

# PRINCIPLES





# PRINCIPLES

**The analysis and critical review process has led to series of design principles that we believe should be followed to create a successful, unique, place at Hundred Acre Hill.**

Reviews:

Architecture & Design Scotland

- 29 April 2015
- 2 July 2015

## Igloo Footprint Review

- 1 July 2015

Glasgow Urban Design Group

- 23 July 2015

The principles that we believe should underpin the development of the site are set out on the following pages.

The intention is to continue to engage with these review panels as the design is developed.

<p><b>1.0 Introduction</b></p> <p><i>(This summarises project status and background information that was indicated to A+DS prior to the workshop or clarified by the parties during the workshop. In the event that any of the statements made in this introduction are considered incorrect A+DS should be advised and the report will be amended.)</i></p>	
<p>1.1 The 100 Acre Hill deliver a residential creative sector), to uses.</p> <p>1.2 The Port Dundas Dundas for adoption September/October and Kevin Murray Government support outcome of the CH</p> <p>1.3 Working in conjunction involved, A+DS arranged a Design was held on 29<sup>th</sup> A Dundas and the b Hill.</p> <p>1.4 Since the project been appointed, in not in a position that the Port Dund Forum workshop.</p>	<div data-bbox="860 619 1519 974"> </div>
<p><b>2.0 Workshop Scope</b></p> <p>2.1 The second Design context for Port D supplementary guidelines proposals for 100 workshop in April, opportunities, and key ideas intended Custom build houses innovative SUDS masterplan and de Design Coding was step, arising from</p> <p>2.3 Discussion Topics</p>	<div data-bbox="860 1014 1519 1449"> <div> <p><b>Project Ref/Title:</b></p> <p><b>GLC 65 Port Dundas</b></p> </div> <div> <p><b>Workshop Date:</b></p> <p>2<sup>nd</sup> July 2015</p> </div> <div> <p><b>Venue:</b></p> <p>A+DS, The Lighthouse, Mitchell Lane, Glasgow</p> </div> <div> <p><b>Workshop ref/ Series</b></p> <p>Workshop 2 Series 1</p> </div> <div> <p><b>Workshop Stage:</b></p> <p>Intermediate</p> </div> <div> <p><b>Issue Date:</b></p> <p>17<sup>th</sup> July 2015</p> </div> <div> <p><b>Planning Authority:</b></p> <p>Glasgow City Council</p> </div> <div> <p><b>Planning Status/ Ref:</b></p> <p><b>Policy stage/consultation / Planning Permission in Principle</b></p> </div> </div> <div data-bbox="860 1369 1519 1526"> <p><b>Client / Developer:</b> Glasgow Canal Regeneration Partnership</p> <p><b>Lead Designer(s):</b> HTA Design</p> <p><b>Project/ Category:</b> <b>Housing / Public Realm / Infrastructure / Masterplan/Strategic Mixed Use</b></p> <p><b>Location Type:</b> Within Settlement</p> <p><b>Previous Workshops:</b> 29<sup>th</sup> April 2015</p> </div>

## Glasgow Urban Design Group: Conclusion

The Panel observed that one of Glasgow's ongoing problems is that in the redevelopment of many sites, values do not exceed cost, thus it proves unprofitable to build private housing.

During the presentation the Port Dundas site was described as 'post industrial' whilst in reality, with many viable business - including a concrete batching plant which is likely to remain for decades - .

it remains 'industrial'. Traffic noise from the M8 suggest that business users will remain towards the west of the site where the concrete batching plant's silhouette will continue to dominate the skyline. The Panel noted that very few successful residential areas feature so much industrial space or activity in such close proximity to housing - family or otherwise - and the reality that Glasgow's suburbs are within easy reach in rival local authority areas where schools are perceived to be more successful. Consequently, it is particularly difficult to reverse the flight to the suburbs by many mobile families when the flight is so short.

It was noted that the Applicants are successful and experienced in their field and are developing new business models following the recession. Igloo's Custom Build initiative was well received for its innovative approach but it was recognised that this comes with its own problems including an unknown visual outcome which may be no better than that achieved by the volume house builders - and even more unpredictable. Illustrations shown suggest that when individuals select their custom built house there may be little visual harmony between neighbours. During the discussion the Panel expressed grave reservations about Port Dundas as a location for family housing, particularly in relation to schooling and poor access to the city. The Applicant countered by explaining that the location would attract artists, baby boomers who love city life and 'edgy' people. It was cited that several British cities have successfully redeveloped their canals but illustrations suggested that these often involved existing buildings in a dilapidated condition, allowing people to buy at low prices reducing their risk of failure. It also provided the incentive to take the financial risk.

The Panel pursued the importance of attractive schools in close proximity to the proposed site and observed that the City - who are sponsoring the site - may be required to address this if the Applicant could not.

The Panel was impressed with the depth of thought given to the proposed redevelopment of

Port Dundas by the City Planners and it's Consultant Team; and with the enthusiasm and vision bestowed on the area's future by the Applicant. Nevertheless issues of financial viability, the continued presence of incompatible existing industry, access difficulties and social issues such as school provision clearly make the visionary regeneration of this area an extremely difficult task.



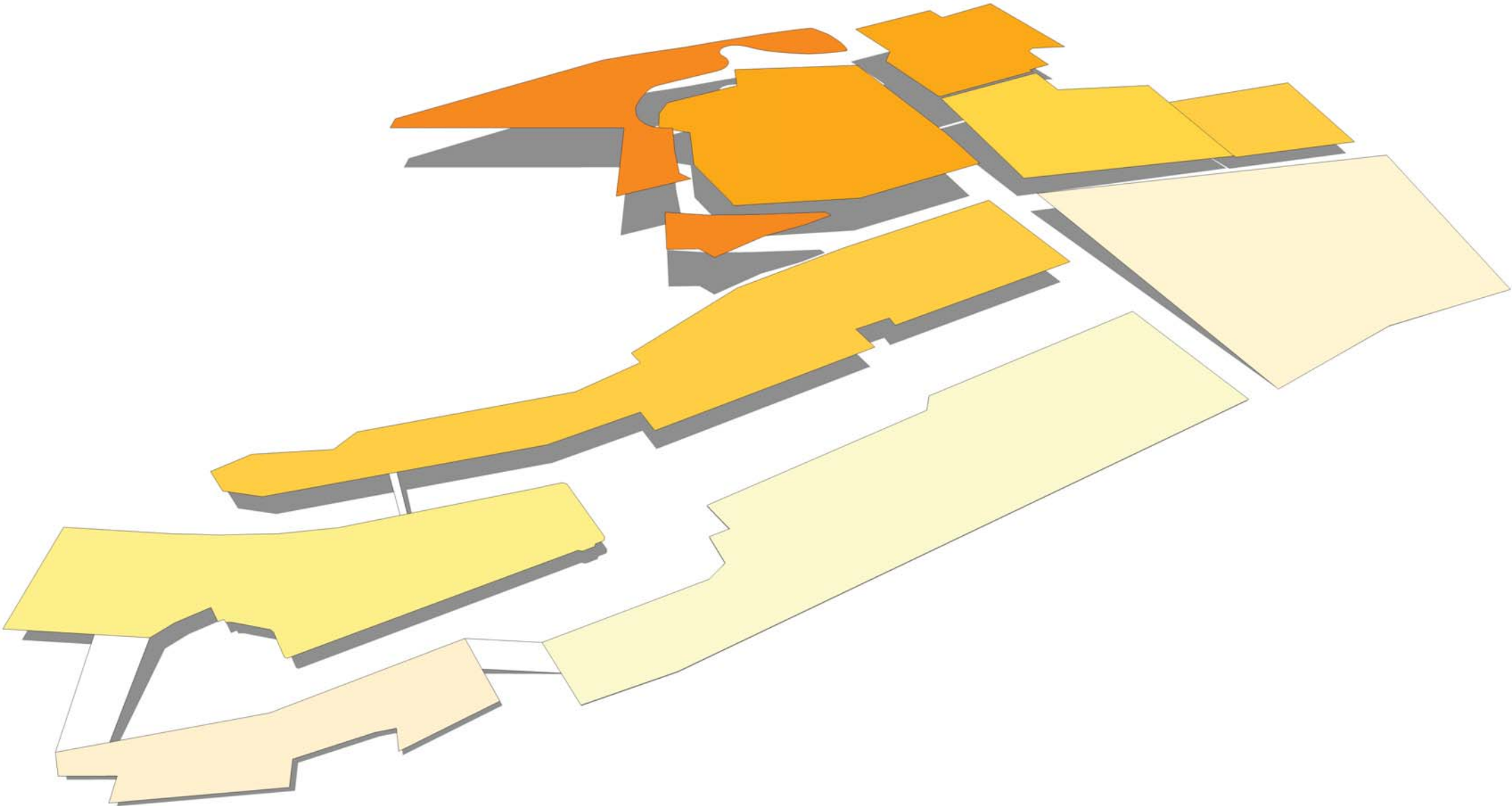
# 1. LEVELS

**The existing development platforms are key to developing the site.**

Using the existing development platforms as the basis for the design of the site has a number of practical advantages:

- they are largely flat.
- sticking to the platforms avoids unnecessary alteration to the existing retaining walls, and consequent expense.
- they have different characters due to different heights and orientations.

**Further work needs to be done to identify the remediation strategy for each platform, and any consequent limits on use or changes in level.**





## 2. HERITAGE

The existing retaining walls and other historic structures should be retained and incorporated into the new proposals.

Whilst the buildings on the site have been cleared, it's history is apparent through the remaining retaining walls and other structures that help define the platforms.

There is the opportunity to use these to help give the new development a distinctive character.

These structures should be identified and mapped for the Planning Permission in Principle, along with any landscaped elements to be retained.





# 3. CONNEC- TIVITY

**Connectivity must be improved.**

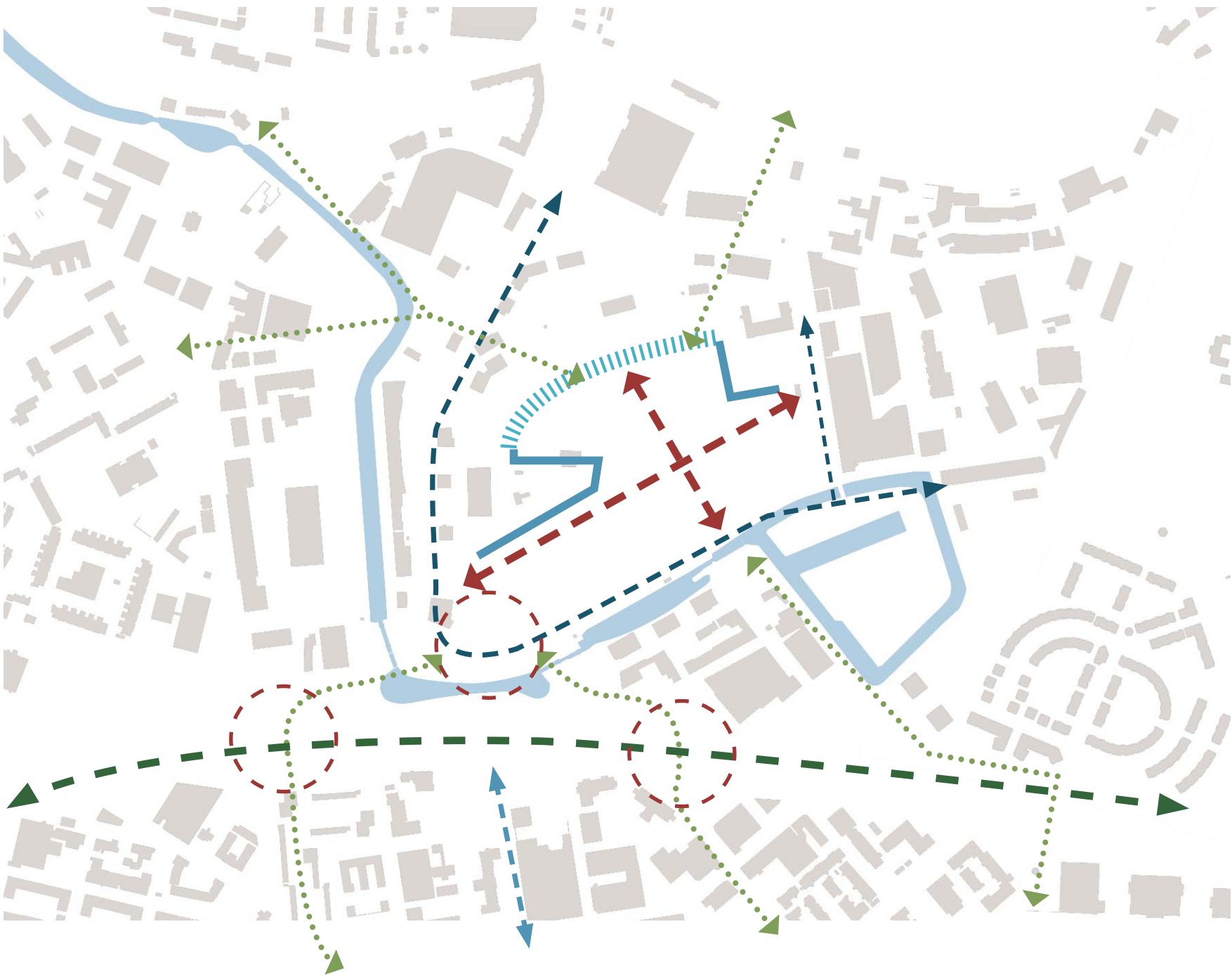
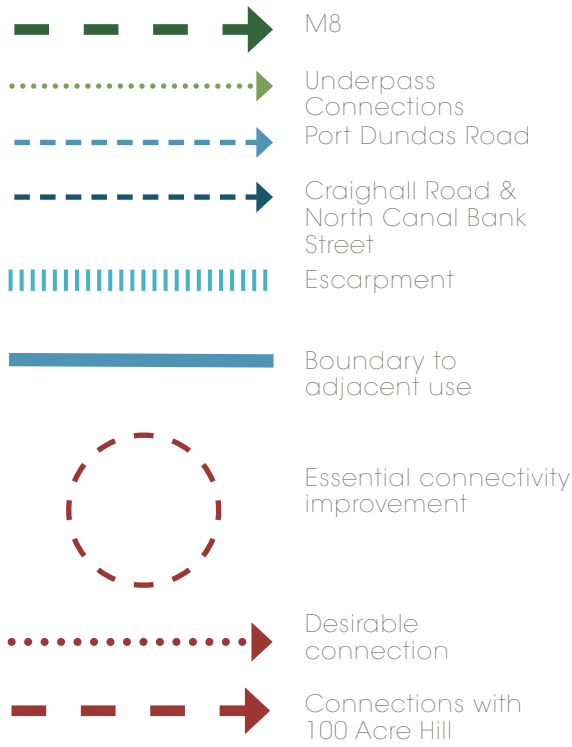
The site is currently classified by Glasgow City Council as unsuitable for redevelopment due to poor accessibility.

To change this, offsite improvements are required. The exact changes have not been identified but the elements discussed include:

- upgrade the Metal Petals underpass.
- provide a pedestrian and cycle friendly route through Dobbies Loan underpass.
- create link to Sighthill Street Bridge.

On site, the existing street network gives access across the site north south and east west. In the north, opening up access over the escarpment could be beneficial for both 100 Acre Hill and Eagle Street.

**The objective is to create a sustainable neighbourhood where transport options other than the car are prioritised. To deliver this vision, improved connectivity is essential.**



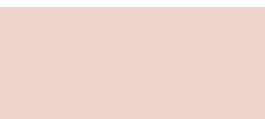


# 4. DENSITY

The area of highest density is along North Canal Bank Street, with reduced density higher up the hill.

The range of densities gives the opportunity to use different typologies with the site, from flats, to mews houses to larger terraced houses.

The appropriate densities for each area can be studied at the next stage. The intention is that the Planning Permission in Principle will give a range of densities for each platform.



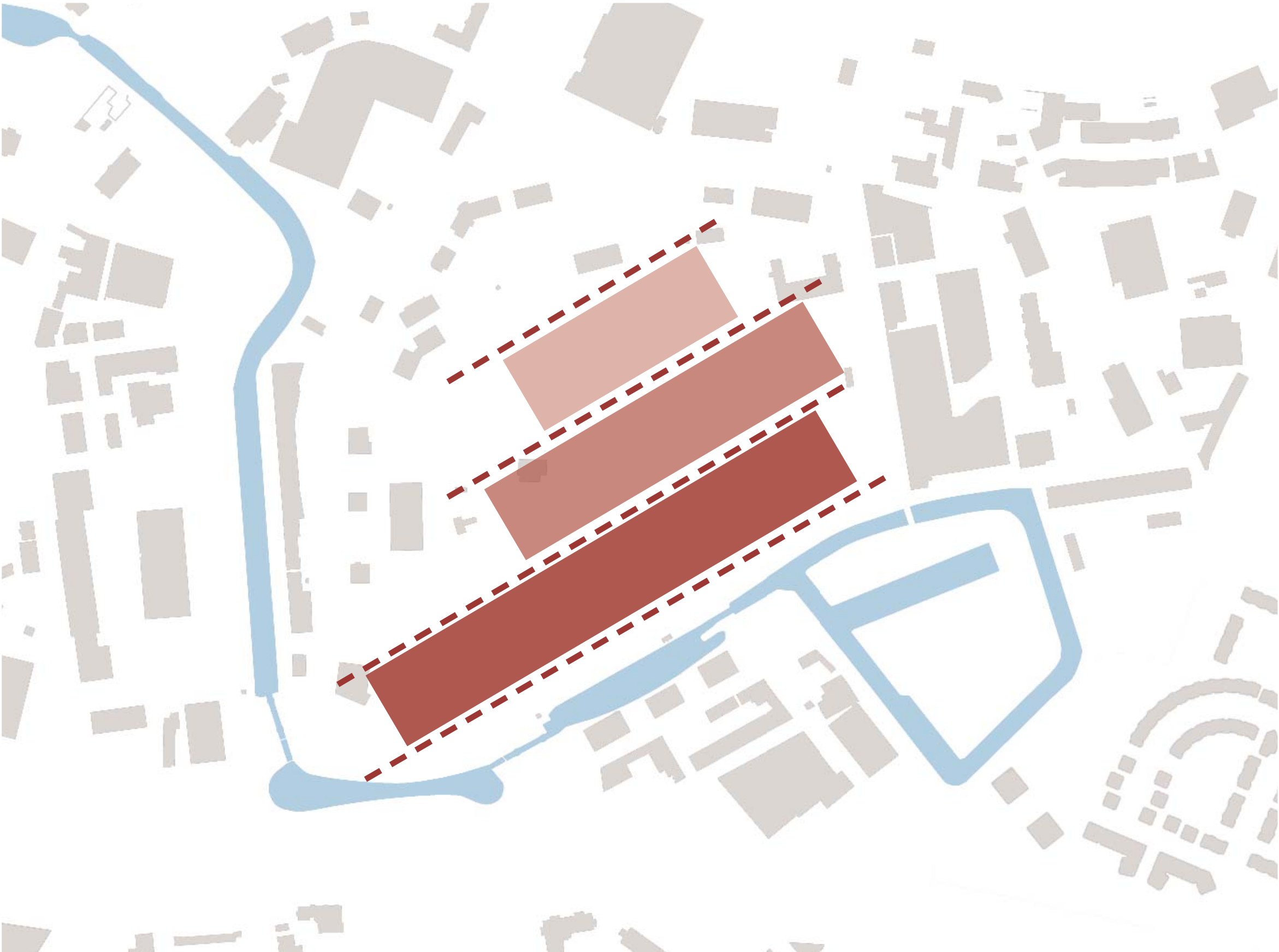
Lowest density



Medium density



Higher density





# 5. MOVEMENT

Within the site pedestrian and cycle dominated environments are favoured.

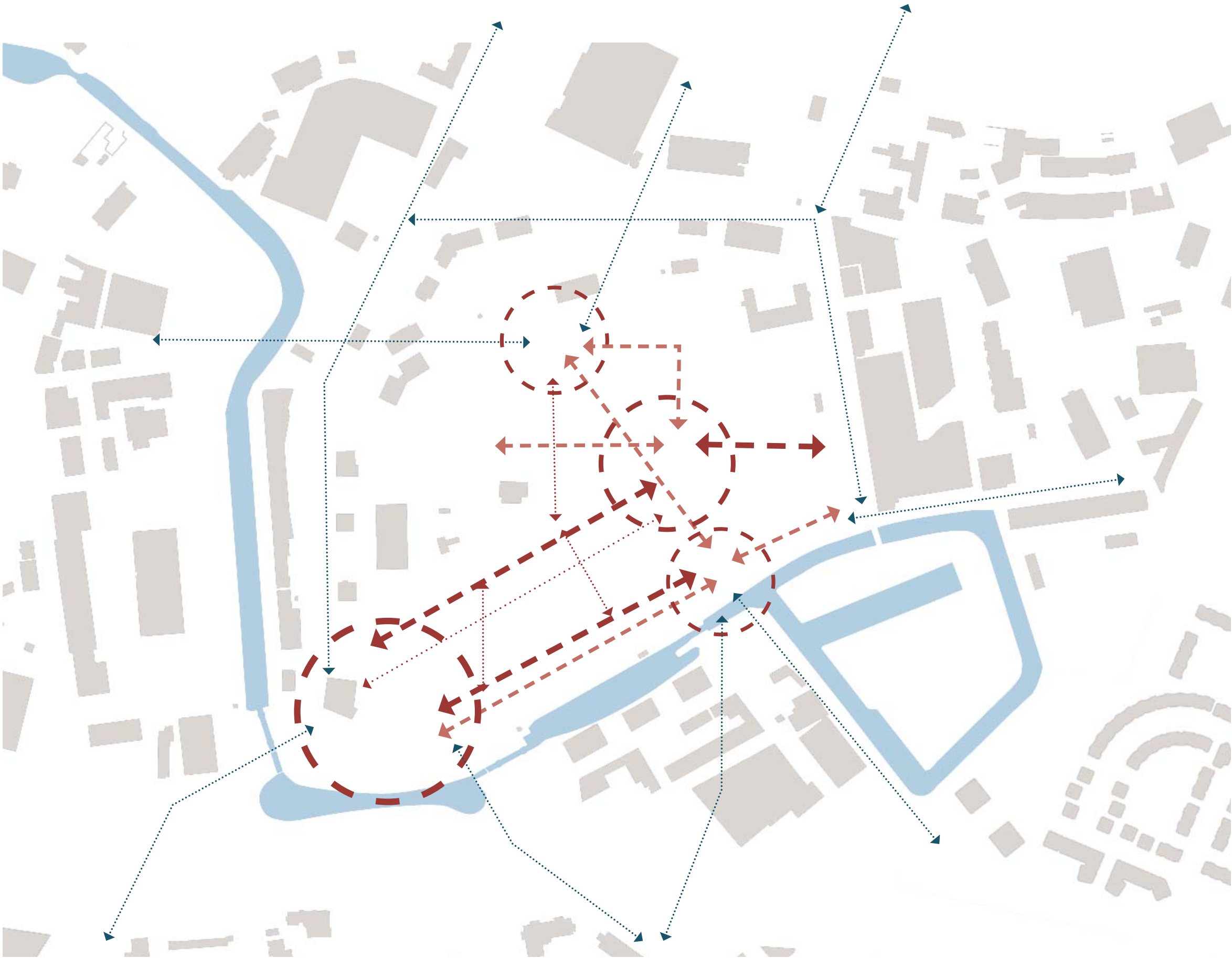
Vintner Street is retained but closed to traffic at North Canal Bank Street. Vehicle access to the site is from:

- North Canal Bank Street east and west ends.
- Boron Street
- High Craighall Road

Pedestrian & cycle access is also from:

- Vintner Street
- Eagle Street
- additional points on North Canal Bank Street

- ◄-----► Pedestrian
- ◄-----► Pedestrian dominated
- ◄-----► vehicular
- ◄-----► Off site connections





## 6. OPEN SPACE

**The landscape strategy looks to create a distinctive new canal side quarter for the city of Glasgow. This will be achieved in the following ways:**

### **Character Areas:**

The aim is for the creation of distinct neighbourhoods within the existing terraced structure of the site. This will be achieved through the use of existing levels and landform, retention of existing historic structures, including trees and the integration of a site wide SUDS strategy both in the form of below ground retention tanks and above ground retention ponds.

### **Key Open Spaces:**

The retention and use of the existing banks will create a new linear sloped park running from East to West across the site, as well as providing stepped North/South links creating pedestrian links across the whole development.

Vintner street will be retained and reused as a linear pedestrian park creating a new link from Eagle Street to the North across to North Canal Bank Street in the south and on to the City Centre. North Canal Bank street itself will be re imagined as a wide pedestrian dominated tree lined street. Generous footways, and seating steps focusing on the water sports in the canal basin will aid in the creation of a new and distinctive canal side quarter for the city of Glasgow

### **Play/Recreation:**

Within the open space a range of areas for play and recreation will be provided. A new central community park will be at the heart of the scheme. This will comprise, sports and play facilities along with community growing opportunities and a centre for the community to host events. Other small more localised amenity spaces will be provided within the character areas around the site. These will integrate play, community growing and SUDS. These amenity spaces will further reinforce the distinct character areas within the scheme.







# ILLUSTRATIVE PROPOSAL



# ILLUSTRATIVE PROPOSAL

**This section provides an illustrated example of how the development might look if the principles in the previous section were followed.**

All the principles could be developed to provide different design solutions and we propose to investigate these at the next stage.

### Connections

The illustration shows a potential layout for 100 Acre Hill and how this could work with new connections to the north, south, east and west of the city. Making these connections, and making them pedestrian and cycle friendly, would reduce reliance on the car for the residents of 100 Acre Hill. this is one of the first steps in creating an attractive place.





# ILLUSTRATIVE PROPOSAL

## A Masterplan Example

The masterplan illustrated is an example only. It shows how the development could work if the principles were followed.

The example masterplan:

1. Reuses the existing levels.
2. Makes the most of the existing heritage, keeping the retaining walls and other structures. This option does not retain the Cooperage, instead using a new taller building to reduce noise levels across the site. An alternative could be developed to retain the Cooperage.
3. Incorporates the desired connections to the rest of the city.
4. Increases the density from the south, along North Canal Bank Street, to the terraced streets at the top of the hill.
5. Provides a permeable and legible street layout within the site.
6. Reuses the existing banks for open space, makes a new green street out of Vintner Street and creates a local park at the junction of Vintner Street and Harvey Street.



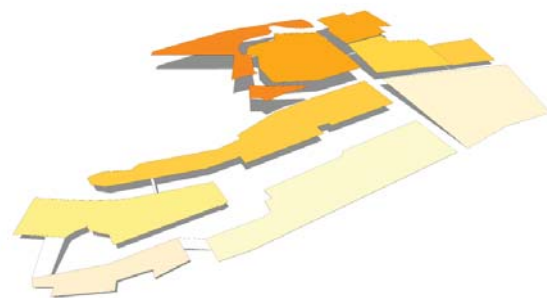


# THE LEVELS

The levels are the starting point for the design.

An approach to development across these is described in the following pages.

Levels with broadly similar characters are grouped together.





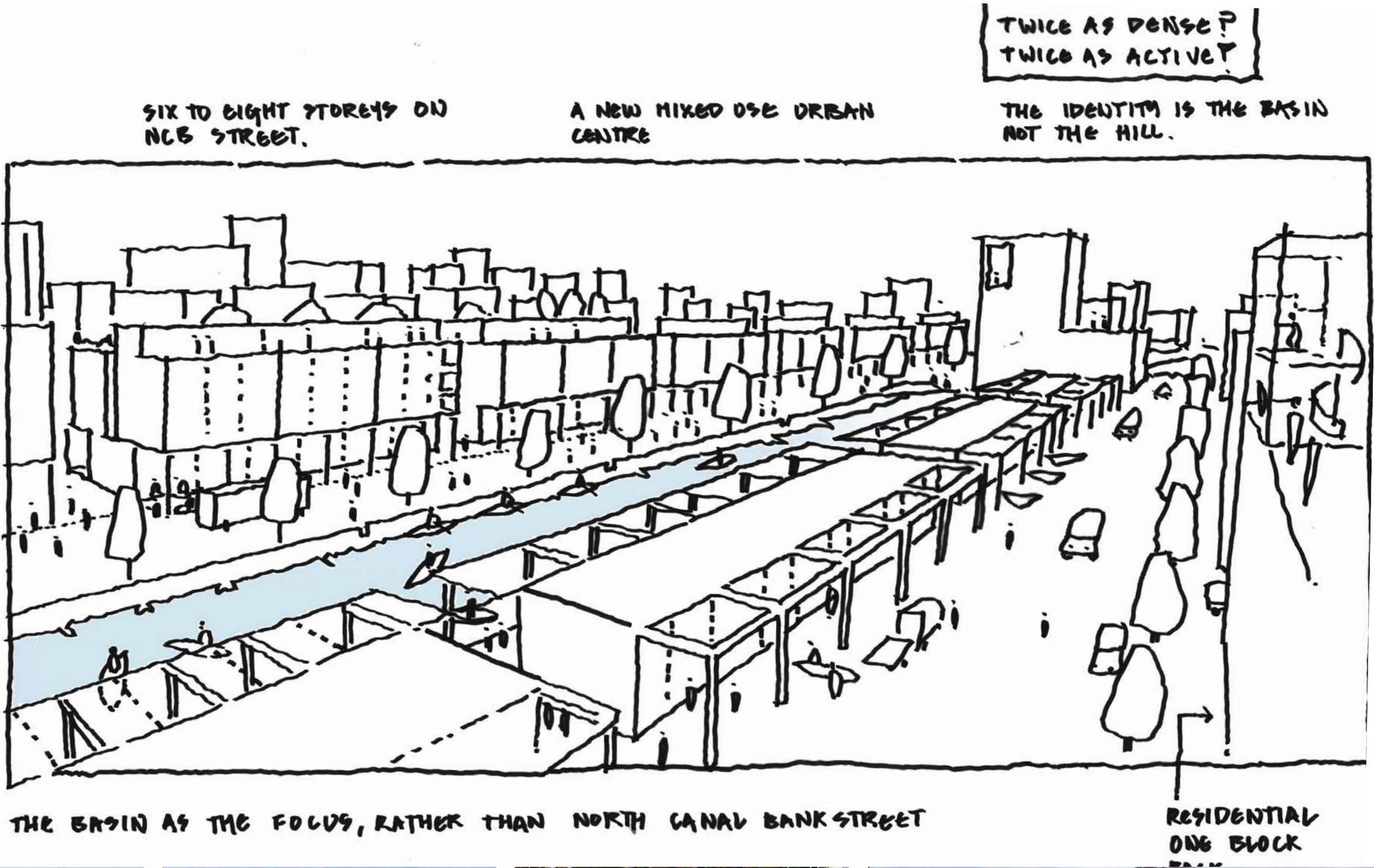
# LEVEL ONE

## THE BASIN

The entire basin could be the focus of the neighbourhood. Our development on North canal Bank street is critical to the success of this.

It could provide an active south facing street with minimal vehicular traffic and a strong connection to watersports in the basin.

The height of the buildings here would allow the homes on the upper platforms to see across their roofs.



ILLUSTRATIVE PROPOSAL





# LEVEL ONE

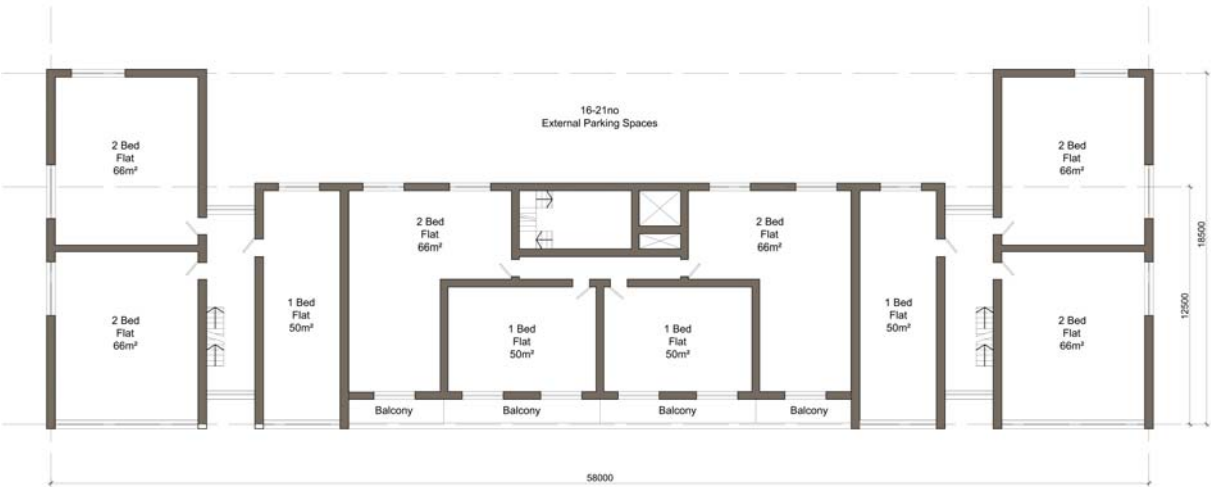
## THE BASIN

The typical blocks on North Canal Bank Street are shown equally sized in the masterplan.

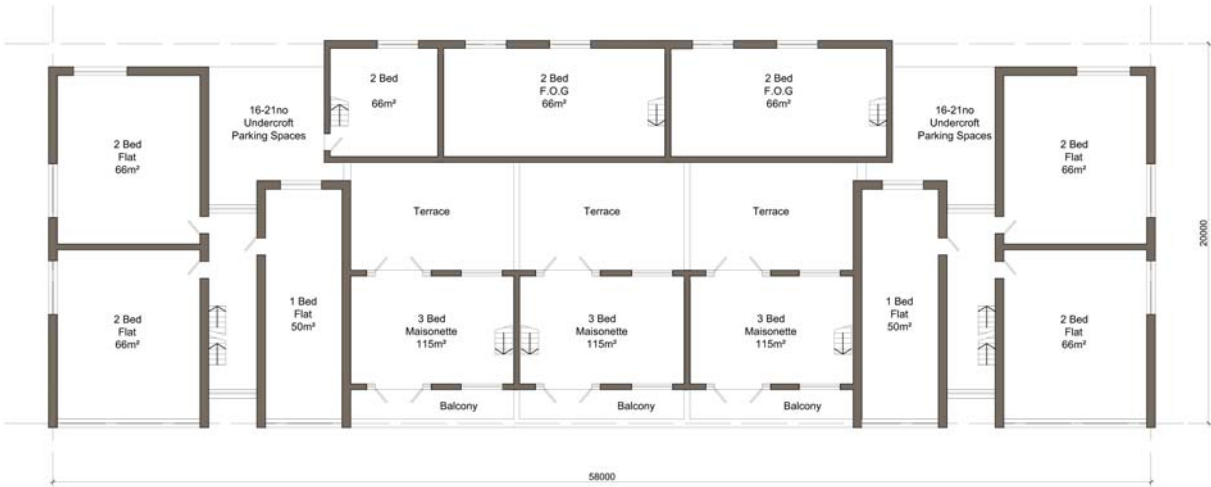
They could be developed either as typical flat blocks or as a mix of flats and maisonettes over commercial space. Both have approximately 24 units if three and four storeys high. About 20 spaces are possible under the block, about 80% provision. Additional spaces are available on the mews behind, and these would be used if taller buildings were called for along North canal Bank Street.



ILLUSTRATIVE PROPOSAL



Option One

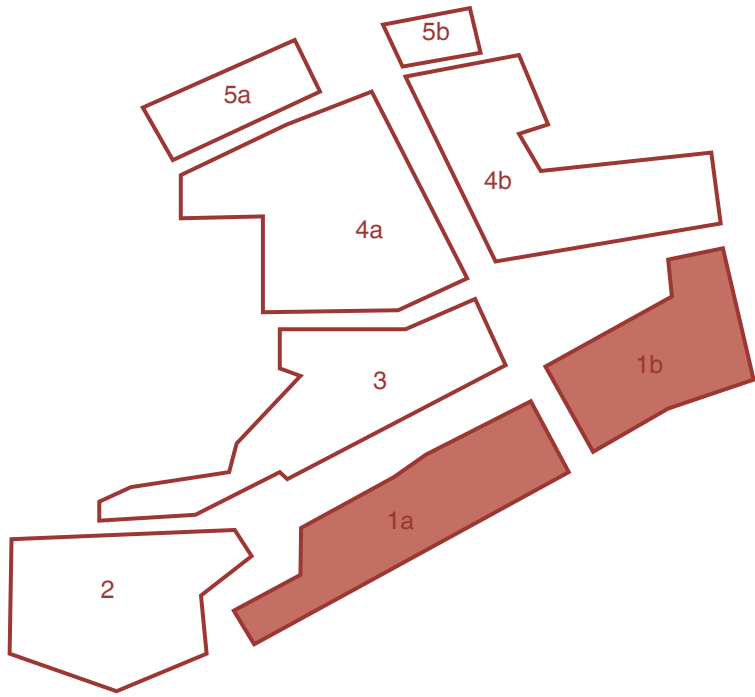


Option Two



# LEVEL ONE

## NORTH CANAL BANK ST

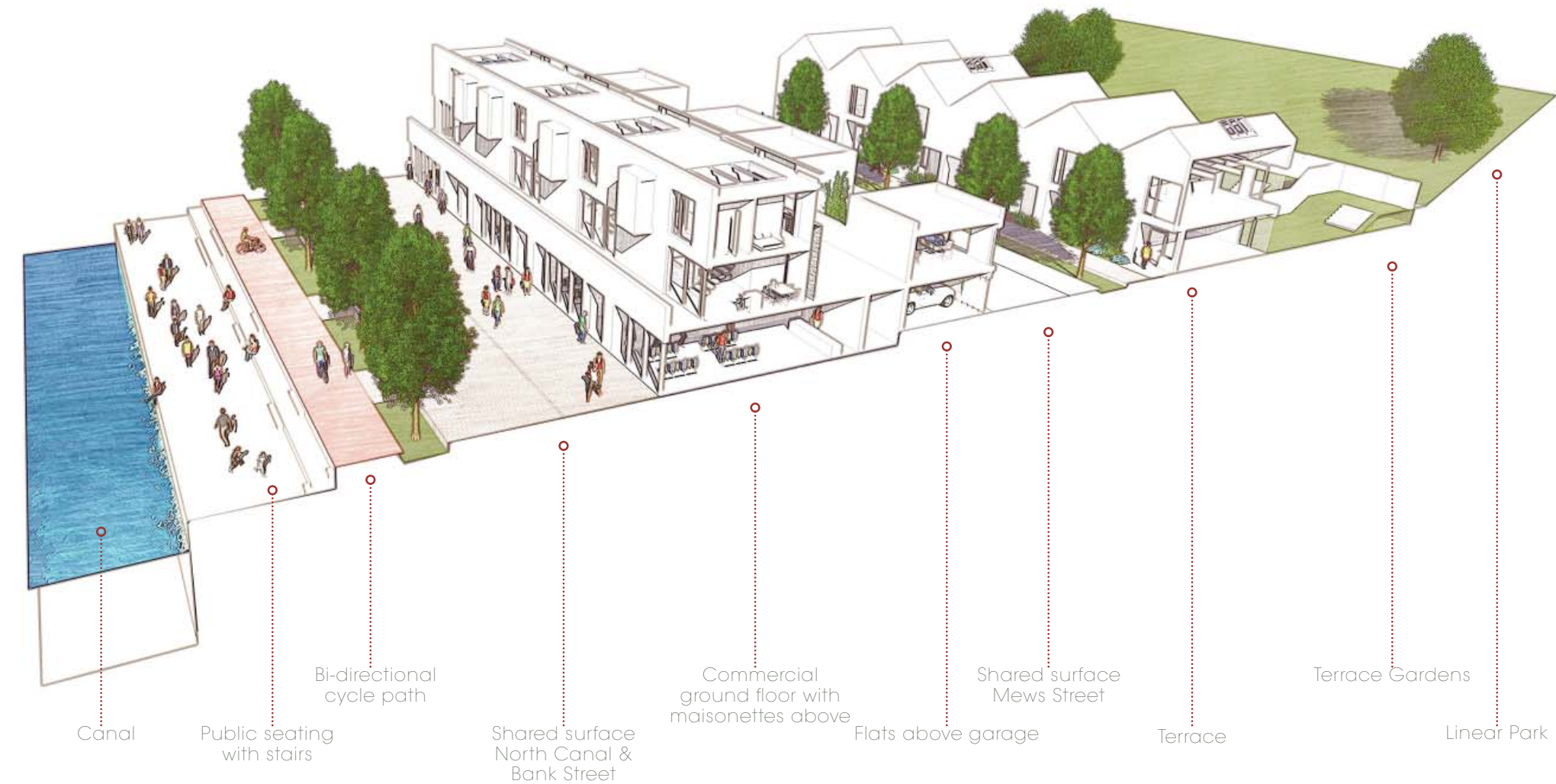


**Density**  
90 -120 dwellings per hectare

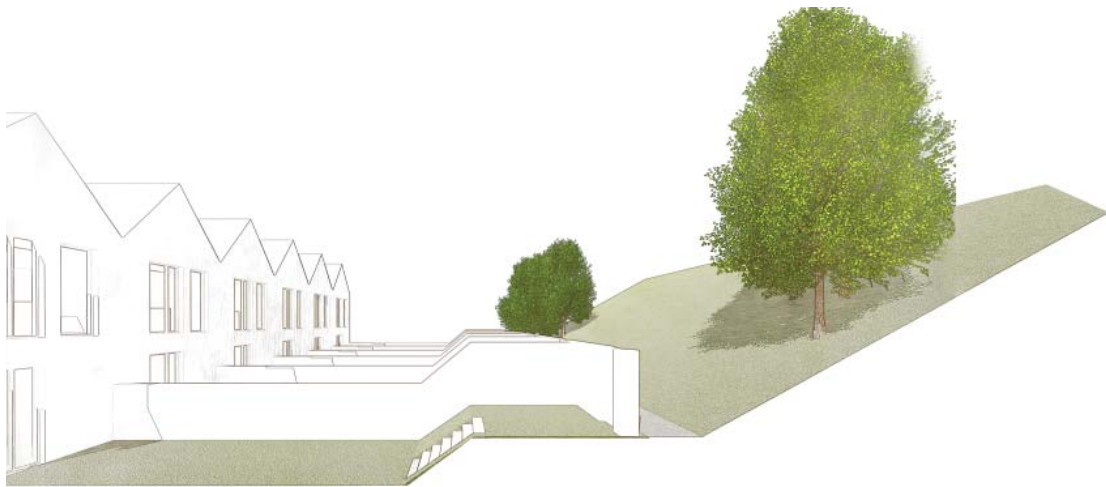
**Car Parking**  
80% - 100% provision. Parking on street, in courtyards and on plot.

**Typology**  
Maisonettes or flats with flats on corners

**Heights**  
2 - 5 storeys.



Illustrative Model



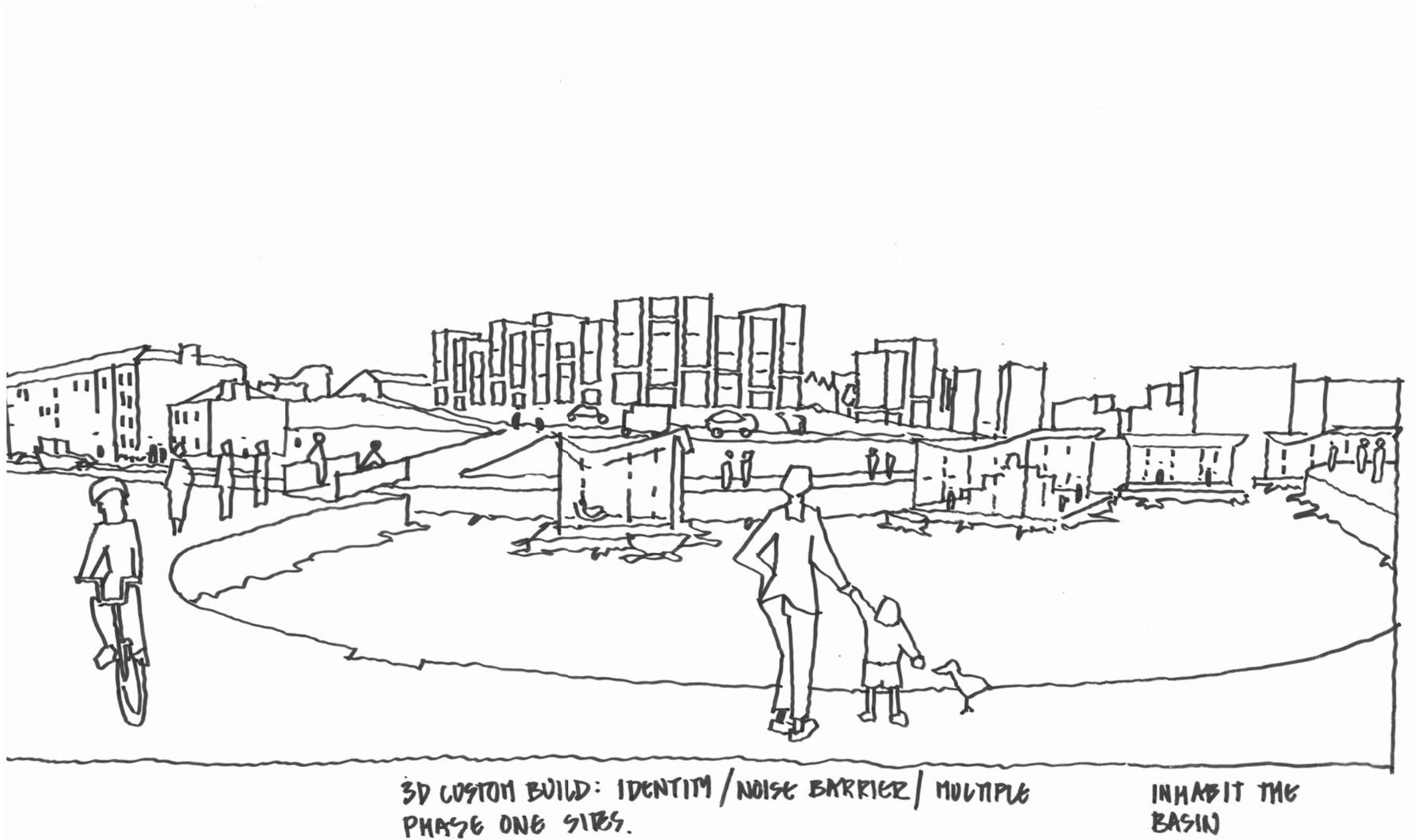


# LEVEL TWO

## SOUTH WEST

The south west corner has the best views but is also the noisiest part of the site. This could be redeveloped with a taller building that continues the scale of Spiers Wharf. There is also the opportunity to inhabit the basin.

In combination, this could provide a strong identity for the site on this prominent corner.

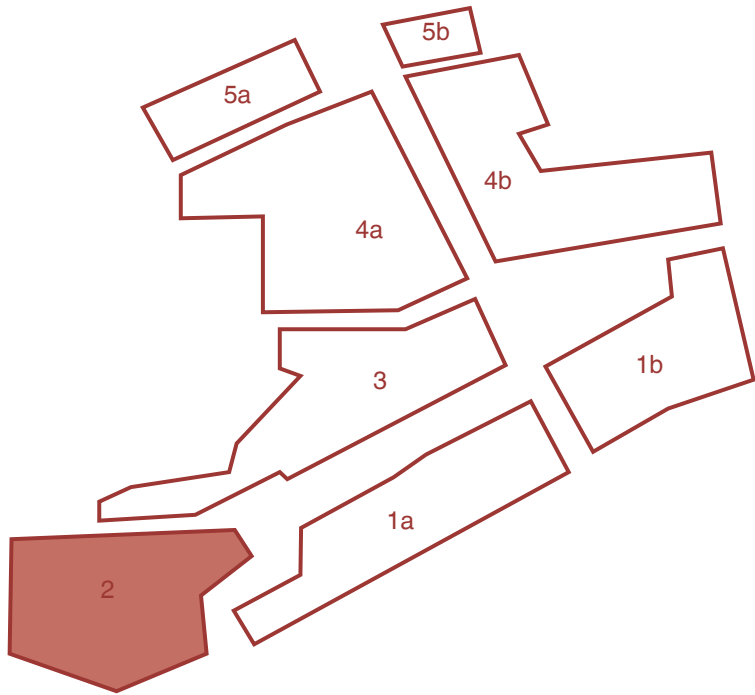


ILLUSTRATIVE PROPOSAL





# LEVEL TWO SOUTH WEST



**Density**  
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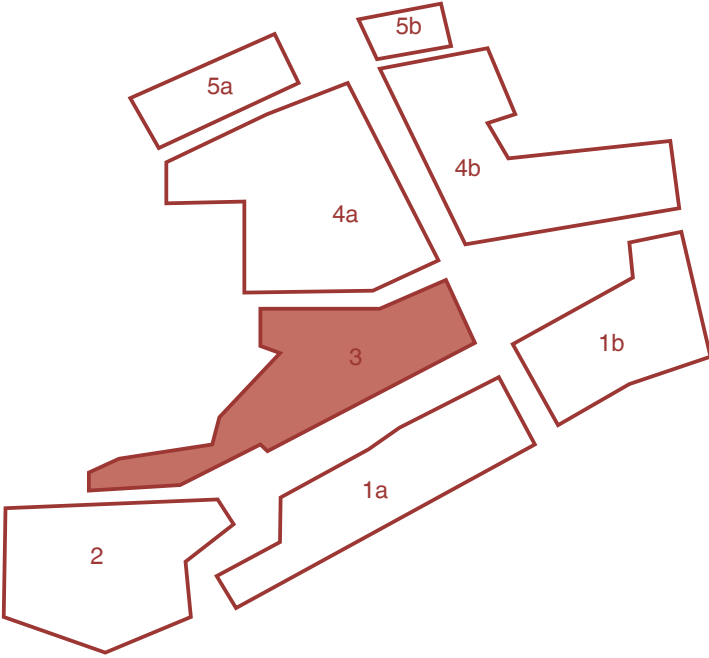
**Typology**  
Flats an flats on corners

**Heights**  
2 - 4 storeys.





# LEVEL THREE TERRACE VIEWS



**Density**  
40 - 50 dwellings per hectare

**Car Parking**  
125% provision. Parking on street, in courtyards and on plot.

**Heights**  
2 - 4 storeys.



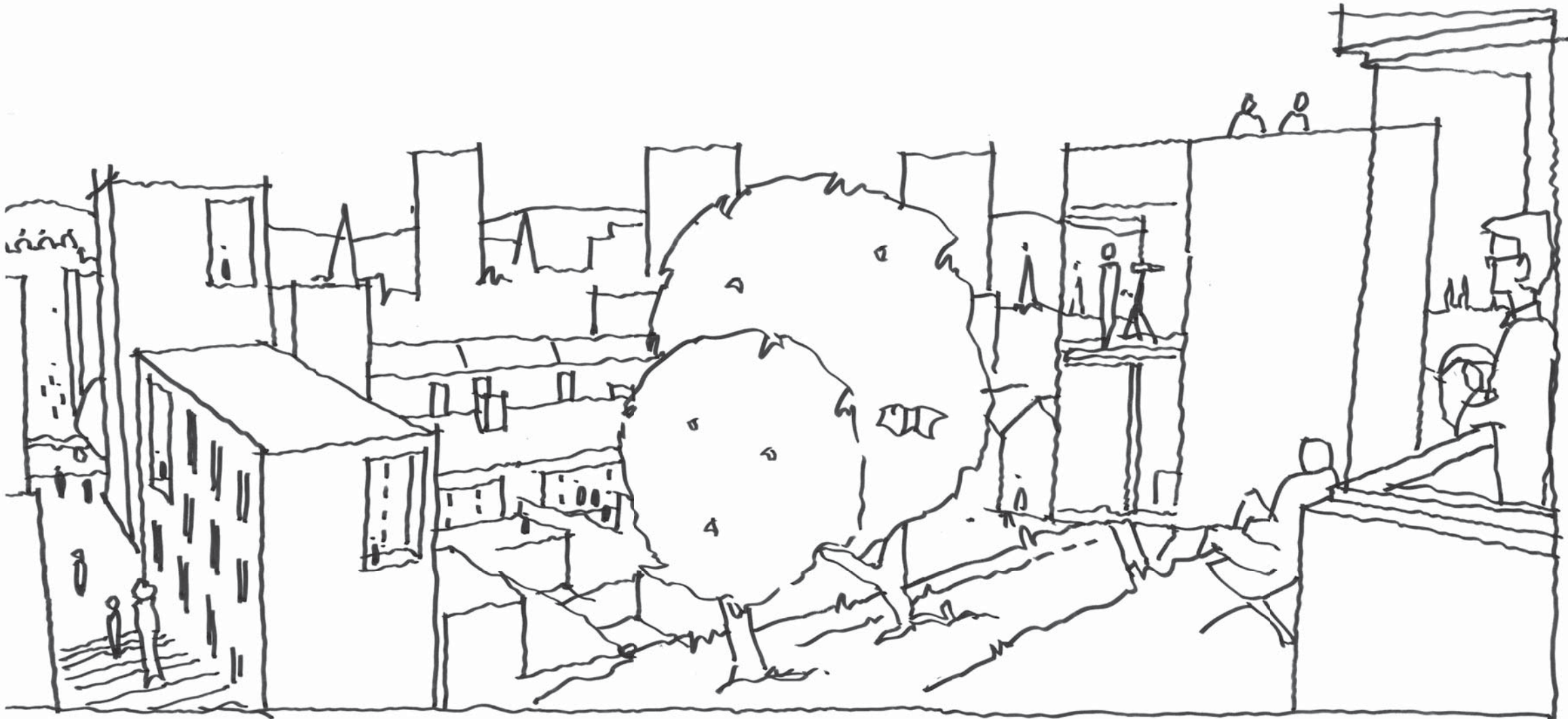
Illustrative Model



# LEVEL THREE TERRACE VIEWS

The topogrphahy of the site allows for low rise buildings which overlook taller buildings on lower platforms.

Terraced housing arranged around a south facing green courtyard offers protection from wind and noise, while maintaining the best views of Glasgow's city centre.



PEDESTRIAN ROUTE

TALLER BUILDINGS  
AT BIGGER SPACES

THE PARK

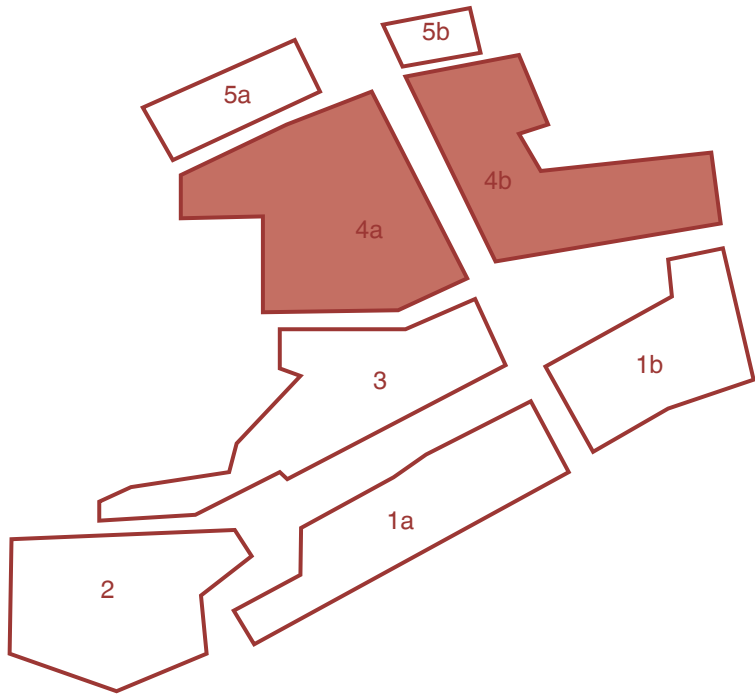
INCIDENTAL  
SUNNY  
SEATING  
SPOTS

PANORAMIC VIEWS





# LEVEL FOUR TERRACES & COURTS



**Density**  
40 - 50 dwellings per hectare

**Car Parking**  
125% provision. Parking on street, in courtyards and on plot.

**Typology**  
Terrace houses with flats on corners

**Heights**  
2 - 4 storeys.



Illustrative Model

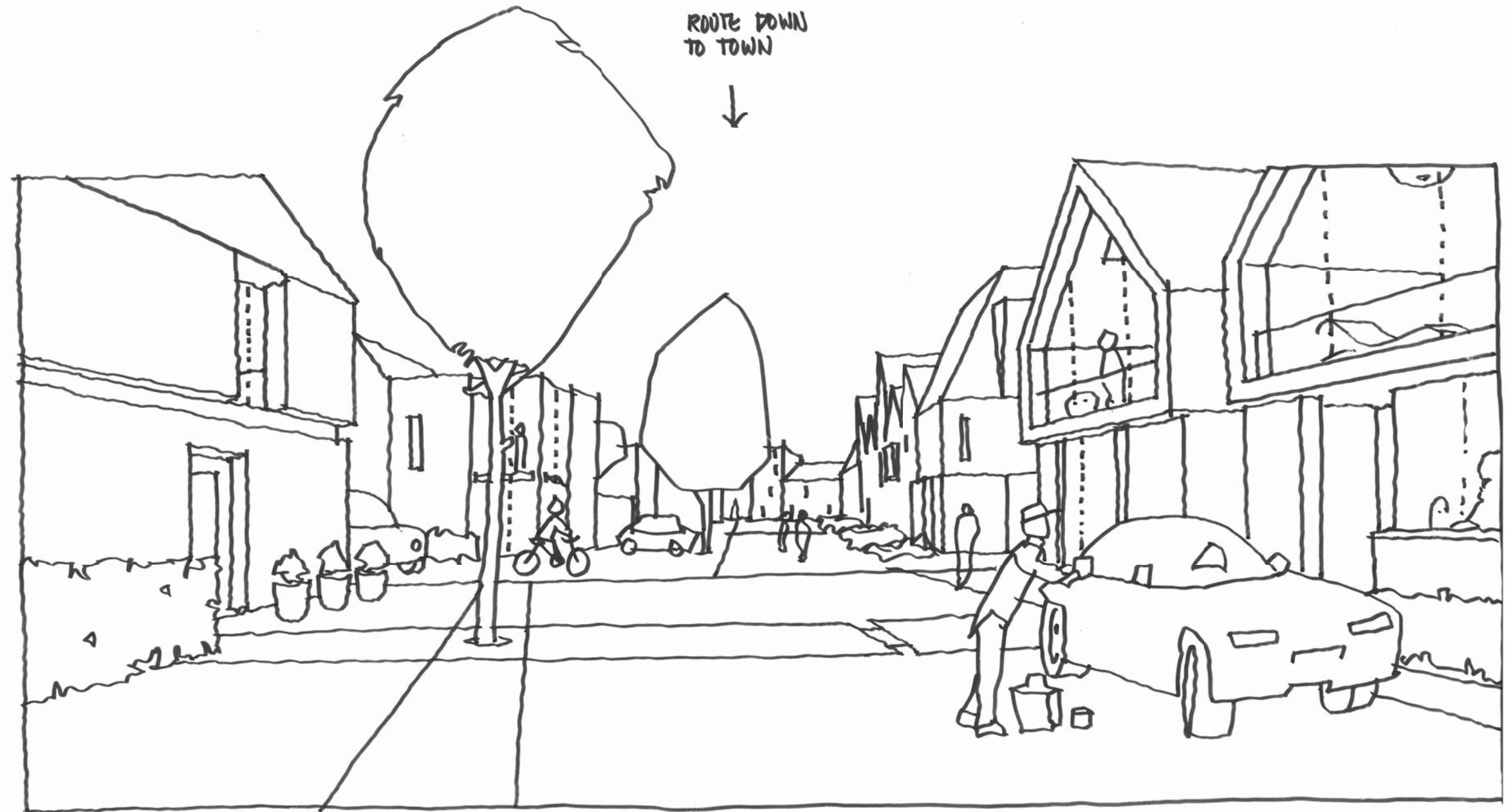


## LEVEL FOUR TERRACES & COURTS

There are opportunities for custom build across the site. The approach to density is that there will be lower density at the top of the hill and consequently more opportunity for custom build houses.

The custom build homes will be in short terraces with flats on the corners.

There are west end of Glasgow terraces that illustrate how successful this model can be in an urban setting.

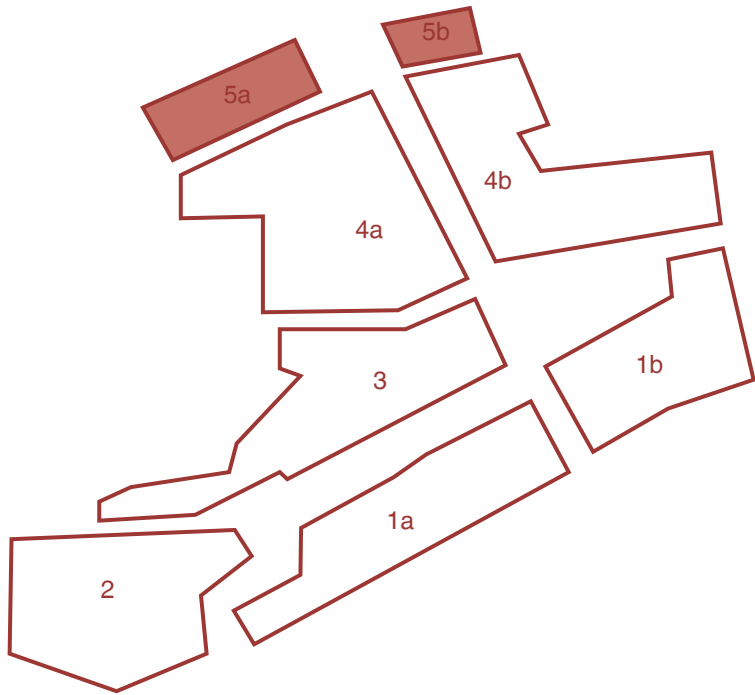


CLUSTERS OF CUSTOM BUILD HOUSES AT THE TOP OF THE HILL: SHARED SURFACE, TREES IN THE STREET  
TWO/THREE/4 STOREYS





# LEVEL FIVE STEPS

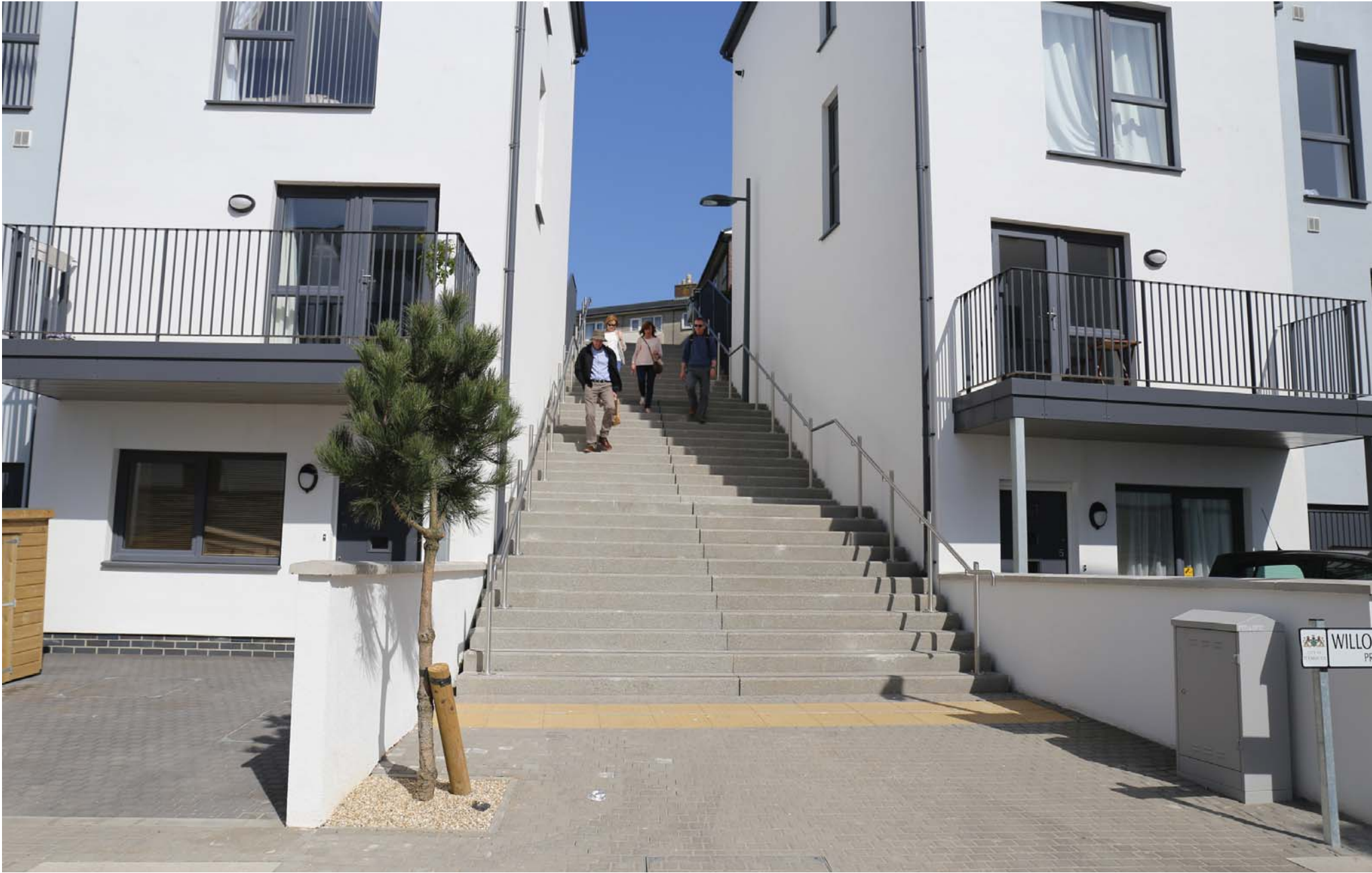


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125% provision. Parking on street, in courtyards and on plot.

**Typology**  
Terrace houses with flats on corners

**Heights**  
2 - 4 storeys.





# LEVEL FIVE STEPS

The connection to the north could create a link across 100 Acre Hill and help rejuvenate the Eagle Street area.

The new residential blocks would be inserted between the existing office buildings. They would have commercial space on the ground floor, and would provide stepped access to the housing and parkland at the top of 100 Acre Hill.

This access route creates a new connection from 100 Acre Hill to the Whiskey Bond, the National Theatre headquarters, and Keppochhill Road.

INTERVENTIONS ARE PRINCIPALLY RESIDENTIAL,  
WITH COMMERCIAL GROUND FLOOR.

CONNECTIVITY TO THE NORTH



MAKE EAGLE STREET A REAL MIXED USE STREET

STAIR BUILDINGS THAT  
CONNECT 100 ACRE  
HILL TO THE NORTH.





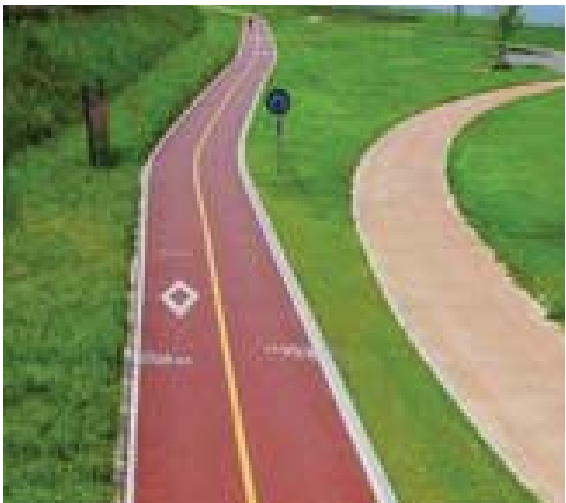
# GREEN INFRASTRUCTURE



There are 5 principle green spaces.

These are:

- 1. The Park
- 2. Vintner Street
- 3. Local Park
- 4. The Bank
- 5. The Ledge





## THE VILLAGE GREEN



The village green provides recreation space for the development.

It contains:

- a sports pitch.
- allotments.
- play space for younger children
- SUDS
- a community building

There are spectacular views across the space towards the west.

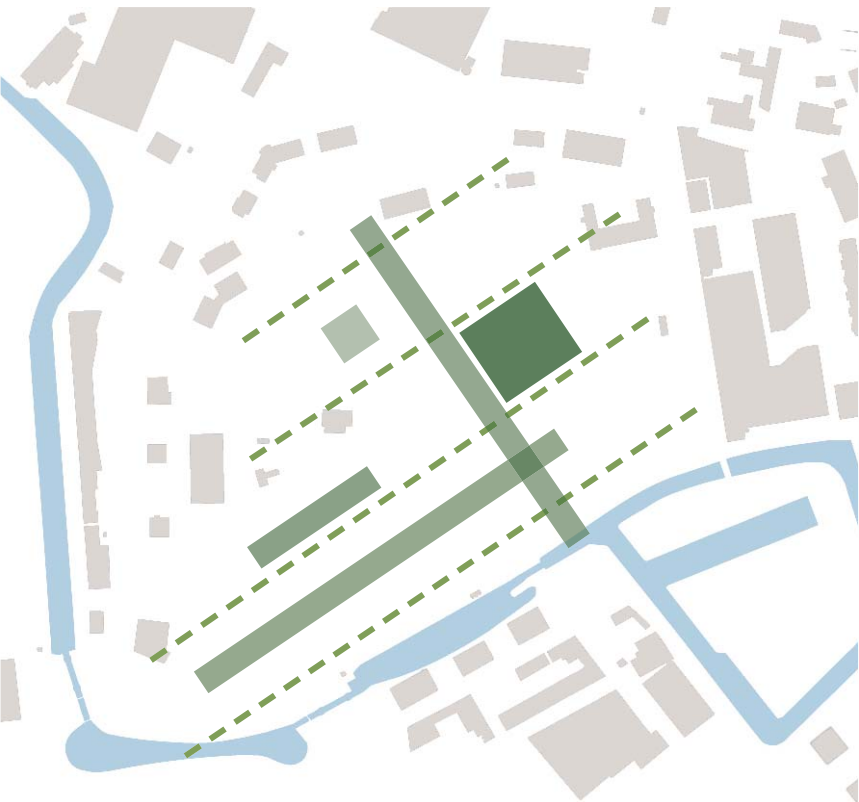


"NOT THE VILLAGE GREEN 2" : CUSTOM BUILD, CHILDREN'S PLAY, A PITCH, A COMMUNITY BUILDING, TERRACED ALLOTMENTS, SUDS, VIEWS, A SUBSERVIENT ROAD.



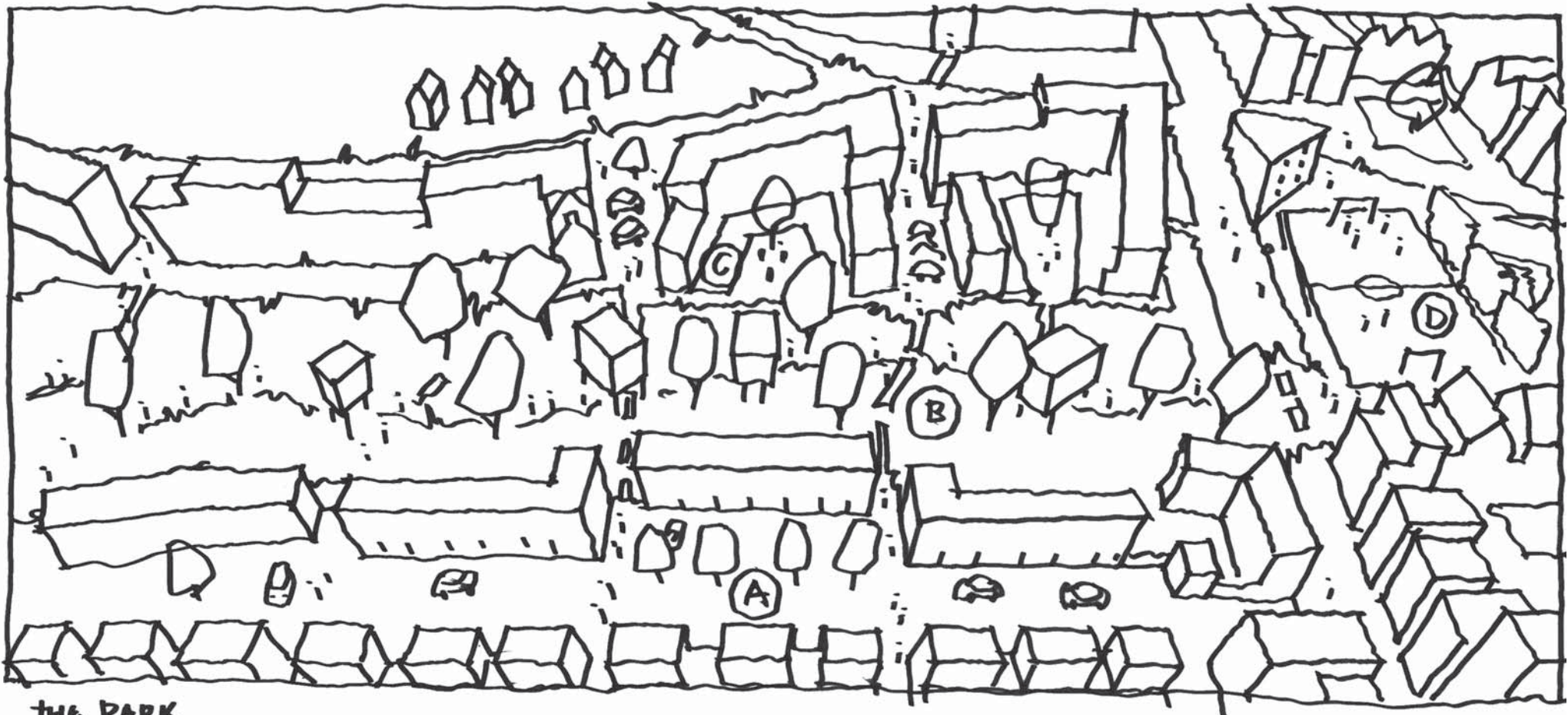


THE BANK



The existing green bank between North canal bank street and the next platform could be used as a green route across the site, either along the contour east west or against the contour north south.

- The benefits of this approach are:
- there is existing green space here with a number of existing trees, this could be retained and enhanced.
  - the space is difficult to use for another purpose.



THE PARK

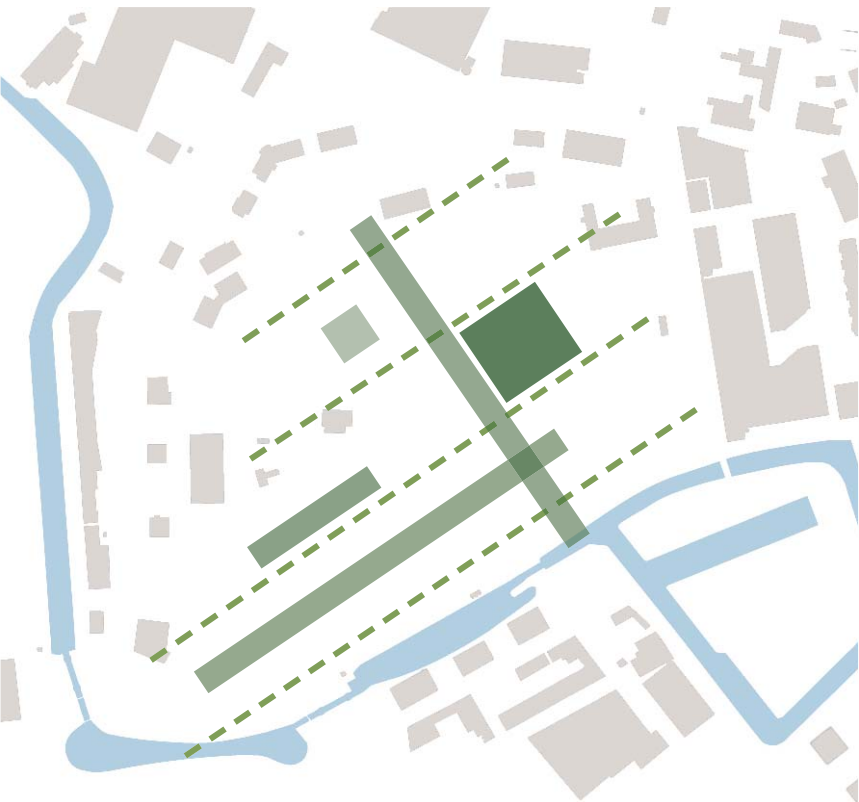
- A. THE MENS ALONG THE BACK OF NCB STREET IS A SERIES OF SPACES RELATED TO THE WIDTH OF THE PARK.
- B. THE PARK BANK. CROSS ROUTES, UNGAR ROAD. BOX HOUSES. VARYING WIDTH
- C. SOUTH FACING BLOCKS/ COURTS WITH PRIVATE & SEMI PRIVATE GARDENS (LINKED TO PARK). PARKING COURTS BETWEEN
- D. THE FLAT BIT OF THE PARK. LINKED BY CONTINUOUS GREEN ACROSS VINTNER ST.

ILLUSTRATIVE PROPOSAL





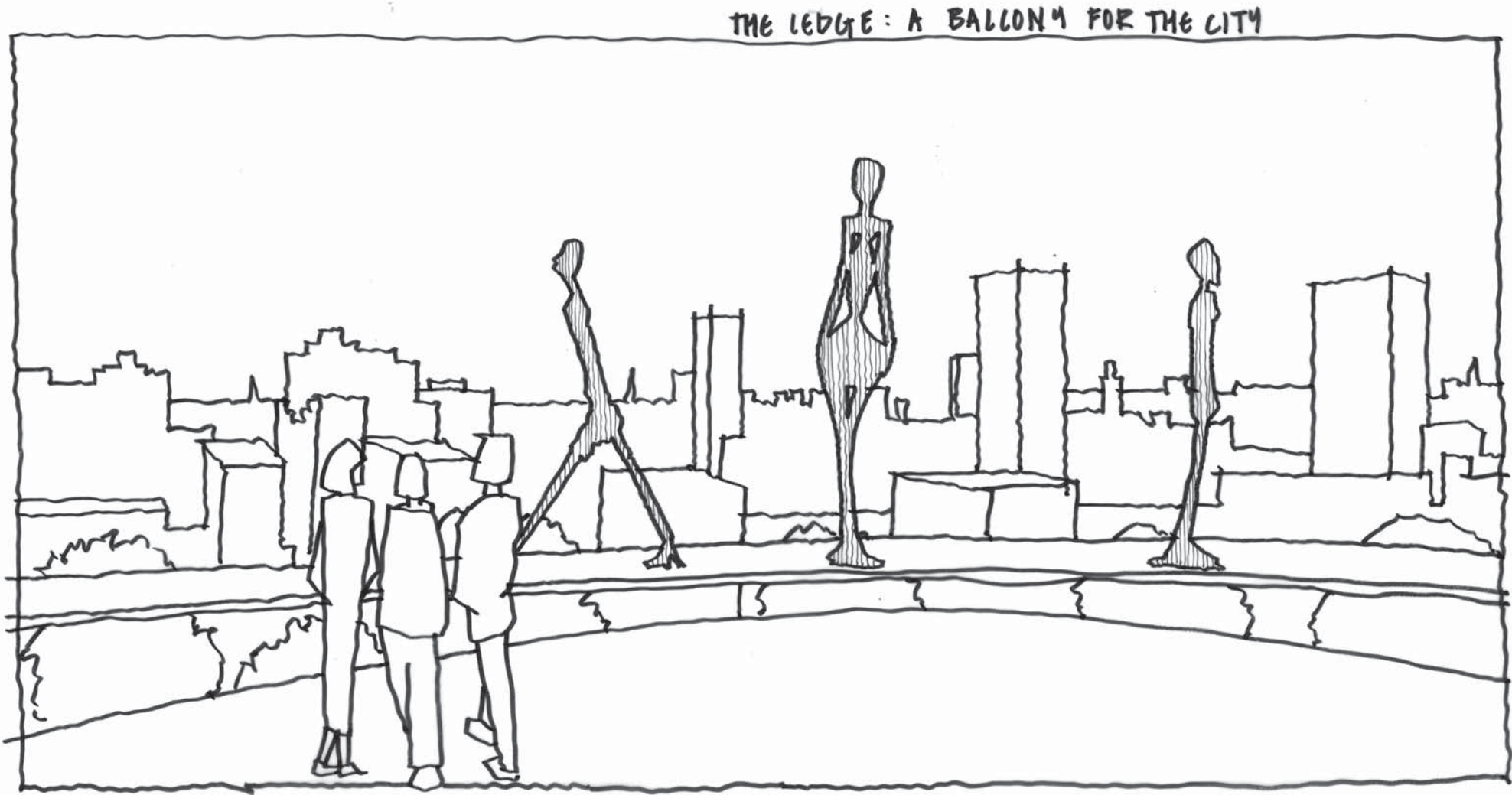
# THE LEDGE



The ledge is a balcony for the city.

It provides views over the city and a space for exhibiting and viewing public art.

It is visible from Port Dundas Road.

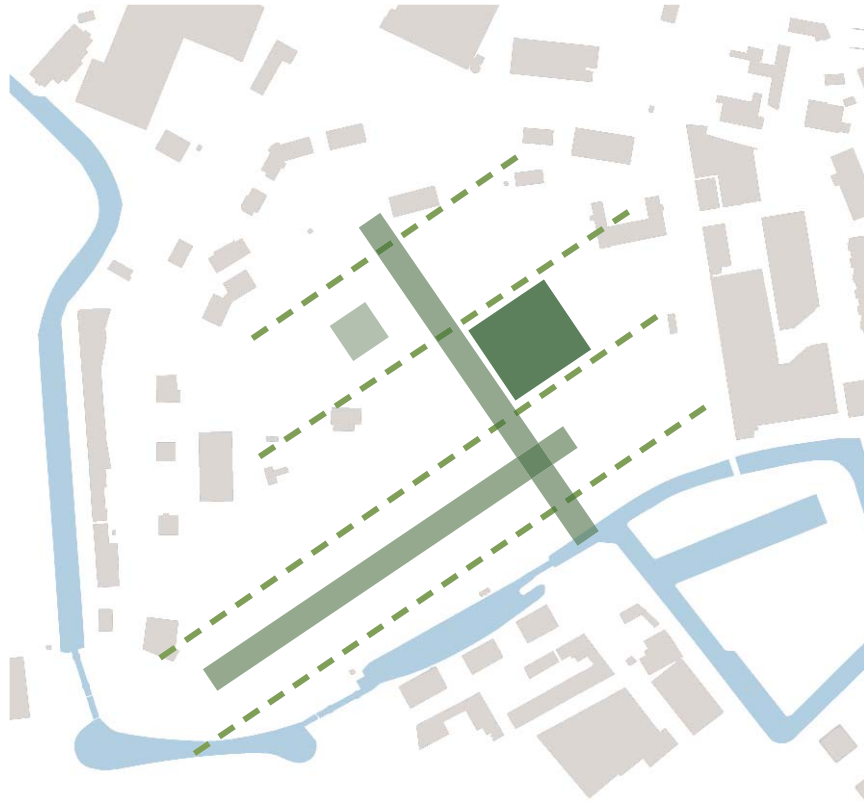


ILLUSTRATIVE PROPOSAL





## VINTNER STREET



Vintner Street provides a link to North Canal Bank Street and to the canal loop. it is a key pedestrian route north south across the site.

It features:

- homes pushed to the top of the bank.
- reduced carriageway width with focus on cycling and walking.
- prominent SUDS design.
- existing concrete structure retained and reused.



WIDE VINTNER STREET  
REDESIGNED & GIVEN A NEW  
PURPOSE. CAN WE RETAIN  
SERVICES & PLANT TREES

ELEVATED PLATFORMS PROVIDE  
PROMINENT VANTAGE POINT  
FOR TERRACES

CORNER WINDOWS &  
BAYS FOR 180° VIEW.

ILLUSTRATIVE PROPOSAL





# MEANTIME USES

## Generating Activity on 100 Acre Hill

Appropriate meantime uses could help to establish 100 Acre Hill in people’s minds, as the will take place over quite a number of years.

These could be themed around the activities that currently take place in the area.

### Leisure

The watersports are a strong driver here. Perhaps other outside sports could be added to this, on a temporary basis. there is opportunity within the site to make:

- a snow boarding practice area.
- a bmx bike trail.
- a climbing wall.

### Commerce

Could there be pop up retail related to the watersports (and any other sports that were encouraged)? there could also be a tie in with the skatepark on Boron Street.





# ACCOMMODATION SCHEDULE

Plot	Unit Type							Developable Land	Commercial Area	Green Space	Car Parking Space	Total Units	Density per Hectare
	1 Bed Apartment	2 Bed Apartment	3 Bed Maisonette	2 Bed Flat over Garage	2 Bed Mews House	3 Bed House	4 Bed House						
Mix (%)	23	49	0	3	2	22	2	M²	750	M²			
Average Net Area (sqm)	50	66	115	72	72	95	110						
1a	48	88	0	0	0	21	0	11500	0		125	157	137
1b	48	72	0	8	4	16	0	11352	0		118	148	130
2	50	90	0	0	0	0	0	12300	0		112	140	114
3	10	34	0	0	0	20	3	8522	0		67	67	79
4a	3	30	0	4	2	48	9	14636	0		96	96	66
4b	0	24	0	6	5	47	3	13270	0		85	85	64
5	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a
Quantity	159	338	0	18	11	152	15	71580	5500	30685	603	693	
TOTAL	7950	22308	0	1296	792	14440	1650				86%	48436	74

## TPOLOGY ASSUMPTION



## PARKING ASSUMPTION



- Apartment

PRS/Hotel

Flat over garage
- Terraced House

Mews House

Public/Civic

- Parking court/ On street

Undercroft parking



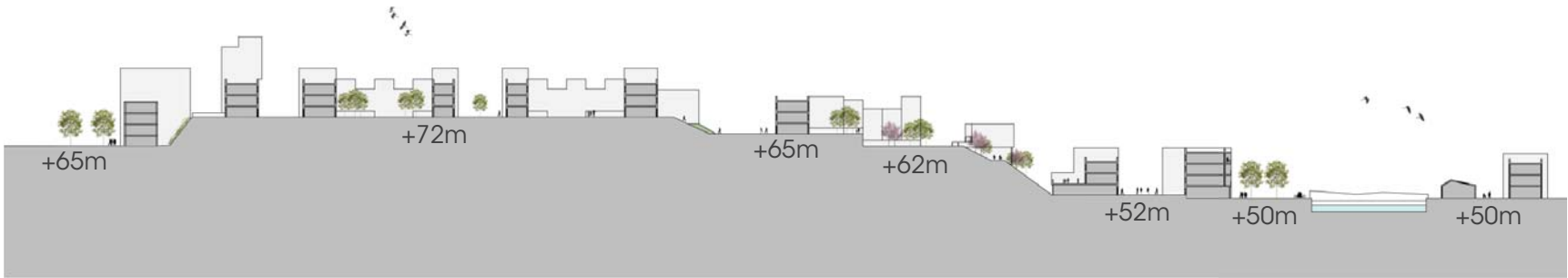
# CONCLUSIONS & NEXT STEPS

## Conclusion

This report sets out an approach to developing 100 Acre Hill based on an analysis of the constraints and opportunities of the site. We believe that these are the right basic principles to underpin the development of a Planning Permission in Principle application. The principles are flexible enough to allow for change over time whilst ensuring some consistency through the delivery of some key points that will help make a successful place.

## Next Steps

The intention is to develop the principles to explore the constraints and opportunities of the site in more detail, exploring alternative options and comparing how the same principles could be developed with different results, prior to making the Planning Permission in Principle application.



Section 1



Section 2





—  
HTA Design LLP  
106–110  
Kentish Town Road  
London NW1 9PX

—  
020 7485 8555  
info@hta.co.uk  
www.hta.co.uk

—  
Managing Partner:  
Benjamin Derbyshire  
Dip Arch Cantab RIBA

—  
Partners:  
Mike De'Ath  
BA (Hons) Dip Arch  
Simon Bayliss  
MA Dip Arch Dip UD  
Colin Ainger  
BA (Hons)  
Caroline Dove  
MA (Hons) Dip Arch RIBA  
Sandy Morrison  
B Arch RIBA  
James Lord  
BA (Hons) BLA MLI  
Rory Bergin  
B Arch MSc  
Lucy Smith  
BA (Hons)  
Riëtte Oosthuizen  
BA (Hons) MA PHD  
Simon Toplis  
MA Dip Arch

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Directors:  
Rajiv Ranjan  
B Eng MBA  
John Nsiah  
BSc (Hons) Dip Arch