

100 ACRE HILL

SCOPING STUDY AUGUST 2015



Scottish
Canals

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Canals

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ANALYSIS



INTRODUCTION & BRIEF

HTA were commissioned in April 2015 to carry out two stages of work on 100 Acre Hill. This report covers the 'summary report' described in the first stage. The brief for the two stages was as follows:

STAGE ONE

- 1. **Stage 1 – Site Appraisal & Preliminary Urban Design Concept**
 - a. The key output from this will be a concept design that allows us all to understand what is generally being proposed
 - b. Site Appraisal;
 - i. Topo, to include overlaying below ground foundations etc on same
 - ii. Site Investigation
 - iii. Discussions with GCC & Scottish Canals on the appropriate Surface Water Management Plan
 - iv. Utilities capacity review
 - v. Noise survey with contour model
 - vi. Micro climate survey
 - vii. Ecology walk-over
 - viii. Planning policy review
 - ix. Submission of a screening opinion on whether an EIA is required
 - c. Prepare response to these opportunities and constraints (with engineering constraints)
 - d. Report to include;
 - i. Basic spatial arrangement / relationships / hierarchies between streets, spaces and parcels for development
 - ii. including proposals for solving the big moves eg topography
 - iii. Proposals for the solving the North Canal Bank Street section
 - iv. High level Phasing Plan for delivery – picking up on remediation and servicing requirements
 - v. Address movement, both internal to the site and also wider connections
 - vi. Presentational material will include a Bavarian B plan at this stage,
 - vii. Outline proposals on how we envisage Custom Build being delivered
 - e. Outputs / actions will include;
 - i. A written 'Summary Report'
 - ii. Some form of Design Audit / Review will be carried out, possibly by an external 3rd party
 - iii. Hosting of a Stakeholder Consultation event at the end of the stage to show the concept
 - f. Proposed Timescale
 - i. March – initial site appraisal time by the Team
 - ii. April – June – conceptual response
 - iii. June – July – presentation of concept

STAGE TWO

- 2. **Stage 2 – Planning Permission in Principle**
 - a. Once we agree the concept, the idea is to move on straight-away with the PPiP application for the 'Masterplan'
 - b. This adds to the detail of the concept, but should retain flexibility also – key parameters to be set out include;
 - i. Design code
 - ii. Street proportions and layouts
 - iii. Housing proposals – typologies, building lines, plot sizes and delivery proposals for custom build
 - iv. Walking and cycling proposals
 - v. Parking proposals
 - vi. Suds arrangements
 - vii. Landscape, amenity, playspaces etc
 - viii. Refuse strategy check
 - c. In terms of timescale, I think a further 2 – 3 months – say July / August to October

LOCATION

City Context

The figure ground shows the relationship between the centre of Glasgow and 100 Acre Hill.

100 Acre Hill is to the north of the city, separated from the city centre by the M8.



LOCATION

100 Acre Hill is recognised by Glasgow City Council as key to the regeneration of Port Dundas and the wider objective of improving North Glasgow.

Glasgow city Council have identified five priority areas where “we will drive real progress and achievement in Glasgow”.

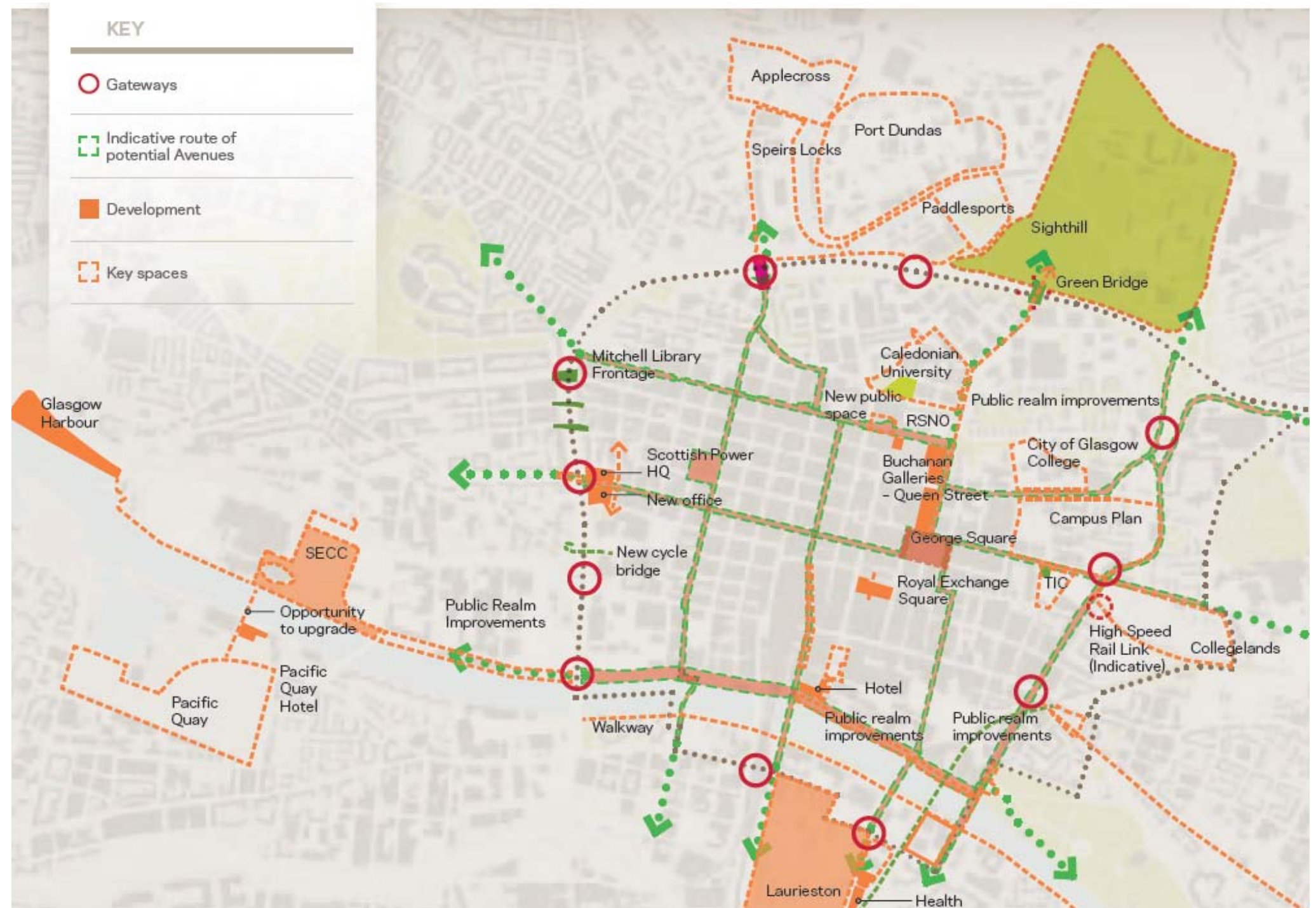
These are to make sure Glasgow has:

- Economic growth; and is
- A world class city
- A sustainable city
- A city that looks after its vulnerable people
- A learning city.

Economic growth will be achieved through:

- A resilient and growing city economy
- A broad bases and more integrated economy with diverse business opportunities, including social enterprise.
- Better skills for Glaswegians to create a more confident and competitive workforce in the city
- An improved supply of good quality and sustainable housing for the city
- A connected city infrastructure, including better transport, roads, and better access to the internet and information technology for business and residents.

Proposals for 100 Acre Hill should recognise and support Glasgow City Council’s objectives for the area.



**PEOPLE
MAKE
GLASGOW**

LOCATION

North Glasgow

100 Acre Hill lies in the Port Dundas area of North Glasgow. A number of the surrounding neighbourhoods are undergoing significant change:

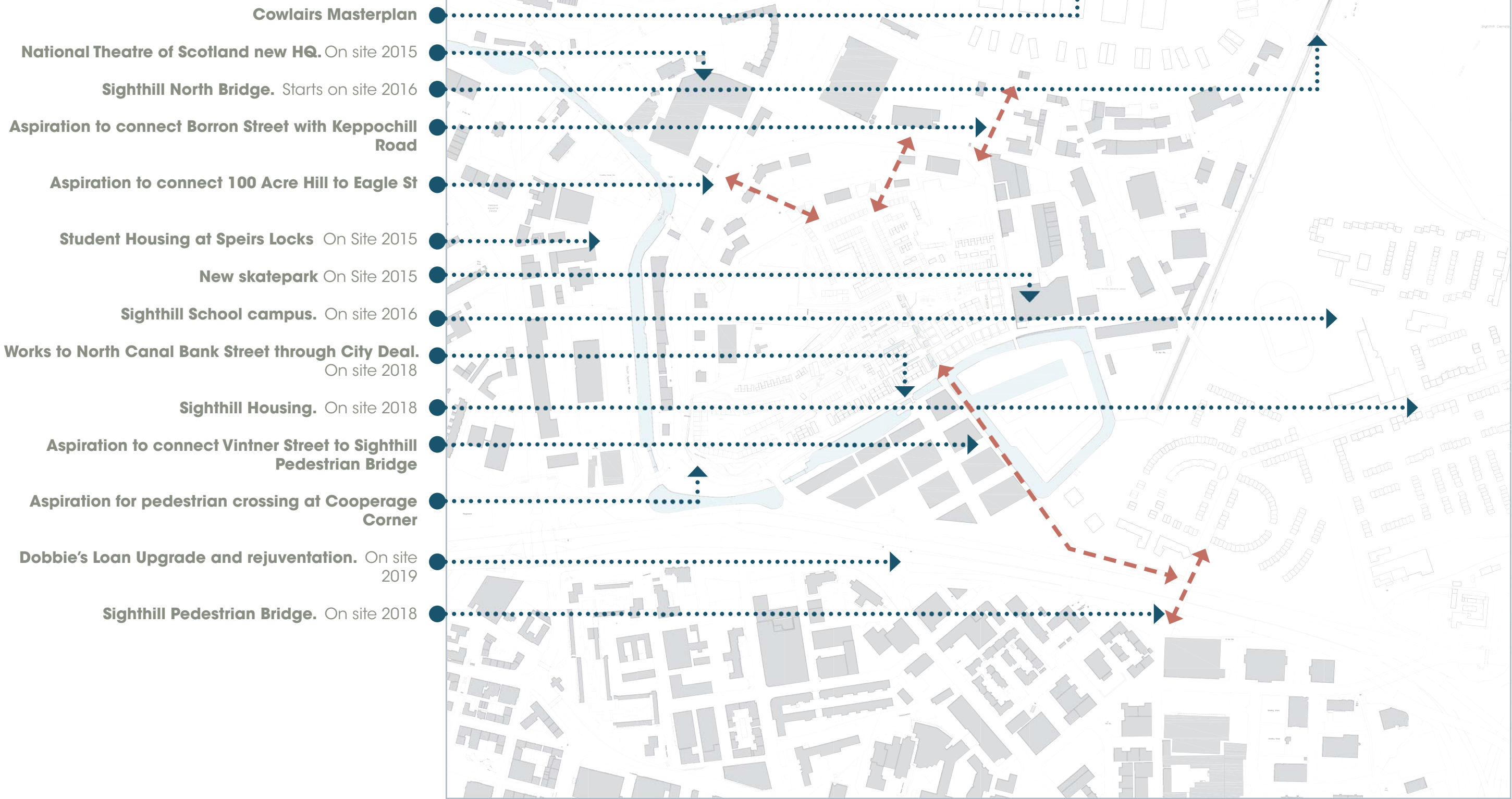
- Maryhill
- Sighthill
- Cowlairs
- Spiers Lock & Wharf

Consequently, development objectives for 100 Acre Hill can be seen in the context of improvements to the whole of north Glasgow.

For example, improved connections to the city centre are important not just for this site, but for the surrounding neighbourhoods too.



SUPPORTING INFRASTRUCTURE



HISTORY

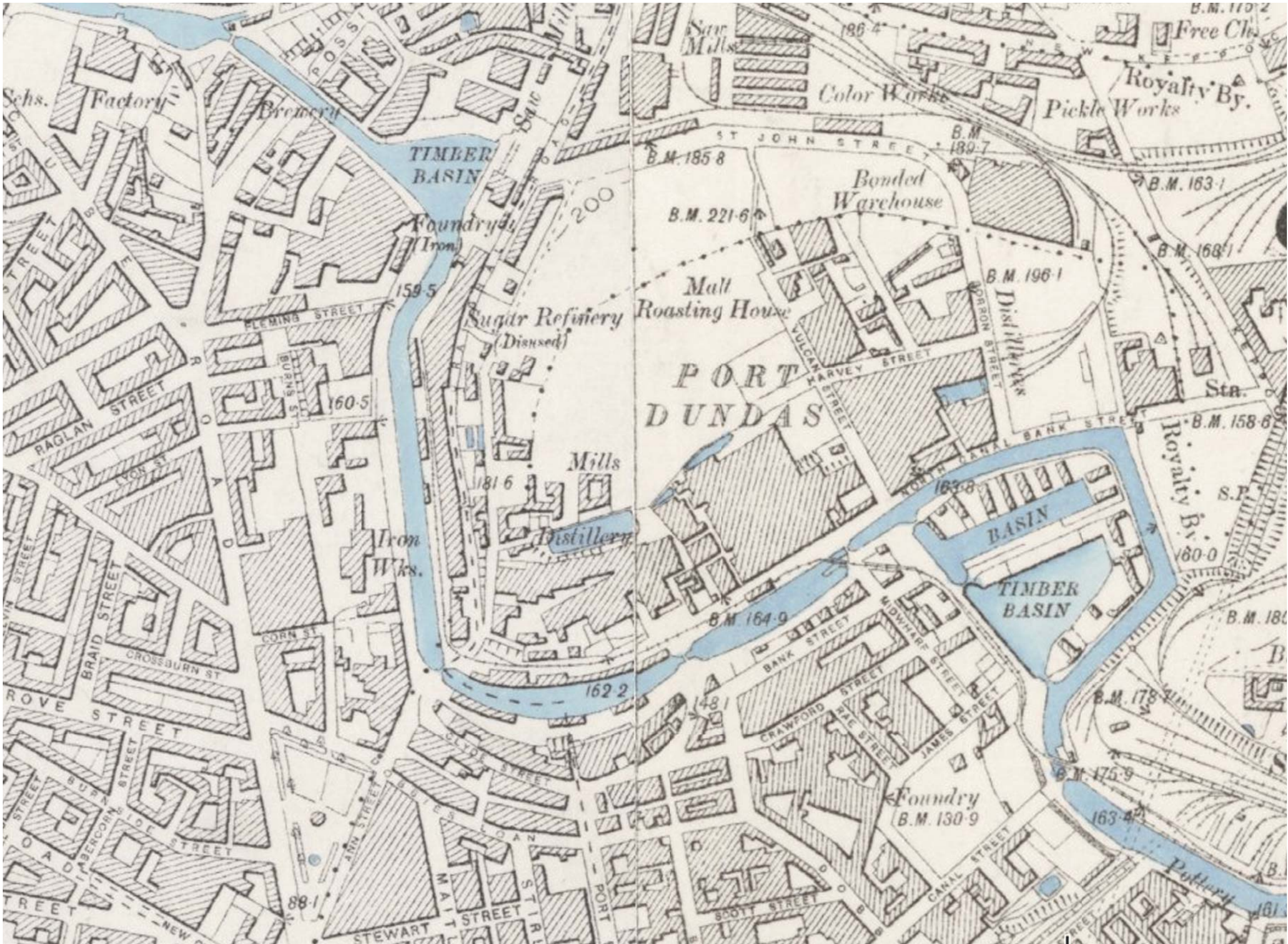
North Glasgow

The Port Dundas terminus was established at One Hundred Acre Hill between 1786 and 1790 and was named after Sir Lawrence Dundas, one of the major backers of the Forth and Clyde Canal Company. Port Dundas formed the terminus of a branch of the Forth and Clyde Canal in the centre of Glasgow, linking to the adjacent Monkland Canal.

It became an industrial centre in the 19th century, with textile mills, chemical works, granaries, distilleries, glassworks, iron foundries, power stations and engineering works all operating in the area.

In 1859, a brick chimney was built at Port Dundas for F.Townsend. At 454 feet (138 m) it was the tallest chimney in the world at the time, with an outside diameter of 32 feet (9.8 m) at ground level.

(extracted from Wikipedia:
https://en.wikipedia.org/wiki/Port_Dundas)0



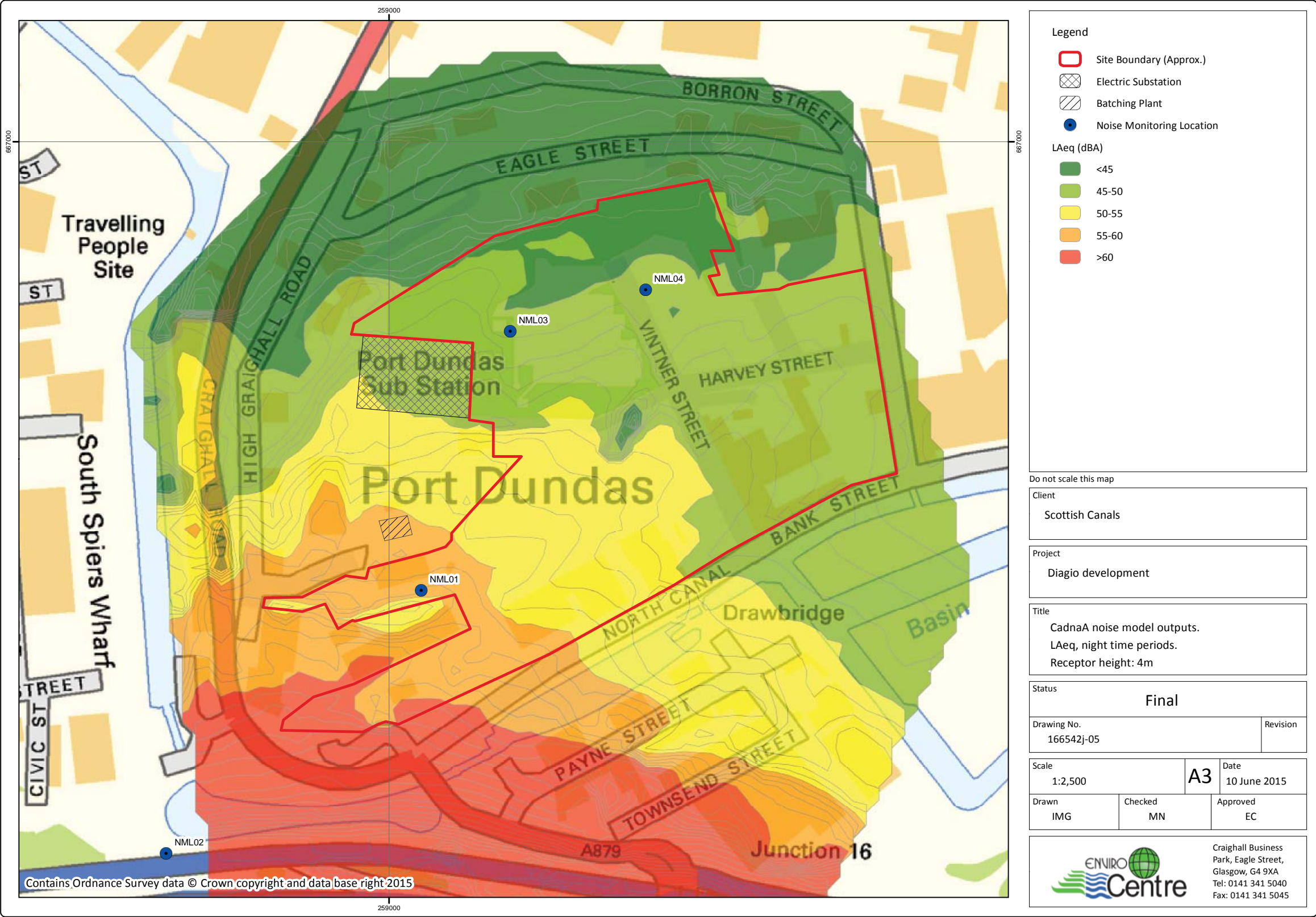
NOISE

Survey

The noise survey illustrates that the noisiest part of the site is the south west corner.

This is where the M8 runs closest to the site and with the least barrier to interrupt the noise.

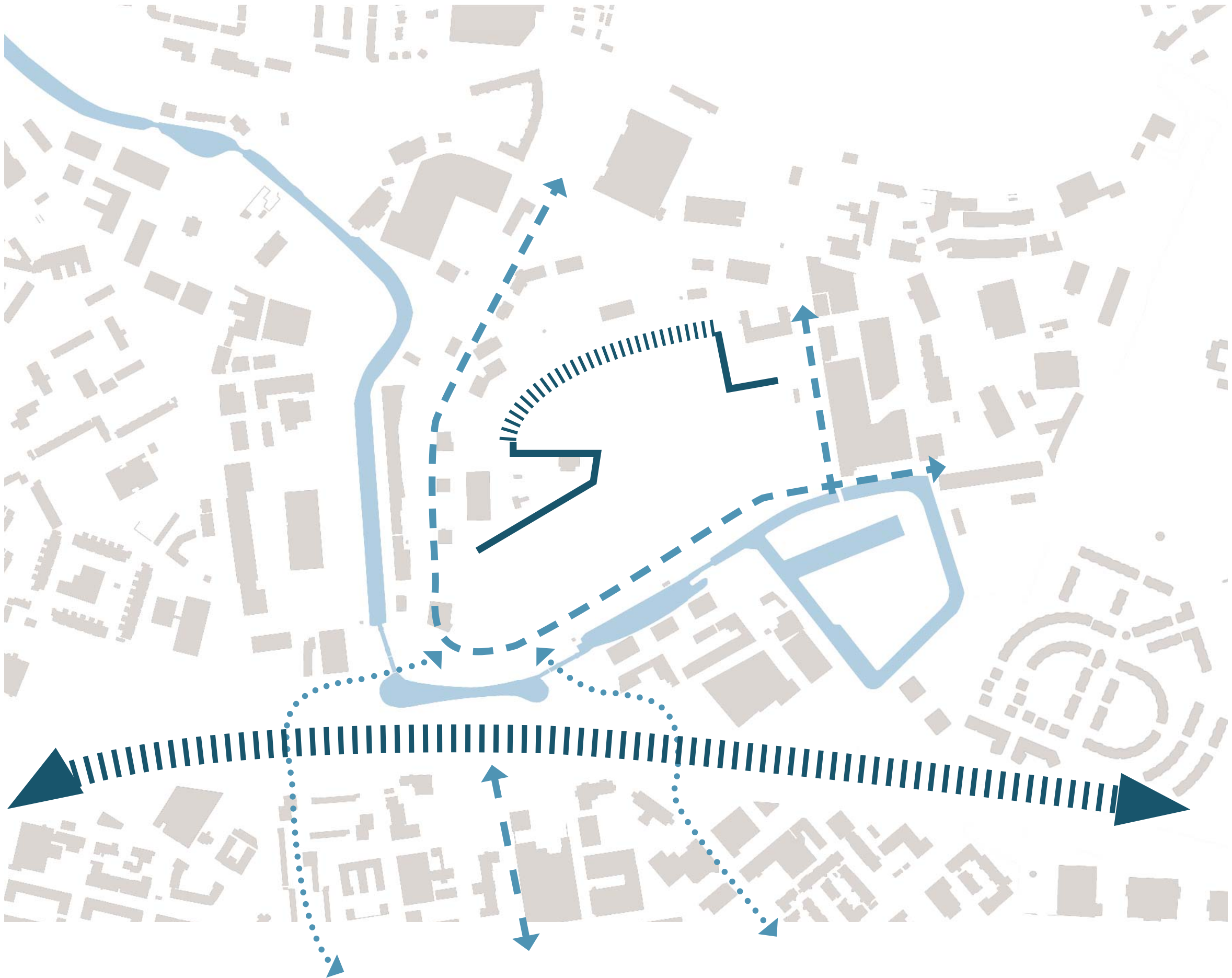
More detailed analysis of noise sources (such as the concrete batching plant) and the affect of different design approaches (barrier blocks etc) can be undertaken at the next stage.



ACCESS

Barriers
The M8 is the principle barrier.
The Metal Petals underpass needs
refurbished and the Dobbies
Loan underpass needs rethought
as it is very poor for cyclists and
pedestrians.

- M8
- Underpass Connections
- Port Dundas Road
- Craighall Road & North Canal Bank Street
- Escarpment
- Boundary to adjacent use



ACCESS

Existing Connection Points

1. The principle connection point between the site and the rest of the city is the south west corner. At this point the canal, Craighall Road, North Canal Bank Street, the pedestrian route from the Metal Petals and the route to the ciity and M8 via Dobbie's Loan all come together.

There is a strong visual link with Port Dundas Road.

2. Boron Street connections to Sighthill.

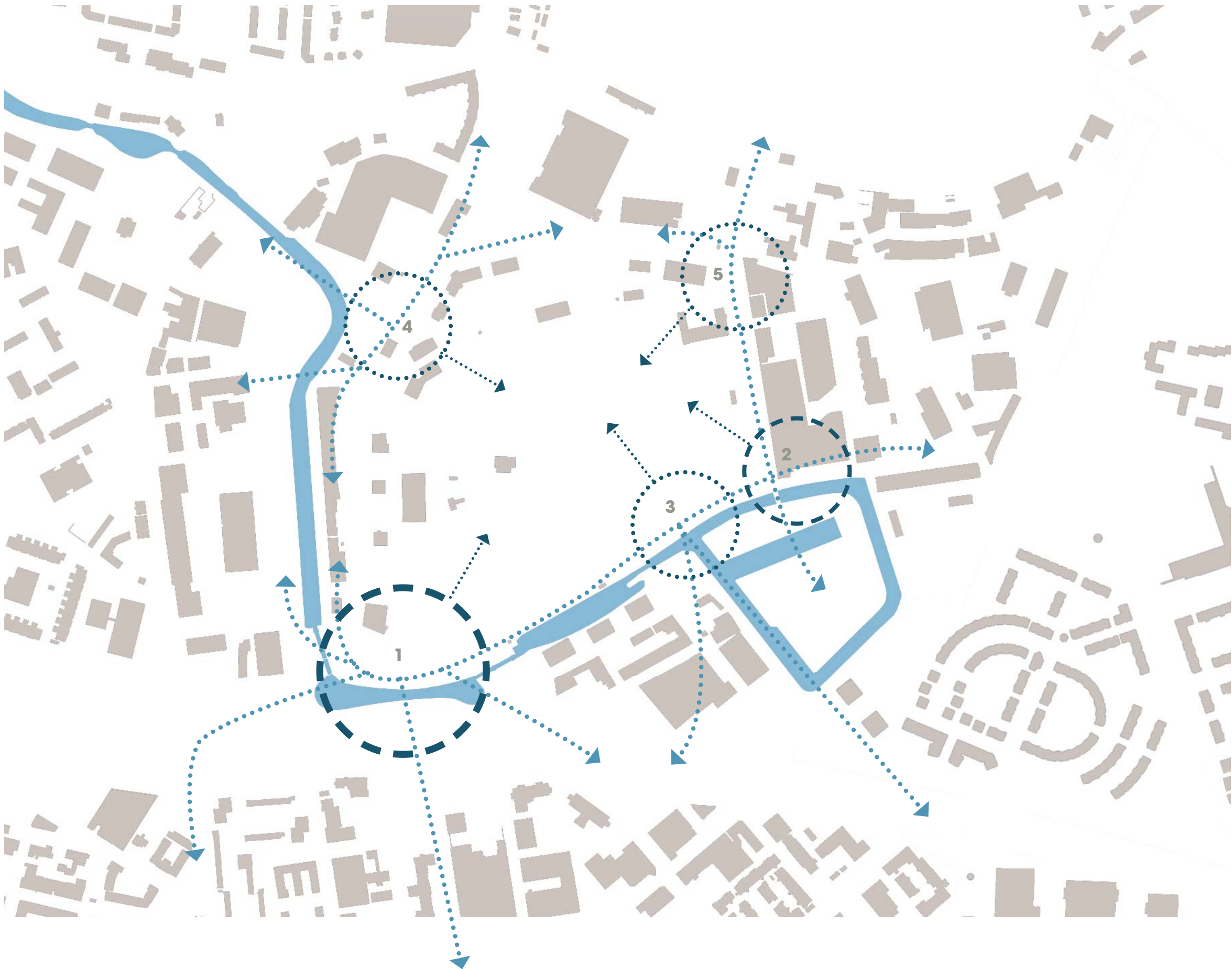
Potential Connection Points

In addition to the above, the site could be connected into the wider area at the following points:

3. The junction of North Canal Bank Street and the canal loop. This could provide a link to the Sighthill Street Bridge and better connections to Dobbie's Loan.

4. Connection to the west of the city, the canal and Maryhill.

5. Boron Street connection to Keppochhill Road. The City Council has outline proposals to create a link here. This will be supported by the SPG for the area, currently being prepared by others.



ADJACENT USES

Whilst the 100 Acre Hill site is empty, existing uses that surround the it help give the area a particular character.

- 1. The Whisky Bond**
Established creative business space
- 2. Spiers Wharf**
Residential with commercial ground floor
- 3. National Theatre of Scotland**
Planned new publicly accessible space
- 4. Substation**
Large district sub station
- 5 Hope Concrete**
Concrete batching plant
- 6. Eagle Street Commercial Office Space**
- 7. Commercial Sheds**
Various uses
- 8 Diageo Offices**
1970's commercial office building
- 9. Pinkston Watersports**
Paddlesports centre with artificial whitewater course.
- 10. Borron Street**
Business Park



ADJACENT USES

The Character of the Area

Clockwise from top left

1. National Theatre of Scotland
New publicly accessible space

2. The Whisky Bond
Established creative business space

3. Borron Street
Business Park

4. Diageo Offices
1970's commercial office building

5. Eagle Street Commercial Office Space

6. Substation
Large district sub station

7. Spiers Wharf
Residential with commercial ground floor

8. Hope Concrete
Concrete batching plant

9. Pinkston Watersports
Paddlesports centre with artificial whitewater course.

10. Commercial Sheds
Various uses



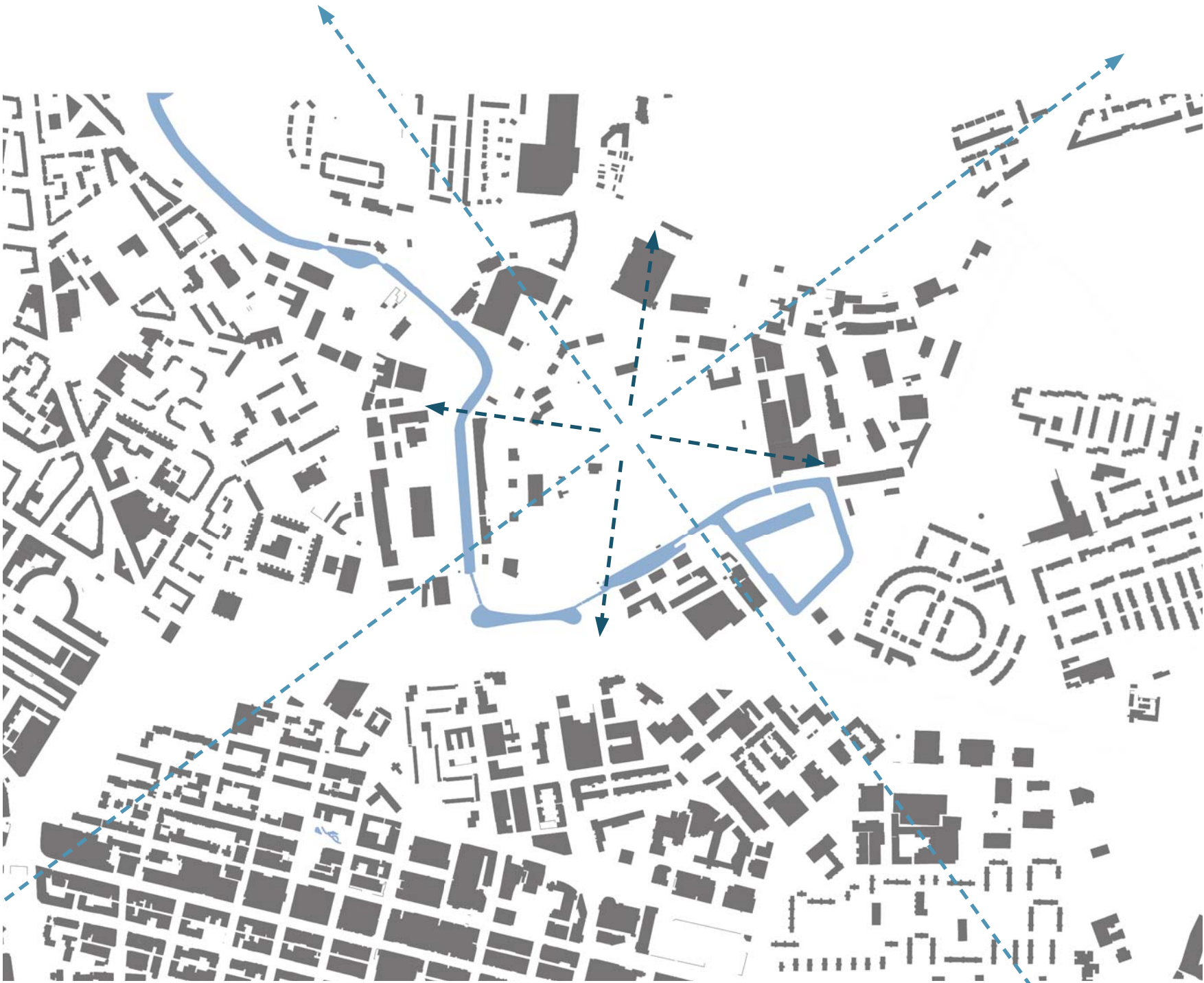
VIEWS

Views

There are views in each direction at the top of the hill, although these are interrupted by the roofs of the commercial buildings on Eagle Street, the sub station and Spiers Wharf.

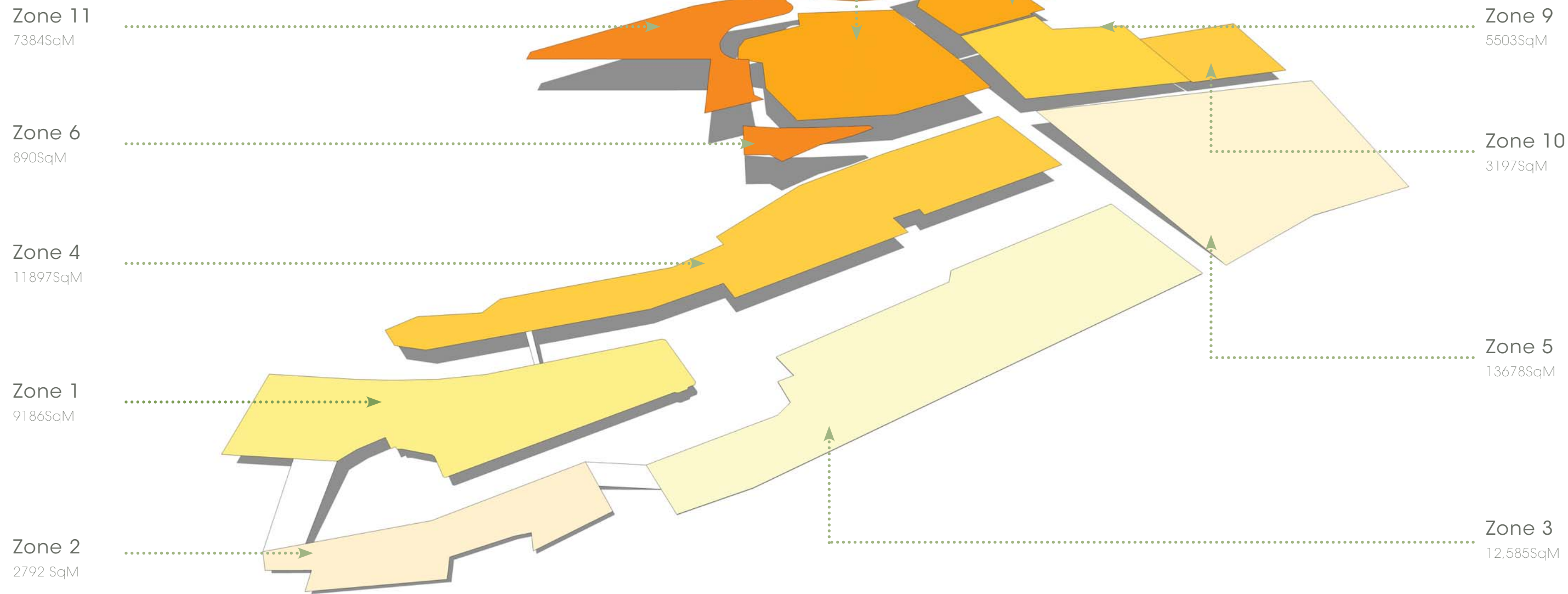
Further down the hill there are views to the south and the east from the various terraces.

The most spectacular views is probably to the south west, looking to the university.



SITE LEVELS

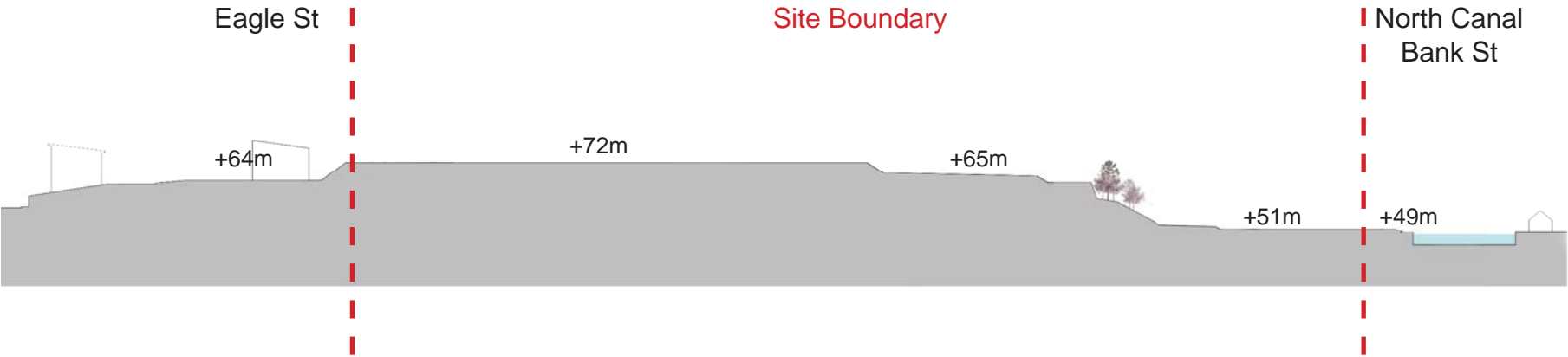
Levels
An unusual feature of this sloping site is that it is that 70% of the area is flat. Development for the previous use as a brewery has left a series of more or less level platforms at different heights. These are separated by steep banks and retaining walls.



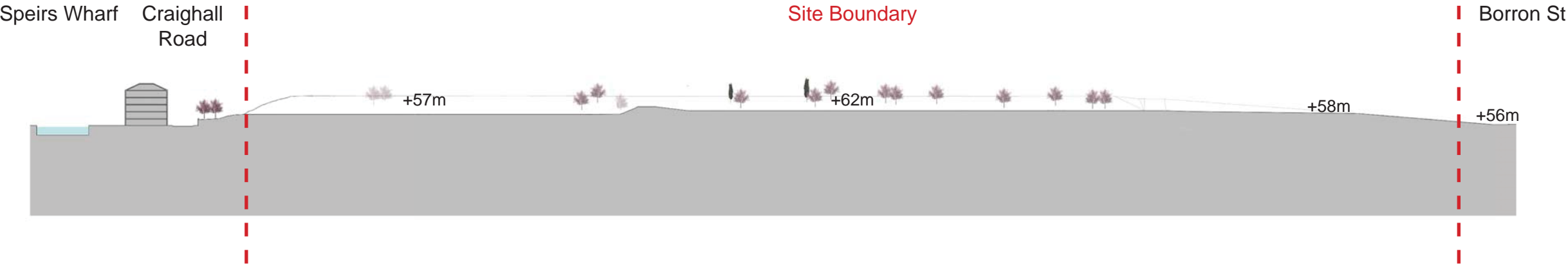
SITE LEVELS

Sections

The existing site sections illustrate that it is relatively easy to go east west, but harder to connect north south.



North South Section



East West Section

RETAINING WALLS

Existing Brick Retaining Walls

The different site levels are separated by steep grass banks and retaining walls.

The scale and texture of the retaining walls contributes to the character of the place.

Almost all the old buildings have gone, and these walls are a link to the industrial history of the site.



HISTORIC STRUCTURES

The Cooperage & Other Structures

The Cooperage is on the area of site retained by Diageo. It isn't listed but is an interesting link to the site's past.

There are various other structures left around the site.

At the next stage we will identify items to be retained.



BANKS

Mature trees and Green Space

There is very little in the way of mature planting across the site. The existing grassy banks between the platforms contrast with the concrete and brick that covers much of the rest of the site.

At the next stage we will identify items to be retained.



CONCLUSION

Key findings from the analysis

- 1.The connectivity with the rest of the city needs to be improved.
- 2.The existing levels divide the site into smaller areas.The combination of different scale, exposure, view and orientation gives each level a different character.
- 3.Working with the existing levels could provide development sites that are generally flat.
- 4.Working with the existing levels would mean the existing retaining walls could be kept.
- 5.The retaining walls and other structures left on the site are a link with the history of the site and help give it a distinct character.
- 6.The existing road network provides a north south and an east west route across the site.This can be retained.