Glasgow Urban Design Panel

Proposal:	**Proposed Housing Development**
Address	Garscube Road/ Possil Road, Glasgow
Status:	Planning Application
Reference:	08/00138/DC
Agent	W A Fairhurst and Partners
Presented by:	David Fenner – Five Architecture

This report related to a Planning Application for a residential development at Garscube Road/ Possil Road, Glasgow for Stewart & McKenna. The scheme proposals include 66 residential units (30 x 2 beds, 18 x 1 beds and 18 micro flats) with 30 car park spaces. The panel thanked the architects for this presentation and agreed generally that this development would go some way to re-establishing a street pattern in this part of Glasgow.

Site Strategy: The previous scheme proposal for this site was for 34 x 2 bed units. This proposal with a residential mix including micro flat and 1 bed flats was described by the architects as responding to the current market demand. Car parking being for the 2 bedroom flats only.

Massing: The architect summarised their massing strategy for the overall composition as being a 'head, body and tail' with the 'head' being at the Garscube Road junction. Along with this there intention being that the building to be read in the round.
Panel members agreed that the corner junction required emphasis in terms of an overall massing particularly given the fragmentation of the surrounding building context and the definite lack of a defined street edge. This hierarchical composition was not evident in the proposed elevational drawings presented for Garscube Road.
With the upper building line set back from the street edge and behind a car park podium the panel suggested that any focus towards the corner junction was being further weakened. Concern was expressed as to what might be the quality of this amenity space given that the terrace area would be approximately 2.5m above pavement level and on a busy main road. The solid reconstructed stone podium wall along Garscube Road with some feature metal grillage openings into an underground car park space behind was of particular concern to the panel.
With regards to the presentation generally the panel expressed a disappointment at the lack of any visual impact studies from key views ie the Garscube Road junction.

Elevational Treatment: The palette of materials being proposed was described as being zinc cladding, rainscreen panels, reconstructed stone and render (to part of the northern elevation). External balconies with timber effect panels were also proposed to a central element of the Garscube Road elevation.
Panel members agreed that the number of materials should be rationalised to focus on 2/3 and therefore give a more homogeneous appearance. At present the overall composition appearing fragmented due to the number of materials, elevational pattern and massing arrangement. The central section particularly of the Garscube Road elevation with timber effect external balconies appearing inconsistent when viewed as a whole.
The panel also agreed that the north elevation which will be visible above the line of adjacent low level industrial buildings required further consideration and a re-working in terms of the massing and materials. At present this elevation appearing overly fragmented without definition and secondary to the Garscube Road elevation.

Conclusion: Whilst the panel supported generally this development they recommended that consideration be given to the following issues-

1. More uniformity to the overall architectural composition in terms of a general articulation and proposed materials. Limiting the palette of materials to achieve a more homogeneous appearance

2. Further definition and hierarchy to the massing composition along Garscube Road with the Garscube junction having more emphasis relative to the remainder.
3. Avoiding a set back and terrace arrangement along Garscube Road thus maintaining a continual building line.
4. The pedestrian edge generally along Garscube Road avoiding a ‘blank’ frontage. Possible consideration as to single aspect flats or commercial/retail along the Garscube Road frontage with car parking behind.
5. Tree planting at roof level.