

APPENDIX 2: RESPONSES TO THE CONSULTATION ON THE DESIGN CODES AND THE COUNCIL'S OBSERVATIONS AND RECOMMENDED COURSE OF ACTION

Question 1: How would the Design Codes be relevant to you?	
Summary of Responses	Council Responses
<ul style="list-style-type: none"> • Member of Parliament; • Developer; • Design professionals; • SEPA; • Historic Environment Scotland; • Community Member; • Glasgow and Clyde Valley Green Network Partnership; • Local community groups; • Academia; • Housebuilder – Homes for Scotland; and • Landowner – CRL/Dawn <p>Unless otherwise indicated, these responses were anonymous and some of the responses were not directly to the survey.</p>	Noted.
Question 2: What is your overall view of the document in relation to how you would use it in your relevant professional capacity?	
Summary of Responses	Council Responses
The majority of responses to this question stated that the document was excellent or very useful. However, a few	Noted.

<p>responses noted that the document was average, poor or very poor. No explanation or reasons were given on why the respondents thought the document was poor or very poor.</p> <p>Detailed comments from the respondents were received to this question and these are summarised into the following issues below:</p> <ul style="list-style-type: none"> • Context, content and layout of the Design Codes; • Intended use of the Design Codes; • Clarity of the Design Codes and what they are trying to achieve; • Level of prescription and scope for interpretation and design for development; • Needing to reflect the approved masterplan; and • Status of the guidance. 	<p>One of the respondents suggested having less background information and to introduce the design codes earlier in the document. While other respondents suggested more background information in order to set the context of the site and the document. It is considered that the information in the introduction provides the correct balance of setting out the historic and townscape context of the site and the Council's aspirations for high quality design. This will give a better understanding for future developers which they can respond appropriately. The examples shown of "preferred" and "not preferred" development will aid discussions during the planning application process. The guidance from the outset indicates that it will offer a structure approach to the assessment of planning applications on Queens Quay.</p> <p>The indicative masterplan and design framework which formed part of the Planning Permission in Principle sets out the foundations for development with the Design Codes building upon these guiding principles. The Codes are not intended to be prescriptive but offer structured guidance and in build flexibility to achieve high quality development. They encourage developers to take a range of innovative design approaches. They are not intended to inhibit good design rather to clarify the parameters, and ensure a consistency of approach across the</p>
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	<p>site.</p> <p>It is intended that the Design Codes are adopted as non-statutory planning guidance in the interim until consultation can take place on the various annexes and then adopted as supplementary guidance.</p>
<p>Question 3: By detailing traffic management/parking/waste strategies the council would be accepting of – will this give comfort or assurances about the expectations of such council service areas when designing? Are there other areas of detail we could look to incorporate?</p>	
Summary of Responses	Council Responses
<p>The majority of the responses to this question raised a number of detailed issues, which are summarised into the following issues:</p> <ul style="list-style-type: none"> • Roads construction; • Parking and over spilling; • Access and traffic flow; • Road hierarchy and parking requirements; • Surface water drainage and SUDS; • Sustainable Waste Management; and • Involvement of the Roads and Waste Services in their preparation. 	<p>it is important that each residential development parcel has its own clearly defined parking and there is no overspill into these areas from other neighbouring uses. This will be carefully considered as each development proposal comes forward. The road hierarchy details, traffic flow and parking levels are provided within the document. 100% parking levels are proposed for the development plots furthest from the crane and town centre and 70% for the other development plots. The Roads Service is satisfied with proposed parking levels and have requested that visitor parking be considered on a site by site basis to ensure it is not abused by residents and assists in reducing on street inconsiderate parking.</p> <p>Parking levels have been minimised given the sustainable location of the site which is within walking distance of the town and other facilities, in close proximity to the train station and bus</p>

	<p>routes. Walking, cycling and the use of public transport is encouraged within the development proposals with Travel Plans given to new residents.</p> <p>Details are also provided for the routing of cleansing vehicles, to ensure adequate width and swept paths. Further details on surface water drainage and SUDS have also been provided within the document which is determined by the Planning in Principle Permission.</p>
Question 4: Do you think the document would give you comfort that there will be coherence and consistency across the whole site particularly where there may be different developers delivering development over a long period of time?	
Summary of Responses	Council Responses
<p>The majority of the responses answered yes to this question. Some of the comments highlighted the impressive level of detail and presentation of the document in this section and noted the examples shown as being excellent, as is the strategic direction of this document.</p> <p>Other responses raised more detailed points which are summarised around the following themes:</p> <ul style="list-style-type: none"> • Need for consistency; • Terminology changes; • Aspiration levels for the site and consideration of demographics and deprivation; • Demand for certain types of houses; • Housing design detail: including local identity, impact, internal spaces, materials and windows; • Parking areas, treatment of Parking Courts and 	<p>These comments are welcomed and noted.</p> <p>This early upfront guidance sets out the Council's expectation for the design development of the site and provides developers the certainty and consistency of what will be required as part of the planning process and is welcomed by the majority of respondents. However, one of the respondents suggests the terminology especially the use of the word requirement, is too restrictive and prescriptive. The Design Codes are intended to strike a balance between providing guidance and not being overly prescriptive to deliver a high quality place. The intention is to ensure that a high standard of design quality is maintained throughout the entire development in order to deliver the</p>

<p>accessibility;</p> <ul style="list-style-type: none"> • Vision and build quality over the long term; • Discrepancies between the codes and masterplan; • Commercial and retail units, including signage, • Case studies and examples; • Arts and Heritage; • Roads detail: specifically traffic calming and character and design of streets; • Landscaping and streetscape strategy; • Play strategy: including scale of plots, illustrations, importance placed on specialist buildings, interface between public places and spaces; • Robustness and appropriateness of materials; • Distinctiveness; and • Status of the guidance, commercial reality and marketability; and concerns the codes are too restrictive. 	<p>masterplan vision.</p> <p>The Council has high aspirations for this site in order to encourage economic prosperity and reducing deprivation levels in the local area. Development which has already taken place on the site such as the energy centre and care home are of a very high quality design and the design codes seek to ensure that subsequent proposals maintain this high standard.</p> <p>The housing types proposed are based on market conditions and the site characteristics to ensure that a high quality place is achieved.</p> <p>The Design Codes have been adapted to provide further clarity in relation to waterfront blocks and the relationships between public and private space at the waterfront and the linear park. The waterfront area with the open blocks will be carefully considered in terms of how it addresses parking and the relationship to other housing units on the site. Key principles to guide the form of the waterfront development has been introduced in the revised document. The Design Codes have also been adapted to provide further clarity between the parking courtyard areas and the amenity of these areas. Parking levels are discussed above in the response to Question 3.</p> <p>It is not intended that the Design Codes will be prescriptive in terms of housing design and detail in order to encourage design innovation. The case studies are a good way of presenting various aspects of the Design Codes as well as illustrating quality placemaking by inspiring the designer to design high quality housing whether through layout, design and /or materials.</p>
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	<p>It is agreed by a number of respondents that the buildings on the waterfront should create impact and drama and it is intended that the Design Codes will encourage this. The detail of the Design Codes does not extend to the internal spaces of proposed houses.</p> <p>In relation to the discrepancy point, the masterplan shown on the website is not the masterplan approved under the Planning Permission in Principle. Some of the design components are already described in detail in the masterplan or consents already granted for development and these are described in more detail in the Design Codes.</p> <p>The Design Codes relate principally to the remaining plots for private housing with the retail and commercial units at the foot of the basin and along Titan Boulevard already previously consented. The signage location and design is controlled through the permission for the retail and commercial units and any future applications. The eastern development plot is identified as mixed use and future development will be guided by key design principles. The case studies illustrate aspects of the Design Codes and are there to inspire. They are not intended as examples for designers to copy.</p> <p>The comments relating to arts and heritage are noted. 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 the Arts Strategy and the Street Naming Strategy.</p> <p>In relation to comments on roads detail, traffic calming measures have already been implemented in terms of the spine road and will come forward with each development plot. The character</p>
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	<p>and design of the streets give preference to pedestrians over cars with the development linking into NCN7 cycle route. Further information has been provided in the Design Codes in relation to the character of the streets.</p> <p>It is considered that there is clear landscape and streetscape guidance provided in the Design Codes for the development plots and for areas around the basin. However, the street hierarchy and typology have been revisited in light of comments received through the consultation process. The Design Codes will be integrated with the Connecting Clydebank proposals and this is referenced in the document.</p> <p>With regard to the micro climate in relation to landscape, the designers will be expected to assess the microclimate within their own plots and demonstrate that this is understood and that the suggested design solution seeks to address this.</p> <p>With regard to the play strategy, it is agreed that the 'Getting It Right for Every Child' (GIRFEC) approach should be adopted and this will be developed through the planning permission granted.</p> <p>The local character and identity is addressed by the different street character and typology within the codes. The use of traditional materials such as clay bricks and metal is promoted as well as the use of industrial architecture in the design of buildings. The robustness and appropriateness of materials will be addressed by the use of more natural materials such as the use of clay bricks and aluminium windows. Future roof detail is covered in the Design Codes however the maintenance of design build is outwith the scope of this document.</p>
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	The status of the guidance, marketability, commercial reality and the flexibility of the guidance are all addressed above.
Question 5: How well do you think the document balances the level of prescription with the opportunity for design innovation?	
Summary of Responses	Council Responses
<p>The majority of the responses indicated that they thought the Design Codes were very balanced or had a good balance. Some respondents thought the balance was average, with 2 responses stating it was poor and one response indicating the document had a very poor balance.</p> <p>The majority of the responses raised more detailed points which are summarised into the following themes:</p> <ul style="list-style-type: none"> • Micro-climate and its impact on the riverside; • The document needs to be strong to avoid poor development; • Design Codes are too prescriptive; • Clarity around SUDS is needed; and • Development and design must be based on the economy; 	<p>Noted.</p> <p>Designers will be expected to assess the microclimate within their own plots and demonstrate that this is understood and that the suggested design solution seeks to address this.</p> <p>The guidance is clear from the outset that the intention is to ensure that a high standard of design quality is maintained throughout the entire development to deliver the masterplan vision. As indicated in question 2 above some respondents indicated that the Design Codes required to be more prescriptive, however it is considered that the Design Codes try to get the correct balance between being overly prescriptive but encouraging design innovation as discussed above.</p> <p>In relation to SUDS, this has been addressed in the revised Design Codes and is determined by the Planning In Principle permission.</p>

	It is acknowledged that the economics of the site is very important if a successful development is to be achieved, however this does not preclude achieving a high quality development. The Design Codes have been developed to assist the planning application process so future development proposals can be assessed in a structured way which will result in more consistent and quicker decisions.
Question 6: Which areas of the Design Codes would you say is the most successful?	
<p>The majority of the responses stated the document was very good or strong in all areas. Some of the respondents points to specific sections of the document as being the most successful.</p> <p>However, one comment stated that they did not feel that the Design Codes was an integrated document and many areas appear to be outwith the scope of the codes.</p> <p>One respondent states that the biggest issue with the codes is that they masterplanning and pushing the development into a suburban scale instead of the urban setting within the masterplan.</p>	<p>Noted.</p> <p>The concerns raised by this respondent are addressed in full under question 4.</p> <p>Noted. The Design Codes builds upon the masterplan vision and supports a high quality urban place. Different character areas are proposed such as parkland, mews, etc but these areas are all set within an urban setting. A suburban approach to this site would not be appropriate and certainly is not being proposed. The Design Codes have been adapted to demonstrate the lowest and highest height of development to offer added clarity.</p>
Question 7: In your own words, what areas would improve about the Queens Quay Design Codes document? What would you have added to the document that might assist further with development or design?	
<p>The respondents suggested the following areas that would improve the Design Codes and these are summarised below:</p> <ul style="list-style-type: none"> • Process for Street Naming; 	A Street Naming Strategy has been agreed by Planning

<ul style="list-style-type: none"> • Perspective taken from within the proposed buildings, views and vistas captured; • Opportunities for social interactions; • Grading and flexibility regarding different types of housing; • Approach to Public Art; • More detail on the drainage strategy; • Clearer and more detailed specifications; • Assessment of open space provisions is required; • Fundamental issues with vision for projects and development being proposed; • The approach for the shared river frontage needs to be revisited; • Titan View vista; • Expectations on sustainable homes; 	<p>Committee and street names are being proposed for the various streets which require to be agreed by the Committee.</p> <p>Views and vistas are covered more by the Design and Access Statement, although referenced in the Design Codes, they determine the location of the main access routes through the site.</p> <p>The development form promotes many opportunities for social interaction especially at the head of the basin, Titan Boulevard and the Riverside linear park.</p> <p>The comment on grading and flexibility of housing, this is outwith the scope of the Design Codes.</p> <p>The provision of public art will be covered by a separate annex to the Design Codes - an Arts Strategy. The comments made in this regard are noted and will be filtered into the Arts Strategy.</p> <p>The comment in relation to the drainage strategy are noted and the provision of SUDS is addressed in the modified Design Codes and the conditions of the approved permissions.</p> <p>In relation to the comment on the need for more detailed specifications, it must be remembered that there needs to be a balance between being overly prescriptive and flexibility and it is considered that the modified Design Codes has achieved the correct balance.</p> <p>The overall Queens Quay site contains a considerable amount of public open space and public realm. Developers of parcels within the site are expected to consider the greenspace</p>
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	<p>requirements associated with their application for Approval of Matters as Specified by Conditions.</p> <p>In relation to the respondent that states there are fundamental issues with the document, the points raised in the representation have been addressed within the various responses above.</p> <p>This has been discussed above, the Design Codes have been adapted to provide further clarity in relation to waterfront blocks. Key principles to guide the form of the waterfront development has been introduced in the revised document. The Design Codes encourage a consistency of approach, as there are a range of different solutions which would meet the requirements of the Design Codes and the Planning in Principle Permission.</p> <p>The Design Codes provides details of views and vistas which link Queens Quay to the wider Clydebank context. Titan View is shown as an open vista in the Design Codes.</p> <p>With regard to the comment on sustainable housing, the new housing on Queens Quay will be linked to the District Heating System and a sustainability annex is currently being produced to address the connection of housing to the District Heating System. It is hoped that this site will be one of the most sustainable housing sites in Scotland.</p>
Question 8: Do you have anything further to add?	
The majority of the responses provided positive comments about the Design Codes. Where a respondent did not complete the survey but provided an email response their comments are	Noted.

<p>addressed below.</p> <p>The detailed comments received on this section have been summarised into the following issues:</p> <ul style="list-style-type: none"> • Relationship between individual plots; • Impact of Covid-19; • Range of Tree Species; • Vision for the site is not strong enough; • The design of the District Heating Building; • Approval of the principles in the Masterplan should not be disregarded for those in the Design Codes; • Provision of a community growing space/garden/allotment; • Screen Planting; • Implications of dog walking on the SPA; • Opportunities to enhance public access; • Establish principles to embed sustainable travel behaviour; • Exclusion of the Titan Crane and existing developments from some of the diagrams; • Graphical issues; • Setting of the Titan Crane; • Housing and levels of accessibility; • Housing design quality; • Housing mix; • Leftover space to the east side of the Leisure Centre; • Health, heritage, and cultural life; • More on the town's notable ancient and Roman history could be included along with links to the wider cultural landscape; 	<p>The Design Codes have been modified to address this and the relationship between plots will also be addressed through the planning process.</p> <p>The current pandemic reinforces the importance of achieving a quality environment with sufficient quality open spaces and quality housing.</p> <p>The Design Codes have been modified to address tree species and further clarity on landscaping.</p> <p>The Council disagrees with the respondent and considers that the vision is very strong for the site. This is set out in the Design and Access Framework, and the masterplan which the Design Codes build upon. It is envisaged that Queens Quay will be a place to live, work and visit. People will be attracted to the River Clyde location, the facilities the site offers and the high quality environment.</p> <p>The comments on the District Heating building are noted; however, the Council does not share the view of the respondent and considers that the District Heating building is in the right location as it is quickly becoming a landmark building due to its design and complimenting the iconic Titan Crane. It will become an attraction in the future with visitors not only interested in its workings as well as being a visitor attraction for those visiting Clydebanks.</p>
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- Design codes should reference a to Ian McHarg;
- Public art and reference to shipbuilding;
- Green space, ecology and leisure;

The principles of the masterplan are not being undermined, the Design Codes build upon the approved masterplan and are to be used to deliver the masterplan vision.

The provision of community growing spaces and allotment is encouraged by the Design Codes and it will be explored as each development plot comes forward. There may also be scope of this use along the riverfront linear park.

Referring to the comments made on screen planting, this is covered by the Planning Permissions in place and through future applications for the detailed housing plots.

In relation to the concerns about the impact of dog walking on the Special Protection Area (SPA), the suggestion by the respondent for signage which outlines the international importance of the Inner Clyde foreshore for wintering migratory birds and which requests that dog walkers keep their dogs on the lead when walking them on or near the foreshore could be incorporated within the signage strategy for the site and is supported.

A new riverfront path is being provided and the development will connect into the national cycle route of NCN7, thereby increasing public access to the River Clyde which has not been available for the public for more than 100 years from this site. Significant areas of public and greenspace are to be provided for both residents and visitors. The Council's Access Officer and the Sustainable Officer have been involved throughout the preparation of this guidance.

	<p>The comments made in relation to establish principles for sustainable transport behaviours are welcomed and noted and given the location of the site, residents and visitors will be encouraged to use sustainable modes of transport.</p> <p>The comments made in relation to the Titan Crane and other developed buildings are noted; however, to include the developed part of Queens Quay could be confusing as the Design Codes only relate to the central area of Queens Quay which is covered by the Planning Permission in Principle and is presently largely undeveloped.</p> <p>The graphical issues raised relating to the NCN 7 cycle path route and transport diagrams are noted and have been addressed in the modified Design Codes.</p> <p>In relation to the setting of the Titan Crane, the iconic Titan Crane sits 46 metres high so a 8 storey building would be significantly lower than the Titan Crane and would be further away from the crane than it would be high. A dense building form needs to frame the substantial basin and Titan Crane. Any new building at the basin will compliment but be subservient to the Crane.</p> <p>The comments on enlarging the housing function are noted. In relation to the levels of accessibility, although the Council is supportive of increasing the level of accessible housing on the site, this would be determined by further iterations of the Local Development Plan and the application process. It is not an issue for the Design Codes to take forward.</p> <p>The comments on housing design quality are noted. The</p>
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	<p>affordable housing already approved on site is of exceptional design and quality and it has inspired the production of the Design Codes to ensure that the private housing is of equal quality. In relation to the West Dunbartonshire Design Standard, it is agreed that this should also be referenced as an influencer of quality.</p> <p>Increasing housing mix on the site is supported, however this would be difficult to achieve through the Design Codes and is forming a level of prescription that is not in tandem with the objective of the Design Codes. The types and mix of housing is for individual housing developers to bring forward themselves and is beyond what the Local Development Plan and Design Codes are required to do. Some housebuilders may also come forward proposing a shared equity / shared ownership housing model.</p> <p>With regard to the leftover space, this area is identified as a commercial leisure opportunity within the Local Development Plan, it is however outwith the scope of the Design Codes.</p> <p>The Design Codes have been assessed from a health perspective and within the introduction of the modified Design Codes there is a clear ambition to improve the health and wellbeing of Clydebank. The comments regarding heritage and culture will be addressed through the street naming strategy and arts strategy.</p> <p>The comments made regarding ancient and Roman history and links to the wider cultural landscape are more suited to the Arts Strategy and will be addressed through it.</p>
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	<p>The comments regarding green space, ecology and leisure are noted and can be addressed more fully through the arts strategy.</p> <p>It should be noted that the work of Ian McHarg, who is a Clydebank Man, is referenced in the new Clydebank health and care centre and the street naming strategy.</p> <p>The comments on public art, shipbuilding and local narratives has informed the street naming strategy and will inform the future arts strategy which will be annexes to the Design Codes.</p>
Detailed response from CRL/ Dawn Group within their separate document entitled: 'Queens Quay Design Codes Review Document'	
The landowner, CRL/ Dawn Group submitted a series of detailed comments in addition to the general comments they made above. These comments have been separated out and summarised below under the relevant sections in which they relate to.	
<u>General</u> The comments received in this section have been summarised as follows: <ul style="list-style-type: none"> • Objectives for the site; • Masterplan and the Codes must not be an inhibitor of development; • Provides six key observations: Maintain and protect key historic connection routes and Vistas; Importance of scale 	<p>The objectives of the site owner are supported and agreed by the Council.</p> <p>The Design Codes set out structured guidance for designers and developers and they provide a structured approach to assess future planning applications. The intention is to ensure a high</p>

<p>fronting large civic spaces and streets; Development form and location should clearly define an urban block structure; the importance of a continuous defining built edge – avoid gaps; the planning and placement of parking has significant impact on the definition of an urban block structure and placemaking. Parking should be placed on street and/or in back courts; and storey heights.</p>	<p>standard of design quality is maintained in order to deliver the masterplan vision. Some of the design components are already described in detail in the masterplan or the consents already granted. Flexibility has been inbuilt in the Design Codes.</p> <p>The six observations are welcomed, noted and agreed as key urban design principles in creating a high quality development in this waterfront location. Key routes and vistas have been identified in the Design Codes which align with the masterplan. The importance of scale around the basin, at the riverfront and at key areas along the main spine road is recognised within the Design Codes.</p> <p>The Design Codes are based on urban principles with clear “fronts and backs “ with corners of urban blocks defined and articulated with the continuity of building edge to a street and related to adjacent developments. The Codes promote parking courts or parking part of the streetscape which supports the respondents comments. The expectation is that storey heights, urban form and scale should increase on approach to the landmark features such as the Titan Crane and the River. This has been addressed in the modified Design Codes.</p>
<p><u>Street Hierarchy and typology</u></p> <p>The comments to this section are summarised as follows:</p> <ul style="list-style-type: none"> • A hierarchy of streets in terms of scale, character, use and traffic/ pedestrian functionality is essential and a 	<p>Noted and agreed. The Design Codes will include details of a hierarchy of streets such as Main Street, more secondary</p>

<p>definition of streets is needed to clarify and define the urban structure; and</p> <ul style="list-style-type: none"> • There should be differing typologies to different situations; 	<p>residential streets and the mews streets. This will assist in promoting character areas and placemaking qualities. Different street typologies have been clarified in the modified Design Codes.</p>
<p><u>General Massing and clarity of urban form and block layout</u></p> <p>The comments received in this section have been summarised as follows:</p> <ul style="list-style-type: none"> • Rear of the riverside frontage needs to better define the urban blocks, development typologies and scales relative to the hierarchy of streets and density of developments proposed. • There needs to be a clearer urbanity and strength/continuity of edge to avoid ‘sub-urbia’ creeping into the development; • Scale and heights of buildings; • Mews philosophy, clarity and continuity of the urban edge and the Mews Street should not dominate the main residential street; and • Density of development; and • Character of north- south linking streets, street widths and urban form 	<p>The development typology has been developed further in the modified Design Codes with more detail on green infrastructure such as the treatment of green spaces and community gardens.</p> <p>The scale and heights of the buildings have been further clarified in the modified document together with clearly defined corners for the urban blocks.</p> <p>The mews development is a particular feature of the Design Codes. It does not prevent a strong dense urban edge with a mews development behind it. This type of development is commonly found in cities like Copenhagen, Glasgow–Park Circus and case studies has been added to the document to illustrate this.</p> <p>The Design Codes allow for a fairly density development as it moves towards the pocket park and the crane and this has been further clarified in the modified document.</p> <p>Street widths and location are determined by the original</p>

	<p>masterplan and are respected by the Design Codes. Street hierarchy is also set by the masterplan and is further defined within the Codes. The character of the Urban streets, the Mews streets and the Parkland streets is set out in the codes with precedent images, diagrams and sketches that support the hierarchical nature of each character zone. The Design Codes offers additional clarity around expectation where the masterplan does not offer detail. It is agreed that there should be variation in the extent of landscaping of the residential streets.</p>
<p><u>Mews Street</u></p> <p>The comments received in this section have been summarised as follows:</p> <ul style="list-style-type: none"> • Support for pedestrian focussed space; • Vehicular access and passing needs to be considered; • Nodes; • Mews blocks should be lower in scale; and • The route should be flanked by more flatted development as wings to primary functions. 	<p>The mews street is intended as a pedestrian and cycle space with key social 'nodes' providing focussed areas of landscaping, public realm and street play. Although the geometry of the mews streets should permit occasional use for emergency vehicles, they are not intended as shared surface routes for vehicles. Car access can be achieved via the rear car parking courtyards. As discussed above the mews development which is lower in scale can be accommodated within a dense urban perimeter.</p>
<p><u>Massing and nature of river frontage development</u></p> <p>The comments received in this section have been summarised as follows:</p> <ul style="list-style-type: none"> • Beneficial view's of the river are supported but physically not achievable; • The suggested pavilion end block is inappropriate and totally underwhelming; 	<p>Noted, the key principles are agreed.</p> <p>The development form at the riverfront has been amended to remove the reference to pavilions and the key principles inserted into the document to guide the river frontage development. It is accepted by the landowner and the Council</p>

<ul style="list-style-type: none"> • Flooding interventions will views to the river from the Mews development will be difficult to achieve; • To maximise river views then the density of the river frontage must be of a higher scale and density; • a denser development will define the linear park better and provide increased overlooking and passive security; • Key principles along the river edge is: Scale – push as high as possible; Variety – length of the riverfront; articulation – both in scale and façade depth and layering; Edge – strength of edge along the riverfront, defining and overlooking; Corners – strength and dominance of corners; Breaks – in blocks to achieve light and view penetration; Landscape – define public and private spaces; and Memorability – contribute to a new memorable place of distinction and quality; and • Suggests the adoption of higher density and breaks in development utilising L, U or I shaped blocks at each corner with a break in the centre to bring in light and provide views out towards the river. 	<p>that a straight plain flatted block elevation would provide a relentless and imposing façade over the long length of this very prominent and valuable riverfront frontage. By providing an appropriate break in the blocks this will provide light penetration and views of the river whilst meeting the objectives of both the Council and the landowner.</p>
<p><u>Around the Basin:</u></p> <p>The comments received in this section have been summarised as follows:</p> <ul style="list-style-type: none"> • Development around the basin needs to respond to and demonstrate the highest quality of design, scale, civic frontage and use to inform an activate this central public gathering space and define a destination at the heart of the site; • The western side of basin needs to respond to the scale and drama of the Titan Crane and should have the highest density throughout the site; 	<p>It is good that the landowner and the Council are aligned in the objective of achieving the highest quality of design, scale, use and civic frontage and maximising the basin location. It is agreed that the western side of the basin should have the highest residential density to create drama/ impact and frame the sizeable basin area.</p> <p>The area to the east of the basin will be shown in the codes as more generally ‘mixed use’ and the more specific description removed, thus offering a more flexible approach and allowing for</p>

<ul style="list-style-type: none"> At the eastern side it would be appropriate to consider office or commercial uses. A commercial development of scale along the east side of the basin should not be precluded from consideration on the design codes. 	<p>a more mixed use development of scale. The pavilions shown on this eastern side within the Design Codes Review document is not acceptable. General principles are proposed in the modified Design Codes of how this part of the site is to be taken forward in the future such as concealing parking and being compatible with the surrounding urban form of development</p>
<p><u>Balconies:</u></p> <p>The comments received in this section have been summarised as follows:</p> <ul style="list-style-type: none"> Orientation and aspect of the riverside frontage provides significant architectural opportunity to maximise the benefit and value of river aspect and south west orientation; Suggestion that this elevation should explore a typology of the vertical garden, incorporating deep balconies to each unit; and Adopting such an approach would assist a richness to this façade and introduce activity across both the length and height of the development. 	<p>Agreed and the Design Codes will include reference to the provision of balconies especially along key frontages</p>
<p><u>Landscaping:</u></p> <p>The comments received in this section have been summarised as follows:</p> <ul style="list-style-type: none"> Private spaces and its boundary and integration/interface with streets and public spaces needs to be carefully 	<p>Agreed and the Design Codes will set the principles to avoid this</p>

considered to avoid a 'back fence' situation.	situation occurring
<p><u>Public car charging:</u></p> <p>The comments received in this section have been summarised as follows:</p> <ul style="list-style-type: none"> • Further consideration is needed around local capacity and should be civic approach; not something that developers can deal with separately. 	Noted but it is not for the Design Codes to address.
<p><u>Car Clubs:</u></p> <p>The comments received in this section have been summarised as follows:</p> <ul style="list-style-type: none"> • Inappropriate for the Design Codes to address the requirement or for design codes to effectively give private companies a commercial advantage by prescribing that certain areas are given over to these enterprises. 	Noted. Car Club spaces are only mentioned to offset reduced parking numbers. This would be addressed more fully as applications come forward for the respective development plots.
<p><u>Renewable Energy:</u></p> <p>The comments received in this section have been summarised as follows:</p> <ul style="list-style-type: none"> • It would be useful for the codes to address design issues to do with photovoltaic cells, air source heat pumps etc. as these have the potential to become unsightly with major impact on development quality. 	Noted, this will be addressed by the Sustainability annex.

<p><u>Sub-stations and utility infrastructure:</u></p> <p>The comments received in this section have been summarised as follows:</p> <ul style="list-style-type: none"> • There will be a need for approximately another 8 substations. Consideration should be given to how developers are to incorporate these necessary elements of infrastructure into their design proposals. 	<p>Noted, the treatment of substations is addressed in the modified Design Codes.</p>
<p><u>Materiality and robustness:</u></p> <p>The comments received in this section have been summarised as follows:</p> <ul style="list-style-type: none"> • The only issue highlighted is that UPVC as a material, reacts well within a marine environment. Colour is obviously a major consideration and there needs to be a position where colours other than white could be considered. 	<p>Noted. The use of aluminium windows is a preference but this will be determined through the application process. Aluminium windows are being used in the affordable housing and health and care centre.</p>
<p><u>Geographic extent:</u></p> <p>The comments received in this section have been summarised as follows:</p> <ul style="list-style-type: none"> • The codes should go beyond Queens Quay to the adjacent landholdings 	<p>Noted and this may occur in the future. However, the site boundary for the Design Codes is the application site for the Planning in Principle Permission.</p>