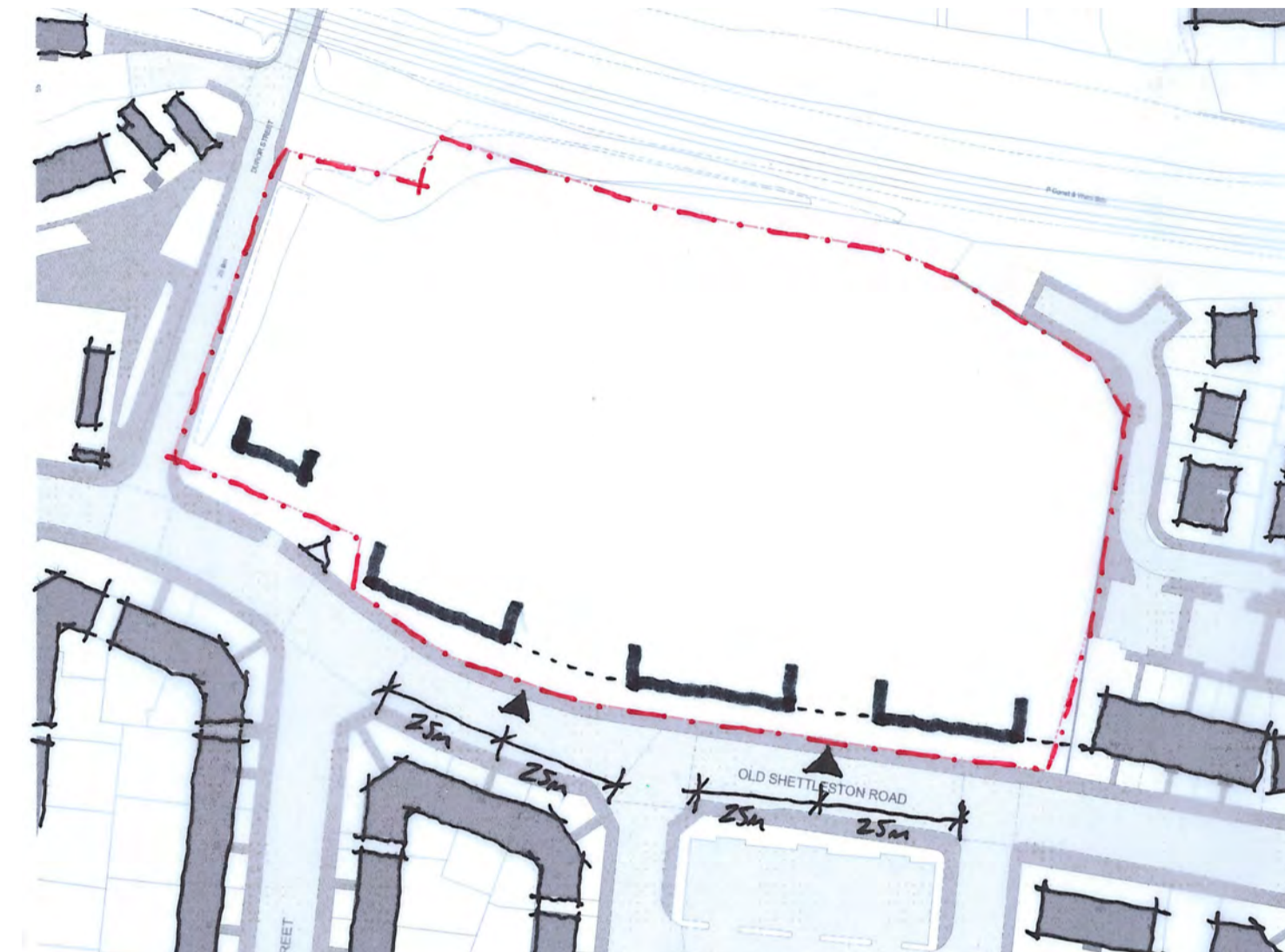


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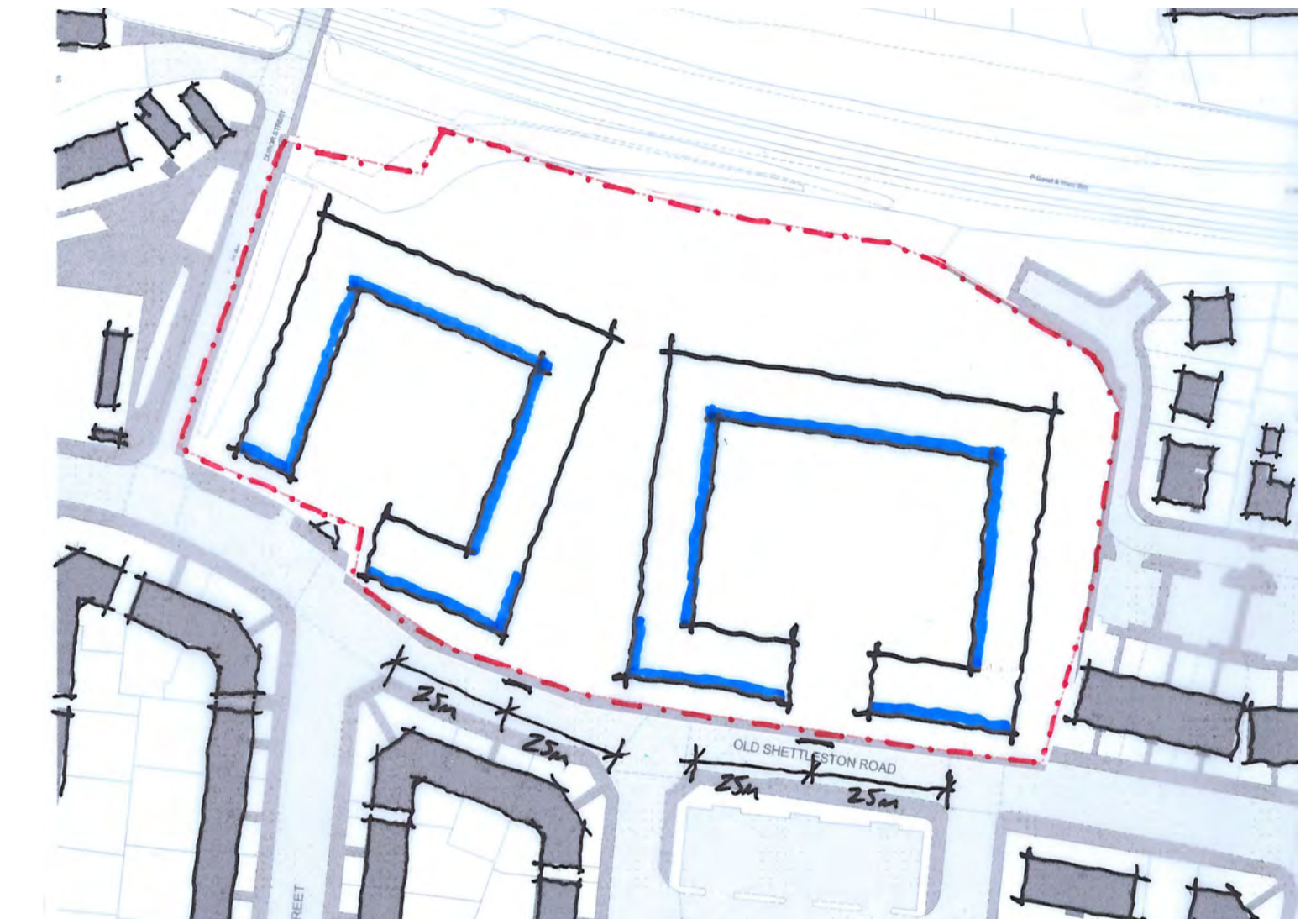


Site Location

With the plans for Shettleston Juniors FC to move to Greenfield Football Centre, the site at 401 Old Shettleston Road would become available for redevelopment. Cruden Homes propose that the site can be developed for affordable homes, which would be located in a convenient location for accessing local amenities and services.



Addressing the street and defining entrances.



Creation of courtyard block similar to existing tenements south of site, with primary elevations addressing street or courtyards.



Creating courtyards and using key views through the site to articulate blocks and reduce massing.



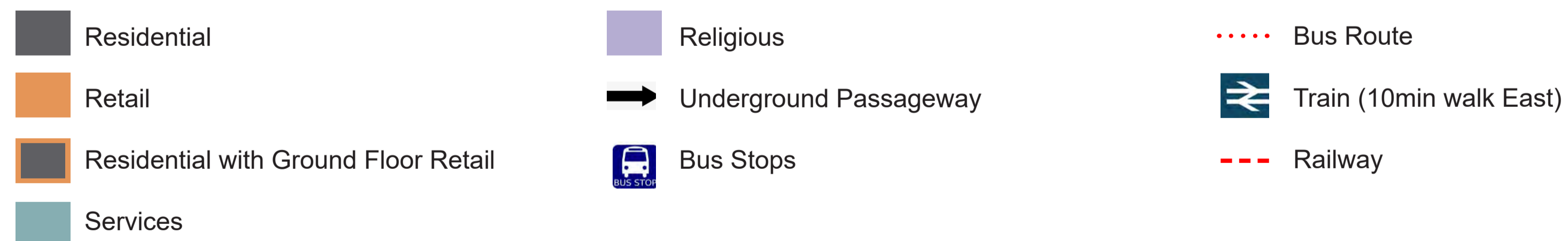
Creating green courtyards framed by buildings - all of which are connected.

Design Strategy

A key driver for the development of the site is the creation of generous open spaces, framed within the proposal, for residents to enjoy. The creation of these large courtyards are similar to the existing arrangement of tenements in the local area; all of which have central courtyards with green spaces. All units have a defensible boundary to the front, which acts as a buffer zone between the public realm and dwellings – these buffer zones are typically bordered by a low level wall or hedge.

The massing of the units in development masterplan were broken down to reduce the building footprint. To avoid overshadowing of the courtyard green spaces, the buildings to the North of the site have been made higher as they have less of a visual impact onto the site. The proposed massing ensures that there is an integrated green network through the site that connects into the Green Corridor.

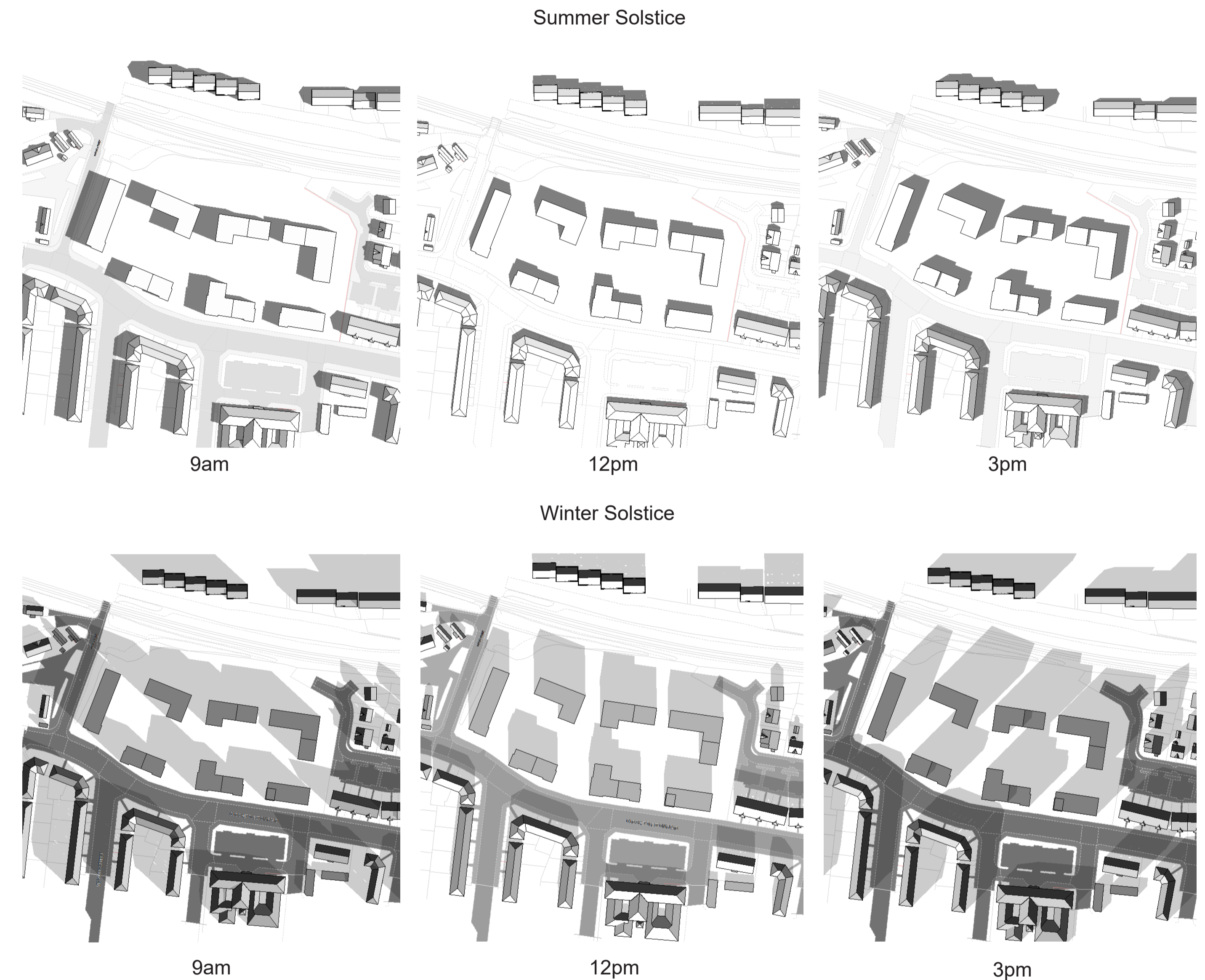
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Local Amenities

The site is located in the vicinity of various retail units, public transport links, services and religious centres, making it an ideal local for future residents. It is within the Inner Urban Area and the High Accessibility by Public Transport Area in the Glasgow City Development Plan. The site is also within the Inner East Strategic Development Area, where higher density residential development is supported in principle to support local facilities and amenities.

Residents would not have to walk further than 300m to the nearest bus stop or shop, there is a train station within 10 minutes walking from the site. There is plenty of pedestrian permeability into and through the site, along with bike storage, which promotes walking/cycling to all of the local amenities.

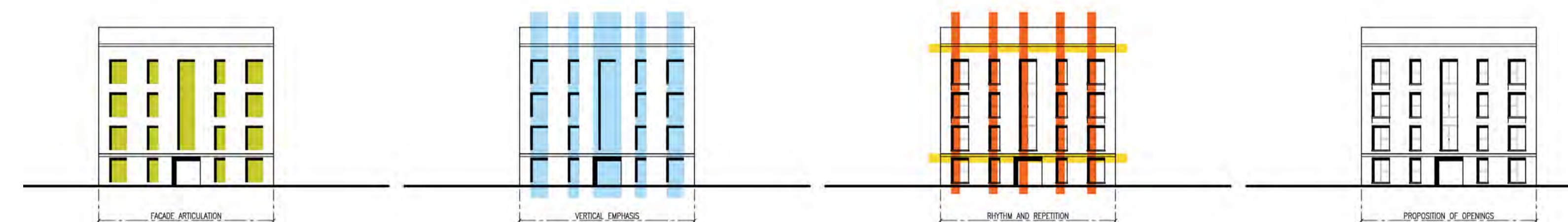


Orientation and sun path

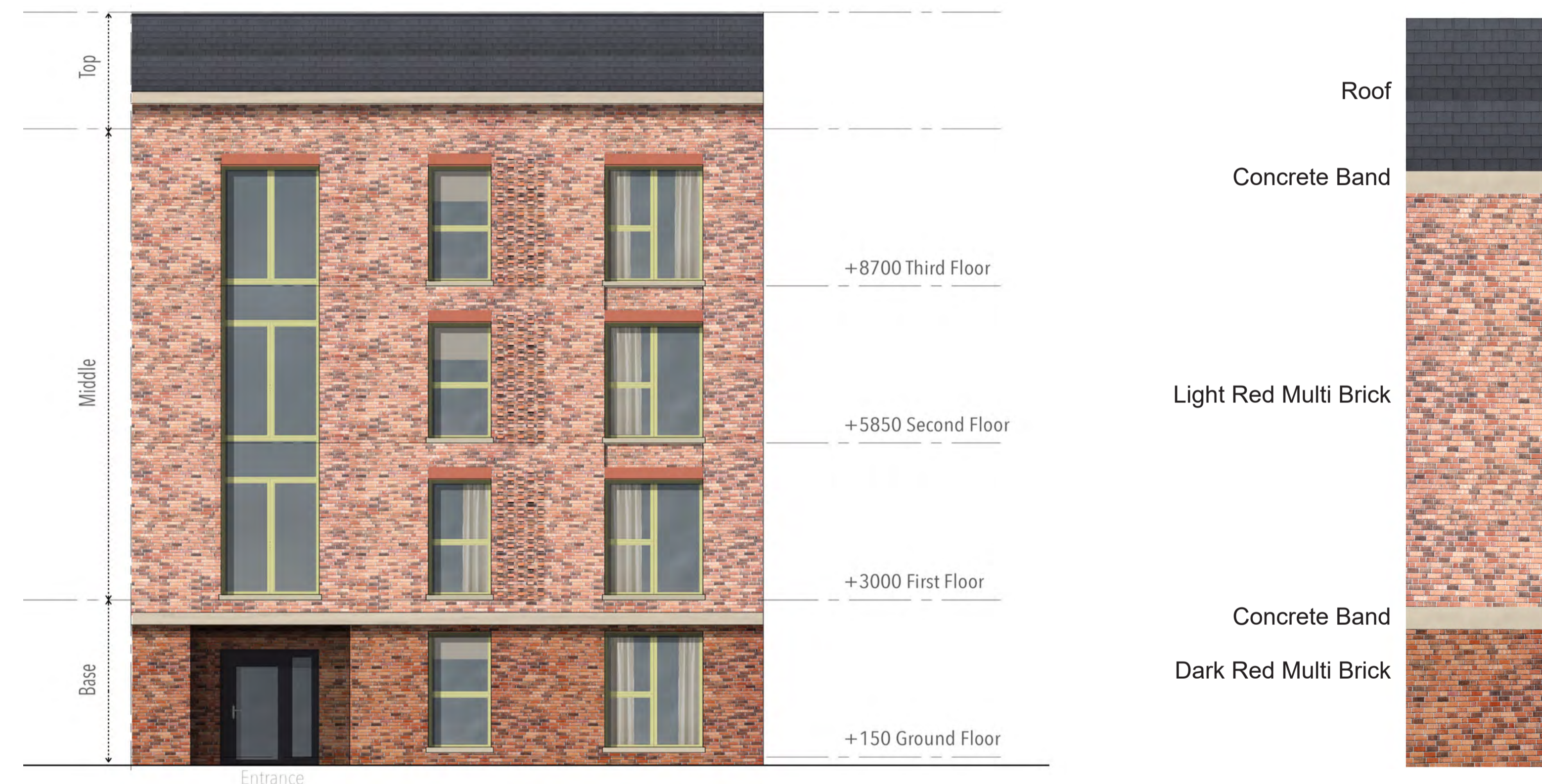
The orientation and placement of the units is arranged in such a way to maximise the amount of daylight into the courtyards of the master plan and reduce the amount of overshadowing to the surrounding existing dwellings. This is achieved by placing the 4 storey units to the south and east of the site, and 5/6 storey units to the north of the site.

From the sun path diagrams above, it can be seen that both proposed courtyards enjoy a long duration of sunlight throughout the day and the amount of overshadowing to neighbouring buildings is minimal.

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Facade Design Strategy



4 Storey Facade Extract

Active frontages and overlooking

Units are placed along the edge of Old Shettleston Road to address the street scape and maximise the amount of solar gain into the courtyards within the site. The main frontages of the buildings are generally south facing where possible, and will have generous windows that will take advantage of daylighting with main rooms on these façades. End gables will be activated with windows where overlooking is not an issue, or treated with fenestration to avoid blank gables.

The orientation of the blocks also responds to the local typology of the street grid with a courtyard formation – creating a locally distinctive layout. In addition to this, key views through the site have been framed by the massing of the buildings and tie into existing street lines where possible.

Material Palette & Elevation Design

A tonal colour palette of the local context has been generated to guide the material selection of the proposed units – this ensures the development ties into the context. A red multi-brick is suitable for the main portion of the elevation, with tones suitably tying in with the local colour palette. Stone coloured banding and sills compliment the red multi-brick well, and UPVC window frames respond to the green tones of the context. The majority of the local housing stock has grey roofing, which the proposal will match.

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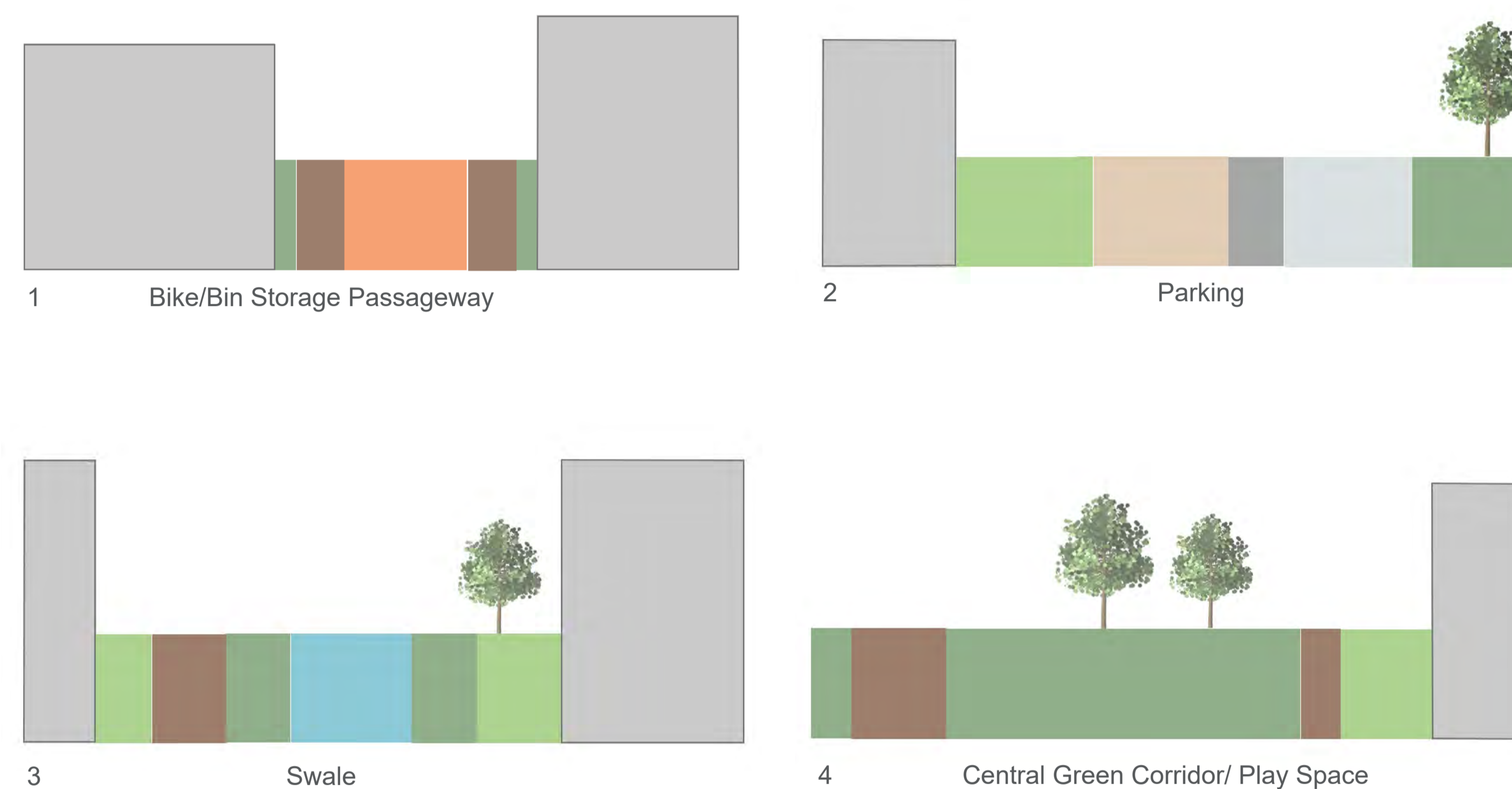
Space Principles

- Pedestrian Route
- Bin/Bike Storage
- Shared Space
- Pedestrian Path
- Parking
- Buildings
- Pavement
- Road
- SUDS/Swale
- Private Gardens

Creation of amenity & green spaces, integration of parking, cycle stores & refuse areas

Parking is typically located to the north of all of the proposed blocks as these area will typically be the most shaded. As such, this frees up the southern facing areas for greens space and amenity. The roads are seen as a shared surface within the development, prioritising pedestrians over vehicles - this creates streets that are integrated with the landscaping and footpaths throughout the site.

All units have private garden areas on the ground floor, which act as defensible boundaries between the dwellings and street-scape. These defensible boundaries are defined by low level walls or hedges.



Space Diagrammatic Sections



Bin/ cycle store inspiration

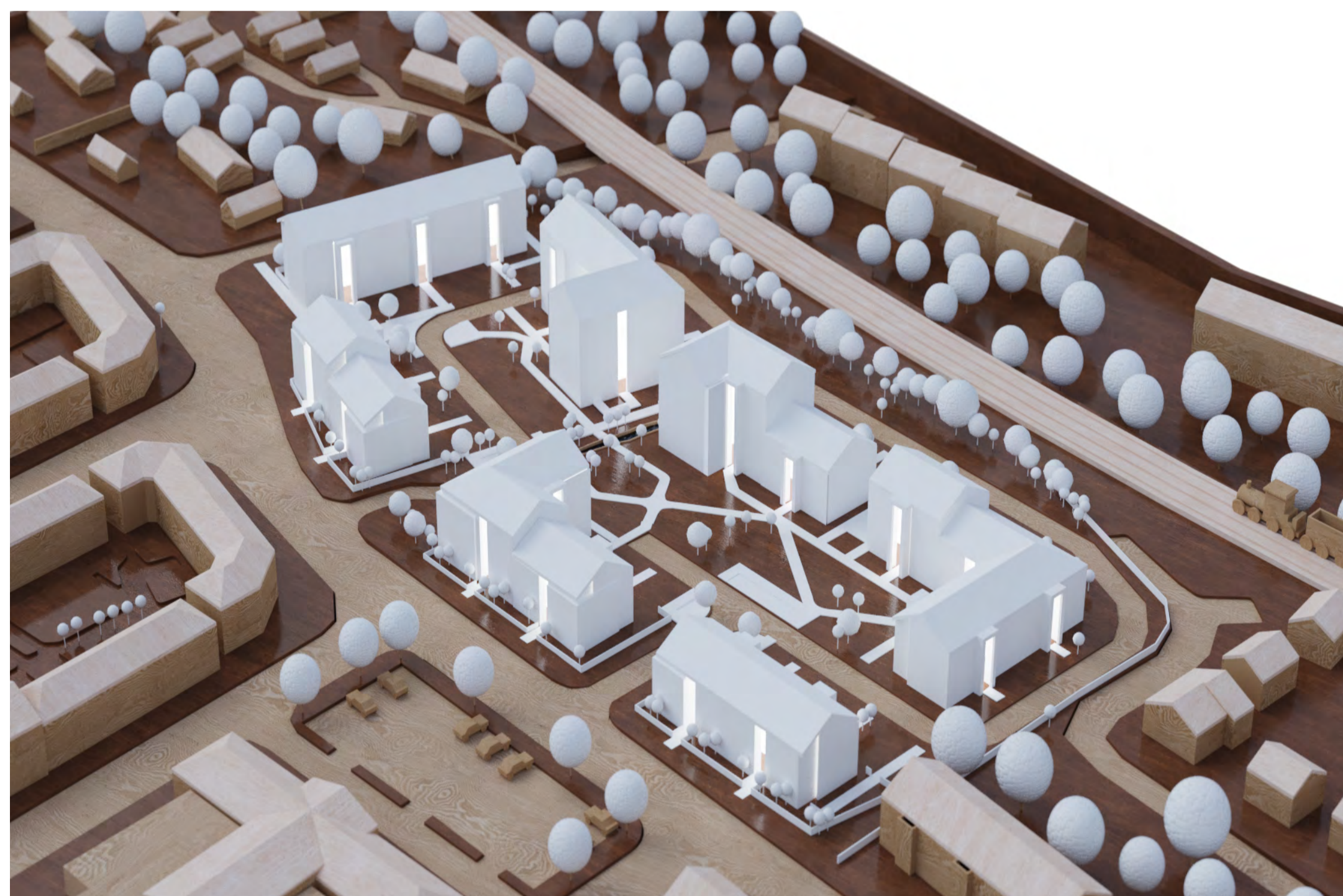
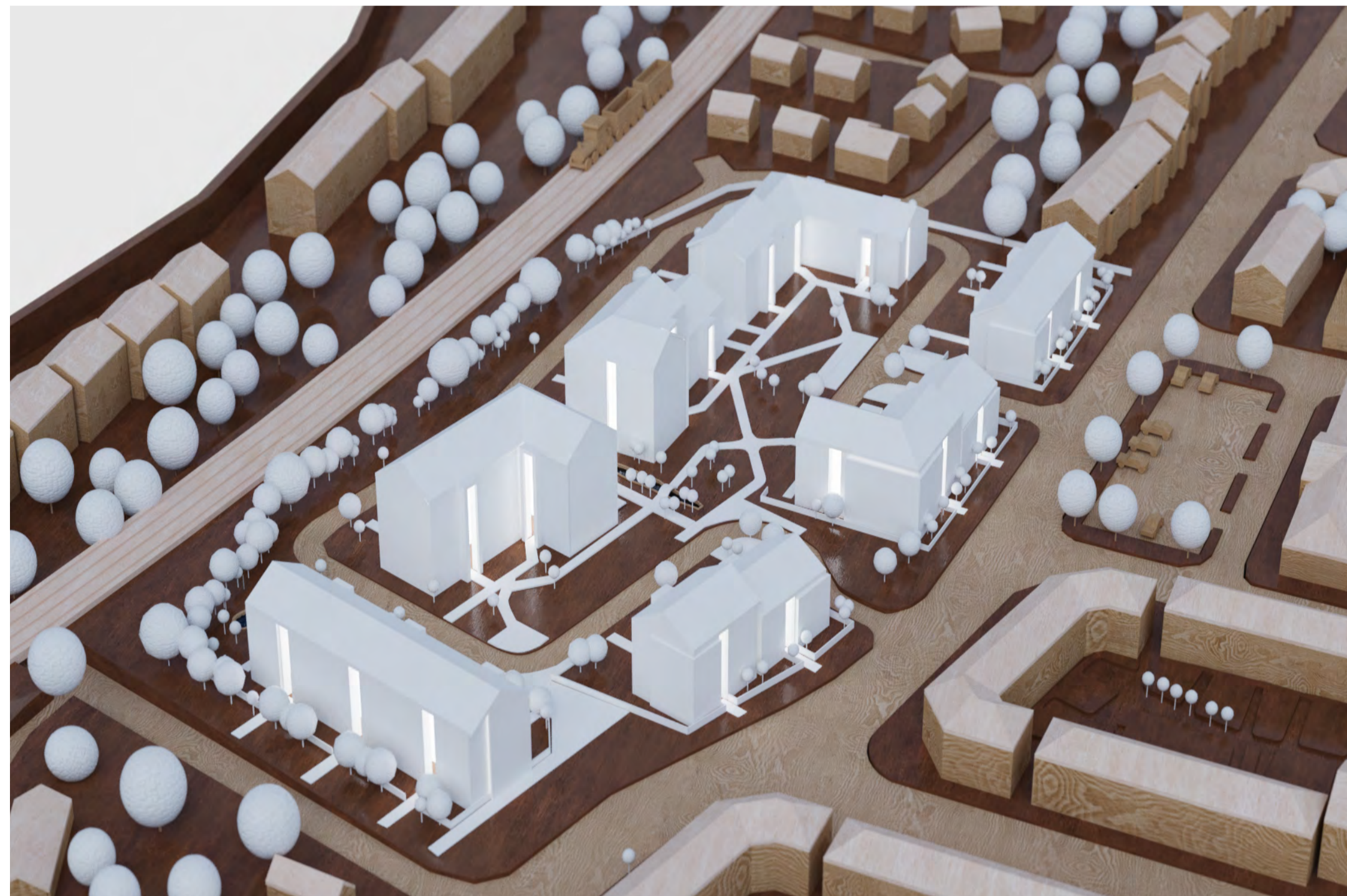


Integration of swales and footpaths into designed landscape



Footpath connection route examples and greenspaces

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Conceptual Massing Model Images



Proposed Masterplan