

Glasgow Urban Design Panel

Feedback Report

Date: 19th September 2019

Project: Site of former Yoker Primary School

Planning Status: Pre-Planning

Presentation by: Grant Murray Architects (Architect)

Panel Consensus

- The project was considered to be turning it's back on the surrounding context, with the development being inward-facing rather than addressing the surrounding street. The Panel felt further exploration could be undertaken to ensure the proposed development addresses Kinnellar Drive and Craggan Drive.
- The relationship to the existing street network was considered as being critical, and the development should ensure it is outward-looking rather than introverted.
- The primary entrance to the site from Kinnellar Drive was seen as positive, particularly in the context of the pedestrian connection being created from Dyke Road. This aspect of the development could be developed further.
- The aspiration for home-zones was considered positive however further development of the proposal was required to move away from defined hammer-head turning points and other highway elements as defined features, to allow the creation of a consistent home-zone surface.
- The surrounding context is largely defined by 4-in-a-block flats and 3 story linear flatted blocks, and was observed to be an architecture of variety and consistency. The introduction of terraced housing is therefore a new typology and consideration requires to be given to what the new development takes from the existing and what it is giving back in urban planning terms.
- The planning of amenity space was considered crucial to ensure this formed part of the overall development in a holistic manner.
- The Panel questioned whether the repetitive roof form was bringing a forced consistency to the development whilst also potentially being an expensive element which could later be reduced to cheapen the development. The Panel felt this aspect could be explored further to

ensure a robust urban approach as the project develops. Consideration should also be given to the gables of the blocks and it was suggested it may be at these points that the form and massing is varied from the rest of the block to create a 'feature' and distinctive architectural language for the development.

- The Panel noted that the surrounding area was predominantly white / pale render and as such, the material choice of the development seemed out of context. When coupled with the massing and typology of the development, it was felt the proposal was very different from the surrounding context and that more could be done to address the context.
- The perimeter fence currently acted to contain the development and separate it from its surrounding context. The extents of this should be considered in relation to the permeability of the site.

Panel Recommendations

- Options should be considered which ensure the development addresses the surrounding street frontages of Kinnellar Drive and Craggan Drive, and looks beyond the red-line boundary to become a holistic part of the urban fabric.
- The relationship between front and back should be developed further. The suggestion that the development could be handed to ensure dwellings front on to Kinnellar Drive and to reduce the extent of internal road surface should be considered.
- The permeability of the development should be considered further, particularly in relation to surfaces which the pedestrian user may encounter ie home-zone shared surface vs tarmac hammer-head road surface.
- The perimeter fence along Craggan Drive should be reconsidered to ensure the visual and actual permeability of the site along this frontage.
- Further development of road surfaces and forms to move away from a car-centric approach. In particular, attention should be given to road surface material, road form and incorporation of traffic calming measures to ensure a holistic and pedestrian-friendly approach.
- Exploration of the gable form to Craggan Drive and along the internal road to create an active 'feature' frontage to either end of the linear blocks.
- Overall parking numbers should be explored further with the Client and Planning Department given the sites public transport connections. This may assist in ensuring a move away from a car-centric development and allow vehicular access from Craggan Drive to be reconsidered as an option.

- Development sketches should be included to support the application and assist in clarifying the consideration of options during the design development process.
- The early appointment of a Landscape Architect should be considered to assist with the planning of the open-space strategy and development of the home-zone principle.
- Further development of the material palette was considered essential to ensure an approach which considers the character of the surrounding area.