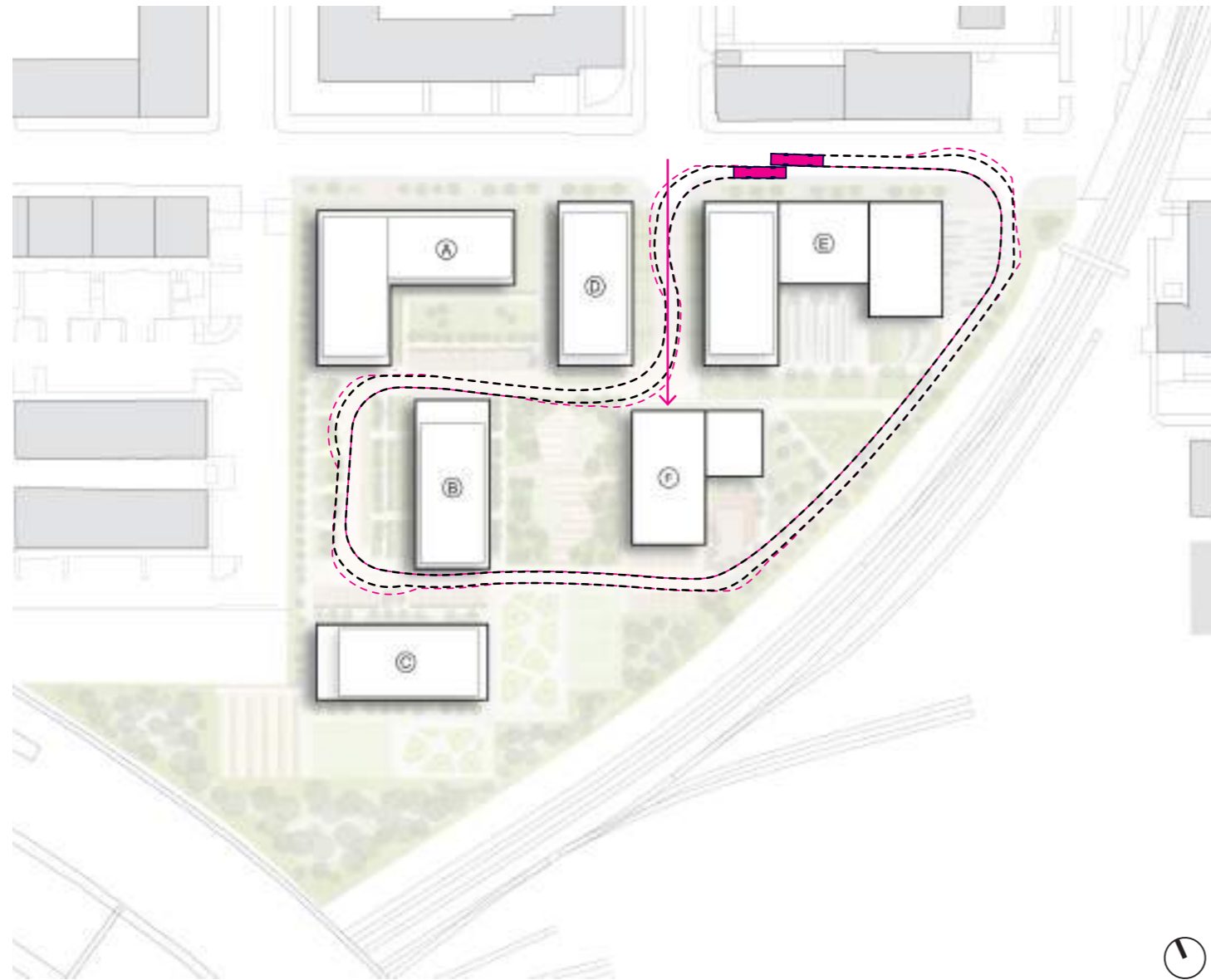


7.4.3 Pedestrian & Vehicle Access

The emergency fire strategy has been designed in accordance to Scottish Technical Standards and with support of Ramage Young.

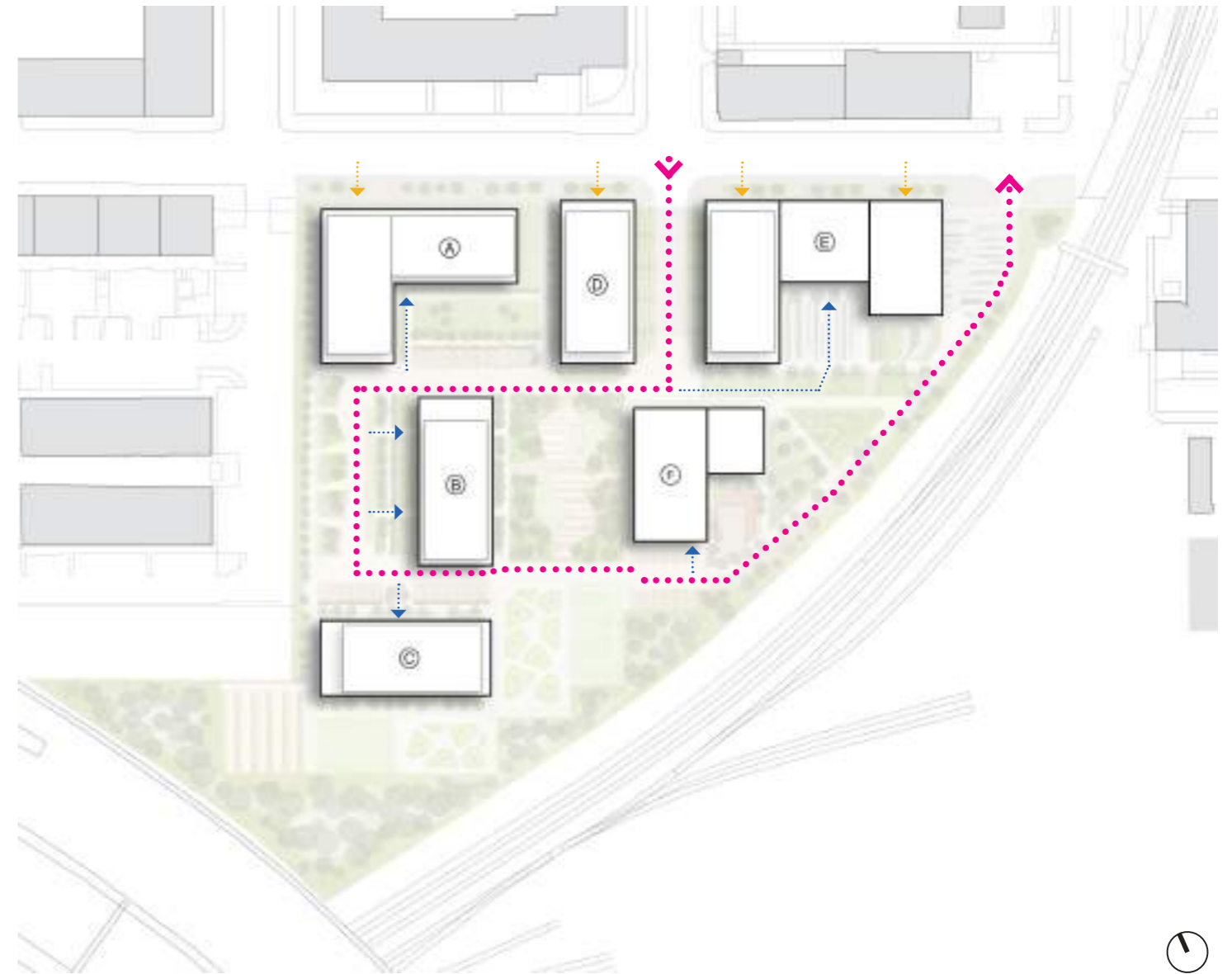
The site plan has been developed for a range of day-to-day scenarios and circulation patterns.

Postal deliveries and large deliveries have been carefully coordinated within the proposed development. Way finding will be provided throughout the public realm to each residential block and residential core.



Refuse Vehicle & Fire Tender Vehicle Tracking

- One-Way Route
- - - Front Wheel Tracking
- · · Rear Wheel Tracking



Deliveries, Post & Servicing

- · · → Vehicle Route
- · · → Pedestrian Route
- Access from Cook Street





08 Landscape Proposals

8.0 LANDSCAPE PROPOSALS

8.4.1 Indicative Landscape

Central to the design concept is the integration of green infrastructure with a network of multifunctional 'green-rich' spaces. The range of different green open spaces each have a different character and function. They all link together and provide a sequence of pedestrian first routes through the masterplan site.

Weaving building around the green landscape will ensure inhabitants always have a connection with nature.

The masterplan shows a design proposal for narrowing Cook Street vehicle highway and increasing the pavement on the southern side. Within the pavement is proposed an integration of trees and green/blue landscaping similar to that proposed for the GCC 'Avenues'. Albeit this PPIp has shown these images it is not included within the application.



8.1 Interconnecting Green Zones

8.1.1 From Monoculture to Biodiversity

While the PPIP will not be setting out of specific detail of landscape and public realm proposals, the design intentions for each individual space within the overall masterplan is important.

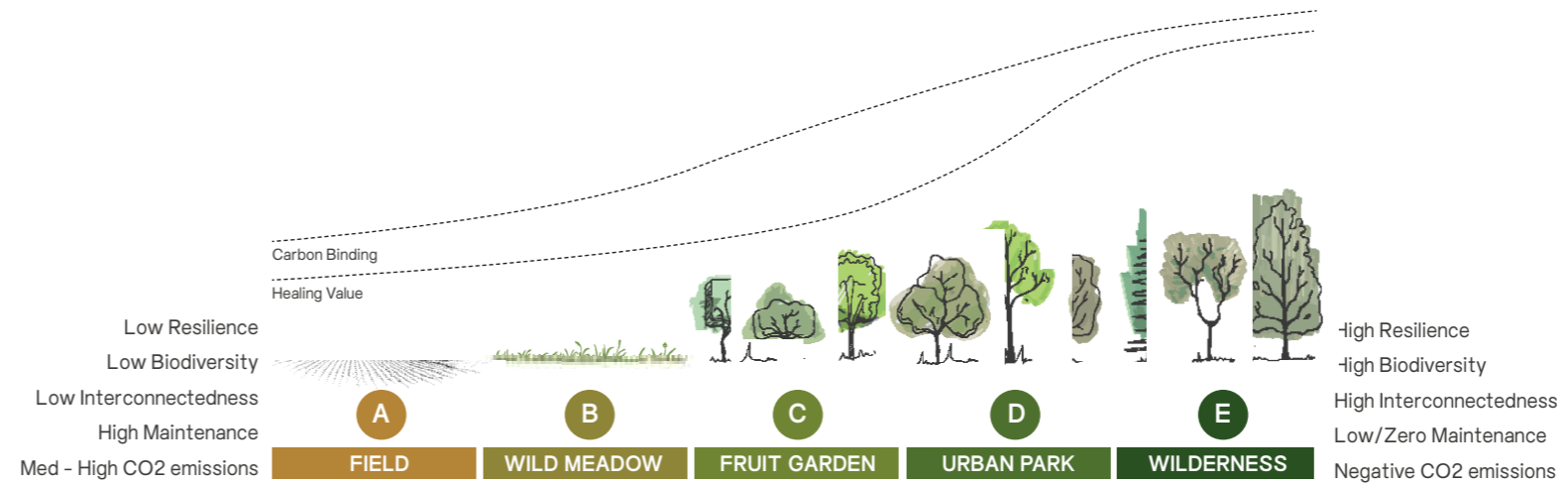
There are 8 key character areas within the development which. The PPIP provides further detailed design on the following pages of each, all contribute separately to a sense of overall placemaking. Each has a role in terms of movement, amenity and functions.

These will unquestionably evolve through detailed design and planning stages; however, the illustrative masterplan suggests some guidance for these important character areas.

These are as follows:

- Central Street Lane;
- Central Park;
- The Boulevard;
- Stepped Public Garden;
- Amenity Spaces: Allotments, Children's Play and Outdoor Sports;
- Semi-Private Courtyards;
- Urban Forest;
- Roof gardens, balconies and terraces.

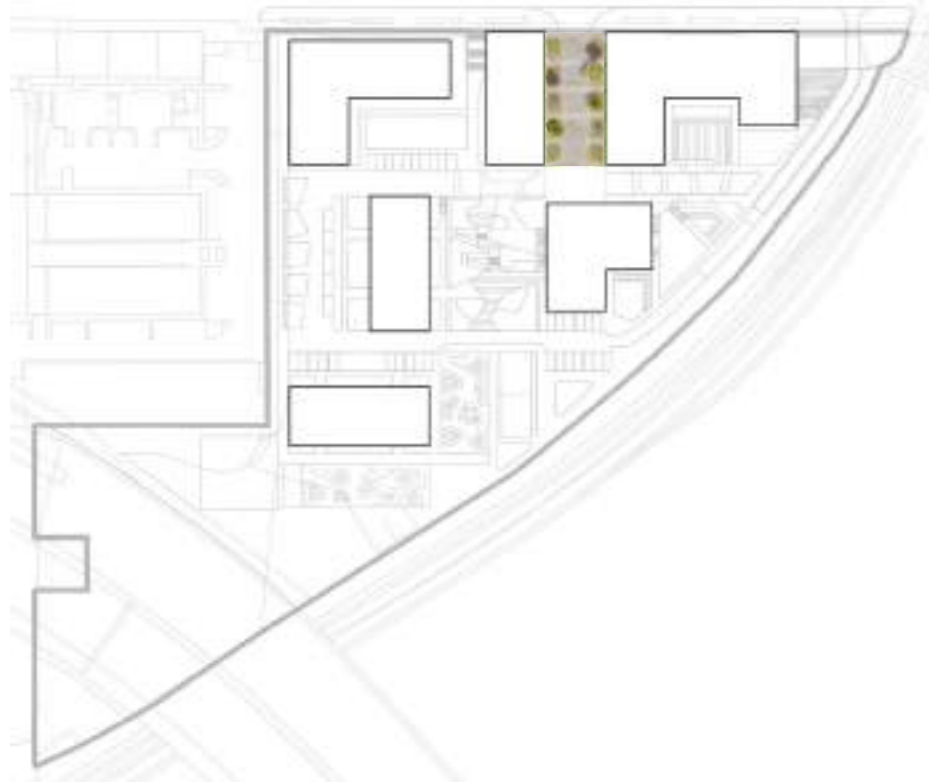
Establishing a series of design principles around these key areas will help to inform and enhance the future public realm created on site.



8.1.2 Centre Street Lane (A)

Activity

- Combined shared surface hard landscaping for vehicles (service vehicle, cars, emergency vehicles etc), pedestrian access/circulation and bikes.
- Pedestrian and cycle priority environment shared surface.
- Centre Street Lane at a maximum gradient of 1:17. Gradient set to suit safe pedestrian and DDA access.
- Shared surface road incorporating dedicated paving zoning for cyclists and separate for pedestrians.
- Landscape stepped feature at either side of Centre Street Lane with street lighting.
- Width of Centre Street Lane to allow Service Vehicles and Fire Tender etc.
- Width of Centre Street Lane between the buildings is 18m.



8.1.3 Central Park (B)

Activity

- The heart of the development: a destination for local residents and the wider community, catering for all ages
- Flexible and adaptable to cater for a variety of informal and formal uses, ranging from everyday seating to seasonal events
- Multiple seating and gathering opportunities
- Stepped terraces allowing for performance and art installations.



8.1.4 The Boulevard (C)

Activity

- Tree lined pedestrian route with pockets of wildflower and grass
- Integrated seating areas
- The land slopes at this point and there is an opportunity for public realm at different levels
- Pockets of seating opportunities throughout
- Landscape stepped feature at also incorporate seating.



8.1.5 Stepped Public Gardens (D)

Activity

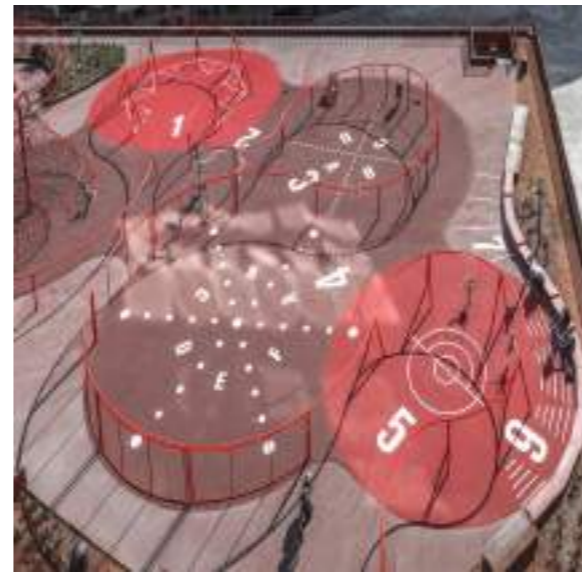
- The land slopes at this point and there is an opportunity for public realm at different levels
- Landscape stepped feature also incorporate seating
- Pockets of seating opportunities throughout
- Flexibility for creative outdoor workspace (quiet)
- Strategically designed and positioned street furniture to enable social interaction in a variety of ways
- Stepped amphitheatre space for seating and interaction of users. Space also allows for performance and art installations
- Strategically designed and positioned street furniture to enable social interaction, relaxation and informal interaction.



8.1.6 Amenity Spaces: Allotments, Children's Play and Outdoor Sports (E)

Activity

- Variety of allocated space. Children's Play, Allotments, multi-function Sport
- Pockets of seating opportunities throughout
- Landscape stepped feature also incorporate seating
- Strategically designed and positioned street furniture to enable social interaction, relaxation and informal interaction.



8.1.7 Semi-Private Courtyards (F)

Activity

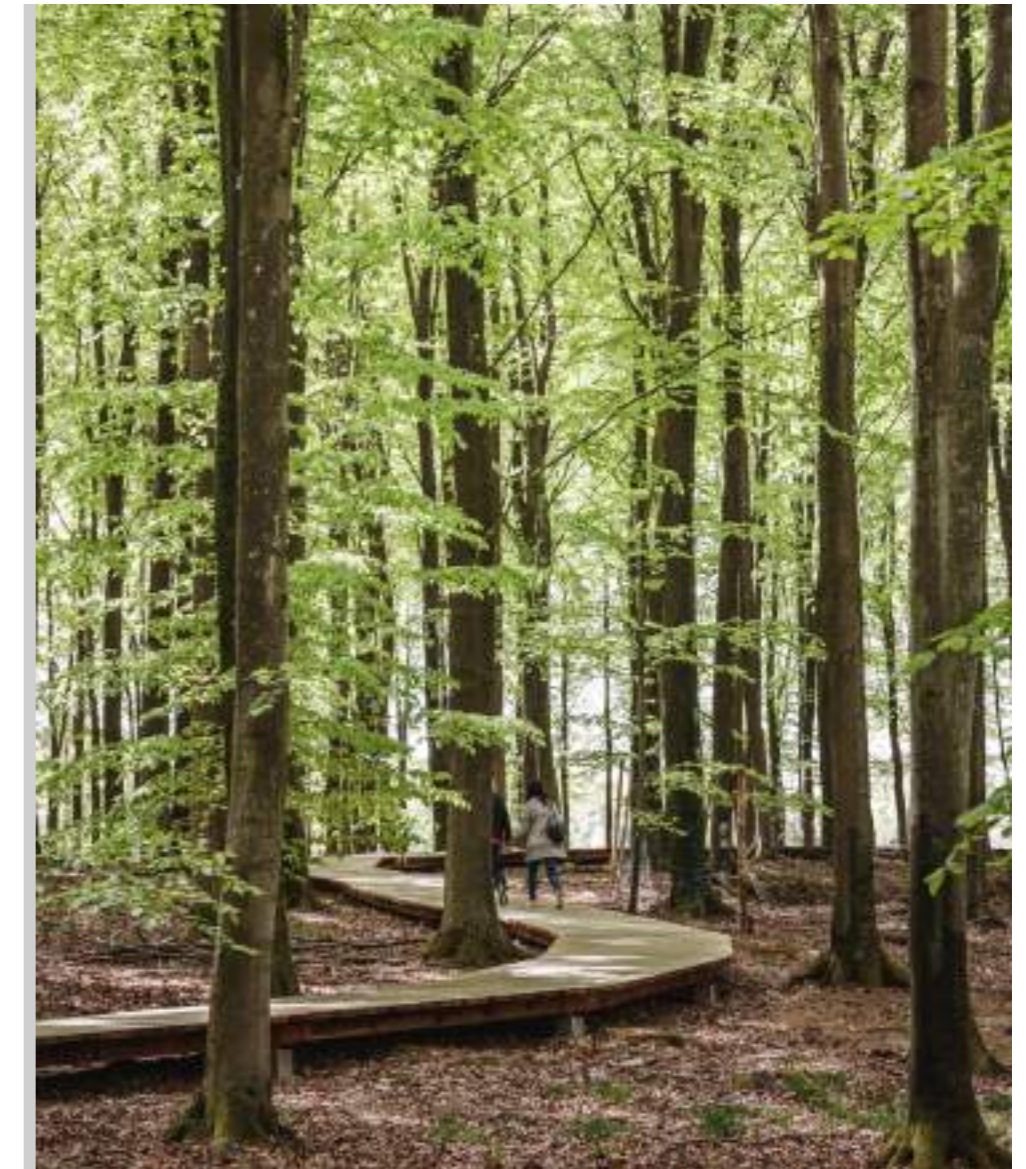
- Hedges and lined trees used to define these spaces as separate, thus provide a sense of semi-private
- Mixture of planting and grass areas with integrated paving
- Flexible and adaptable to cater for a variety of uses
- Multiple seating areas
- Integrated seating opportunities for relaxation or waiting for adjacent public transport in the form of wrap around seating edges to planters and social group seating
- Creation of a mix of smaller scale semi-private spaces for individual relaxation and larger flexible spaces for neighbourhood social engagement.



8.1.8 Urban Forest (G)

Activity

- Trees and wildflower cover opportunity, a mixture of 12 month a year species to maintain this forest appearance
- Paths and multiple seating areas weaving through this area
- This area is designed to providing a screen edge to the overall site
- Organic shaped paths and multiple seating areas weaving through this area.



8.1.9 Rooftop Terraces

Activity

- Pockets of seating opportunities throughout
- Planted areas to create spaces of privacy and green space higher up in the sky line
- Opportunities for more allotments for use by tenants



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