QUEENS QUAY DESIGN CODES

Draft 02.12.2019

INTRODUCTION

These Design Codes set out structured guidance for designers and developers. They provide a structured approach for West Dunbartonshire Council to assess Planning Applications.

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.

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 new 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 back down towards the Clyde where it sat at the peak of the shipbuilding industry.

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 also an opportunity to change the gravitational pull of the town's heart back down 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.

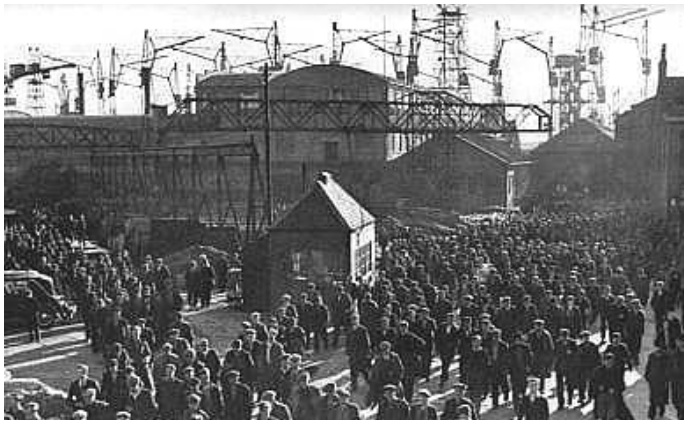
- Within 5 minute (400metre) walking distance: Leisure centre, Town Hall, Clydebank College, plus the proposed Clydebank transport Hub which includes improvements to the existing train station
- Within 10 minute walking distance: Golden Jubilee National Hospital, Shopping Centre. Local Primary Schools,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

Public Transport and Cycling

Clydebank Train station and Chalmers Street Bus Station sit within 5 minutes walking distance of the site sits. 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.

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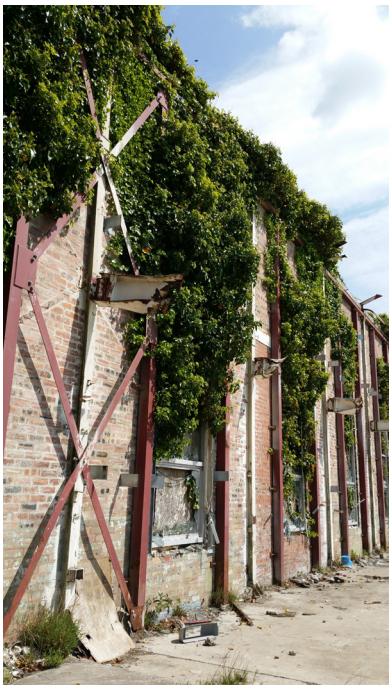
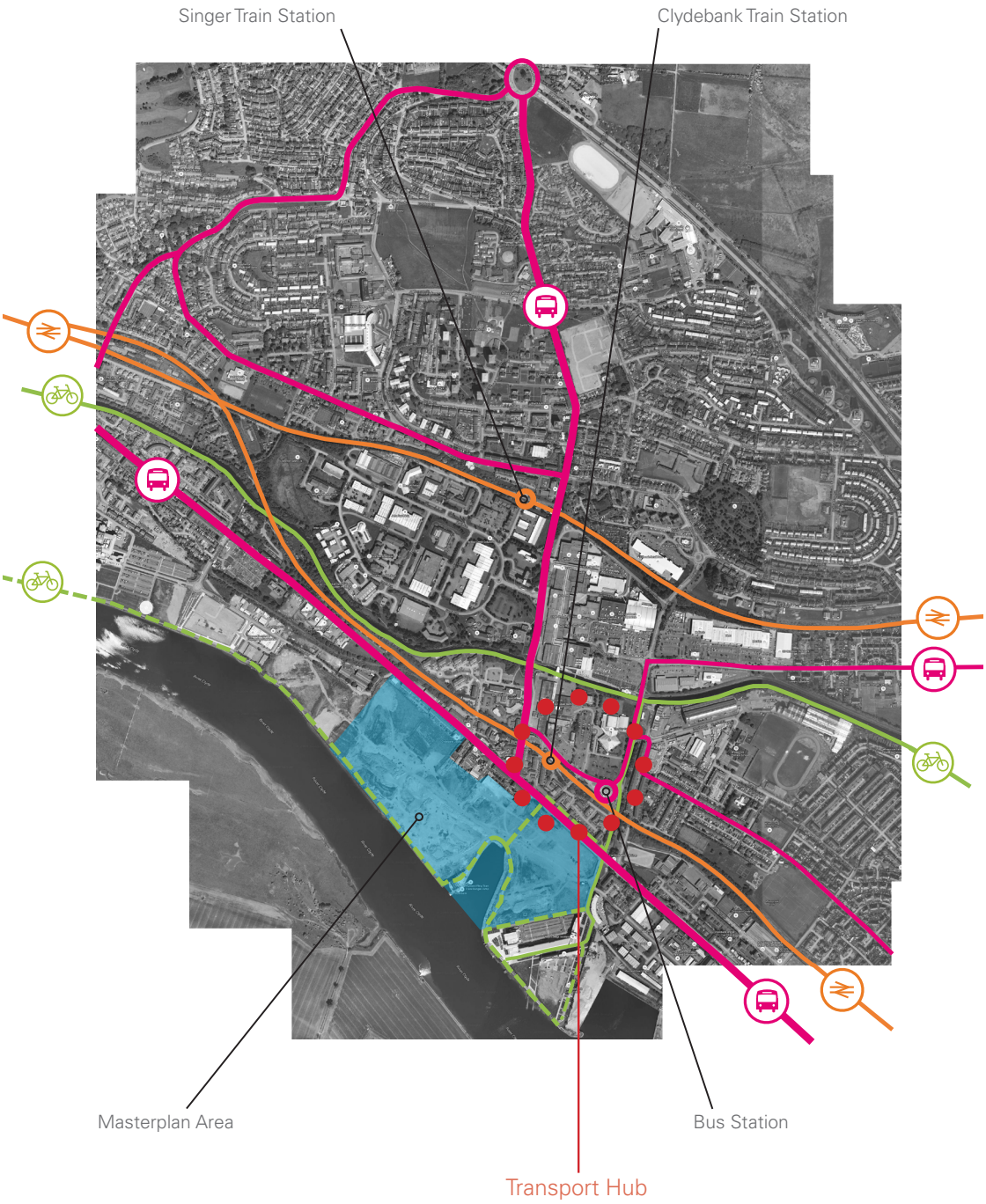



VEGA

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 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.



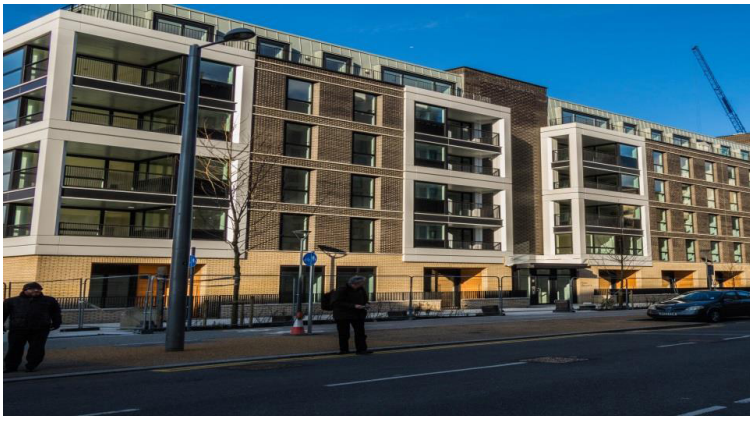
OBJECTIVES AND ASPIRATIONS

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.

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.

Following visits to Kings Cross and Stratford with Elected Members, the Planning Authority have 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 will be subject to minimal change.
- Massing, scale and detailing which complement the historic, large scale structures on the site and its previous industrial character



West Dunbartonshire Council planning and regeneration officers visited recent exemplar developments to identify precedent projects that demonstrate high design quality

THE MASTERPLAN

A masterplan has been prepared for the development area by Clydeside Regeneration and Dawn Group in partnership with West Dunbartonshire Council. The masterplan's objectives 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.

The current masterplan and associated planning consents include detailed proposals for infrastructure, together with some areas of public realm and greenspace:

The Fitting-Out Basin: The existing concrete deck structure will be made safe for day to day public use as well as events; it will be the location for a seating areas and information display as well as HMS Hood Park - a local play park and garden.

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 will provide a wildlife habitat; behind this the Clyde Path (a continuous 4 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.

Main Street: The proposed Main Street 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 Street 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.

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. 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.

DIAGRAM: Masterplan components

West Dunbartonshire Council Planning Policy and Guidance

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.

Following visits to Kings Cross and Stratford in London with Elected Members, the Planning Authority have set out an Aspirational Vision for Queens Quay:

- Using remaining elements of the shipyard to help define the place, such as service gallery and mooring bollards
- Using materials that complement the industrial character but can also integrate new development.
- The robust character of the existing dockyard quay structures will be retained, with minimal change.
- 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 will be a busy focus
- An area wide heating system
- Improved green connections with boulevards and linear greenspace, pocket parks and edible landscapes.

The Queens Quay design codes build on these aims and objectives, setting out design parameters for development of the remaining plots.

Relevant planning consents

The following planning approvals have been granted for the Queens Quay site, to date:

- A - 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 (including hard and soft landscaping and linear park) and landscaping strategy for full masterplan site . Infrastructure is ongoing
- C - DC16/244 Care Home: a two /three storey home for life and a day care centre
- F - DC17/231 Energy Centre: the largest ambitious district heating system in Scotland powered by heat pumps which will extract water from the River Clyde
- G - 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 development to the south.
- B - 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.
- D - DC18/272 Mixed Use Development on Titan Boulevard (part of plot 5 which is excluded from the scope of the design codes).
- E - DC18/275 Titan Boulevard: new street, public space, landscaping and associated street furniture.

THE DESIGN CODES

THE DESIGN CODES

Scope

The Queens Quay design codes build upon West Dumbartonshire Council's Aspirational Vision, setting out the parameters for development of the remaining plots.

These Design Codes set out structured guidance for designers and developers. They provide a structured approach for West Dunbartonshire Council to assess Planning Applications.

Although design codes guide the development in three dimensions, a 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 relates to plots and different character areas.

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. Some design components are already described in detail in the masterplan, or consents have already been granted for development. These are described in more detail in the following pages.

It is anticipated that development at Queens Quay will be phased with development ongoing for 5 to 10 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.

Site	Residential road	Greenspace	Use
1	no	no	mixed
2	no	no	mixed
3	no	no	leisure
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

- plot boundary - housing
- plot boundary - mixed use
- greenspace associated with each plot
- residential access associated with each plot

Transport and Access Hierarchy

Access hierarchy outwith Design Code areas

Dumbarton Road

Masterplanned vehicular access routes - currently under construction

Pedestrian and cycle route with occasional access for emergency vehicles

Pedestrian and cycle route only

Access hierarchy within Design Code areas

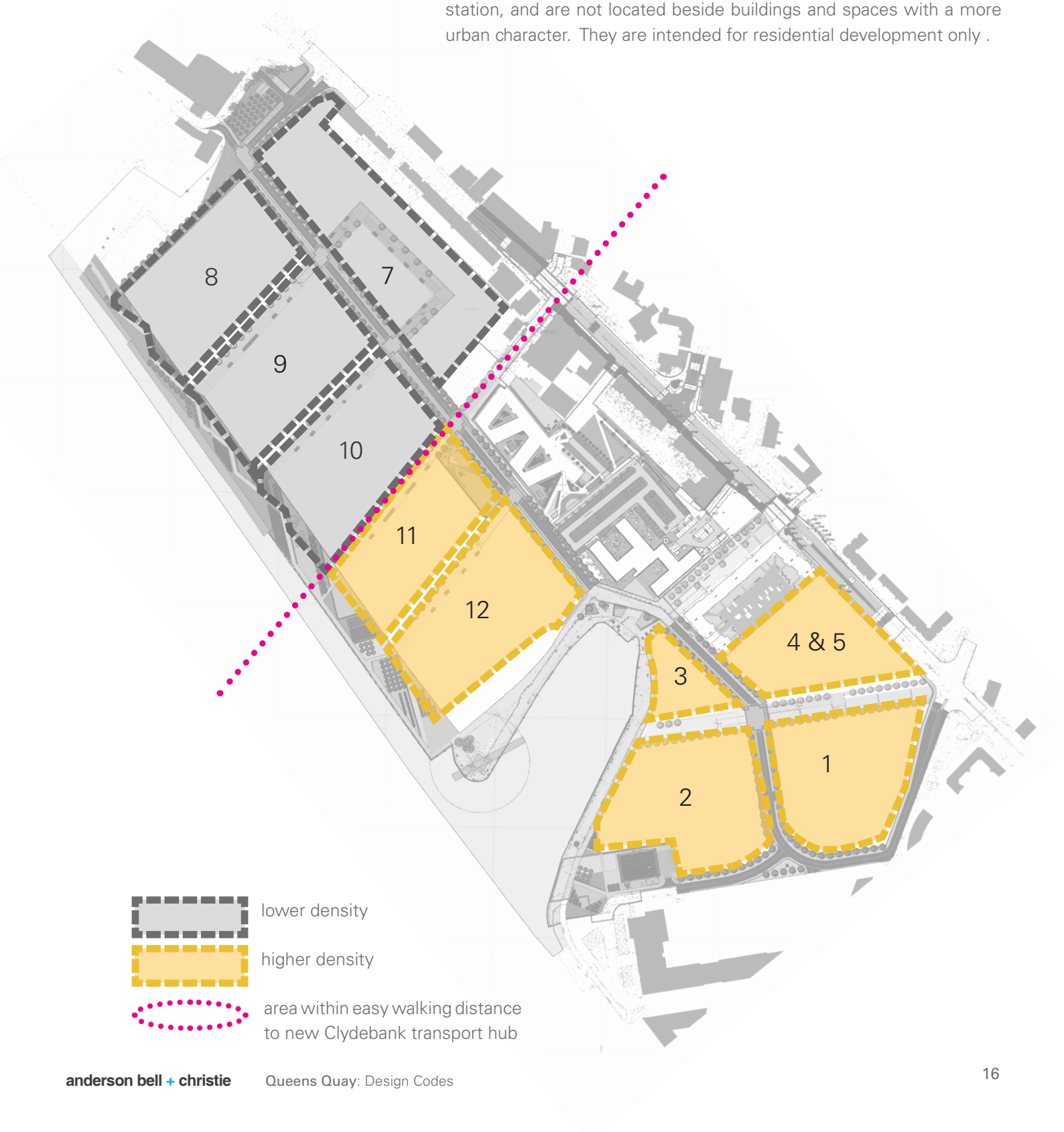
Residential access road - vehicles, pedestrians and cyclists

Residential pedestrian and cycle links with occasional access for emergency vehicles

Density

There is a natural division within Queens Quay. The plots shaded in yellow are closer 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 scale of development beside them and the proposed mix of uses.

The plots shaded in grey are further from the transport hubs and train station, and are not located beside buildings and spaces with a more urban character. They are intended for residential development only .



Road hierarchy & street network

In addition to compliance with local and national design guidance, the Design Codes define a user hierarchy for different types of streets - based on their significance in terms of both place 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 mandatory, although their exact alignment and design will be fixed through further planning consents, on a plot by plot basis.

New residential roads within Design Codes areas link the Main Street to development plots; these form a route to off-street parking areas and are also the location for on-street parking.

Routes running through the centre of the riverside plots are envisaged as fully pedestrianised routes primarily for the residents of Queens Quay. Other routes are predominantly for pedestrians and cyclists, and will be only occasionally used for emergency traffic, delivery and maintenance.

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

	Residential access roads	Residential pedestrian & cycle links	Residential pedestrian & cycle links + emergency access
Design speed			
Target speed for traffic	20 mph	Not applicable	10 mph
Street dimensions			
Minimum carriageway width	4.8 metres	2.5 metres	3.8 metres
On street parking	Yes either or both sides, 2.6m width	Not applicable	Not applicable
Footway	1.8m 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	
Vehicle swept paths	Yes – all vehicles	No	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

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 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 parking ratio of 100% is to be provided in these areas. (Parking allowances should include garage spaces).

The 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 should be provided to offset lower numbers of parking spaces. (WDC to confirm requirements)

Electric charging points should be provided (WDC to confirm requirements)

Visitor parking for cars, small vans and motorcycles should generally use shared, public on-street parking.

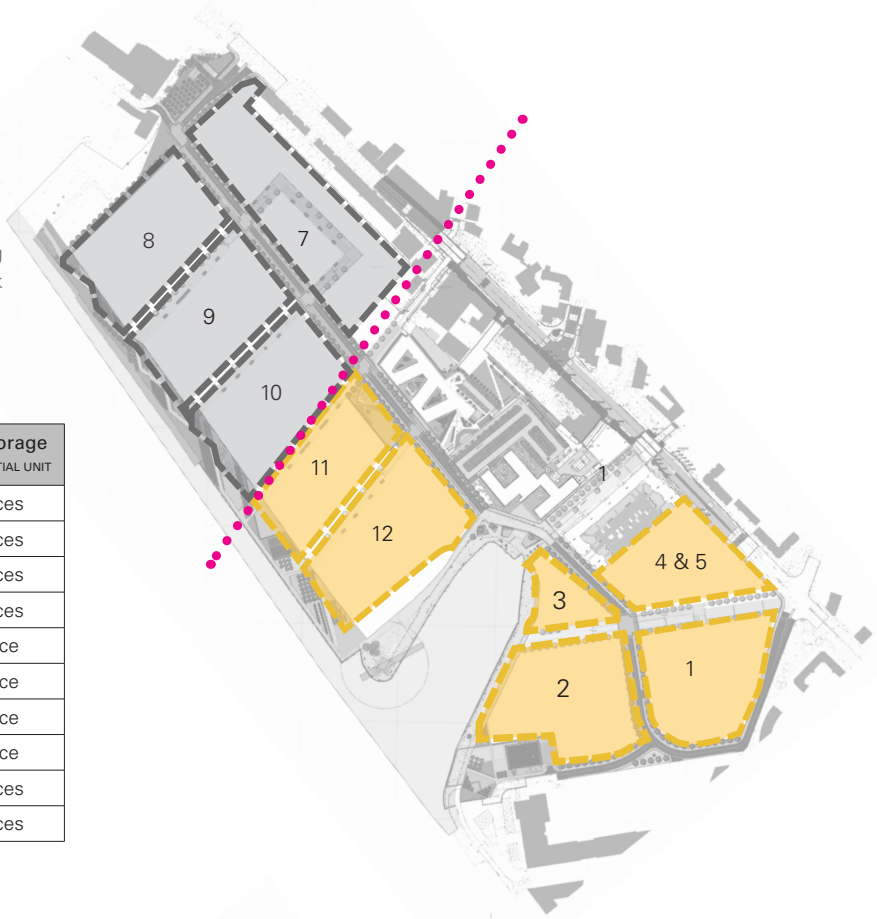
Cycle storage should comply with Cycling by Design by Transport Scotland which sets standards for cycle parking

Parking ratios

70% parking

area within easy walking distance to new Clydebank transport hub

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



Parking character

parking court

on street parking

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 7m of a 'pull distance' for the bins from the location of the bin stores to the vehicle. Each household will require 3no. 240 litre bins (grey/brown/blue) emptied on a fortnightly cycle.
At flats, this figure is translated into 1100litre bins on a ratio of 3/1 waste/recycling bins. For example, 13 flats would have 4 no. 1100 litre bins (3 waste, 1 recycling) These should be stored in a communal collection area.
Where properties are higher rise (for example 7 stories) 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.

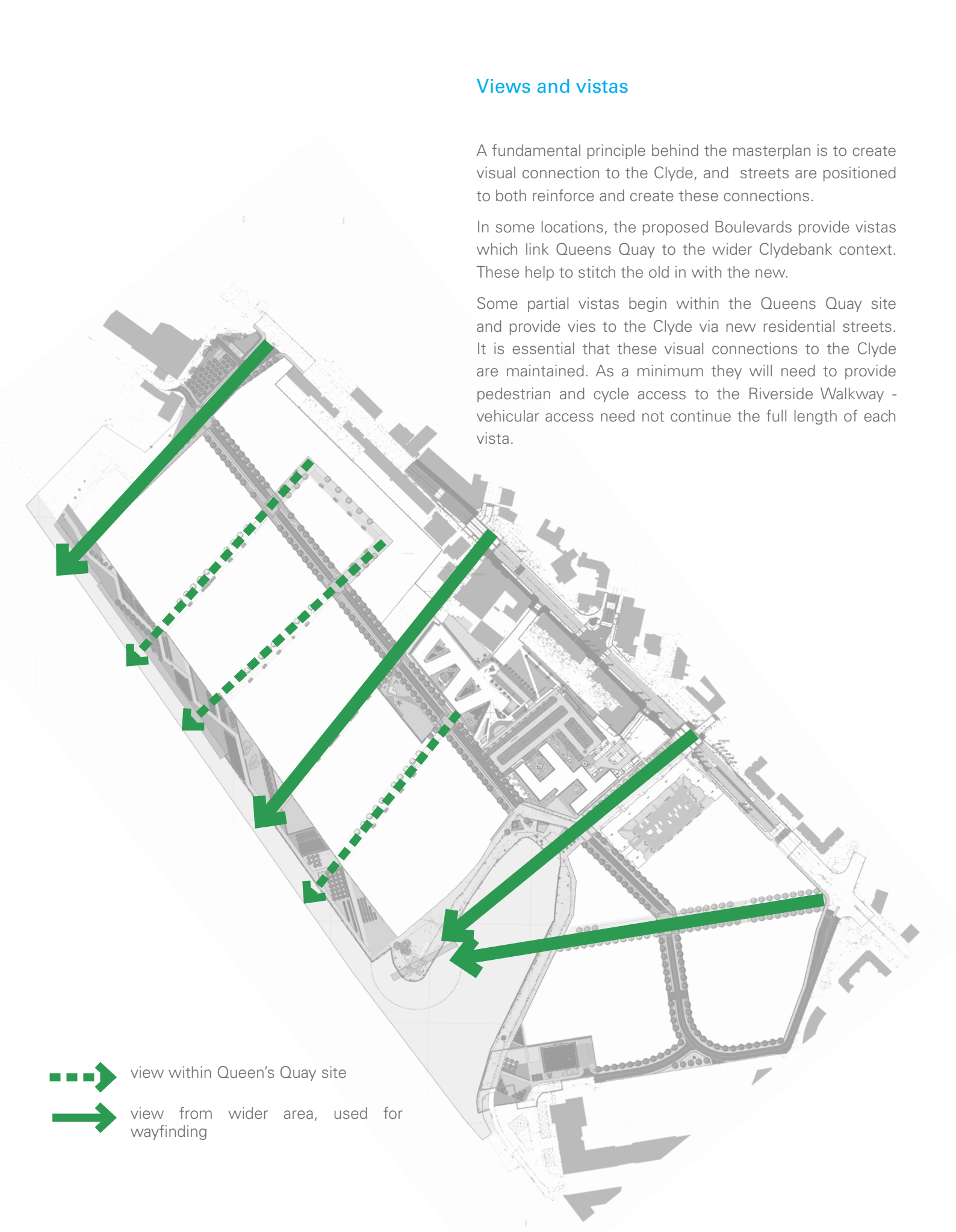
Cleansing department vehicle routes through parking courtyards

Views and vistas

A fundamental principle behind the masterplan is to create visual connection to the Clyde, and streets are positioned to both reinforce and create these connections.

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 vies to the Clyde via new residential streets. It is essential that these visual connections to the Clyde are maintained. 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.



view within Queen's Quay site

view from wider area, used for wayfinding

Landscape Character Zone plan

The site has been divided into 8 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 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 Interface area: where new development links to and borders the expansive riverside park

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 it 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.

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.

Typologies	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 stories	Yes	Not required where there is a retail/ commercial use at ground floor, otherwise minimum 1.5 m	Preferred
Boulevards with some commercial uses (Mixed use typologies)	4 or 6 stories	Yes	Not required where there is a retail/ commercial use at ground floor, otherwise minimum 1.5 m	Preferred
Main Street	2 to 3 stories	Yes	Minimum 1.5 metres	No
River frontage	3 - 8 stories	No – pavilion type blocks to allow views to river	Minimum 1.5 metres	No
Residential streets	2-3 stories	Preferred	Minimum 1.5 metres	No
Mews houses facing onto residential pedestrian and cycle links	2 stories	Preferred	Minimum 1.5 metres	No

MATERIALITY

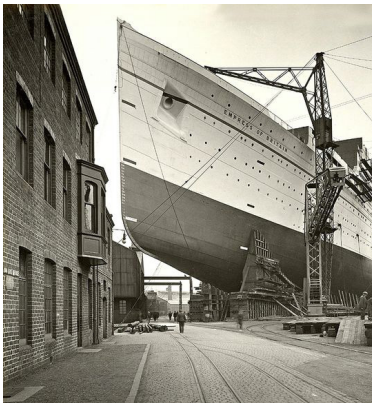
History + Community

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.



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 st 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 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 felt to be less successful in this climate.

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, bricks multi with a variety of colour and depth of tone, traditional stonework and ribbed metal, or standing seam panels all aged well in Clydebank.

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.

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 below. 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.

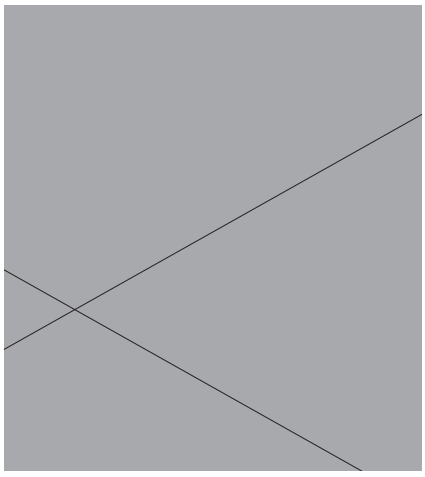
Built Form - Materials Palette

Cladding Material 01 - Brick

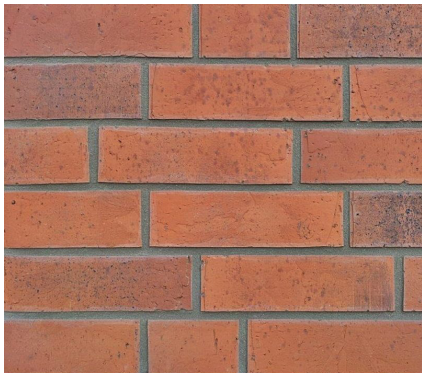
Traditional style clay stock brick, laid in stretcher bond, specified as a multi for depth of tone and variety of colouration. Colour matched mortar is preferred. Technical specification of the selected bricks should be appropriate to the local climate. Performance of moisture absorption, durability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

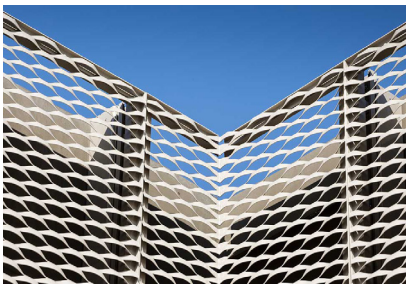


✗ Not Preferred
Red / Brown
/ Orange /
Yellow / Blue
Bricks
Wirecut and
or Extruded

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.

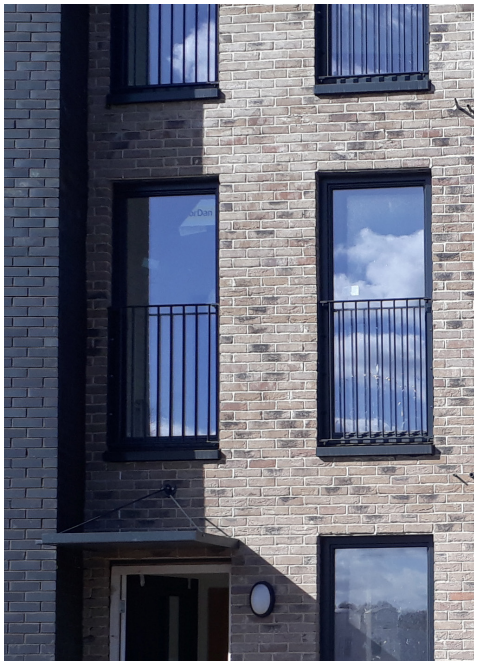
✓ Preferred
Profiled Anodised
Metal Cladding - Zinc,
Copper or Brass.

✗ Not Preferred
Flat Smooth
Prformed Panels

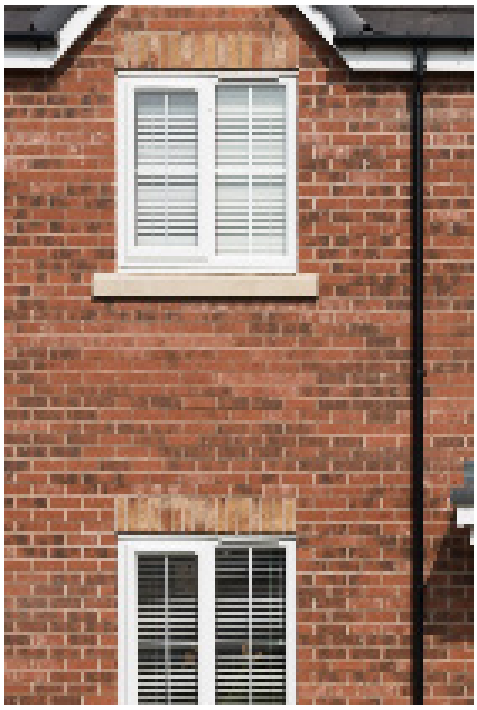
Built Form Materials Palette

Windows

Il 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

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

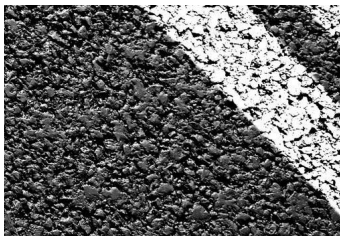
✗ Not Preferred
Proprietary Dry Verge

Streets - Urban landscape and streetscape materials

Furniture & Materiality

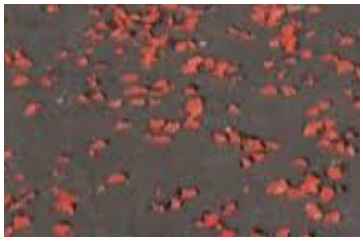
Hard surfaces in the Urban character area should be of same quality and finish as the materials delivered on the Main Avenue as part of the Queens Quay masterplan.

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



Preferred

hot rolled asphalt finish



Not preferred

coloured chippings

Boundary treatments - 1,200mm high brick walls to match buildings; 'brick on end' copes (noting requirement for specials/ resin bonded bricks with overhangs for protection)

Preferred

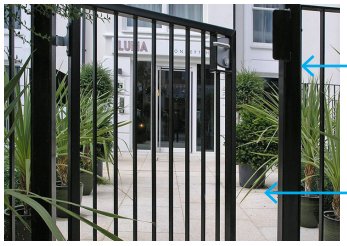
brick copes

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

no adornment

Planting; Street trees - 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

Preferred

avenue trees (max 12m spacings

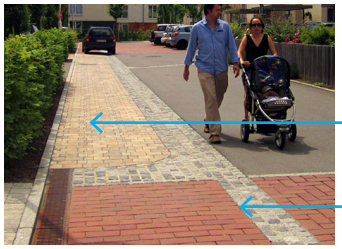
emergent bulbs in grass verges

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

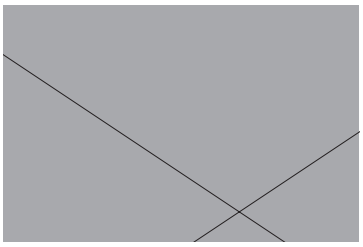
large areas of lawn

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



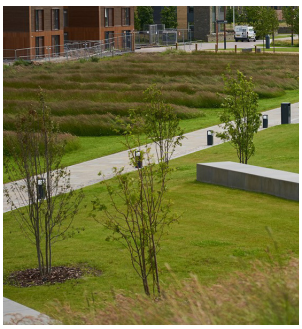
Not preferred

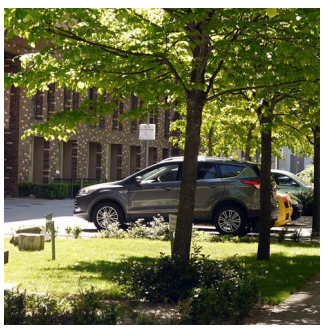
incurtilage parking spaces

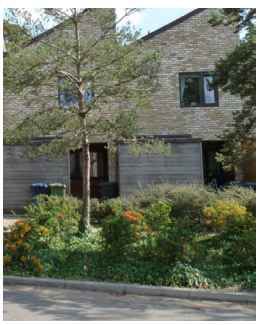
Planting

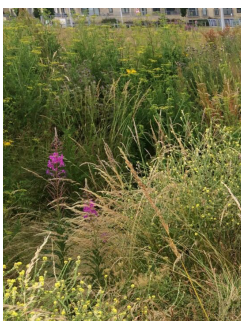
The planting to the Parkland character area should include:

- 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 (minimum 2m wide)

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

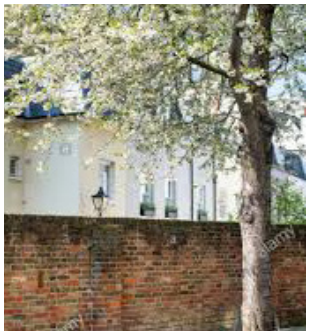
Preferred

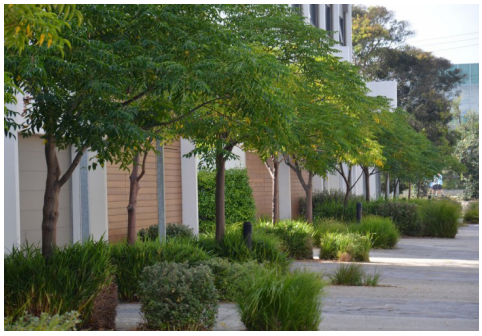
objects for play integrated into the streetscape

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. Appropriate species would be Rowan, Birch or Cherry.





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

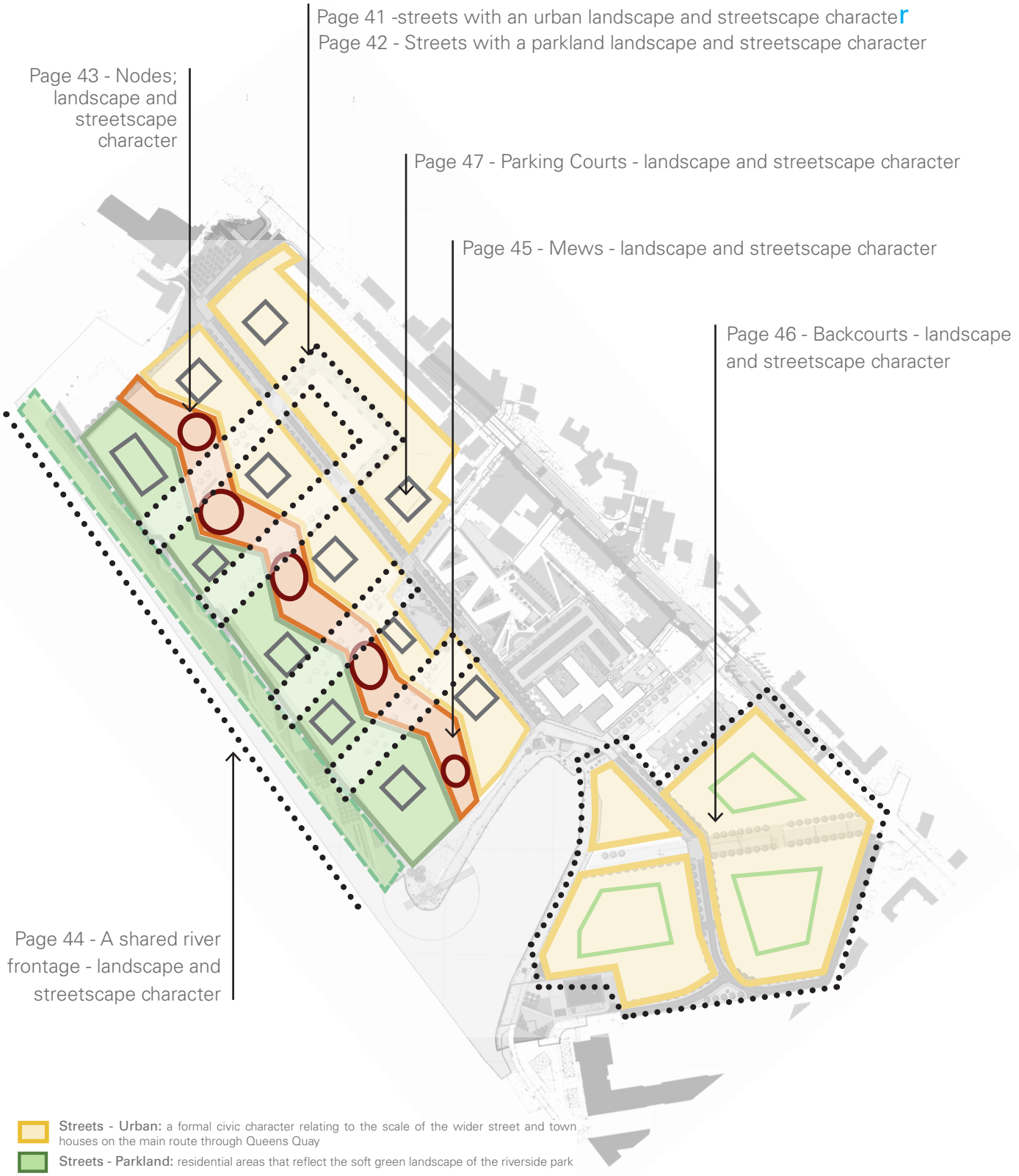
standard road junction design

no usable greenspace or trees

CHARACTER

Character Zone Overview

The site has been divided into 8 landscape character areas/ typologies. The landscape requirements for each character area are set out in the design codes;the folloing pages illustrate these in more detail and explain the interfaces between the character areas as shown below



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 west through residential blocks

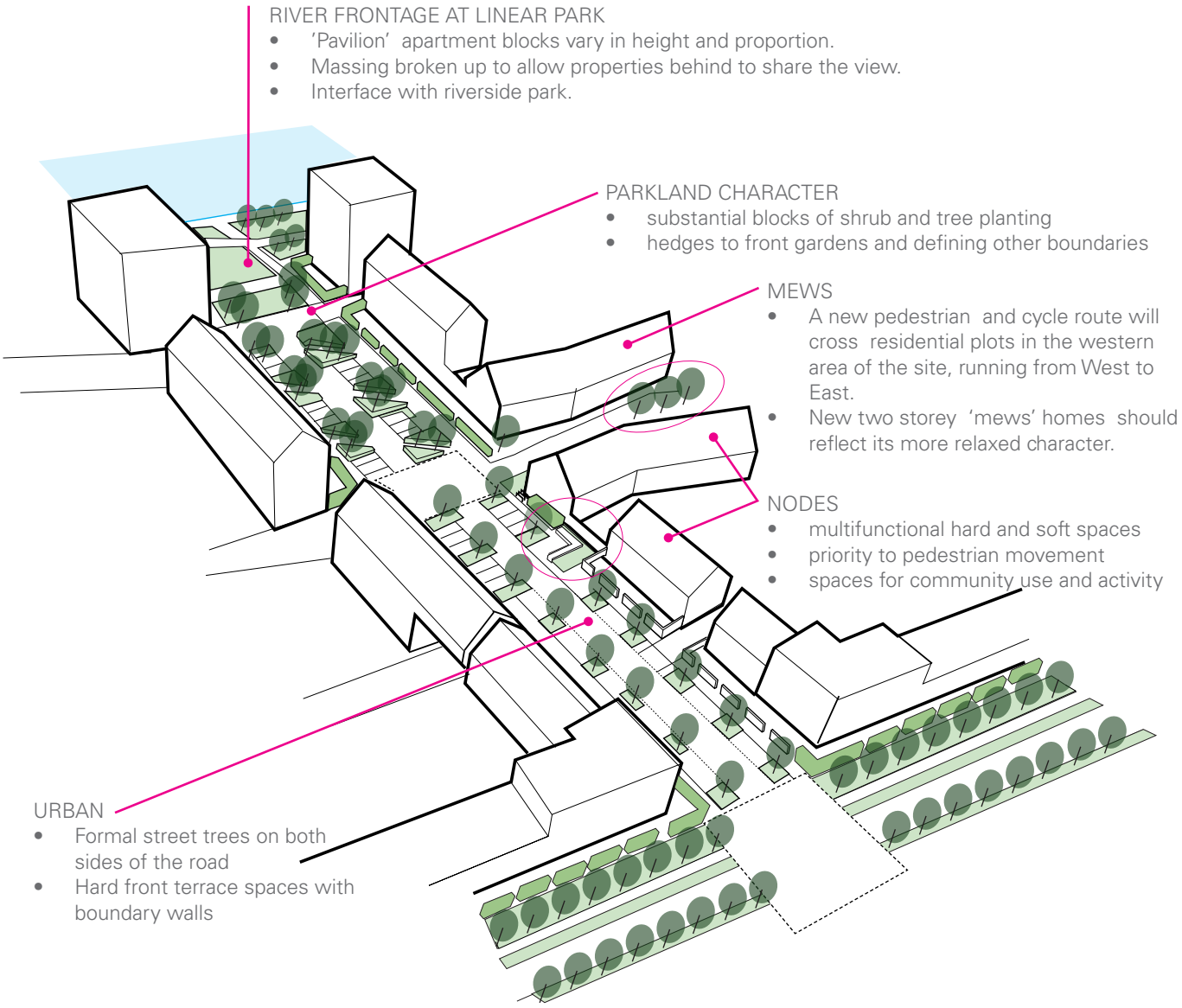
Parking Courts: informal but functional back of house spaces: communal parking, servicing and bin storage areas

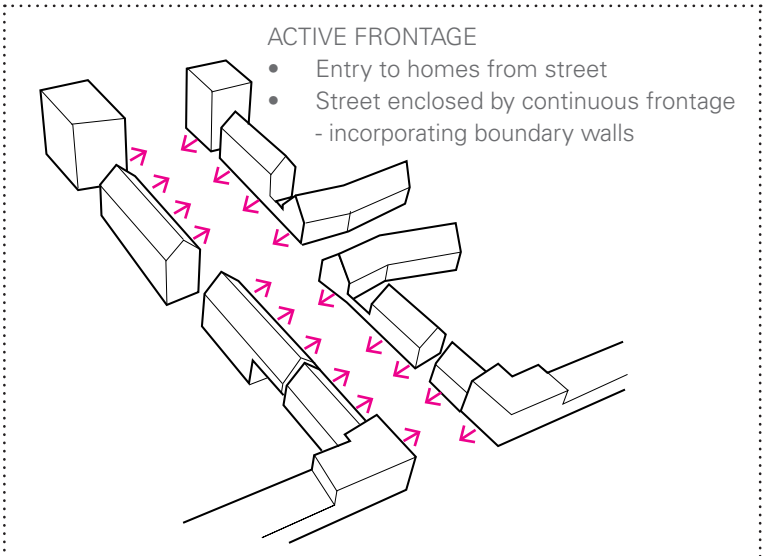
Backcourts: less dense parking courts incorporating communal parking, servicing and bin storage areas set within amenity and green space

Park Interface area: where new development links to and borders the expansive riverside park

General development principles - overview

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



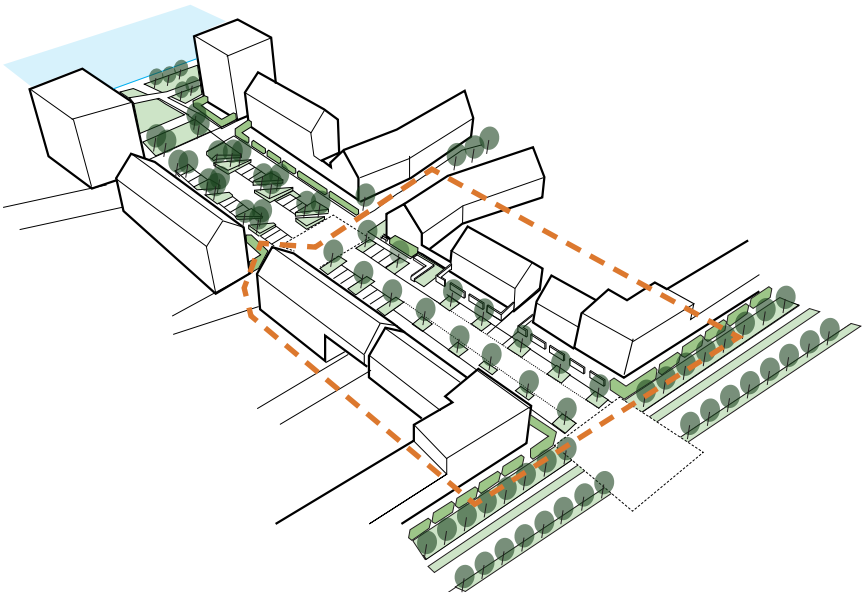


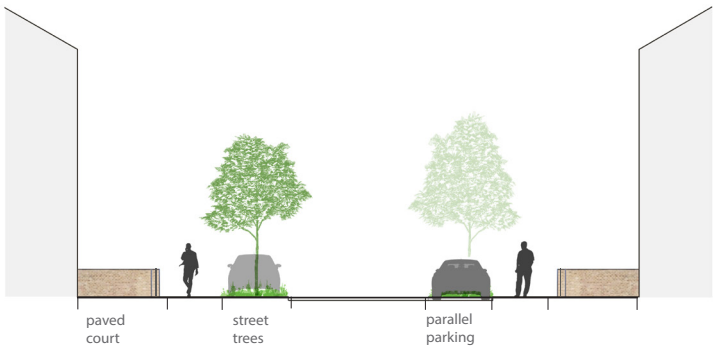
Streets with an urban landscape and streetscape character

Refer to diagram on page 22 for the location of streets with urban landscape character.

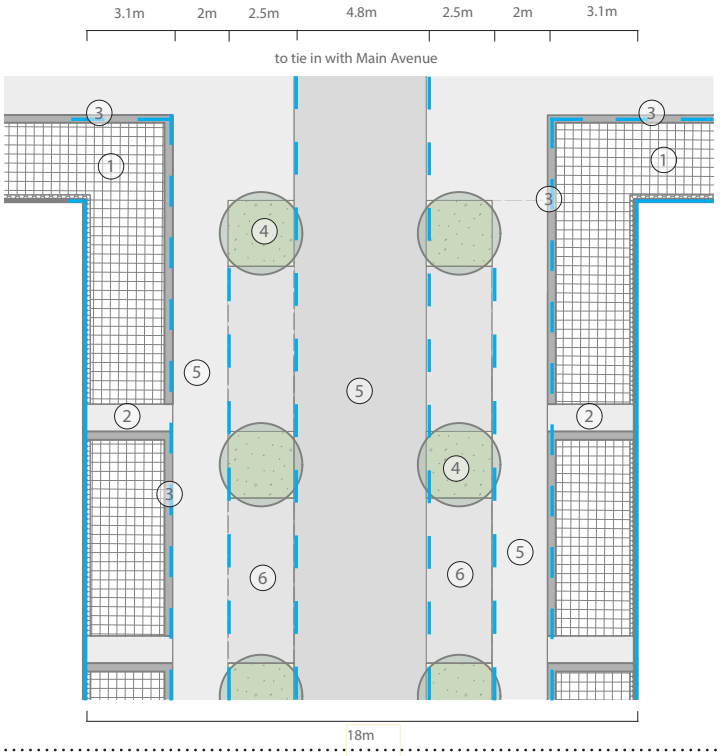
These areas have a formal civic character which relates to the scale of the wider street, flats and town-houses on the new Main Avenue and Dumbarton Road. These urban areas have formal planting and hard landscape materials.

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.





Typical street plan & cross section

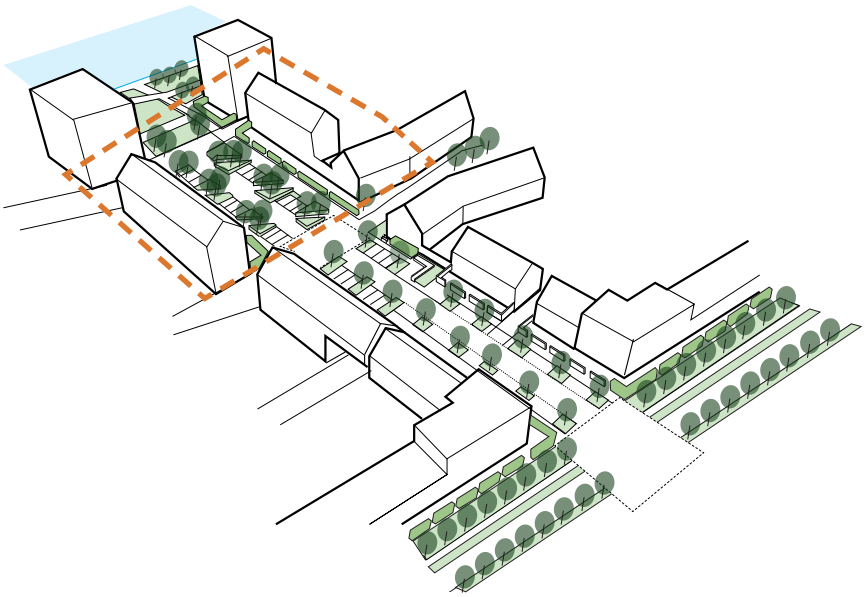


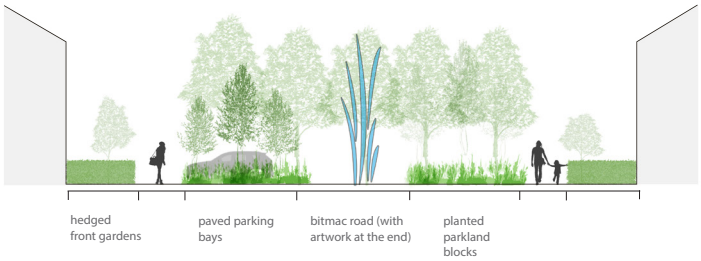
1. Hard surfaced front courts with clearly defined thresholds
2. Front entrances to all dwellings direct from the street
3. Brick boundary wall with brick cope and steel gates (1,200mm high)
4. Formal street trees (semi mature size) in large tree pits with grass and emergent bulbs beneath (max 12m centres)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

Streets with a parkland landscape and streetscape character

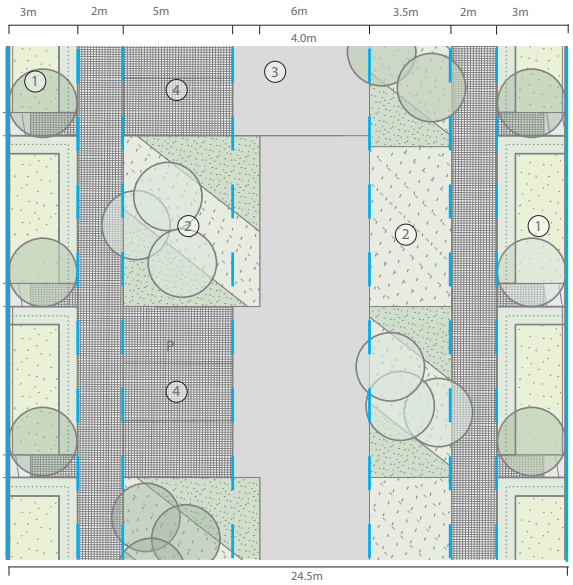
Refer to diagram on page 22 for the location of streets with parkland landscape character.

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.





Typical street plan & cross section

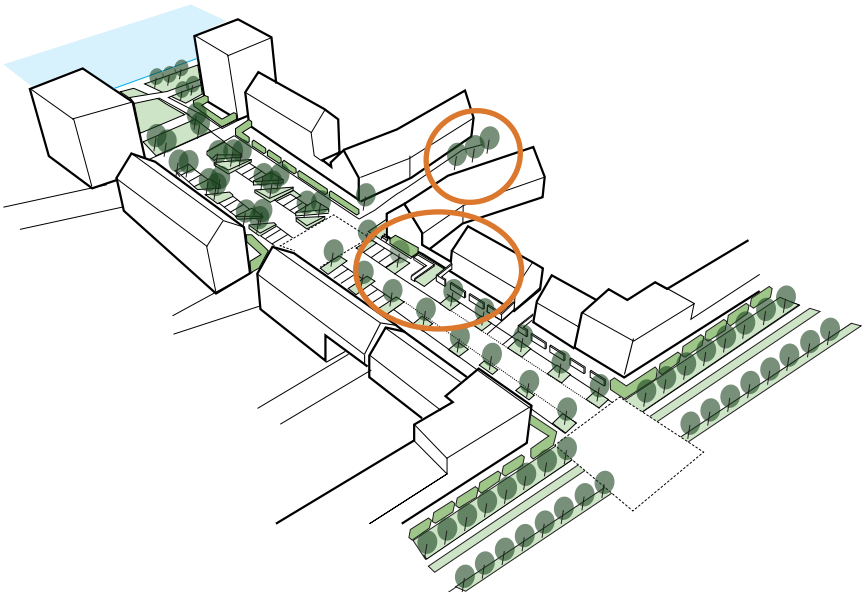


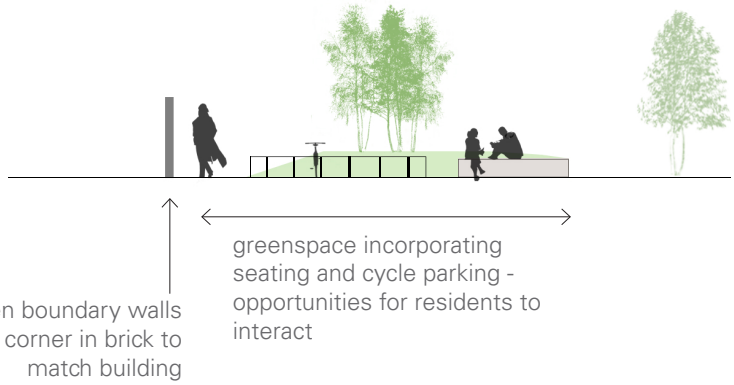
1. Front gardens defined by a hedge and entrances marked with a tree
2. Large scale parkland planted blocks with native shrubs and trees to extend park into housing areas
3. Bitmac carriageway, small unit PC paving for parking and paths between planting
4. Visitor parking provided as nose in spaces in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

Nodes - landscape and streetscape character

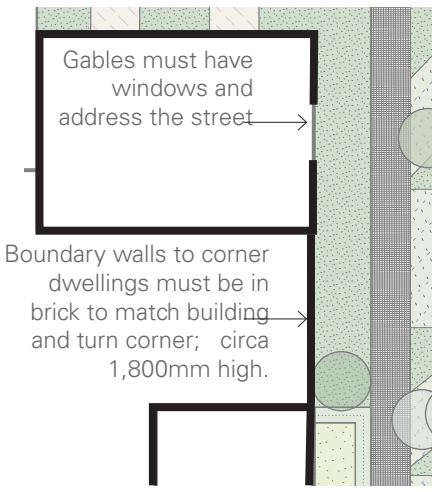
Nodes are intended as important hubs for orientation and for social activities. In these locations, appropriate flexible space should be created for small gatherings or street-scale community activities.

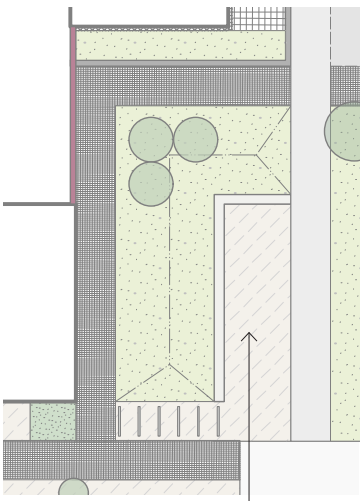
Some nodes are located within the pedestrian walkway running through mews housing Other nodes are at residential streets and will give pedestrians priority through a large raised table. This space will allow vehicle access on a 4.8m wide carriageway, bounded by seating areas, trees, bike and visitor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





Typical street plan & cross section

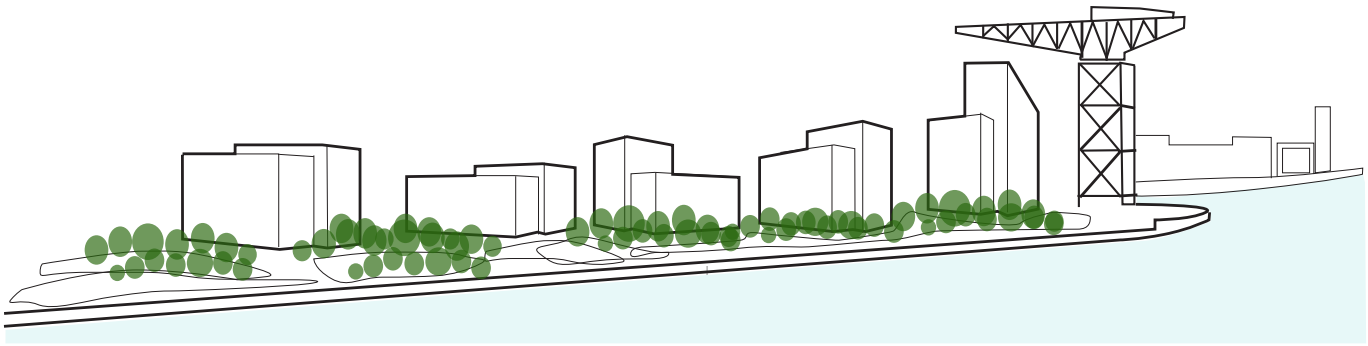




A shared river frontage - landscape and streetscape character

Refer to diagram on page 22 for the location of flats with a shared river frontage. 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 to allow properties behind to share the view. These 'pavilion' apartment blocks should vary in height and proportion.

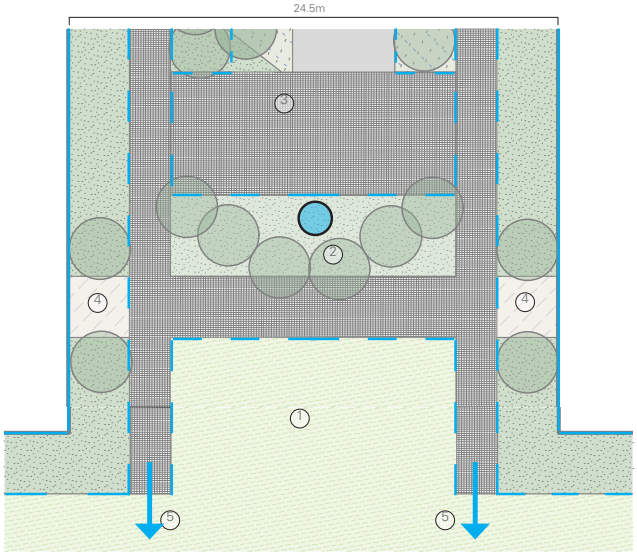
Each development plot will have an edge that seamlessly interfaces with the proposed riverside park. The apartment blocks here will sit 'in the park', with a greater extent of greenspace extending up into each street and wrapping around the buildings. A central private space is created between the higher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



Typical cross section - end of residential street

Typical cross section - through development block

Plan; residential street meets 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. Turning head / drop off area designed in to street and 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

greenspace at linear park beside river

busy public realm similar to Fitting Out Basin, spilling out from from commercial uses at ground floor of adjacent mixed use development

Mews - landscape and streetscape character

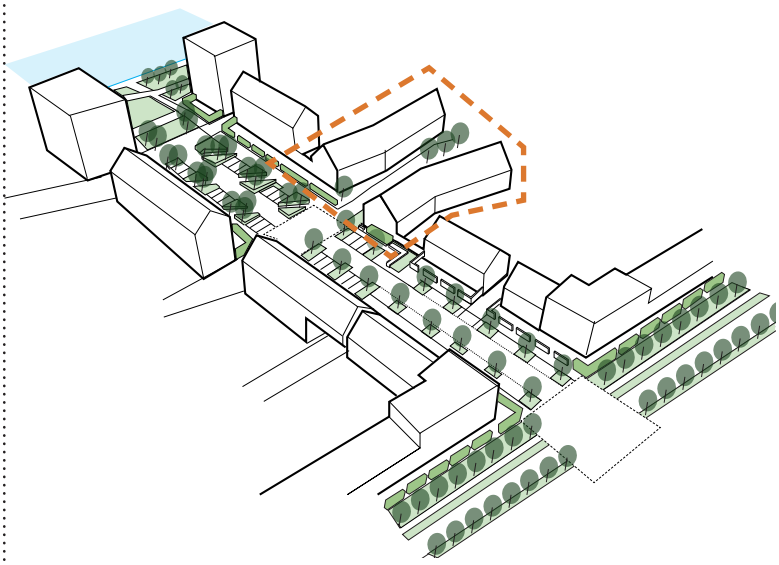
Refer to diagram on page 22 for the location of mews.

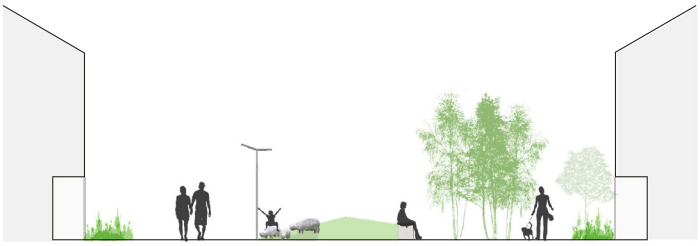
A new pedestrian and cycle route will cross residential plots in the western area of the site, running from West to East. (although service and emergency vehicles must be able to access). New two storey 'mews' homes should reflect its more relaxed character.

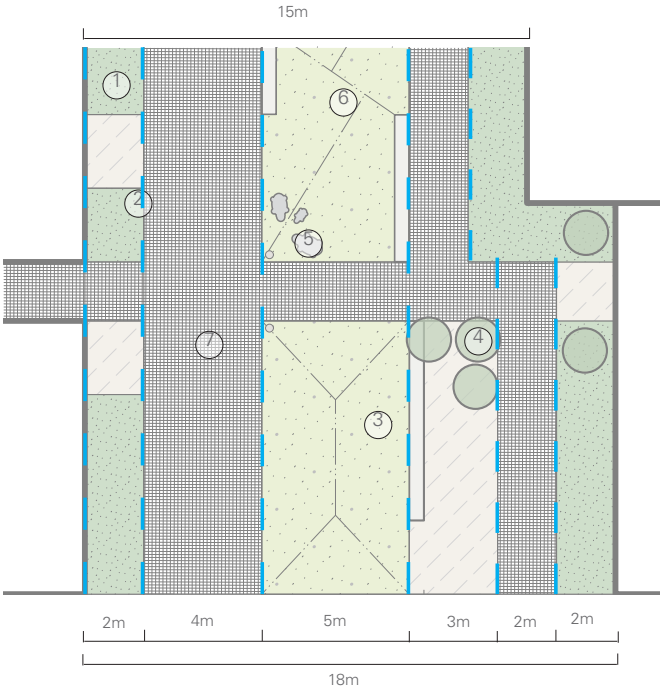
This is should functions as a social 'connector' - a fluid and seamless 'lane' that runs east to west through development plots.

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.

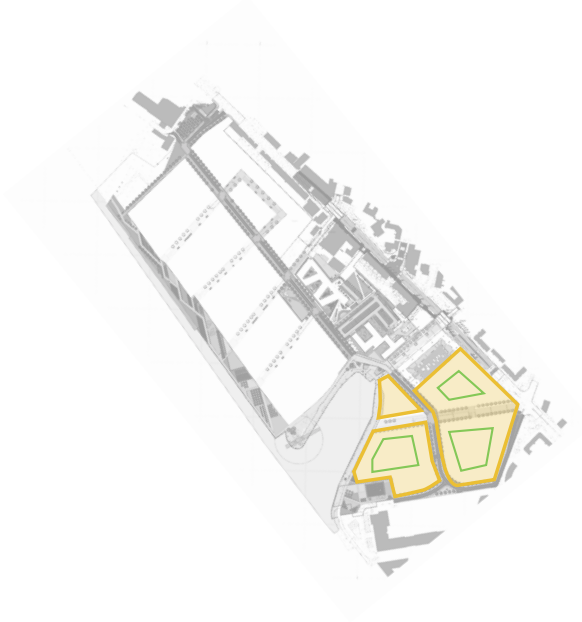
Playful artworks and greenspace replace the traditional road and create incidental spaces for children and a unique sense of place.







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



Backcourts - landscape and streetscape character

Character Area Overview

A number of the larger development plots (1, 2, 4 & 5 and 7) will have central back court spaces that are not suited for built development. 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, be used for rain gardens and rainwater harvesting, urban

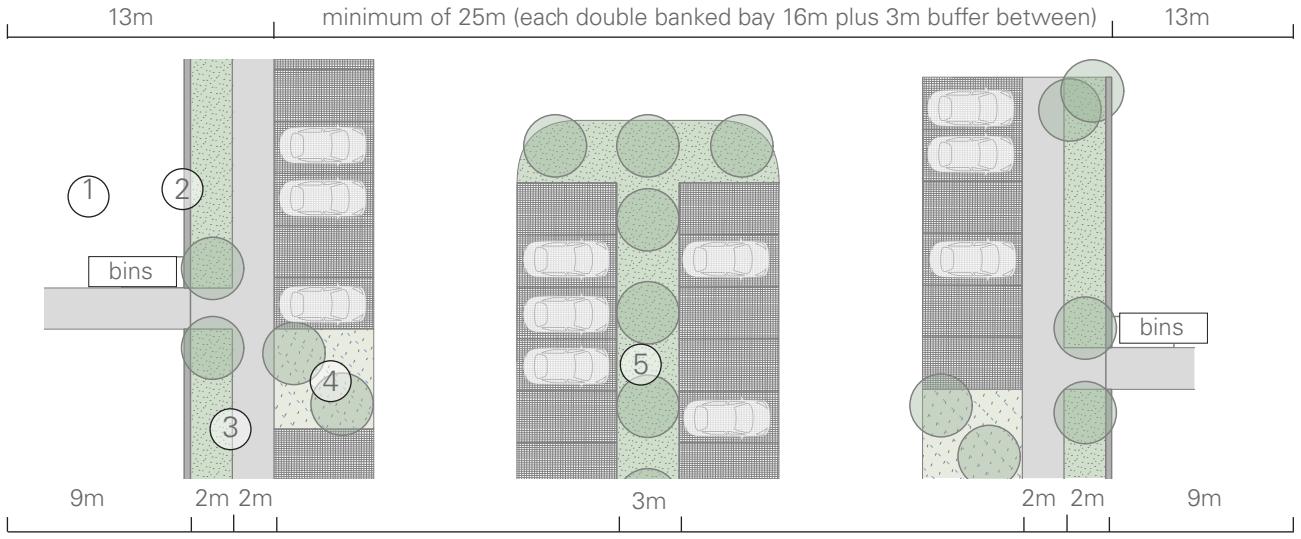
- community growing space set in community greenspace
- dispersed low density parking integrated within greenspace

Parking Courts - landscape and streetscape 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 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 dimensions set out below are the minimum for buffer and planted spaces.

Typical parking court plan



1. back gardens / communal areas minimum 9m deep with bin storage at boundary allowing access from gardens and parking court
2. boundaries treatments should be solid and not permeable (timber or brick), maximum 1,200mm 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

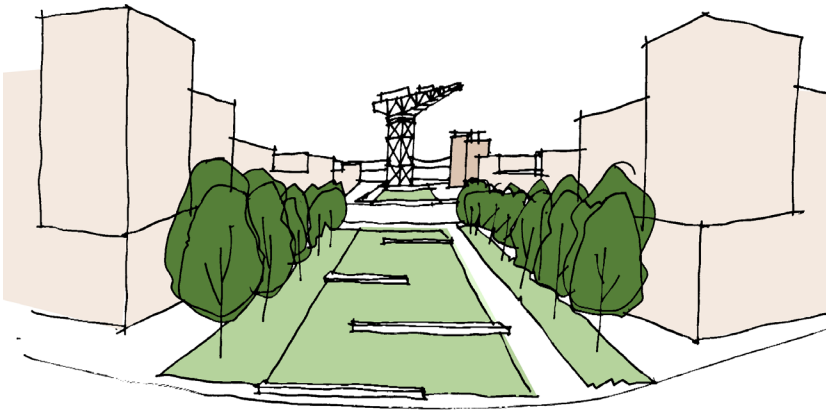
Typical parking court section

multi-stem trees with blocks of robust native shrubs below
low rear boundary fences with bin stores neatly located within garden space

avenue street trees in centre of parking court - to bring down the scale of the space (max 6m spacing)

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.

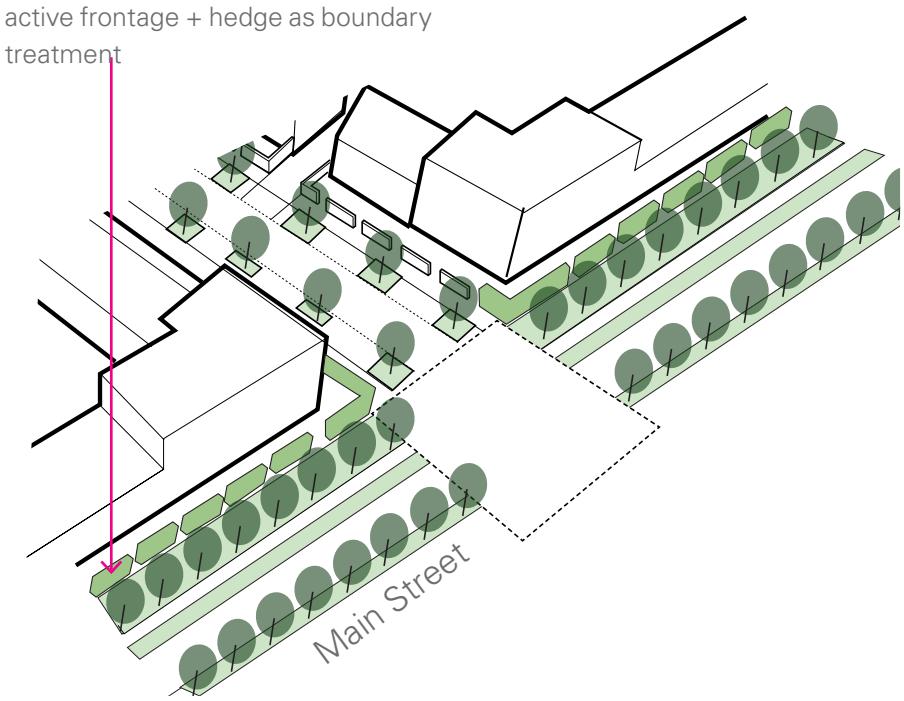


pedestrian boulevard leading to the Titan Crane

shared surface boulevard from masterplan

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

Because of Main Street'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 Street will change from three storey townhouses at the most western plots where the density is lower, to a maximum of seven storeys at corners closest to the Basin and the Titan Crane.



limetree avanue& wildflower planting from IWA masterplan documents

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'.

Urban form: case study - Marmalade Lane designed by Mole Architects for K1 Cambridge






THEMES

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

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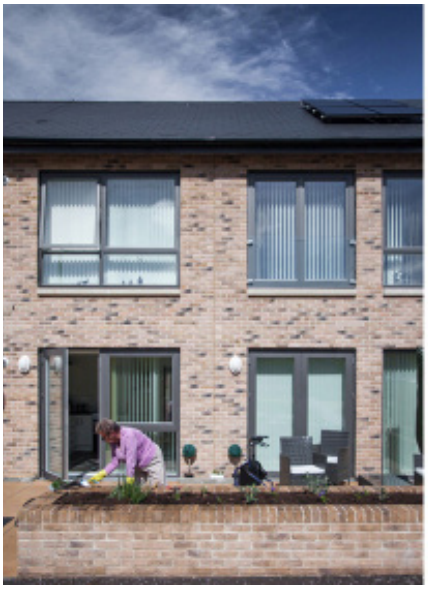

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Urban form: case study - Ryles Yard, Eddington

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END