QUEENS QUAY DESIGN CODES

16 September 2020

West Dunbartonshire COUNCIL

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INTRODUCTION

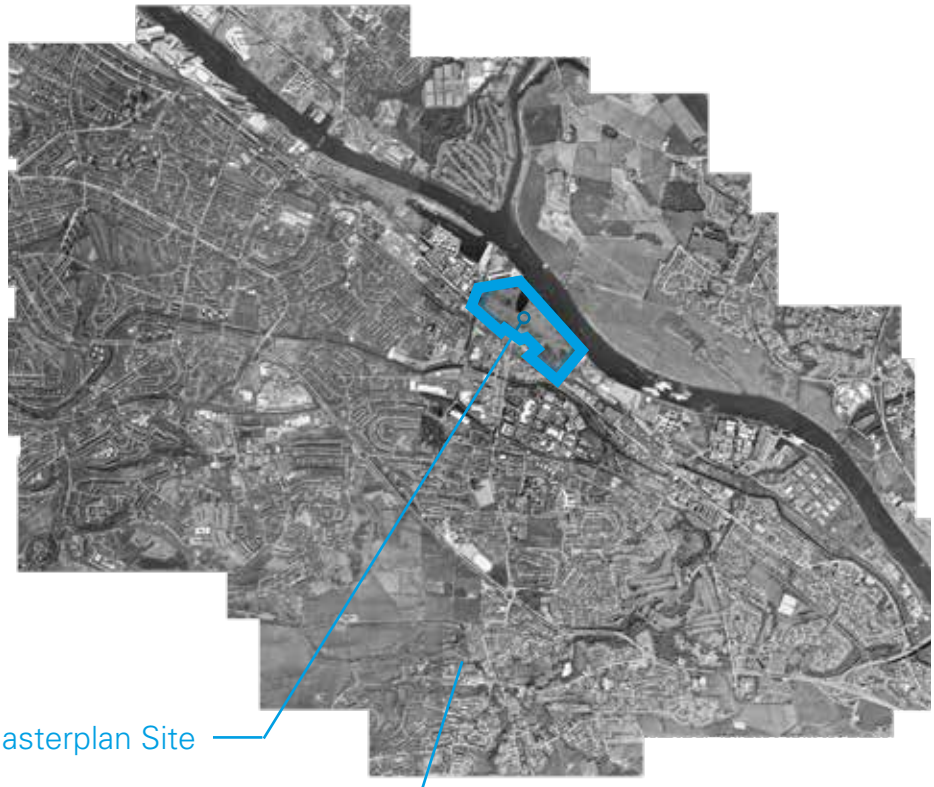
West Dunbartonshire Council's Local Development Plan and supporting documentation highlight Queen's Quay as a location where high quality design and attention to place making is an essential component of new development, in order that Queen's Quay becomes a destination neighbourhood.

These Design Codes set out structured guidance for designers and developers. They provide a structured approach for West Dunbartonshire Council to assess forthcoming Planning Applications in order to ensure that a high standard of design quality is maintained throughout the entire development.

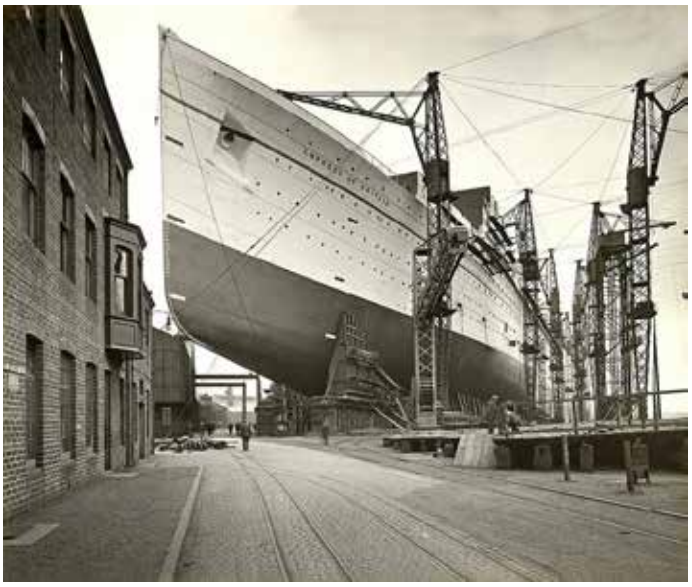
CONTEXT

CLYDEBANK CONTEXT

The site is in a prominent location on the northern bank of the River Clyde and is strategically important for Clydebank's ongoing regeneration.
The approved masterplan for Queen's Quay will see the redevelopment of a significant area of Clydebank's townscape on the site of what was originally John Brown shipyards. This is an opportunity to change the gravitational pull of the town's heart towards the Clyde.



Queens Quay Masterplan Site



At its peak employing over 10,000 people, John Brown Shipyards was one of the most commercially successful shipyards in the world, becoming famous internationally for its shipbuilding quality.

Following the yard's closure in 2001, only a few features remain. Dominating the site is the Titan Crane, now an icon for the town's future regeneration.

There is an opportunity to change the gravitational pull of the town's heart towards the Clyde where it sat at the peak of the shipbuilding industry

Existing Townscape

The once intact townscape of Clydebank has been badly eroded through damage during the Blitz and inappropriate demolition and redevelopment during the period 1960–2000, leaving few key landmarks remaining.

The result is a lack of defined 'street edge', large areas of 'waste-land', no 'celebration of corners' and a lack of height eroding the urban townscape, all resulting in a lack of a sense of place.

Although there are some housing areas adjacent to the site, these are relatively isolated and the new development offers an opportunity to knit these in to a new urban fabric.

Existing Public Buildings

The development site is well - located for pedestrian access to a wide range of public facilities at Clydebank Town Centre.

- Within a 5 minute (400metre) walking distance: Leisure centre, Town Hall, Clydebank College, plus the proposed Clydebank transport Hub which includes improvements to the existing train station
- Within a 10 minute walking distance: Golden Jubilee National Hospital, Shopping Centre. Local Primary Schools, Rothesay Dock industrial area

Public Transport and Cycling

Clydebank Train station and Chalmers Street Bus Station sit within five minutes walking distance of the site. There are bus stops along Glasgow/ Dumbarton Road.

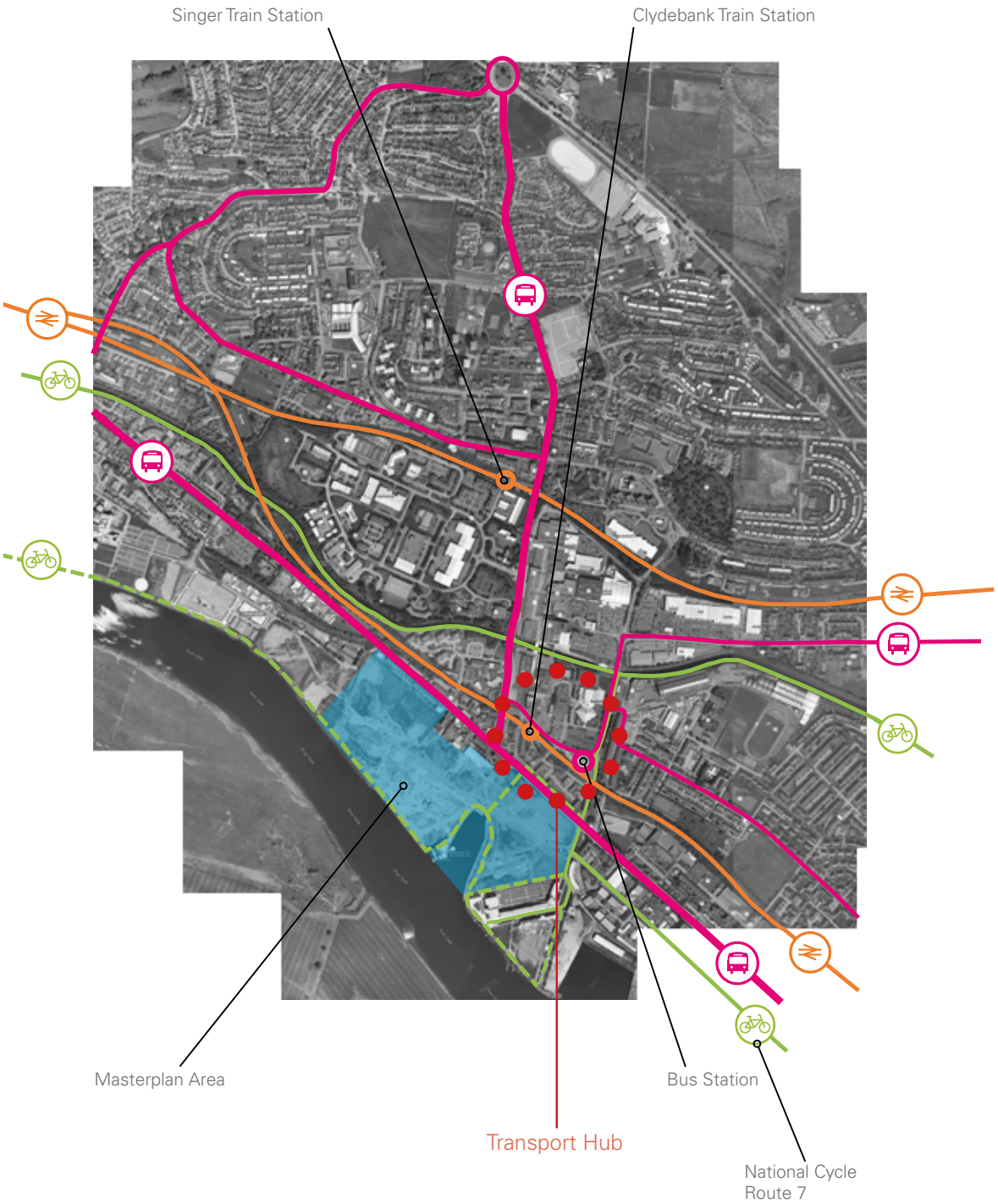
Existing Green Network

Greenspaces within Clydebank are isolated and the town centre lacks open greenspace of a significant useable scale. The riverside walkway west of the site is not accessible to the public, but the aim in the long term is to link it to the Queens Quay area to form a continuous riverside walkway.

Public Transport Hub

Connecting Clydebank is a transformational project which seeks to revitalise the civic core of Clydebank; forming essential links with the ongoing Queen's Quay development, the present town centre and the many active and public transport routes into the area. It aims to link different strands of investment to reinforce Clydebank as a destination.

The project originated from a successful Charrette process in 2015 (refer to the Clydebank Charrette Action Plan) and has been progressing in consultation with funding partner Sustrans following the successful funding award from the Sustrans Community Links Programme in 2016.



OBJECTIVES AND ASPIRATIONS

Clydebank has a rich and colourful past as an important industrial heartland. This history is a big part of what makes it a special place. In recent years Queens Quay has been an industrial wasteland, however it is now being transformed into an exciting new neighbourhood.

A high quality destination

The purpose of this document is to set out an Aspirational Vision for Queens Quay based upon:

- Using remaining elements of the shipyard to help define the place
- Using materials that complement the industrial character but can also integrate new development.
- Minimal change to the robust character of the existing dockyard quay structures
- Massing, scale and detailing which complement the historic, large scale structures on the site and its previous industrial character
- Providing active travel routes which connect Queens Quay to the town centre
- Engaging with existing streets and creating a new urban street pattern
- A new health centre as a busy focus

A Sustainable Neighbourhood

Queen's Quay is intended to be one of the most sustainable new residential areas in Scotland.

It will be energy efficient - new housing at Queens Quay should be connected to a District heating network System and the Design Codes incorporate a Sustainability Annex which suggests suitable material choices and specifications for new homes.

- Improved green connections with boulevards and linear greenspace, pocket parks and edible landscapes designed to support health, heritage and cultural life, with developers encouraged to apply for Building With Nature Accreditation.
- A Sustainability Annex within the Design Codes provides more detail about the on site District heating network System and what it will achieve with low carbon heat.

Recent exemplar developments visited by West Dunbartonshire Council planning and regeneration officers, in order to identify precedent projects that demonstrate high design quality

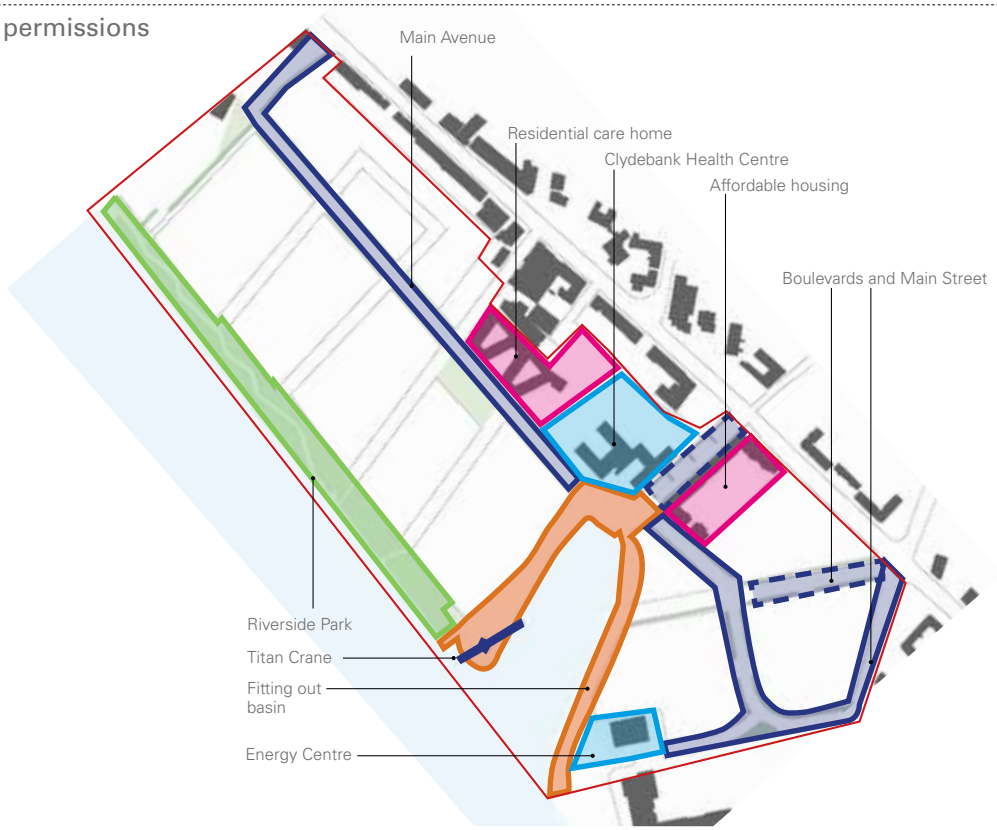
THE MASTERPLAN

Prior to the development of the Design Codes, a masterplan was prepared for Queen's Quay by Clydeside Regeneration and Dawn Group, in partnership with West Dunbartonshire Council. This masterplan already has some planning consents associated with it which cover detailed proposals for infrastructure, together with a new care home, health centre, affordable housing and some areas of public realm and greenspace. They include:

- DC 15/234 Planning Permission in Principle: Mixed use development including residential (including affordable/ community/housing), retail, financial/service, restaurant, public house, office, hotel, care home, health centre, assembly and leisure uses, with associated car parking, access road, quay wall improvements and landscaping (Planning Permission in Principle)
- DC16/240 Spine Road: formation of new spine road (including junction alterations at Cart Street, Alisa Road and Cable Depot Road) formation of public realm around the basin and river edge
- DC16/244 Care Home: a two/three storey home for life and a day care centre
- DC17/231 Energy Centre: the largest ambitious district heating network system in Scotland powered by heat pumps which will extract water from the River Clyde
- DC18/033 Connecting Clydebank: new controlled and uncontrolled crossings, improved footpaths, better cycle access, public realm and road works to Dumbarton Road, Glasgow Road and Hall Street in order to improve the public realm connecting the main shopping area to the north of the site and the new Queens Quay to the south.
- DC18/057 Clydebank Health Centre: this will act as a catalyst for significant change, bringing a wide range of health services together - a focal point and landmark feature.
- DC18/272 Mixed Use Development on Titan Boulevard (part of Plot 5 which is excluded from the scope of the design codes).
- DC18/275 Titan Boulevard: new street, public space, landscaping and associated street furniture.

Future planning applications should familiarise themselves with the content of the above applications relating to the external amenity, greenspace, riverside location and infrastructure.

Areas covered by planning permissions noted above



The Design Codes build upon the approved masterplan and intend to deliver the masterplan vision. They are guided by the masterplan's objectives which are:

- Creating a quality public realm: An enhanced urban (rather than suburban) environment with safe pedestrian connections to the town centre.
- Improving connections: Linking to other development sites along the water's edge and creating better pedestrian and cycle routes to the Titan Crane and Riverside Park.
- Creating a special place: Developing the site as a key destination with opportunities to enhance cultural offerings in the area while creating a sustainable community.
- Regeneration: Changing the gravitational pull of the town's heart back down towards the Clyde where it sat at the peak of the shipbuilding industry.

There are distinct areas within the masterplan as follows:

The Fitting-Out Basin: The existing concrete deck structure has been made safe for day to day public use as well as events; it will be the location for a seating areas and information display.

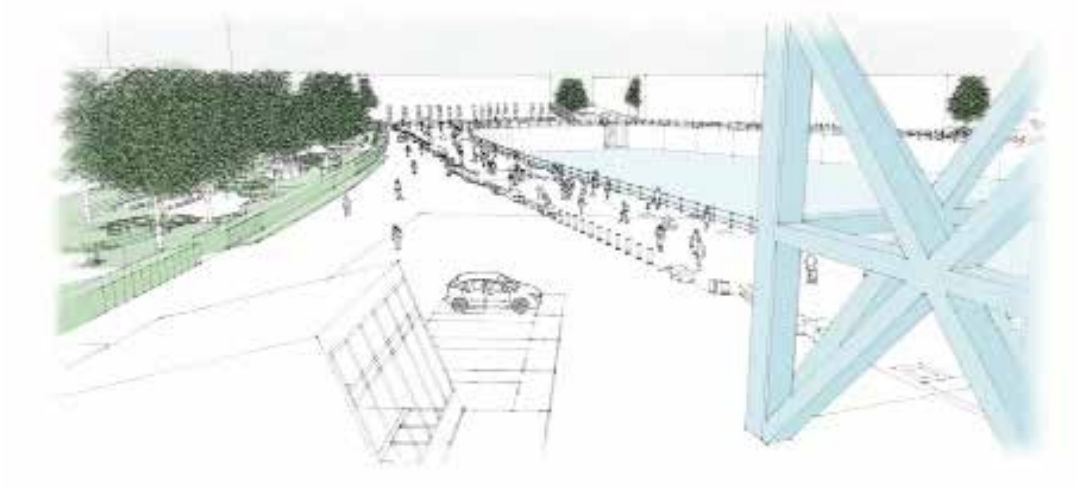


illustration from Queen's Quay Infrastructure Masterplan Detail Design Statement For Approval of Matters Specified in Conditions DC15/234; Ian White Associates

Riverside Park: West of the basin, a greener approach is proposed and new homes will look out over the river towards countryside. The river edge provides a wildlife habitat; behind this the Clyde Path (a continuous four metre wide shared path/cycleway) sits within a pattern of subdivisions derived from the layout of the berths and buildings that previously occupied the site. This park subtly accommodates slopes to raise the development plots up above flood level. All residential streets will have path connections to this area which will be lit to enable safe use at night, as part of the cycle network.

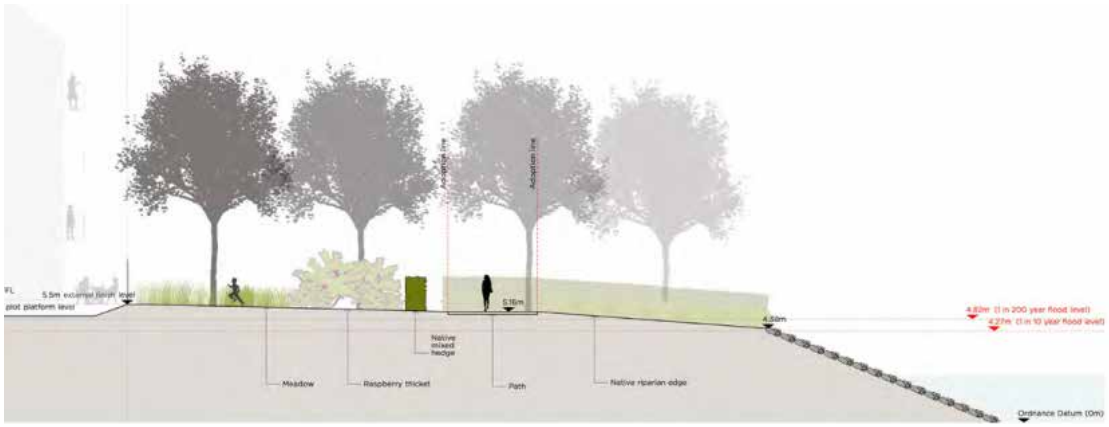


illustration from Queen's Quay Infrastructure Masterplan Detail Design Statement For Approval of Matters Specified in Conditions DC15/234; Ian White Associates

Main Avenue: The proposed Main Avenue takes the line of the previous plate gantry, which ran between the platers shed and the fitting-out basin. A strongly defined tree-lined street is the main traffic route, with generous verge zones behind the footways providing space for an avenue of street trees.

To calm traffic speed, the six metre carriageway of the Main Avenue is broken into sections corresponding to future junctions with residential side-streets. In-carriageway bus stops with raised kerbs are provided at intervals on either side of the street.

There are two greenspaces within the main street corridor. A Pocket Park contains play, lawn and garden seating spaces, and at Cable Depot Road a Community Orchard has a selection of fruit trees significant to the region, planted on a five metre grid amongst meadow with seating and mown grass paths.

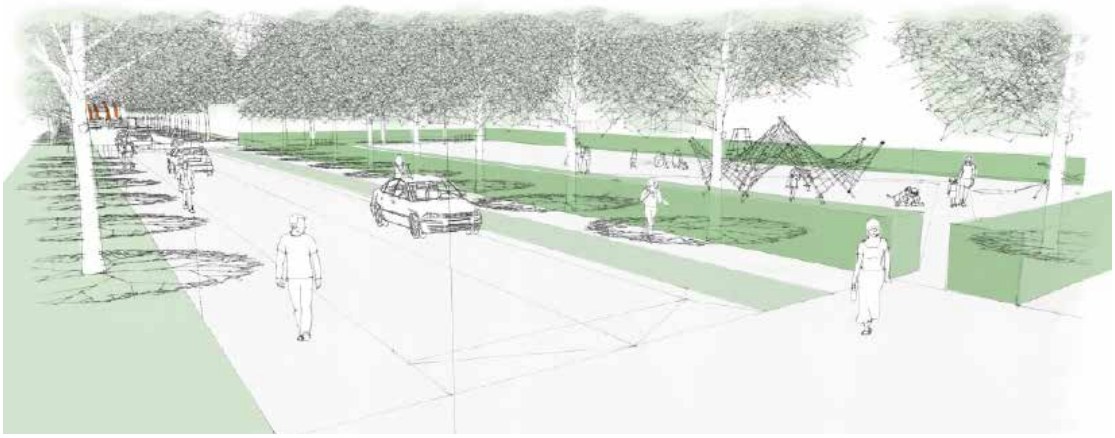


illustration from Queen's Quay Infrastructure Masterplan Detail Design Statement For Approval of Matters Specified in Conditions DC15/234; Ian White Associates

Boulevards: Spatial connection between the Basin and Dumbarton Road is provided by two broad avenues which intersect at the basin. They are aligned axially with the Titan Crane and provide strong visual and spatial connections to and from Dumbarton Road, bridging between the town and its reclaimed, revitalised waterfront.

These linear spaces are intended to be busy and dynamic, with strong built frontages and flexible shared space to enable commercial life, where appropriate. Trees line the axial view to emphasize a green connection to the river. Materials will co-ordinate with the current Council proposals for public realm on Dumbarton Road.

Neither will connect onto Dumbarton Road for vehicles, but instead will provide pedestrian and cycle connections with occasional use by emergency vehicles.

illustration from Queen's Quay Infrastructure Masterplan Detail Design Statement For Approval of Matters Specified in Conditions DC15/234; Ian White Associates

LANDSCAPE POLICY & MASTERPLAN APPROACH

The Council's Local Development Plan 2 is the first development plan in the UK to be awarded Building With Nature's Excellence Award, which is the highest award in their accreditation scheme.

Building with Nature is the UK's first benchmark for green infrastructure. It defines the characteristics of high quality green infrastructure, and awards those who show dedication to securing a range of benefits for people and wildlife by showing a commitment to high quality design, implementation and management and tenancy of green infrastructure features.

This means that the policies within Local Development Plan 2 ensure that Green Infrastructure is considered from the outset of the development process, throughout its construction, and sustainably managed after the development has been completed. Policy CP2 of the Plan requires all developments to take a green infrastructure approach first and the Council wish to see this approach undertaken within Queens Quay, they recommend that developers may also wish to seek Building with Nature accreditation.

The masterplan for Queens Quay contains significant open spaces forming an integrated green network which forms part of the West Dunbartonshire Green Network.

The landscape strategy provides:

- Connected biodiverse habitats
- Active travel routes (pedestrian and cycle)

Opportunities for play and recreation which align with West Dunbartonshire Council's Play Strategy. (The Getting It Right for Every Child' (GIRFEC) approach should be adopted, where appropriate, and this will be developed through the planning consent process)

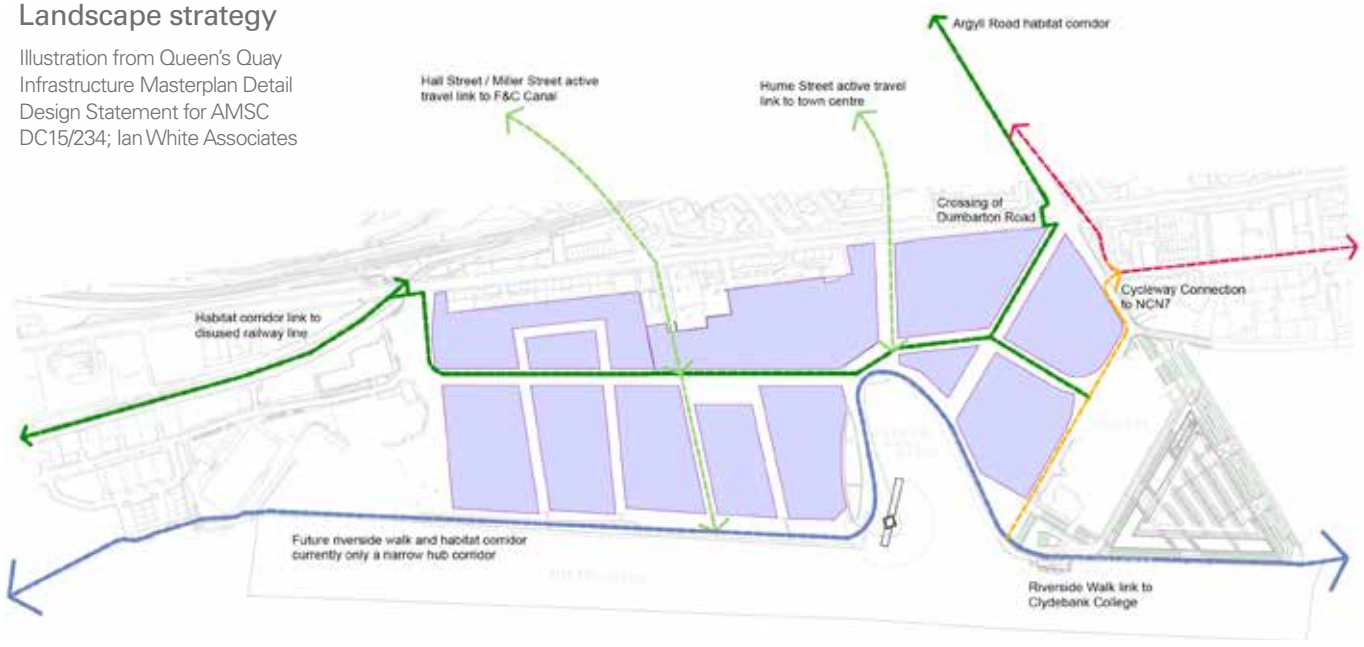
- Opportunities for community growing spaces; an Edible Landscape Strategy has been prepared to guide this long-term process of engagement, planting and management.

The landscape components within the masterplan include:

- A linear riverside habitat park enhancing biodiversity and containing a continuous Clyde Walkway route from east boundary to west
- A Main Avenue giving access to all plots
- Spatial connection between the Basin and Dumbarton Road via two broad avenues
- Retention of the fitting-out basin refurbished for safe public access
- Pocket parks containing community greenspace and play
- Residential streets that provide a safe and green environment

Landscape strategy

Illustration from Queen's Quay Infrastructure Masterplan Detail Design Statement for AMSC DC15/234; Ian White Associates



SUSTAINABLE URBAN DRAINAGE

West Dunbartonshire Council require that new developments satisfy the principles of, and comply with, the Sustainable Urban Drainage Systems Design Manual for Scotland and Northern Ireland, as consented in the approved masterplan.

It is proposed to discharge surface water direct to the Clyde following appropriate SUDs treatment. SEPA has classified the adjacent area of the Clyde as having an overall status of 'moderate ecological potential' so guidance determines that the development should apply minimal SUDs. This should include the provision of source control SUDs mechanisms but should not include permanent open water features such as basins.

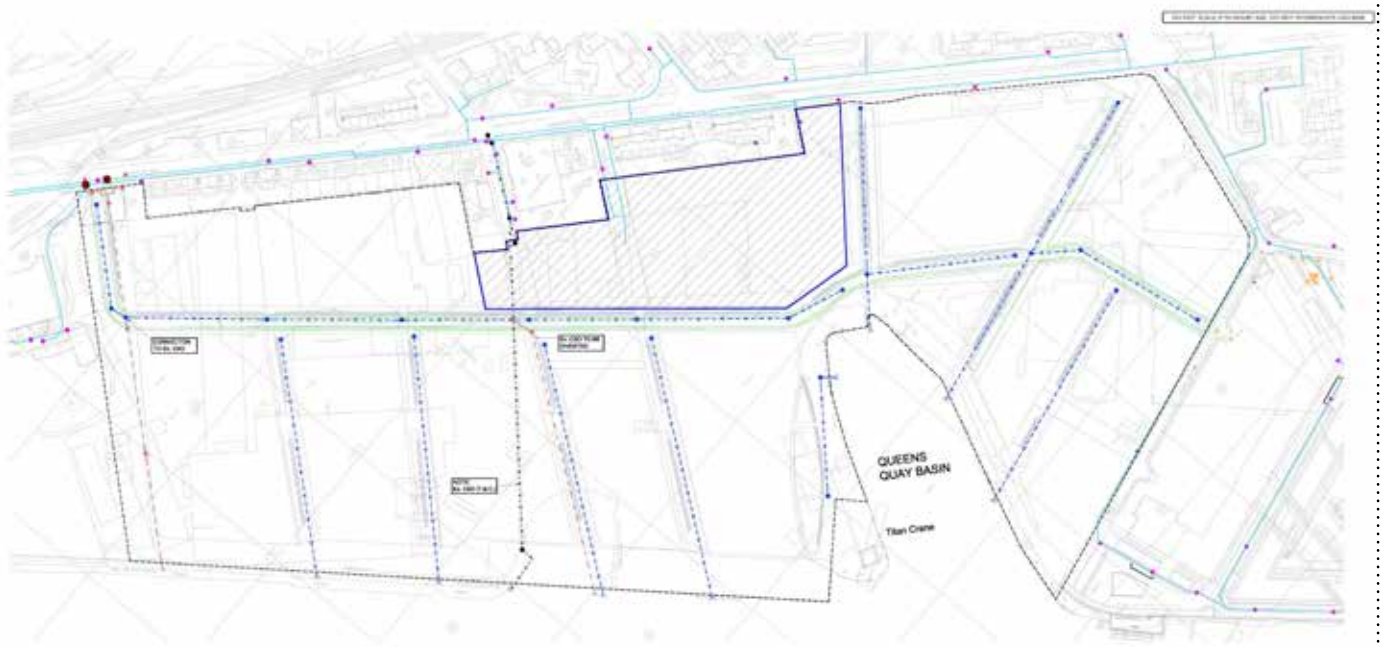
Given the historical brownfield nature of the development, it is not proposed to discharge SUDs through a soakaway type infiltration. A single level of SUDs treatment should be embraced within each development plot and associated road, which is then conveyed by surface water sewers to the River Clyde via new outfalls.

The SUDS strategy is approved in the Planning Permission in Principle and each developer should come forward with details that comply with the overall SUDS Strategy. The final design of SUDs is outwith the scope of this document and is dependent on feedback from consultation from SEPA and Scottish Water.

The following measures are likely to be used:

- permeable surfacing (subject to approval from West Dunbartonshire Council)
- filter drains or trenches

Illustration: a proposed surface water drainage layout has been prepared as part of a Drainage Impact Assessment for the Queens Quay masterplan



THE DESIGN CODES

SCOPE

The Queens Quay Design Codes build upon West Dunbartonshire Council's Aspirational Vision, setting out the parameters for development of remaining plots which have not been included in planning applications to date. The intention is to ensure that a high standard of design quality is maintained throughout the entire development in order to deliver the masterplan vision.

These Design Codes set out structured guidance for designers and developers, and provide a framework for West Dunbartonshire Council to assess Planning Applications. They are organised as follows:

Guiding Principles are identified, (see Page 18 of the Design Codes), which should guide all new development.

- Although design codes guide the development in three dimensions, two dimensional Regulating Plans are included with them, to enable code users to locate where the provisions of the code will apply, and to express how the codes relate to plots and different character areas.
- Detailed guidance for specific character areas
- Materials which are suitable for a maritime environment
- Case studies - precedent projects selected to illustrate specific design aspirations.

It is anticipated that development at Queens Quay will be phased, with development ongoing for five to ten years. As a consequence, the overall development site will be parcelled into smaller development plots *(see following page for details).* In some locations, each plot plus an adjacent residential road will be parcelled together.

The areas covered by the Design Codes are noted in the table below and illustrated in the diagram 'Parcel Subdivisions' overleaf.

table 1; development plots covered by Design Codes

Site	Residential road	Greenspace	Use
1	no	no	mixed
2	no	no	mixed
3	no	no	mixed
4&5	no	no	mixed
7	yes	no	residential
8	no	yes	residential
9	yes	yes	residential
10	yes	yes	residential
11	yes	yes	residential
12	yes	yes	mixed

PARCEL SUBDIVISIONS

north

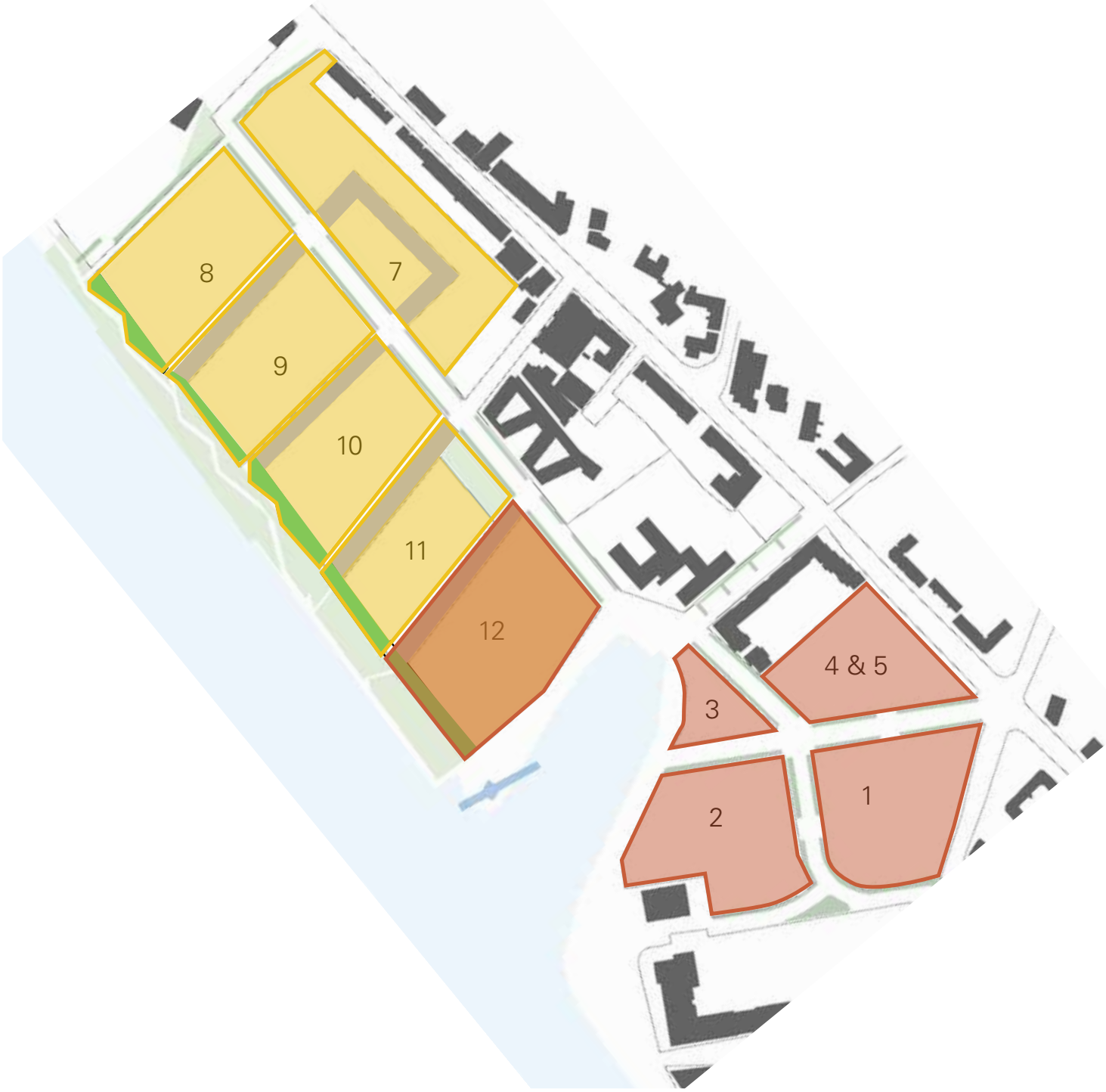
plot boundary - housing

plot boundary - mixed use

residential access associated with each plot

Riverside Walkway greenspace associated with specific development plot, in order to allow construction access and to ensure an integrated approach to boundaries and planting

(Ref IWA drawing no 1924/52)



DESIGN PRINCIPLES

A series of guiding principles which underpin the design codes are noted below. These are based on seven key observations derived from the experience of recently built projects across the whole Clydebank Rebuilt Masterplan Area.

1 Maintain and protect key historic connection routes and vistas

Development opportunities should be matched to the most appropriate development plots, to ensure that all key vistas associated with the original slipways and streets are protected and maintained.

2 The importance of scale fronting large civic spaces and streets

The scale of facades fronting larger civic spaces and streets responds proportionately to those spaces.

3 Development form and location should clearly define an urban block structure rather than suburban principles.

Buildings should either be built to the back of the pavement, or have a well defined and enclosed front garden intended as a privacy strip, rather than in-curtilage parking. They should have clear 'fronts and backs'. Entrances should be directly off public streets and development should define and articulate corners of urban blocks. Any large inward investors (non-retail) will be addressed as they arise.

4 The importance of enclosing streets and spaces.

Each new development should be planned to complement and integrate with its neighbours. The continuity of built edges at streets, particularly when planned and executed between adjacent developments, should be carefully considered when defining new urban block structures.

5 The placement of parking

The planning and placement of parking has a significant impact on the definition of an urban block structure and placemaking. Parking should be placed either on the street and/or within back courts. Courtyard car parks brought through to the street edge will erode the possibility of defining a clear built urban edge, thereby creating a 'business park' typology rather than urban townscape.

6 Storey Heights

The site has three key features; the river, the Titan Crane, and the new energy centre. The design of the development and its urban form and scale should recognise and respond to these key features and landmarks. Development should therefore significantly increase in density and height the closer it comes to both the crane, river and energy centre.

7 New development should include a green infrastructure plan

Developers are encouraged to apply for Building With Nature Accreditation which ensures that new developments deliver for the natural world and healthy communities. It provides a framework of quality standards, an assessment and accreditation service, and national awards recognising the design and delivery of high quality green infrastructure.

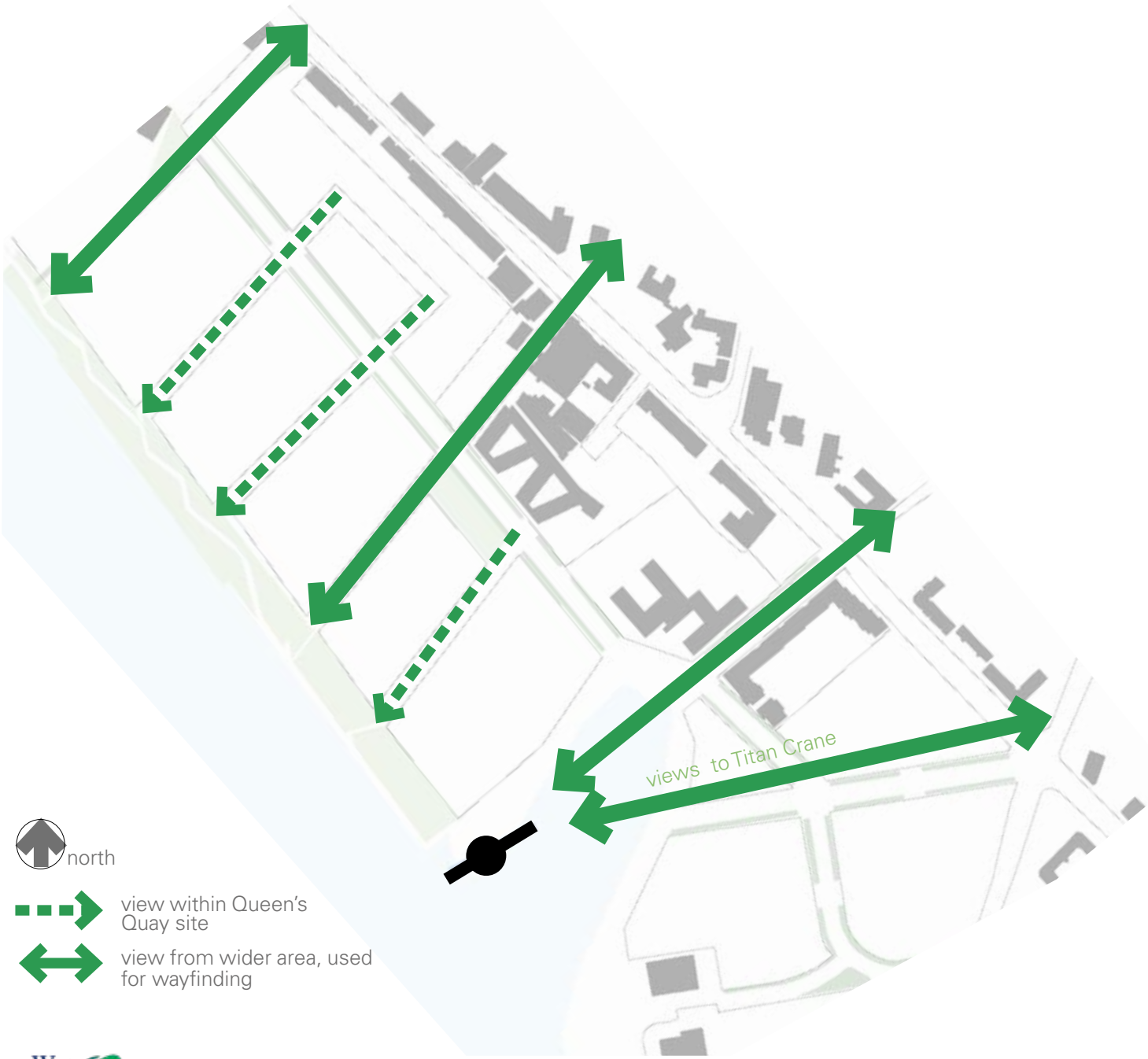
For example, Leeds Climate Innovation District turns a central brownfield site into a resilient, green, mixed-use neighbourhood. Its green infrastructure plan provides greenspace which is an important contributor to sustainability and wellbeing. A biodiversity line runs along the riverbank, and green roofs provide a habitat for birds and pollinating insects. Retaining existing trees and planting more local species helps local wildlife. The green infrastructure network will be enriched with food plants to make it a productive landscape in which the local community can invest and draw benefits in the form of healthy diet, exercise, community participation and seasonal events.

VIEWS AND VISTAS

A fundamental principle behind the masterplan is to create visual connection to the Clyde and the surrounding area, so new streets are positioned to both reinforce and create these connections. Although the new Queens Quay development creates a 'gravitational pull' down to the river, there are other significant connections back into the town, and to the hills beyond that which 'stitch' the new masterplan into the wider physical and cultural landscape.

In some locations, the proposed Boulevards provide vistas which link Queens Quay to the wider Clydebank context. These help to stitch the old in with the new. Some partial vistas begin within the Queens Quay site and provide views to the Clyde via new residential streets which are located where the original slipways were positioned. It is essential that these visual and physical connections to the Clyde are retained. As a minimum, they will need to provide pedestrian and cycle access to the Riverside Walkway - vehicular access need not continue the full length of each vista.

Retaining views and vistas needs to be balanced against the need for shelter in what is an exposed, semi-rural location. Because of this, designers will be expected to assess the microclimate within their own plots and demonstrate to West Dunbartonshire Council Planning Department that this is understood and that their proposed design solution seeks to address this.



STREET NETWORK & ROAD HIERARCHY

In addition to requiring compliance with local and national design guidance, the Design Codes define a hierarchy for different types of streets - based on their significance in terms of both placemaking and movement for pedestrians, cycles and vehicles. Applying the hierarchy will help to create a series of attractive, sociable urban spaces as well as controlling traffic and promoting the attractiveness of walking, cycling and the use of public transport.

The principles of the street hierarchy are evolved from the approved masterplan although their exact alignment and design will be fixed through further planning consents on a plot by plot basis with designs as illustrated in the design codes.

New residential streets: the location of residential streets, and their junctions with Main Street have been fixed by the existing masterplan. They link the Main Street to development plots, form a route to off-street parking areas and are the location for on-street parking.

Mews and boulevards: These routes are predominantly for pedestrians and cyclists, and will be only occasionally used for emergency traffic, delivery and maintenance. Boulevards have a location fixed by the existing masterplan; they provide a physical link to the wider Clydebank area for residents and visitors. Routes running through the centre of the riverside plots are envisaged as fully pedestrianised "Mews" primarily utilised by the residents of Queens Quay.

Pedestrian & cycle links: these routes travel through greenspace and are only used by pedestrians and cyclists, their location is fixed by the masterplan.

Table 2; street design and geometries (design code areas only)

	Residential streets	Mews and boulevards	Pedestrian & cycle links
Design speed			
Target speed for traffic	20 mph	10 mph– emergency vehicles only	Not applicable
Street dimensions			
Minimum carriageway width	4.8 metres	3.8 metres	2.5 metres
On street parking	Yes either or both sides, 2.6m width	Not applicable	Not applicable
Minimum footway width	2 metres to either side	Not applicable	Not applicable
Verge	Yes – same width as on street parking zone	Not applicable	Not applicable
Direct plot access for traffic	No	Not applicable	Not applicable
Vehicular access to parking courts	Yes	Not applicable	Not applicable
Public transport			
Pedestrian access to transport hub	Within 400 metres walking distance	Within 400 metres walking distance	Not applicable
Bus access	No (Main Street only)	No (Main Street only)	Not applicable
Street design details			
Traffic calming	Yes (linear route)	No - retractable bollards at entrance	No - retractable bollards at entrance
Vehicle swept paths	Yes – all vehicles	Yes – emergency vehicles only	Yes – emergency vehicles only
Junction sightlines	TBA by WDC Roads Dept	Not applicable	Emergency vehicles only
Junction spacing	TBA by WDC Roads Dept	Not applicable	Emergency vehicles only
Junction radius	TBA by WDC Roads Dept	Not applicable	Emergency vehicles only

STREET HIERARCHY

Street hierarchy outwith Design Code areas

Dumbarton Road

Main Street - a masterplanned large-scale vehicular access route currently under construction

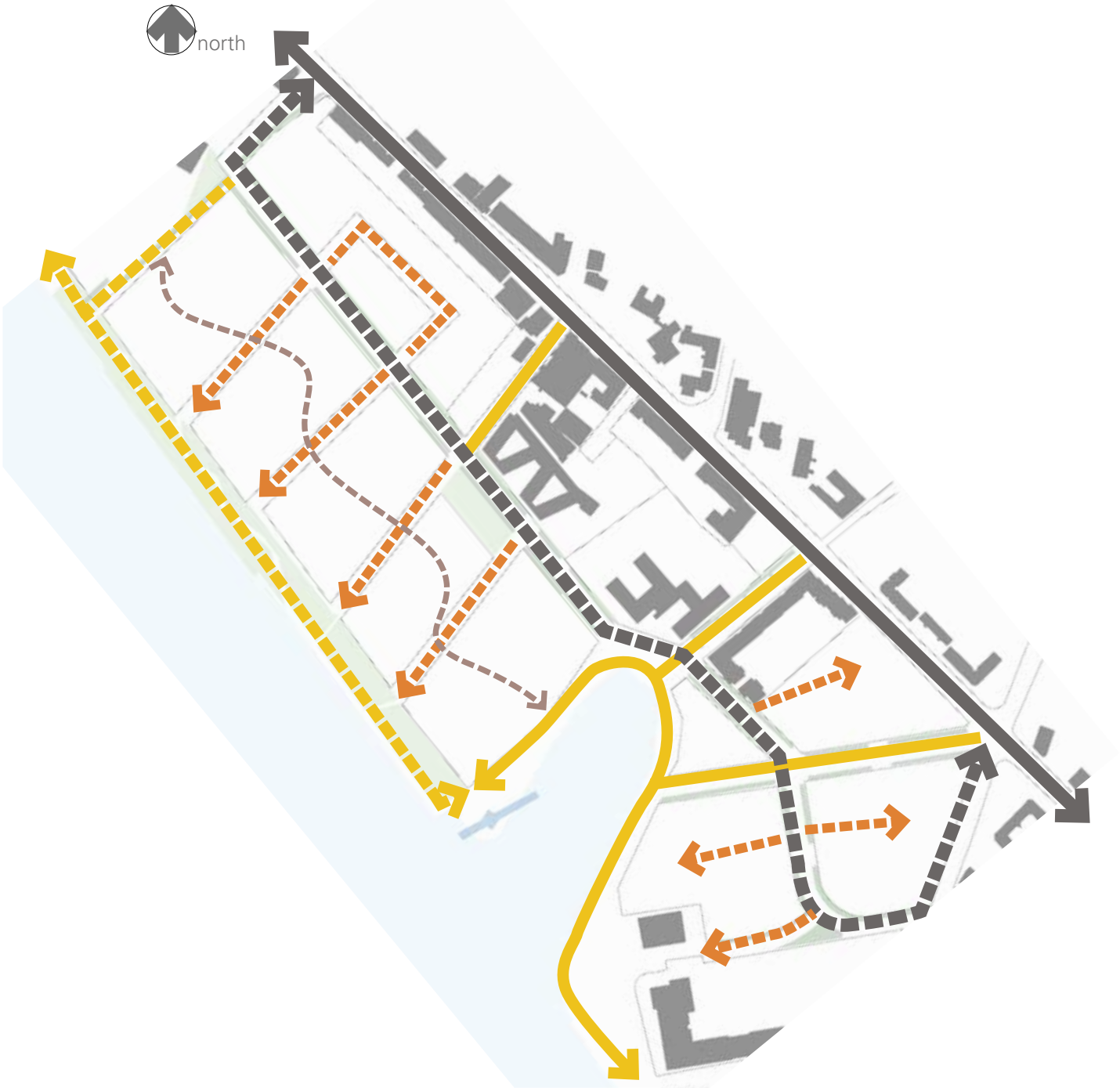
Pedestrian and cycle route with occasional access for emergency vehicles

Pedestrian and cycle route only

Street hierarchy within Design Code areas

Residential access road - vehicles, pedestrians and cyclists

"Mews"- residential pedestrian and cycle links with occasional access for emergency vehicles

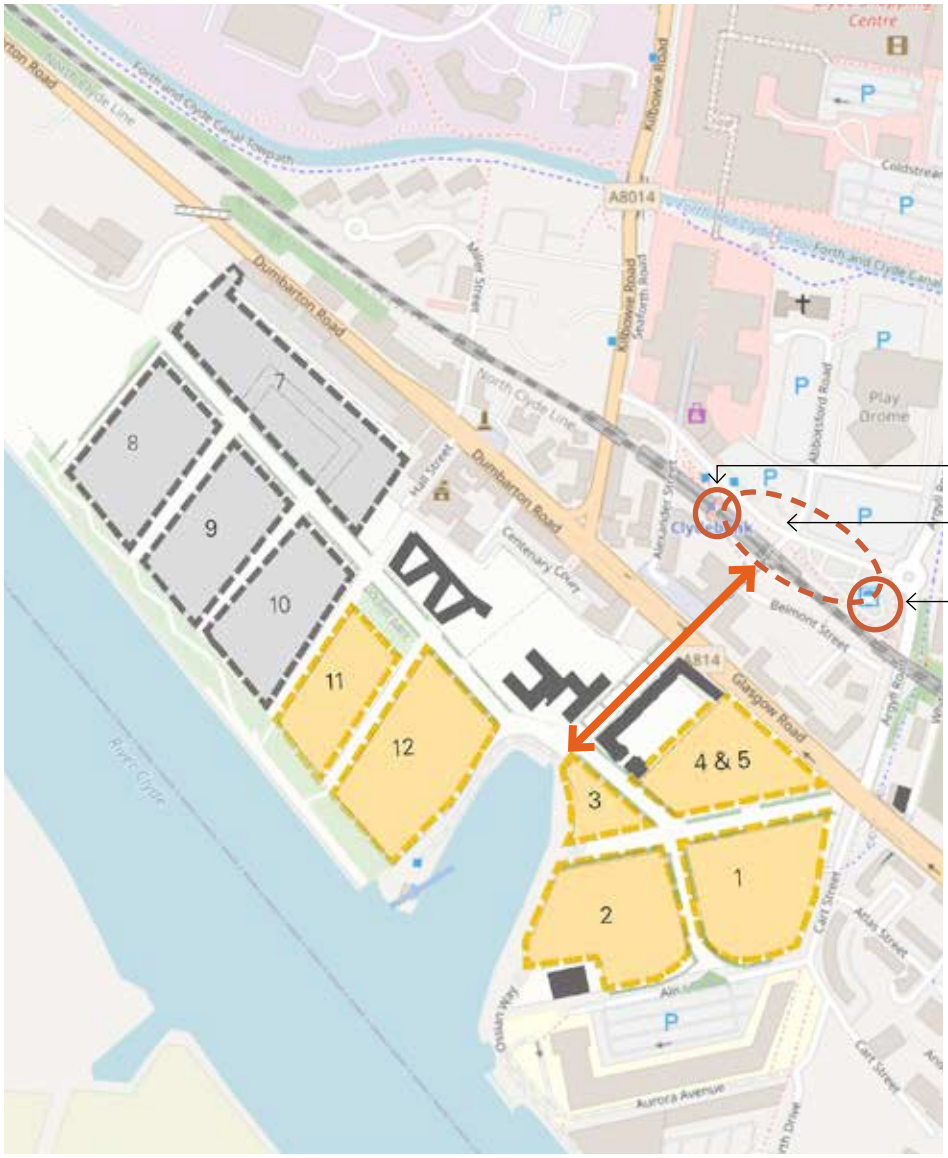


DENSITY & MASSING

There is a natural division within Queens Quay. The plots shaded in yellow are within easy walking distance to the train station and public transport hubs. They are also located in an area where a higher density is more appropriate because of the larger scale of development, and greater building heights beside the proposed mix of uses and the Titan Crane.

The plots shaded in grey are further from the transport hubs and train station, and are not located beside buildings and spaces with a larger scale urban character. They are more suitable for a lower density development, with lower building heights while still retaining an urban character.

The development block adjacent to the pocket park bridges areas of higher density (to the east) and lower density (to the west). It should have a simple clarity of urban edge and character, bringing people to the park spaces to the north and south of the block.



north

higher density - area within easy walking distance to new Clydebank transport hub

lower density - Clydebank transport hub is less accessible

improved pedestrian route to transport hub

BUILDING TYPOLOGIES

The location of different building typologies supports the key design principles described on page 17:

- They maintain and protect key historic connection routes and vistas
- They provide opportunities for scale fronting larger civic spaces and streets, with storey heights which respond to their location
- Development form and location clearly defines an urban block structure
- Development encloses streets and spaces
- Parking can be located appropriately
- Mixed use development is focused around the Fitting Out Basin and the new health centre and care home.

A consistent approach to materiality is required across all development plots.

BUILDING HEIGHTS

Location	Building height	Frontage continuity	Privacy distances from frontage to footpath	Commercial/ retail use at ground floor
Development facing on to Fitting Out Basin	4 to 8 storeys	Yes	Not required where there is a retail/ commercial use at ground floor, otherwise minimum 1.5 - 2 metres	Preferred where shown as mixed use
Boulevards with some commercial uses (Mixed use typologies)	4 or 6 storeys	Yes	Not required where there is a retail/ commercial use at ground floor, otherwise minimum 1.5 - 2 metres	Preferred
Main Street	2 to 3 storeys	Yes	Minimum 1.5 - 2 metres	No
River frontage	3 to 8 storeys	No – discontinuous blocks to allow views to river	Minimum 1.5 - 2 metres	No
Residential streets	2 to 3 storeys	Preferred	Minimum 1.5 - 2 metres	No
Mews houses facing onto residential pedestrian and cycle links	2 storeys	Preferred	Minimum 1.5 - 2 metres	No

LANDSCAPE: CHARACTER ZONES

The site has been divided into eight landscape character areas/typologies. The landscape requirements for each character area are set out in the design codes; these include key information on relationships and layout, precedents, furniture, materials and planting.

Streets - Urban: a formal civic character relating to the scale of the wider street and town houses on the main route through Queens Quay

Streets - Parkland: residential areas that reflect the soft green landscape of the riverside park

Nodes: areas of enhanced public realm and landscaping

Mews: intimate, smaller scale housing along a pedestrian route running east to west through residential blocks

Parking Courts: informal but functional back of house spaces: communal parking, servicing and bin storage areas

Backcourts: less dense parking courts incorporating communal parking, servicing and bin storage areas set within amenity and green space

Park: new development links to, and borders, the expansive riverside park

LANDSCAPE: HIERARCHY OF NODES

Along the route running through the centre of the riverside plots, it is proposed to create neighbourhood nodes. At these spaces the street should open up to create an area of public space that is sheltered from the prevailing winds and weather.

Each node should be activated by building frontage and soft landscaping. The pedestrian should be dominant in these spaces.

These nodes increase in significance, not in size, as they move towards the basin. Any proposed developments should take cognisance of this and demonstrate to the Planning Authority how each node relates to the other.

PARKING

Queens Quay is very close to the improved Clydebank Transport Hub, so there is an opportunity to create a new urban area which prioritises movement on foot and by cycle, rather than by car. The Design Code therefore stipulates maximum parking numbers for individual development plots.

There is a natural division within Queens Quay where parking density changes. Plots which are closer to the train station and public transport hub also contain elements of primary building frontage to Dumbarton Road and the Basin. This is an area where proximity to the new transport hub, plus a higher dwelling density will support a more urban character. This can potentially be undermined by larger areas of parking so a maximum targeted parking ratio of 70% is to be provided in these areas.

It is likely that car ownership will be higher for plots which are further from the transport hubs and train station. In these locations the density is lower. Because of this, they can achieve higher parking levels. A maximum targeted parking ratio of 100% is to be provided in these areas. (Parking allowances should include garage spaces).

Developers should provide a parking strategy, including a parking matrix which demonstrates how parking is allocated within development areas (for example, smaller flatted dwellings may have no allocated spaces while larger new homes could have two) and how they are to meet the respective parking targets.

The Scottish Building Standards require 5% of parking spaces to be 'accessible'. These spaces require a wider parking bay and must be close to the building entrance.

Car club spaces could be provided to offset lower numbers of parking spaces. Electric charging points should be provided.

Visitor parking for cars, small vans and motorcycles should generally use shared, public on-street parking. Cycle storage should comply with Cycling by Design by Transport Scotland.

Parking character

Parking ratios

Plot No	Parking ratio PER RESIDENTIAL UNIT	Cycle storage PER RESIDENTIAL UNIT
1	70%	2 spaces
2	70%	2 spaces
3	70%	2 spaces
4&5	70%	2 spaces
7	100%	1 space
8	100%	1 space
9	100%	1 space
10	100%	1 space
11	70%	2 spaces
12	70%	2 spaces

WASTE AND RECYCLING

The preference is for a circular route for cleansing vehicles through rear courts; this will entail a coordinated approach between developers, which should be included as a condition for planning consents. This approach will allow bins to be wheeled to the rear of properties.

There should be no more than 7 metres of a 'pull distance' for the bins from the location of the bin stores to the cleansing vehicle. Each household will require three 240 litre bins (grey/brown/blue) emptied on a fortnightly cycle.

At flats, this figure is translated into 1100 litre bins on a ratio of 3:1 waste:recycling bins. For example, 13 flats would have four 1100 litre bins (3 waste, 1 recycling). These should be stored in a communal collection area.

Where properties are higher rise (for example 7 storeys) an external bin store should be provided rather than an internal space. Where blocks are mixed use, this store should provide separate space for commercial uses.

Waste and recycling to be further considered by West Dunbartonshire Council on a plot by plot basis.

Cleansing department vehicle routes through parking courtyards

AGGREGATED DIAGRAMS

This drawing collates and displays all of the previous diagrams. The attributes of each diagram come together to work as a whole, creating a mesh of urban design parameters for Queens Quay.

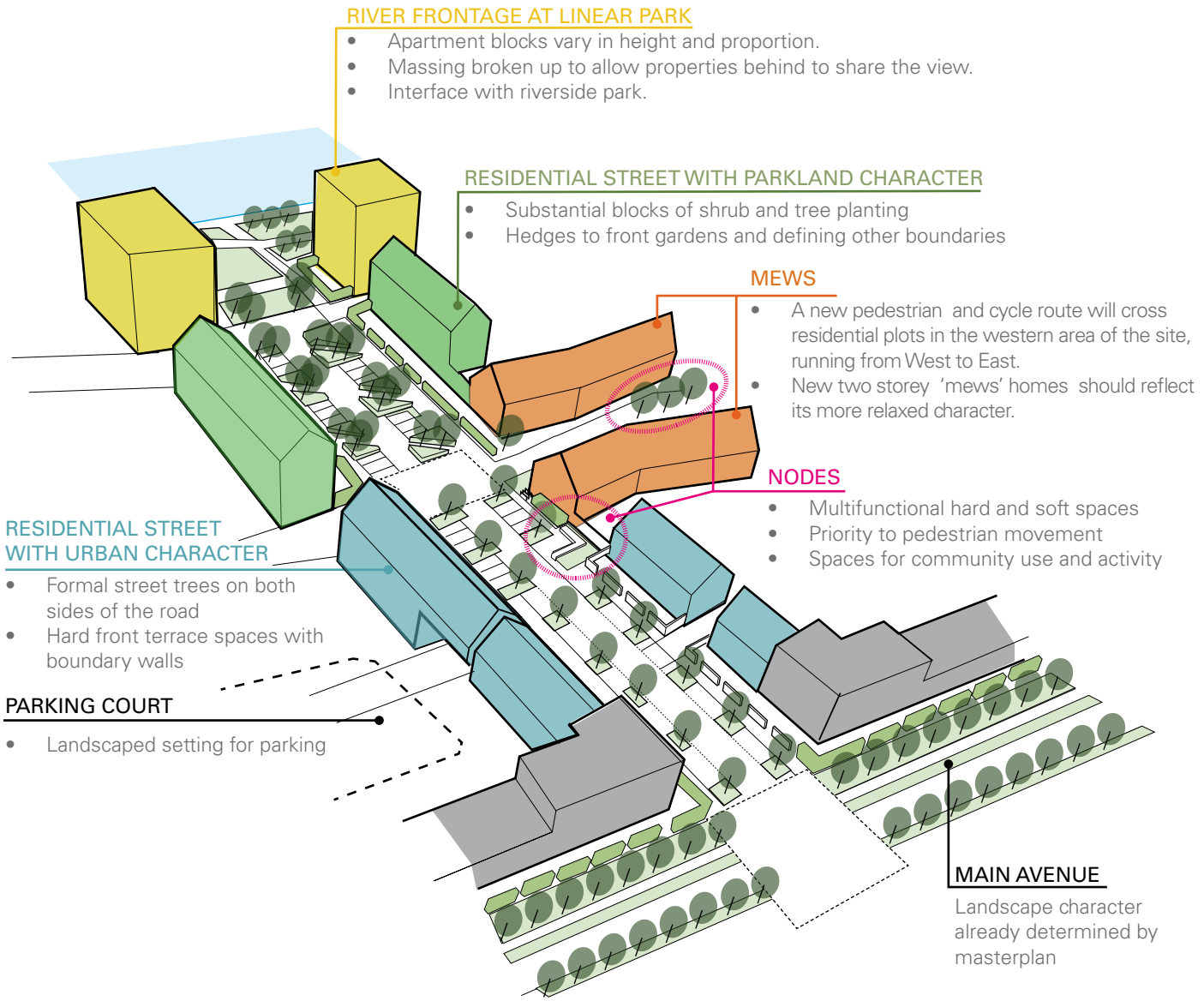
It is essential that these parameters are met by each development plot to ensure conceptual continuity through the Queens Quay area. This will then establish Queens Quay as a valued and desirable location to live, work and socialise.

CHARACTER AREAS

The Design Codes demonstrate how the landscape and streetscape changes from a more urban approach beside Main Street and the Fitting Out Basin, to a parkland character beside the river. Previous pages have identified the key principles and issues which need to be addressed by developers. The following pages explain how these principles apply to specific character areas:

- The river frontage at the linear park
- Residential streets with parkland character and residential streets with urban character
- Mews
- Nodes

The diagram below shows a typical street where the landscape and streetscape treatment will vary from a more urban approach beside Main Street to a parkland character beside the river. Refer to the diagram on Page 22 for the locations of each landscape/streetscape character type.



RIVER FRONTAGE AT LINEAR PARK LANDSCAPE AND STREETSCAPE CHARACTER

Flats at the riverfront will make the most of views to the river for as many residents as possible. This is achieved by breaking up the massing of flats beside the river so that properties behind are not overshadowed and share views.

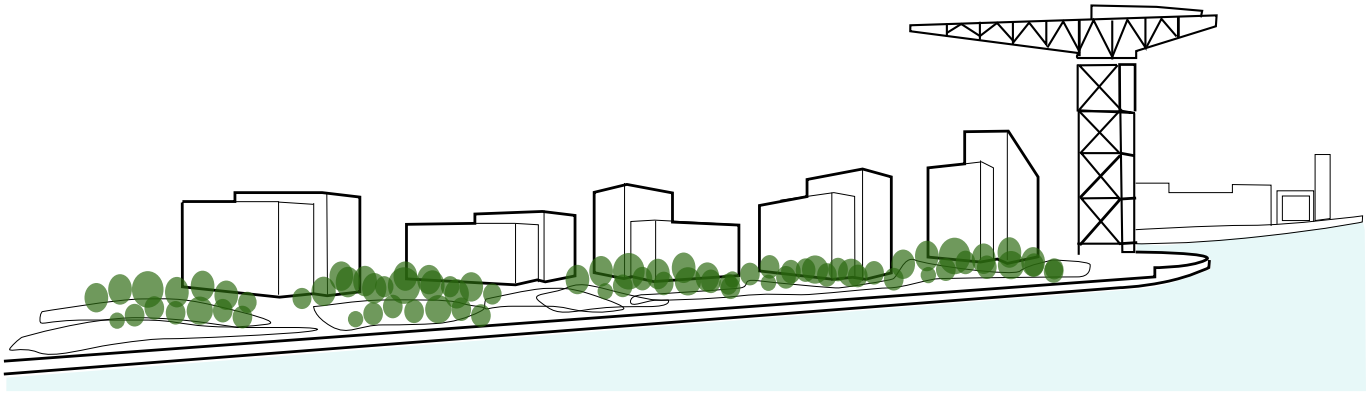
These apartment blocks should vary in height and proportion, bringing drama and a memorable edge to the waterfront.

There are opportunities to maximise the number of flats fronting or looking onto the river. This could be achieved in a number of ways – either by providing more development of a scale along the river frontage, or to extend the higher flatted blocks back further into the site, providing oblique views out to the river and a less monolithic edge.

Each development plot will have an edge that seamlessly interfaces with the proposed riverside park. The apartment blocks here will sit 'in the park', with a greater extent of greenspace extending up into each street and wrapping around the buildings. A central private space is created between the higher buildings which retains views through the block. Planting in this area will be the same as the riverside park.

Riverside development at the western side of the basin should have the highest residential density to create drama/ impact and frame the sizeable basin area. At the eastern side it would be appropriate to consider office or commercial uses.

The orientation and aspect of the riverside frontage provides opportunities for facades to incorporate balconies and other features such as vertical gardens.



Diagrammatic illustration: building heights vary, and the frontage of urban blocks is broken up with set-backs in some locations. This layout minimises overshadowing and allows permeable access and views towards the river from the interior of urban blocks.

Key principles control new development along the river edge:

- Scale: blocks at a range of scales and heights at a scale that complements the linear riverside park
- Variety: uniformity is to be avoided, while utilising the materials and details included in the Design Codes
- Articulation: there should be differing scales, façade depth and layering
- Edge: new development should have an impact for people walking through the new linear park.
- Corners: interesting, characterful facade treatment at corners
- Breaks: between blocks to achieve light and view penetration
- Landscape: this should clearly differentiate between, and define, public and private spaces
- Memorability: development should contribute to a new memorable place of distinction and quality.

Where residential streets meet the linear park

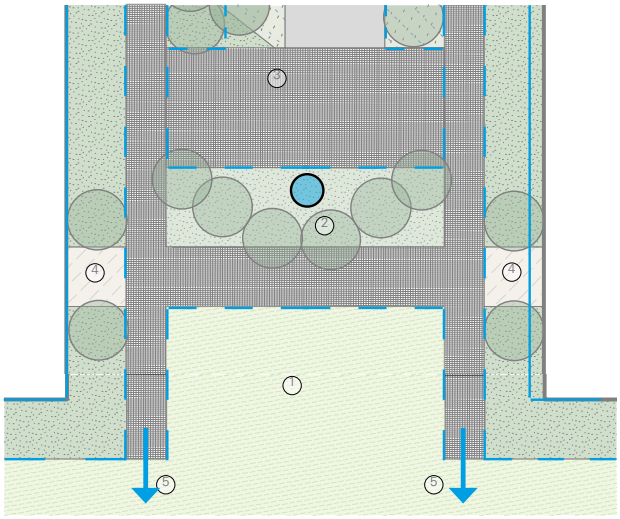
The masterplan locates linear residential streets so that they open up vistas towards the river. Where these streets meet the linear park parkland greenspace should extend into the street as shown in the diagrams to the right.

A hard landscaped area of public realm terminates access roads and provides a drop off space at the entrances to flats which face out onto the Clyde. It is important that these spaces are overlooked by adjacent properties.

The boundary to the plots should be defined by either brick walls to match the building or with planted hedges. The height of boundary treatments must allow casual surveillance of the park.

Level changes between ground floor level / external private space could be used - up to a maximum height of 600mm. This will ensure surveillance is maintained but provide some privacy.

Indicative approach: residential streets meet linear park



1. Parkland greenspace extends into street
2. Feature artwork at the end of each street. Parkland sweeps up to the road end.
3. Hard landscaped area "designed-in" to street; extent of hard surfaces screened with planting (no parking)
4. Entrances to flats direct to street and across parkland
5. Direct connections into the park

Indicative approach: cross section at end of residential street

Not preferred

fencing & 'standard' back gardens

Preferred

good surveillance & overlooking

Precedent

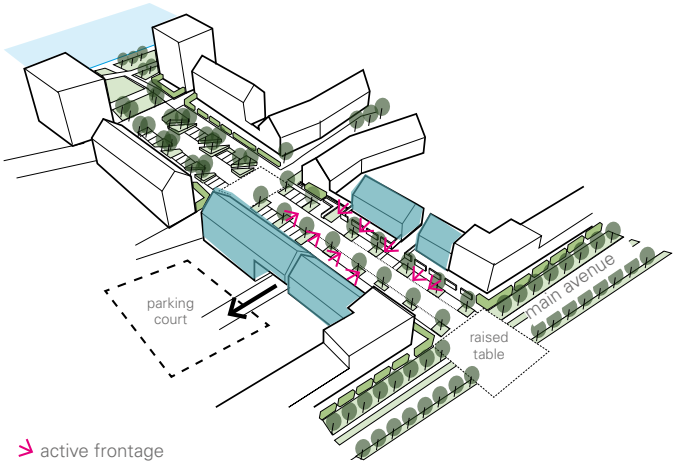
- greenspaces within pedestrian environment
- small scale trees

RESIDENTIAL STREETS WITH URBAN CHARACTER

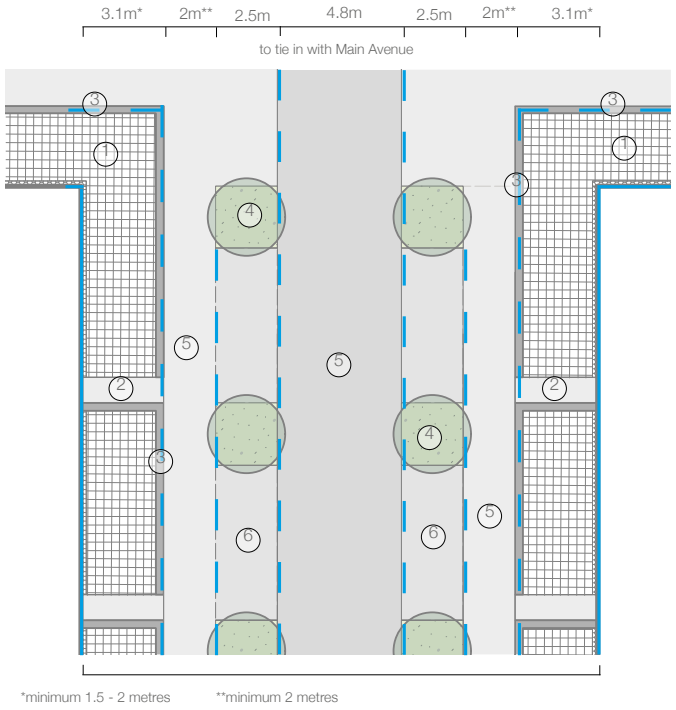
Refer to diagram on page 23 for the location of streets with urban landscape character.

These areas have a formal civic character which relates to the scale of the wider street, flats and town-houses on the new Main Avenue and Dumbarton Road. They are urban areas with formal planting and hard landscape materials. They should have an active frontage, with entry to homes from the street and gardens/ privacy areas enclosed by continuous boundary walls.

Detailing should be crisp and rigorously geometric. Materials reflect the palette for Main Avenue within the existing masterplan, and buildings and external features should use the same materials eg. brick boundary walls and metalwork.



Indicative approach; street plan & cross section



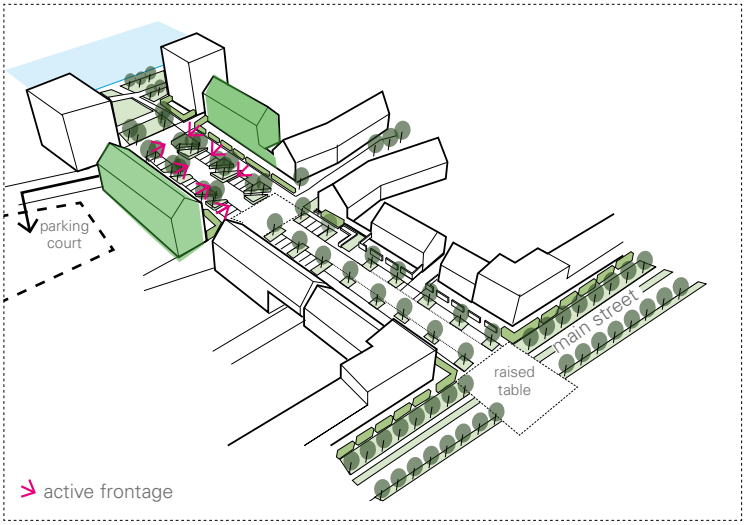
1. Hard surfaced front courts with clearly defined thresholds
2. Front entrances to all dwellings direct from the street
3. Brick boundary wall with brick cope and steel gates (1,200mm high)
4. Formal street trees (semi mature size) in large tree pits with grass and emergent bulbs beneath (max 12m centres)
5. Bitmac carriageway, parking bays and footways
6. Parallel visitor parking on both sides of road (max 2 spaces in a row before break)

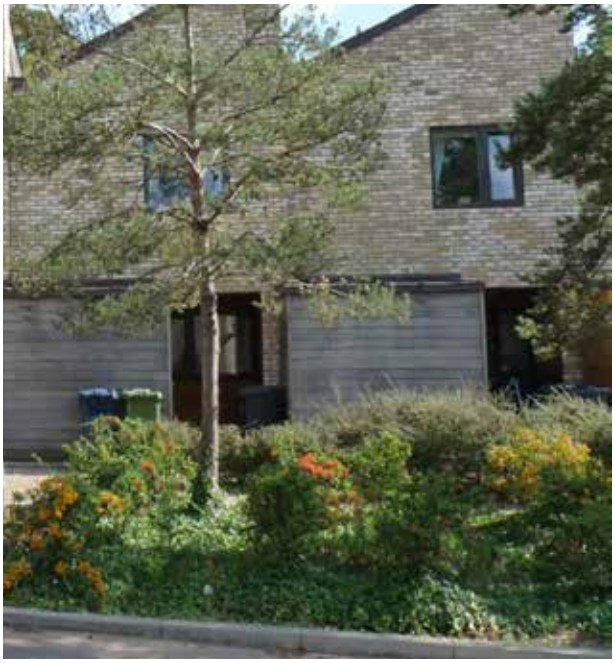
RESIDENTIAL STREETS WITH A PARKLAND CHARACTER

Refer to diagram on page 23 for the location of streets with parkland landscape character.

In this area, houses and blocks of flats feel as if they are set in the riverside park. The character is green and leafy with a palette of native plants and an informal feel. Visual and physical links to the park and the river are retained.

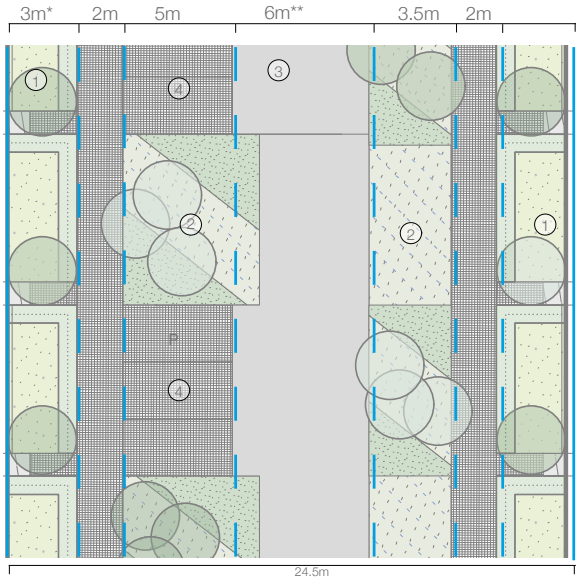
Planting should have a native coastal palette, paving is less formal and nose-in visitor parking clusters are broken up by swathes of shrubs and grasses that reflect the park character. Careful attention should be given to creating an appropriate micro climate given the exposed nature of the site.





Indicative approach: street plan & cross section

*minimum 1.5 metres
**minimum 4.8 metres outwith parking areas



1. Front gardens defined by a hedge and entrances marked with a tree
2. Large scale parkland planted blocks with native shrubs and trees to extend park into housing areas
3. Bitmac carriageway, small unit PC paving for parking and paths between planting
4. Visitor parking provided as nose-in spaces in blocks of 3, between planting

MEWS - CHARACTER

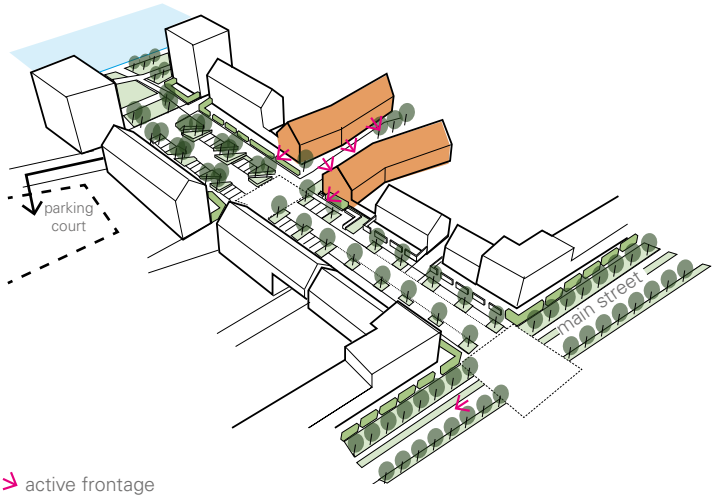
Refer to diagram on page 23 for the location of mews.

A new pedestrian and cycle route will cross residential plots in the western area of the site, running from West to East. (although service and emergency vehicles must be able to access). New two storey 'mews' homes should reflect its more relaxed character.

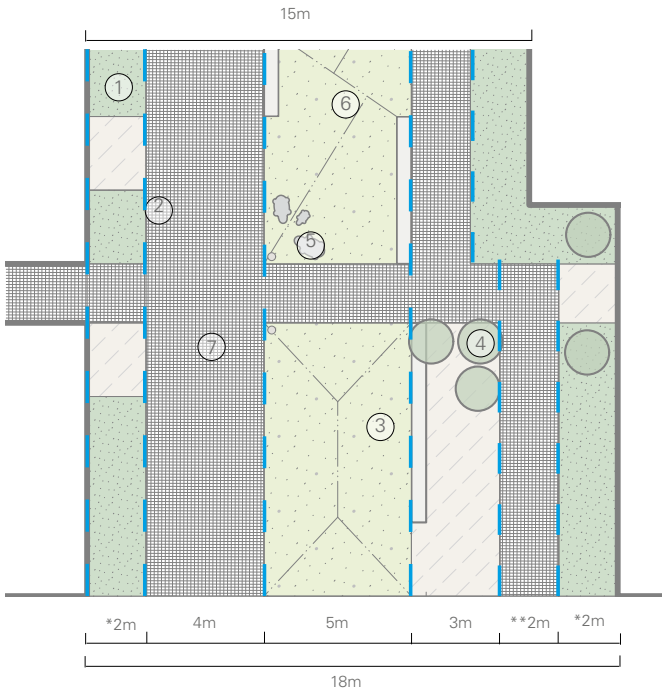
This is should functions as a social 'connector' - a fluid and seamless 'lane' that runs east to west through development plots and which is attractive and functional.

The Mews is smaller in scale (15 metre to 18 metre in width) and has a less formal character, with groups of trees defining convivial spaces for seats and bike racks. Small scale pedestrian paths cut off the lane to create convenient links to car parks.

Playful artworks and greenspace replace the traditional road and create incidental spaces for children and a unique sense of place.



Indicative approach: mews



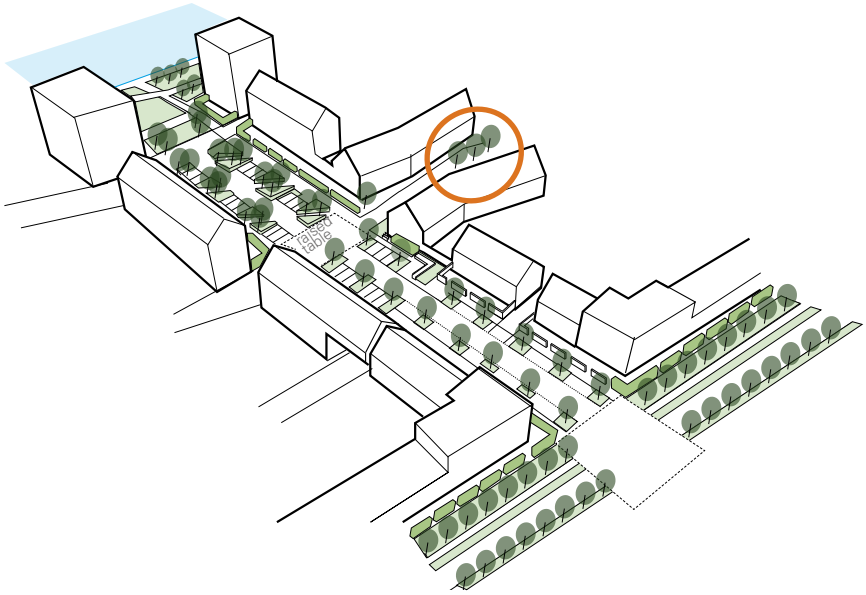
*minimum 1.5 - 2 metres **minimum 2 metres

1. Buffer planting - creates privacy and defines building thresholds
2. No boundary walls/treatments to plot edges
3. Greenspaces running through the street - widening with steps in the building to create space for activities
4. Small domestic scale trees holding in spaces and corners
5. Incidental features/ sculptures for play
6. Landform within the greenspaces to create variety and interest and integral seating
7. Occasional / emergency vehicular access route - kept to the south (shadier) side of the street

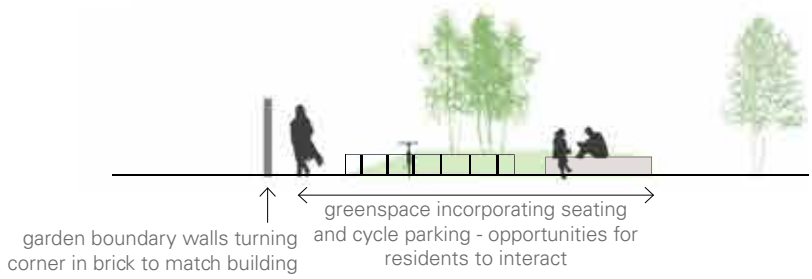
NODES - CHARACTER

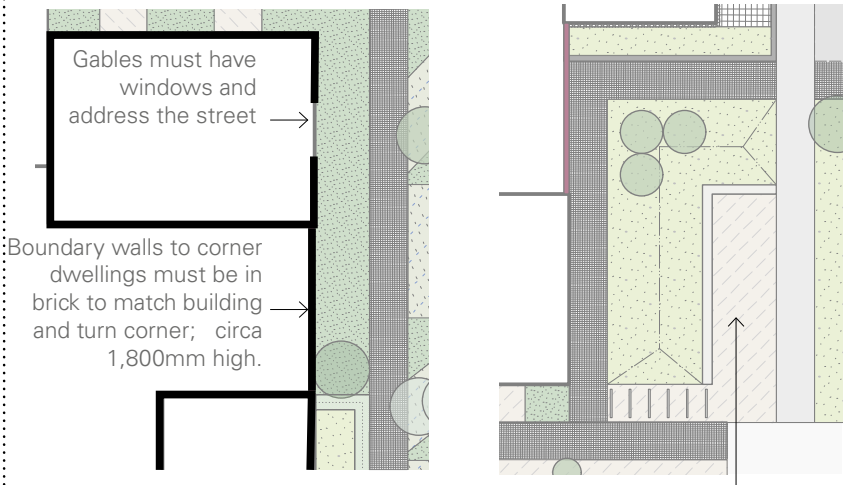
Nodes are intended as important hubs for orientation and for social activities. In these locations, appropriate flexible space should be created for small gatherings or positive street-scale community activities.

Some nodes are located within the pedestrian walkway running through mews housing Other nodes are at residential streets and will give pedestrians priority through a large raised table. This space will allow vehicle access on a 4.8m wide carriageway, bounded by seating areas, trees, bike and visitor parking.



Indicative approach: nodes





Diagrammatic illustrative layout for design option for nodes at mews

BACKCOURTS - LANDSCAPE CHARACTER

Larger plots designated for residential and mixed use have the potential for a balanced approach between landscape and limited built form. These spaces provide an excellent opportunity to enhance the development in a number of ways. These spaces could create a more dispersed parking solution, provide community space for activities such as food growing, create habitat and ecological benefit such as woodland or community greenspace, or be used for rain gardens and rainwater harvesting, urban forest and forest school activities.

Refer to further precedent images overleaf.

PARKING COURTS - LANDSCAPE CHARACTER

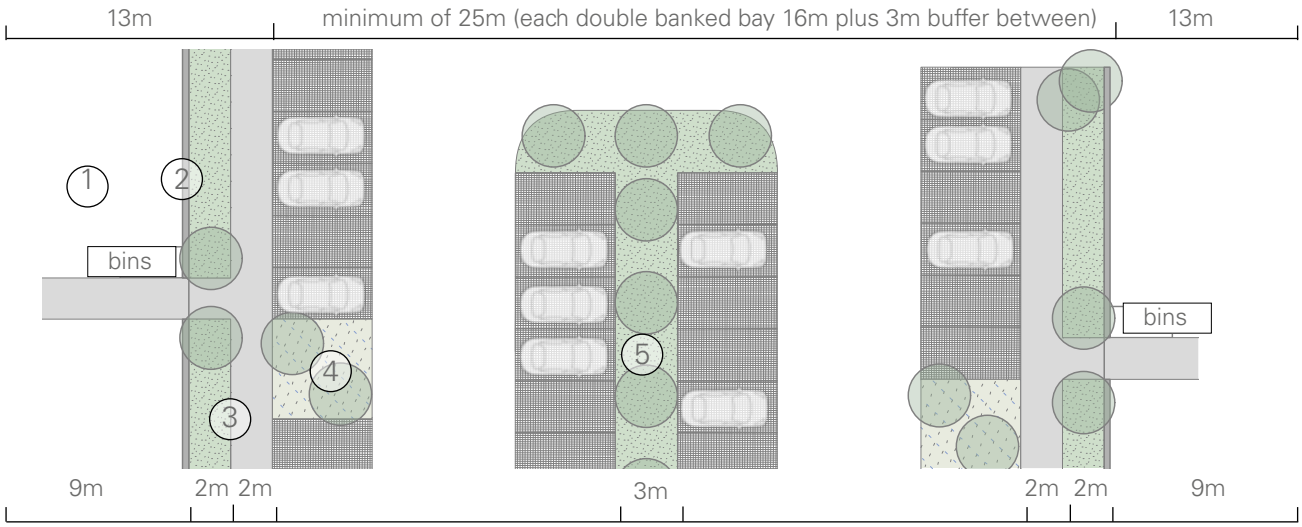
Parking courts are functional spaces which will provide residents parking, bin storage and access.

Each should have a distinctive character and a strong sense of enclosure – either through built form, tree planting or appropriate boundary treatments. Courts should be designed to accommodate wheelie bins and recycling storage so that they do not dominate views. They should provide easy and direct access to dwellings. Parking areas should not reduce useable rear garden areas and sufficient space must be given to green buffers around the edges of these spaces, and to provision of trees both to the edge and at the centre of the space. To ensure the character of these areas is appropriate and does not deteriorate over time the indicative dimensions set out overleaf are suggested as the minimum for buffer and planted spaces.

Parking integrated with greenspace

An integrated approach should be taken for parking areas and greenspace in backcourts, as demonstrated by this residential development at Shuna Crescent, Glasgow

Indicative approach: parking (overall dimensions will vary dependent on the number of parking spaces required)



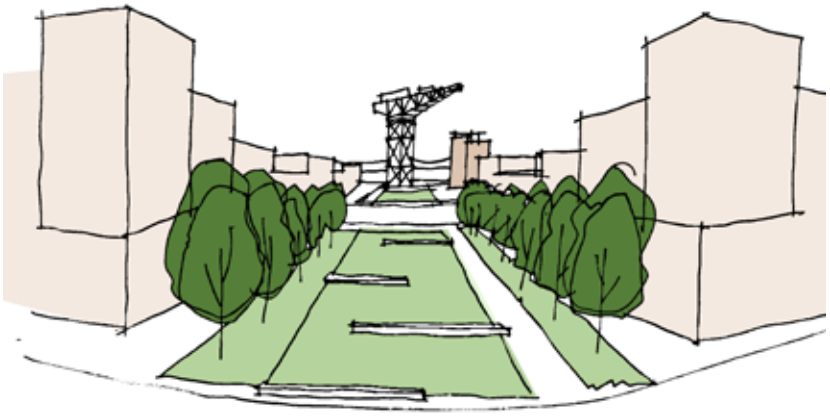
1. back gardens / communal areas minimum 9m deep with bin storage at boundary allowing access from gardens and parking court
2. boundary treatments should be solid and not permeable (timber or brick), maximum 1.2 metres high
3. a planted buffer including trees should be around edge
4. max 6 parking spaces around edge of space before broken up with a planted block - including multistem trees
5. central buffer with avenue trees between bays - minimum 2m width with trees planted in linked tree pits

precedent projects from top left, clockwise: backcourts accommodate a range of community uses; bin stores integrated into boundary walls and parking screened; avenue planting within parking areas; integerated landscape and parking areas

MASTERPLANNED AREAS - STREETSCAPE CHARACTER

The boulevards linking the town centre and Queens Quay, together with the area around them, will be busy, mixed use areas.

New development at each Boulevard will have a 'Gateway' function. Where buildings are situated close to Dumbarton Road, they provide an opportunity to signal the transformation of the new Queens Quay to the wider Clydebank area. High quality designs and materials are therefore essential. Some retail and commercial development is encouraged in plots alongside the boulevards, located at the ground floor of each development block.

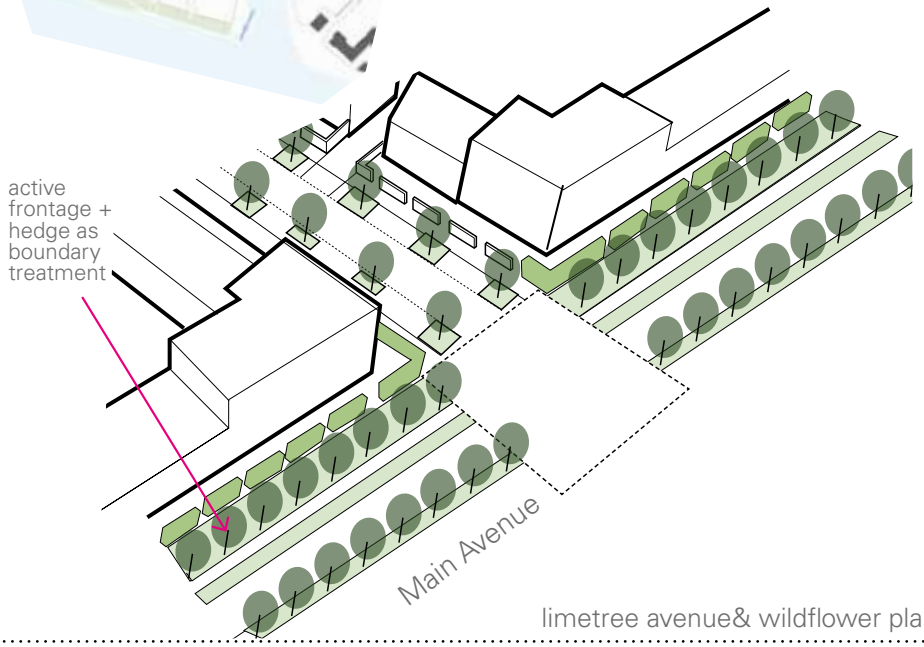


pedestrian boulevard leading to the Titan Crane

shared surface boulevard from masterplan design statement

Development at Main Avenue will complement its large scale 'civic' location.

Because of Main Avenue's generous scale, new development beside it will need to 'contain' the space within the street, so buildings of a reasonable height, together with a continuous façade, are essential. Building typologies and massing at Main Avenue will change from three storey townhouses at the most western plots where the density is lower, to 6 -7 storey corners closest to the Basin and the Titan Crane.



limetree avenue& wildflower planting from IWA masterplan documents

MATERIALITY

HISTORY + COMMUNITY

The redevelopment of Queens Quay will contribute to the wider regeneration of Clydebank. As such it is important to be sensitive to the cultural significance of the sites history.

The Queens Quay site was formerly the John Brown Shipyards. Before that it was owned by the Thomson brothers. Prior to that it was agricultural land owned by the Cochno's and was miles from Glasgow's urban borders. The rapid development of Clydebank is directly related to the ship building activities. People moved to the area in droves for work in the yards. As such it is important that this part of the history of Clydebank is referenced in the new buildings of Queens Quay.

Likewise it is to be recognised that the shipyards are also a substantial source of ill health in the community. Legacy issues around exposure to dust and chemicals including asbestosis still prevail from the shipyards labour force, who still reside in the area. The decline of the shipyards is also linked to the social deprivation in the area.

As such the proposals should have a **nod to the past** but must take cognisance of the circumstances this caused, and so **look to the future**. Consequently literal interpretations or representations of industry are not felt to be appropriate. New designs should be aspirational and point towards a healthier Clydebank, with a new urban heart.

The rich history and heritage of this site is reflected in the design and materials of the new buildings and will be taken forward in both Arts Strategy and the Street Naming Strategy.

HISTORICAL SITE REMNANTS

Based on a 1918 Map of John Brown Shipyards the original workshops have been shown dashed on the adjacent diagram. Entrance Gates to the shipyard sat at the ends of Hall Street and Wallace Street. What remains today of historical significance includes the Titan Crane, the quay wall, the Town Hall, Library and the Baths. While the culturally important buildings are sandstone, the majority of buildings in the shipyard were brick. As such it is felt that a predominantly brick character is important for Queens Quay.

Beyond brick, it is clear that metal is of core significance to the site. Primarily steel, as this was the main product from the foundry. This was used to form the ships hulls, mechanics and structures. The shipyard and possibly even Clydebank, would not have existed without the foundry.

Secondary in importance to steel are copper, zinc (galvanising) and brass.

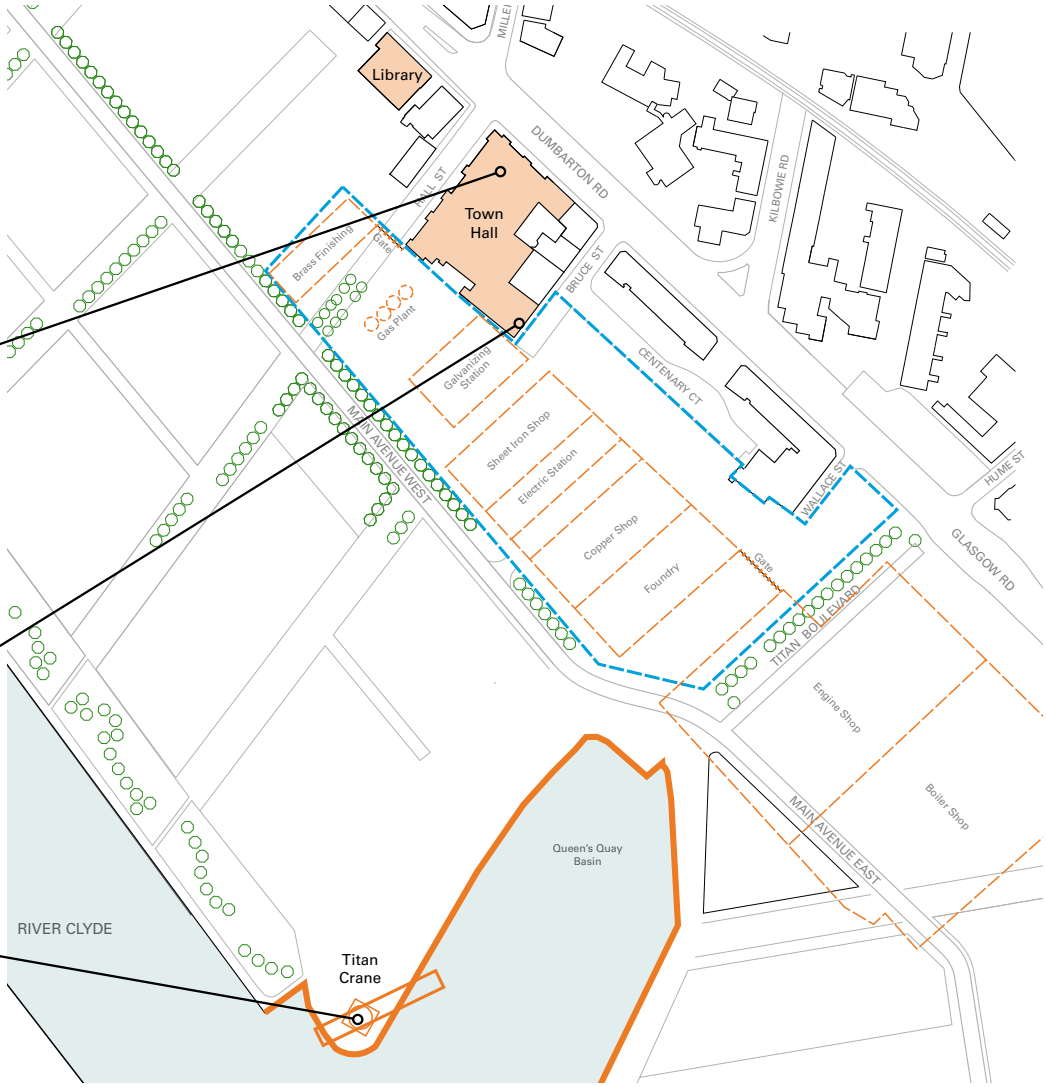
This historical and contextual analysis provides the basis for a robust material selection for the site. These materials are in wide use today, however when applied as a material palette they contain an embedded link to the social history of Clydebank.

The future designers of Queens Quay must take care to apply these materials sensitively, so that the buildings and streets exhibit a nod to the past but demonstrate a clear view on an aspirational future.

Clydebank Town Hall

Facade of Old Baths

Titan Crane and
Queens Quay Basin



ROBUSTNESS

To ensure the longevity of Queens Quay, a detailed analysis was carried out to identify materials used in the locality and how they had performed over time. It is known that the weather conditions on the banks of the Clyde differ to inner city locations, through prevailing winds, a harsh environment and a greater exposure.

Following the analysis the materials used were categorised into two broad categories, successful materials and less successful materials.

- The images below describe materials that are less successful
- Smooth panels, particularly in large format had not weathered well.
- Smooth tiling, brick or terracotta in a stack bond pattern do not weather well.
- Timber cladding weathers unevenly depending on prevailing winds.
- Laminated panels were noted to exhibit signs of delaminating.

As such designers should not propose this type of material or detailing at Queens Quay.

Less Successful

ROBUSTNESS

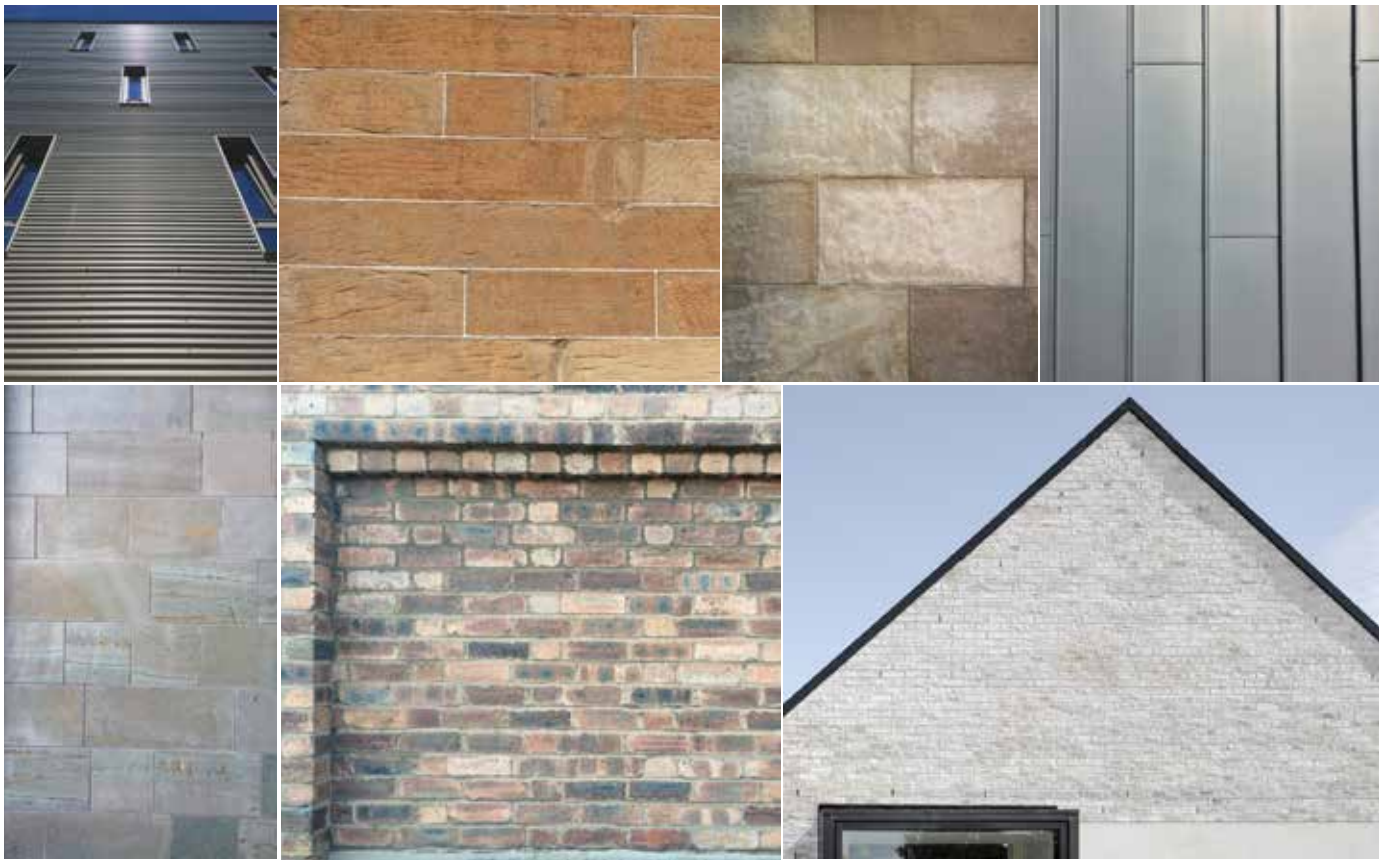
Materials that were successful exhibited a number of common traits. These should be utilised in the material selection and detailing at Queens Quay.

Surface texture is an important feature, traditional style brick laid in stretcher bond, multi bricks with a variety of colour and depth of tone, traditional stonework and ribbed metal, or standing seam panels all aged well in Clydebank.

There are also opportunities for a brighter colour palette for some small-scale features, linked to the Arts Strategy.

Cropped eaves lines are also important to achieve a consistent weathering appearance across the facade. The successful examples were evenly exposed to the elements and so were able to weather naturally.

✓ Material Successes



MATERIALS PALETTE FOR QUEENS QUAY

Simplicity

For a clean and consistent aesthetic across the site, no more than two cladding materials should be used on a building. Given the scale of the Queens Quay development some variety is encouraged within a pre-determined palette of materials. It is envisaged that the buildings may be articulated differently and may vary in colouration between sites, provided they draw from the material palette noted below.

Designers should carefully consider the local climatic conditions while specifying cladding with appropriate combustibility classifications for its type and location, taking cognisance of all relevant legislation and guidance.

Planned Weathering

The local climate at Queens Quay can be severe, with strong prevailing winds and driving rain. Detailing on all buildings must be robust to ensure that rainwater is cast off cills, copes and flashings.

Consideration should be given to the intended long term aesthetic of materials. For example, oil canning (wrinkling of the otherwise flat panel caused by heat expansion) of standing seam metal cladding must be considered and shown to be part of a planned aesthetic for the building. Brick detailing, such as corbelling, can provide features or areas of interest, however consideration needs to be given to the possibility of staining where water runs off or is directed.

A Materials Palette for Queens Quay

For the reasons stated previously, a palette of materials is provided overleaf. These are deemed to be favourable by the Planning Authority at Queens Quay. The proposed materials of any building submitted to the Planning Authority in relation to Queens Quay should demonstrate compliance with this Materials Palette.

The Materials

Preferred materials are listed on the following pages.

Built Form - Materials Palette

Cladding Material 01 - Brick

Traditional style clay stock brick, laid in stretcher bond, specified as a multi for depth of tone and variety of colouration. Colour matched mortar is preferred. Technical specification of the selected bricks should be appropriate to the local climate. Performance of moisture absorption, durability and active soluble salts must be considered.

Buff / Cream brick is favoured. All proposed bricks should tone with one on another on a single building. A contrasting Grey / Black brick could be considered to highlight key features. All bricks should tone with one another between sites.

✓ Preferred
Buff / Cream
Traditional
Multi Clay
Stock Brick

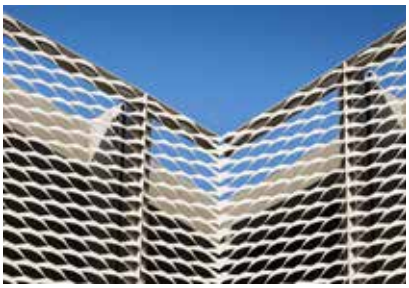
✓ Preferred
Buff / Cream
Traditional
Multi Clay
Stock Brick

✗ Not Preferred
Red / Brown
/ Orange /
Yellow / Blue
Bricks
Wirecut and
or Extruded

Cladding Material 02 - Metal

Steel - Corten is favoured due to its suitability to the environmental conditions. Care should be exercised to ensure that the Corten is pre-weathered off site, or detailed to weather in-situ without staining adjacent surfaces.

Copper, zinc and brass can be used however they should be considered in the context of surrounding buildings and streetscape. Smooth jointing is not to be used, standing seam or ribbed panels are preferred.



✓ Preferred
Expanded Metal
Mesh
Anodised
Aluminium or a
Metallic Finish

✓ Preferred
Profiled Anodised
Metal Cladding
Anodised
Aluminium or a
Metallic Finish
Powder Coat.

✓ Preferred
Profiled Anodised
Metal Cladding - Zinc,
Copper or Brass.

✗ Not Preferred
Flat Smooth
Preformed Panels

Built Form Materials Palette

Windows

All windows should be provided in a dark grey finish, preferably polyester powder coated aluminium externally. Cills and balustrades should complement the window, window colour, cladding and aperture.

✓ **Preferred**
Dark Grey PPC Aluminium Windows

Could be aluminium clad timber or all metal window frames.
Colour galvanised balustrades to match window.
Colour matched precast or aluminium cills.

✗ **Not Preferred**
white PVC Windows
or coloured UPVC windows with sightlines 10% greater than aluminium equivalent.

✓ Balconies are encouraged

Roofs

The roofs on all buildings should be specified to be in keeping with the material palette noted previously. Where roofs are tiled consideration should be given to the eaves and verge details.

Verge Details - The clean lines of a polyester powder coated aluminium flashings are preferred to proprietary dry verge systems. A skew wall detail, a parapet detail, or clipped eaves with a fibre cement slate roof finish could achieve this.

Eaves Detail - Raked box eaves are preferred to traditional boxed eaves details. Clipped eaves are preferred to projecting eaves, unless a clear case is made for the aesthetic approach.

✓ **Preferred**
Skew Wall

✓ **Preferred**
Parapet

✗ **Not Preferred**
Traditional Box Eaves

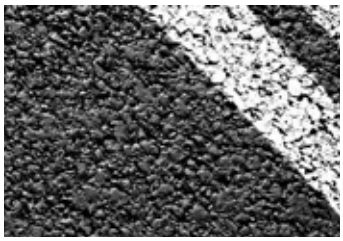
✗ **Not Preferred**
Proprietary Dry Verge

Streets - Urban landscape and streetscape materials

Furniture & Materiality

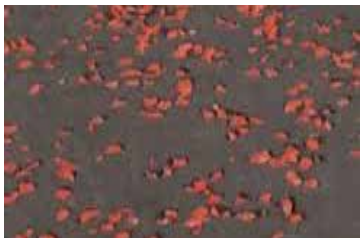
Hard surfaces in the Urban character area should be of same quality and finish as the materials delivered on the Main Avenue, as part of the Queens Quay masterplan.

Road carriageways and pavements - hot rolled asphalt finish (no aggregate chippings preferred)



✓ Preferred

hot rolled asphalt finish



✗ Not preferred

coloured chippings

Boundary treatments - 1.2 metre high brick walls to match buildings; 'brick on end' copes (noting Requirement for specials/ resin bonded bricks with overhangs for protection)

✓ Preferred

- brick copes
- brick type & detailing to match building

✗ Not preferred

railings or fences that create visually permeable boundary treatments

Gates to entrances - 1,200mm high steel gates - powder coated steel gates in dark grey to match building windows and metalwork; vertical bar style, no adornment

✓ Preferred

- colour to match metal work on facades(grey);
- vertical flat bar/ simple design

✗ Not preferred

adornment

✓ Preferred

- avenue trees (max 12m spacings
- emergent bulbs in grass verges

Street trees in masterplanned areas

(specification controlled by previous planning applications - Lime (Tilia) Avenue tree planting to match the boulevard - (Tillia cordata 'Greenspire' preferred - trees to be planted in tree pits with load bearing tree soil, at max 12m centres (between 2 parallel parking spaces)

Screening for substations

✓ Preferred

substation screened by planting

or

substation screened by bespoke enclosure

✗ Not preferred

standard prefabricated enclosure visible from street

Streets - Parkland landscape and streetscape materials

Furniture & Materiality

The south end of the residential streets (beyond the node spaces) relate most strongly to the waterside park should be much greener and open in character - with a focus on the pedestrian and public spaces instead of the vehicle servicing and access.

Road carriageways and pavements - vehicular carriageways should be in bitmac with parking bays and pavements in 'textured' precast concrete setts in silver-grey tones - creating safe spaces for pedestrians and a softer feel. If appropriate to the drainage strategy these could also be permeable areas.

✓ Preferred

parking bays and pedestrian areas in textured setts

different textures define routes and spaces

✗ Not preferred

single surface type for all road / pavement / parking areas

no definition of routes and spaces

Boundaries must be defined - but done so with hedges and planting (minimum 900mm high) - not by wall or fences. Boundaries should not be left undefined or left open

✓ Preferred

boundaries defined by hedges and planting

✗ Not preferred

open boundaries to front gardens

large areas of lawn

The general feel should be soft and leafy as if the housing is in the park

✓ Preferred

trees planted in groups with shrubs/ ground cover below

visitor parking located within streetscape in blocks of 3 spaces

✗ Not preferred

incurtilage parking spaces

Planting

The planting at the Parkland character area should include:

- blocks of native shrubs and grasses taking inspiration from the planting palette and overall structure as the park
- informal clusters of native trees (groups of 3-7)
- front gardens to include grass and a native tree in each front garden
- a native mixed species hedge (or beech) to the boundary (coastal hardy varieties)

Mews - landscape and streetscape materials

Furniture & Materiality The furniture and materiality to the pedestrian 'mews' must reflect a more tactile and human scale environment, with playful elements and textures used to define public/semi public/ private zones.

Pedestrian environment - The mews should be detailed in small format 'textured', exposed aggregate, pre-cast concrete setts in silver-grey tones.

✓ Preferred

'textured' setts in silver grey

✗ Not preferred

red mono block laid herringbone

Boundary treatments - there should be no boundary to front gardens - instead buffer planting strips created with opportunities for seating / personalisation

✓ Preferred

planting forms buffer to windows & area to personalise

seating opportunities

no boundary

✗ Not preferred

too narrow to buffer windows or provide opportunities for personalisation

Furniture within the social spaces along the mews should be made from timber and precast concrete and integrate with the design of the greenspace.

✓ Preferred

robust materials

integrated with space design/ landform

✗ Not preferred

generic design

free standing bench - not integrated with planting

Incidental spaces for play (not play areas) should be incorporated within the street greenspace

✓ Preferred

objects for play integrated into the streetscape

✗ Not preferred

standard catalogue play equipment, rubber play surfacing,fenced off areas

Preferred planting - Clusters/ groups of small native street trees - to hold in spaces and edges.

Nodes - landscape and streetscape materials

Nodes should take on the furniture and materials of the area within which they are located. The general feel should be civic and like a small plaza or pocket park rather than a street junction

Feature areas (at building thresholds, around seats, under trees, furniture and greenspaces) should be surfaced in a smooth, porous alternative material such as a resin bound gravel.

✓ Preferred

feature seating areas and routes defined by greenspace and planting

✗ Not preferred

wide open spaces

seating not located in spaces

✓ Preferred

brick boundary walls to use same brick type as adjacent buildings to enclose back gardens on corners (walls to be 1800mm height)

✗ Not preferred

timber fences as boundaries on residential streets

✓ Preferred

seating arranged around edge of space

greenspace and trees

✗ Not preferred

standard road junction design

no usable greenspace or trees

CASE STUDIES

CASE STUDIES

Each of the Case Studies on the following pages illustrates aspects of the requirements within the Design Codes. They are not intended as examples for designers to 'copy'.





CITU Climate Innovation District, Leeds

The £800m Climate Innovation District in Leeds, part of the city's major South Bank Leeds regeneration plans, draws on Scandinavian best practice and harnesses the latest technology to deliver new low-carbon homes alongside manufacturing, leisure, offices, a care home, primary school and climate resilient public realm.

These are the first family homes being developed in Leeds City Centre for over 90 years. With an ambition to accelerate the transition towards zero carbon cities, the Climate Innovation District is forging a powerful collaboration with local and international partners to deliver an exemplar model of how to economically build zero carbon neighbourhoods that also provide healthier, smarter and better-connected cities.

THEMES

- Street -urban character
- Street- parkland character
- Node (good quality, small scale public realm)
- Riverfront - park
- Riverfront - Fitting Out Basin
- Mews
- Mixed Use
- Parking
- Brick
- Simple eaves details
- Massing broken-up
- Vertically proportioned windows
- Simple proportions
- Good boundary treatments
- Building step up and down in height
- Active busy frontages






THEMES

- [ ] Street -urban character
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- [x] Node (good quality, small scale public realm)
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Urban form: case study - Marmalade Lane designed by Mole Architects for K1 Cambridge

Marmalade Lane has an urban character but still incorporates a range of shared spaces and communal facilities designed to foster community spirit and sustainable living.

These include extensive shared gardens as the focal space of the community, with areas for growing food, play, socialising and quiet contemplation.

Urban form: case study - Laurieston Living, Glasgow

This is a unique place, constructed on a brownfield site in a regeneration area with many of the positive attributes of historic Laurieston, prior to high-rise flats undermining the tenemental way of life in the area. It has been designed to encourage the activity of the City Centre to extend south deep into the heart of the new community.

Inspired by the tenements and townhouses of Glasgow, the urban blocks of Laurieston are simple and well-proportioned. The housing plan defines a series of attractive urban streets and public spaces to create a rich and diverse urban residential district.

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- [x] Building step up and down in height
- [x] Active busy frontages

Urban form: case study - Fernan Gardens, Glasgow

This development of housing for older people is focused on a protected landscaped courtyard which provides attractive parking and garden spaces.

It uses larger windows for and simple proportions to create an attractive place to live.

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Urban form: case study - Pennywell, Edinburgh

Attractive homes with an urban character created using simple details and vertically proportioned windows

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Urban form: case study - Ryles Yard, Eddington

There are a range of building heights and types. A shared palette of material and similar proportions integrates development across different plots. Buildings shape attractive urban spaces .

Urban form: case study - Goldsmith Street

This development features careful design of windows to minimise overlooking, and a asymmetric roof profile that allows good sunlight and daylight into the streets.

Provision for parking has been pushed to the perimeter, so the streets feel safe and 'owned' by pedestrians rather than cars.

Bin stores have been thoughtfully used in the front gardens to create buffer zones between the public footpath and the front doors, giving a humane gradation of public to private territory but one that is in no way oppressive.

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Kings Cross regeneration

The redevelopment of the area around King's Cross train station is a compact, mixed-use, regeneration project in a very central location in London, close to one of its principal transport hubs. It has transformed a 27-hectare brownfield site into a vibrant and thriving area, including office, retail, hotel and residential uses.

It is an exemplar for sustainable place-making for a community with a long-term future that has minimal impact on the environment. There are many aspects to creating sustainable places. At King's Cross it has included promoting energy efficiency, encouraging green transport, reuse of heritage buildings and a massive program of tree planting.

THEMES

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QUEENS QUAY DESIGN CODES
APPENDIX: HEALTH IMPACT ASSESSMENT

05 August 2020

West Dunbartonshire COUNCIL

Queens Quay Design Codes – Comments from health inequalities perspective 12/07/2020 (Health and Social Care Partnership)

The aim of the design codes is fitting for Queens Quay where "New designs should be aspirational and point towards a healthier Clydebank, with a new urban heart". The West Dunbartonshire HSCP Strategic Needs Assessment highlights that the greatest "burden of disease" for West Dunbartonshire is due to Cancer, Mental and Substance Use Disorders and Cardiovascular Diseases.

Place-based approaches can have a positive impact on these health outcomes over time and these Design Codes form part of a wider strategy to influence future population health. It may be helpful to see the ambition to improve health and wellbeing stated clearly at the start as this sets the tone and lays the thread for the elements within that are in line with the evidence on how place can have a positive impact on health.

Evidence Based Elements

There is a distinct commitment to improving health and wellbeing and the elements within the codes are in clearly line with the following dimensions of the Place Standard Tool and the PHE Spatial Planning for Health: An evidence resource for planning and designing healthier place.

Place Standard Tool Dimensions	PHE Spatial Planning for Health - Modifiable Features
✓ Identity and sense of belonging (history, heritage and culture)	
✓ Streets and spaces (includes buildings, landmarks, public realms and views)	❖ Public realm improvements ❖ Compact neighbourhoods
✓ Support and services (waste management, type of shops)	❖ Increased access to facilities and amenities
✓ Public Transport	❖ Encouraging use of public transport
✓ Moving around (includes walking and cycling routes as well as space for wheelchairs, pushchairs and prams)	❖ Active travel to work and school ❖ Prioritising pedestrians and cyclists ❖ Improved street connectivity ❖ Improved walking and cycling infrastructure ❖ Increased walkability
✓ Natural space (parks, river, planting)	❖ Provision of access and engagement opportunities with the natural environment ❖ Aesthetic park improvements ❖ Neighbourhood tree planting ❖ Urban food growing
✓ Play and recreation (for children, young people and adults)	❖ Access to recreational space
✓ Social interaction (spaces to meet)	
✓ Feeling safe	
✓ Traffic and parking	❖ Improved air quality and reduced exposure to air quality through traffic calming measures and reduced parking
✓ Housing and community (quality, adaptable)	❖ Energy efficient homes ❖ Daylight and ventilation ❖ Provision of diverse housing types
✓ Influence and sense of control	

Health Inequalities Impact

The Design Codes will have significant impact on the people who live at, work at and visit Queens Quay. Although the Design Codes may not be the appropriate place for detail on physical accessibility (largely covered by other guidance/regulations) they do influence the extent to which certain people may "feel" as if Queens Quay is a place for them.

It is worth noting that certain groups of the population are likely to experience poorer health and steps may need to be taken to ensure that the overall development is inclusive. This can be tackled through signage, public art, imagery in advertising (both for the site and on the site). A future discussion on the aspirations for the nature of outlets in the mixed-use area may be helpful in relation to food offer.

Although beyond the scope of the Design Codes, clarity would be helpful on the learning and educational arrangements for children and young people who will live at Queens Quay. In addition, for later detail, some thought may need to be given to types of housing that can adapt to people's needs through the life-course ensuring that Queens Quay can become a "lifetime neighbourhood".

Note on Process and Limitations

Rapid desktop HIA (Health Impact Assessment) referencing:

- PHS Health Inequalities Impact Assessment Guidance
- Place Standard Tool V2 Draft and;
- PHE Spatial Planning for Health: An evidence resource for planning and designing healthier places.

Health Impact Assessment seeks to identify potential positive health impacts and how these might be enhanced and potential negative health impacts and how these might be mitigated. The assessment below is limited as is the subjective view of one person whereas HIA in full is a collaborative process involving a range of stakeholders.