

case study

Location: Willowford Road Phase 1, Glasgow
Developer: Merchant Homes
Size: 4.5 hectares; 49 residential units
Type: New Residential
Stage: Partially Constructed



This development complies with four of the five Designing Streets Policies:

- ✓ Street Design should consider place before movement.
- ✓ Street Design Guidance as set out in Designing Streets can be a material consideration in determining planning applications and appeals.
- ✓ Street Design should meet the six qualities of successful places, as set out in Designing Places.
- ✓ Street Design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.
- ✗ Street Design should run planning permission and roads construction consent (RCC) processes in parallel.

Background

Proposals for this development take into consideration not only this site, but its future relationship to other areas of land available for future phases. A permeable loop road is proposed to link Willowford Road and other developments; in the meantime, temporary turning heads have been provided. All routes have been carefully tracked to confirm that they can accommodate larger cleansing vehicles.

There are new pedestrian and cycle routes from the site to the existing neighbourhoods, play parks, greenspace and train station. The design takes into consideration the need to familiarise residents with newer street layouts, where pavements and roadways are not as clearly demarcated. A gradual transition is proposed through traditional tarmaced streets to areas of shared surfaces.

The developer's house types have been adapted to suit important locations at junctions and corners, and larger new homes help define views. The development includes a series of smaller landscaped areas which interconnect visually and spatially, and connect with pedestrian routes. Because this is a constrained urban site with fixed access points, there are limited opportunities to maximise building orientation for solar gain.

Site: Willowford Road, Nitshill

Developer: Merchant Homes
 Size: 4.5ha; 49 residential units
 Type: New Residential
 Scale: Not to scale

The Masterplan is illustrated below, showing the context around the site.



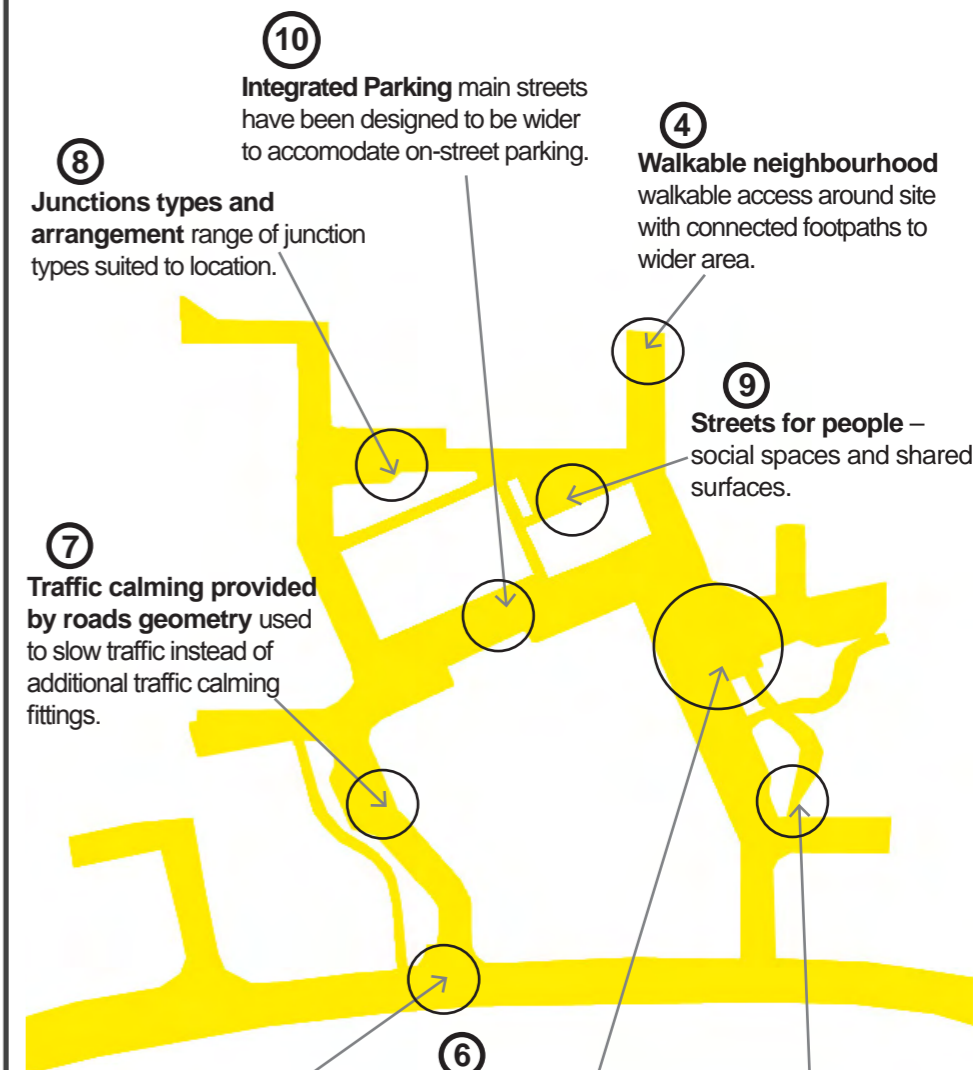
Step 1: B-Plan the Masterplan

Produce a B-Plan to the same scale as the Masterplan. This uses colour coding to make analysis easier (illustrated on page 21 of Designing Streets). It highlights the relationships between the plan's elements of movement, buildings and green space.



Step 2: Movement Analysis

Extract the movement (yellow) layer from the B-Plan. This will consist of streets as well as paths, closes, pends, squares etc. Annotate to specific points or places on the plan where the street design can be assessed against the key considerations within Designing Streets.



- ⑩ **Integrated Parking** main streets have been designed to be wider to accommodate on-street parking.
- ④ **Walkable neighbourhood** walkable access around site with connected footpaths to wider area.
- ⑧ **Junctions types and arrangement** range of junction types suited to location.
- ⑨ **Streets for people –** social spaces and shared surfaces.
- ⑦ **Traffic calming provided by roads geometry** used to slow traffic instead of additional traffic calming fittings.
- ⑥ **Context and Character** – the character of the area is enhanced by the range of streetscapes and landmarks.
- ② **Connections to wider networks** future connections considered.
- ① **Pedestrians and cyclists** variation in street type and width. Traffic calmed routes are safe for pedestrians.
- ⑤ **Bus Stops** adjacent to development site.

Key considerations



Street design creates sense of place



Street Tool

Assessing the development against Designing Streets Policy

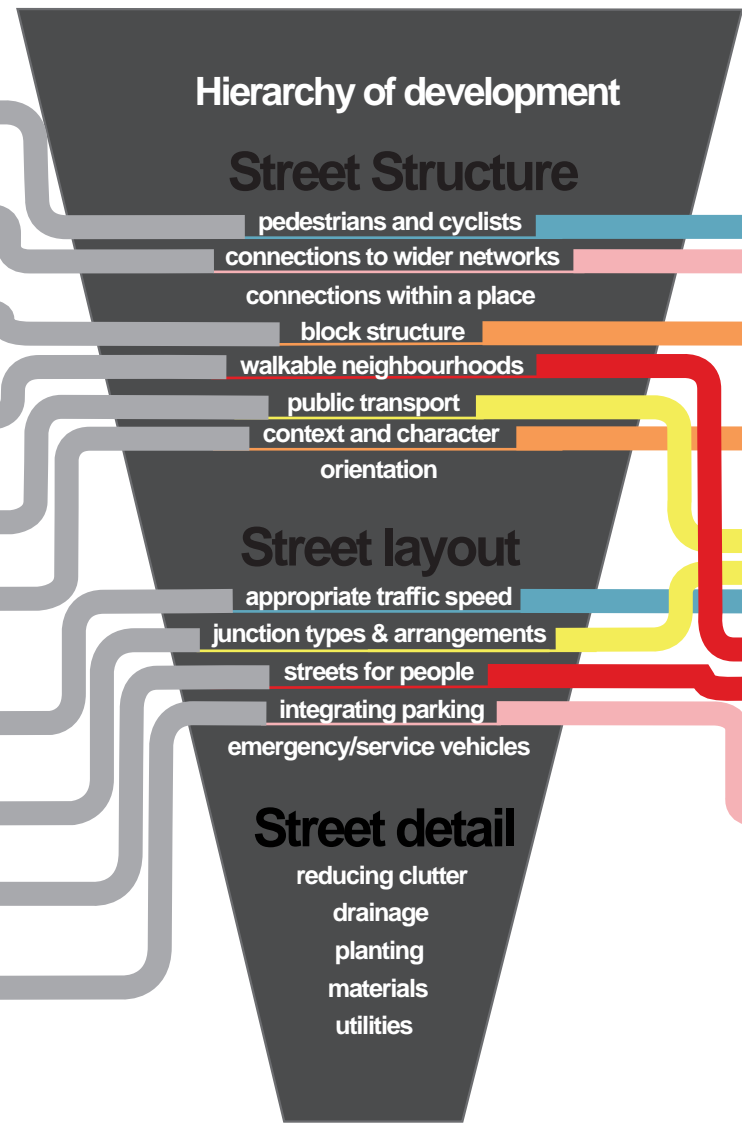
List Issues from B Plan

Match against Designing Streets Hierarchy

Match against 6 qualities of successful places

Check against Designing Streets Policy

- 1 **Pedestrians and cyclists** variation in street type and width. Traffic calmed routes are safe for pedestrians.
- 2 **Connections to wider networks** future connections considered.
- 3 **Partial block structure** density and spacing of new homes do not enclose spaces.
- 4 **Walkable neighbourhood** walkable access around site with connected footpaths to wider area.
- 5 **Bus Stops** adjacent to development site.
- 6 **Context and Character** the character of the area is enhanced by the range of streetscapes and landmarks.
- 7 **Traffic Speed** road geometry used to slow traffic instead of additional traffic calming fittings.
- 8 **Junctions types and arrangement** range of junction types suited to location.
- 9 **Streets for people** – social spaces and shared surfaces.
- 10 **Integrated Parking** main streets have been designed to be wider to accommodate on-street parking. Back alleyway parking for natural surveillance.



Qualities of successful places

	yes	partially	no
distinctive	✓	✓	
safe & pleasant	✓	✓	
easy to move around	✓	✓	
welcoming	✓	✓	
adaptable	✓	✓	
resource efficient			

Designing Streets Policy

	yes	partially	no
Street Design Guidance as set out in DS can be a material consideration in determining planning consents.	✓		
Street Design should run planning permission and roads construction consent (RCC) processes in parallel.			✓
Street Design should meet the six qualities of successful places.		✓	
Street Design should consider place before movement.	✓		
Street Design should be based on balanced decisions making and a must adopt a multidisciplinary collaborative approach.	✓		

Images

1	2	3
4	5	6

1. Street junction performs as a social gathering area.
2. Material changes indicate pedestrian priority on roads.
3. Carefully chosen material palette.
4. Walkable neighbourhood diagram.
5. Place making diagram.
6. Differences in surface materials to indicate user hierarchy.

