

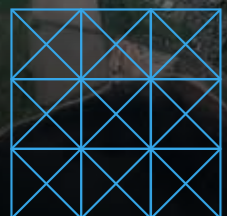


Mitchell Way, Alexandria, West Dunbartonshire

Residential, Retail and
Public Realm Development

Design and Access Statement

Glenesk Homes
December 2021



COOPER CROMAR



Introduction

The former West Dunbartonshire Town Centre's Initiative Partnership (West Dunbartonshire Council, Town Centre's Initiative Ltd and Scottish Enterprise Dunbartonshire) produced the *Alexandria Heart of the Vale Town Centre Action Plan*.

The Action Plan provided a strategy and implementation plan to realize the potential of Alexandria by delivering regeneration objectives. This original Action Plan has now been updated in 2020 with further initiatives and identifies several projects and programmes of which Mitchell Street regeneration represents one of the most important development opportunities within the existing Town Centre.

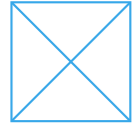
West Dunbartonshire Council commissioned Consultants to produce the *Alexandria Streetscape Design Guide*. The study drew from information contained within the *Alexandria Town Centre Action Plan* and investigated the issues and opportunities within the urban realm of Alexandria Town Centre. This study involved public consultation and will be used to guide future streetscape improvement projects which will contribute to the regeneration of the Town Centre.

West Dunbartonshire Council commissioned urban design consultants to build upon the Town Centre Action Plan and produce a masterplan that achieves the long-term vision of "a well-functioning and sustainable Town Centre that serves the local community and contributes to the broader regeneration of West Dunbartonshire". The Mitchell Way site and the development area adjacent to the east was identified as a key redevelopment site within the masterplan for which detailed design guidance has been produced.

Glenesk Homes are proposing to develop a 25No unit residential site with Lidl taking forward the adjacent retail and car park element and West Dunbartonshire Council is undertaking the public realm improvements to Mitchell Street to complete the overall development. These sites will be consolidated into a single programme of work which will have three distinct phases. Although the intention is to have the construction phases running sequentially, there may be an element of overlap as the project progresses to completion with differing completion dates.



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Car park and church



Mitchell Way back of Farmfoods



Mitchell Way Co-Operative end from Overton Road



Mitchell Way Iceland end from Bank Street



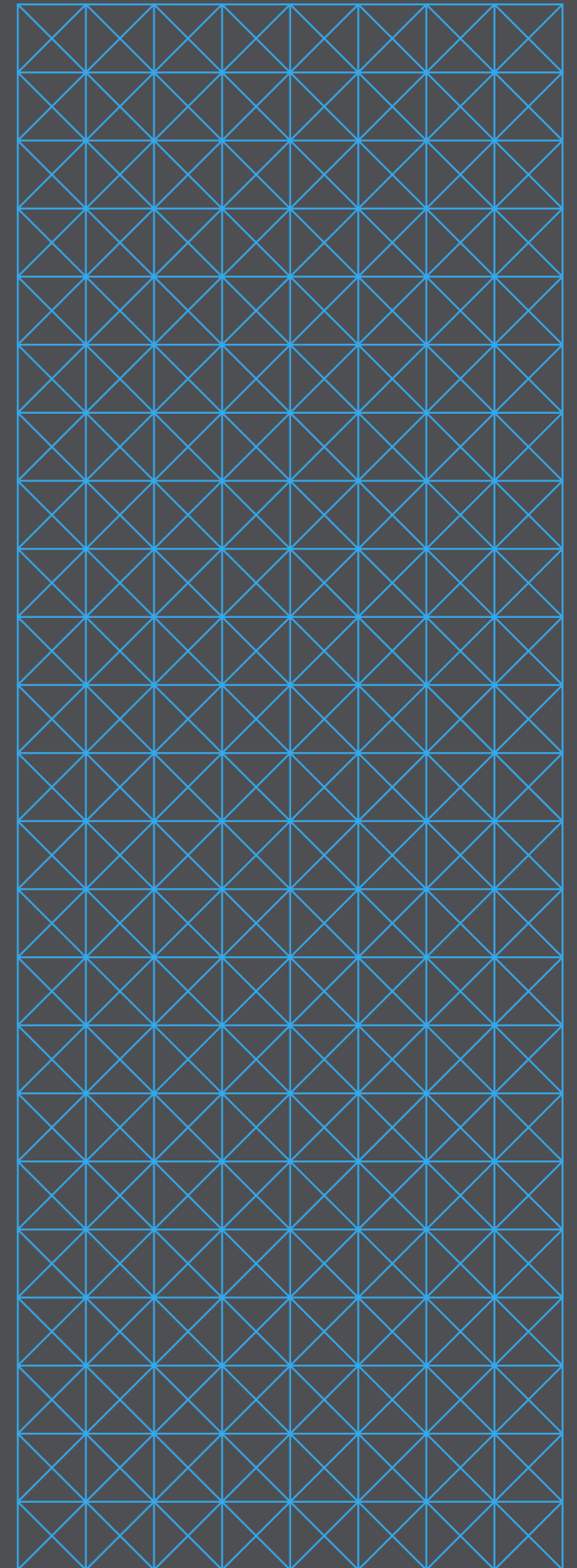
Mitchell Way



Looking north up Church Street

01

Introduction



Site and Area Appraisal

Location

Alexandria is located within the northern part of West Dunbartonshire, just to the south of Loch Lomond and the Trossachs National Park and is the third largest settlement in West Dunbartonshire with a total population of around 13,000. The town also serves the wider Vale of Leven area which has a population of 26,000.

The Mitchell Way development site is located adjacent to Main Street and Bank Street at the north of the Town Centre. The site fronts Main Street to the west, Bank Street to the east and Mitchell street to the north, with boundaries of retail and commercial properties to the south. The site is dissected by a former road and car park that previously gave access to Mitchell Way. It is approximately 1.5km from the nearest access onto the A82 and 400m north west of Alexandria railway station which is on the main Balloch to Glasgow line.

Development Site

The site which extends to 19,900 sqm (1.99ha) or thereby is located at a key intersection where the main thoroughfares of Bank Street and Main Street are connected via public car parks and the public realm retail streetscape of Mitchell Way.

While the religious building and stone boundary wall immediately surrounding the church to the south west are listed, they do not form part of a Conservation Area, they are however of local architectural merit as they represent some of the few remaining examples of the original built fabric and urban form of Alexandria Town Centre.

The site was previously in the single ownership of West Dunbartonshire Council.

Topography

The residential development site is generally level with a spot height (OS Landline) close to the northern boundary of Mitchell Street showing +19.0m and a further spot height close to the retail entrance on the eastern boundary on Bank Street showing +15.30m. There are some level differences between the residential site and the adjacent retail development site which will be resolved through natural landscaped embankments.



Site and Area Appraisal



Alexandria Train Station

The existing levels to Mitchell Way will be maintained.

Ground Conditions

The retail and residential site is in the process of being demolished by West Dunbartonshire Council. The existing uses are mixed with three storey residential with retail at ground floor to Mitchell Way and existing substation and car parking to the rear also accessed via an existing covered walkway to Mitchell Way. An existing

approximate 8m reinforced concrete retaining wall to Church Street will be retained and will provide a boundary treatment to the retail development.

Utility Services

Scottish Power, Transco and Scottish Water have indicated the presence of services adjacent to the development site are located on Main Street and Bank Street and will be surveyed by radar prior to a site start.



Iceland and Aldi



Gap site on Church Street

Surface and foul water drainage is located within boundary streets.

Adjacent Land Uses

There are several different uses surrounding the development site:

- **East:** Retail and the main arterial access road Bank Street leading south to the main railway station and gyratory road access to the town.

Since the early 2000s there has been an emphasis on good design in the planning process in government policy documents and in mainstream thinking. Design is a material consideration in determining planning applications and there is a growing recognition of the added value that design contributes to development. Many exemplar schemes now exist in Scotland to put theory into practice.

The key policy documents from Scottish Government advocate a design-led approach rather than a standards-based approach and the use of supplementary guidance (SGs) is recommended to local authorities to set out their requirements to developers.



- **North:** Retail and car parking serving Mitchell Way.
- **West:** Existing retail unit with servicing that will need to be considered in terms of servicing access and part of the rear parking area to the residential scheme.
- **South:** Existing religious building and boundary wall with service access via Church Street to a common service area.

Site and Area Appraisal



01 Looking east along Church Street



02 Church Street north view



03 West view Bank Street



04 South west view Bank Street



05 South west view Iceland



06 North west view car park

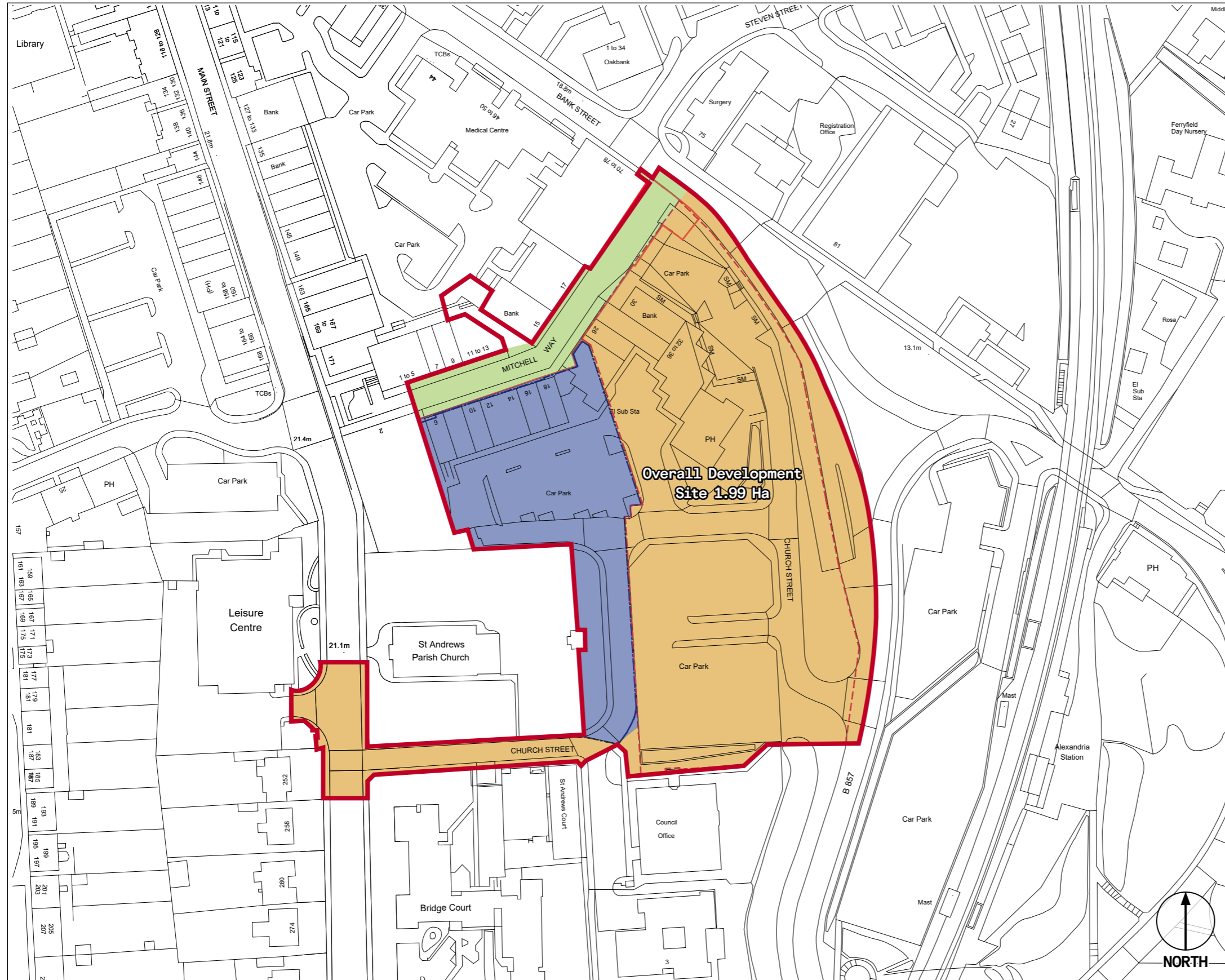


07 East view Overton Street



08 North view Main Street

Existing Site Plan



KEY

- Public Realm
- Retail
- Residential

Topographical Study

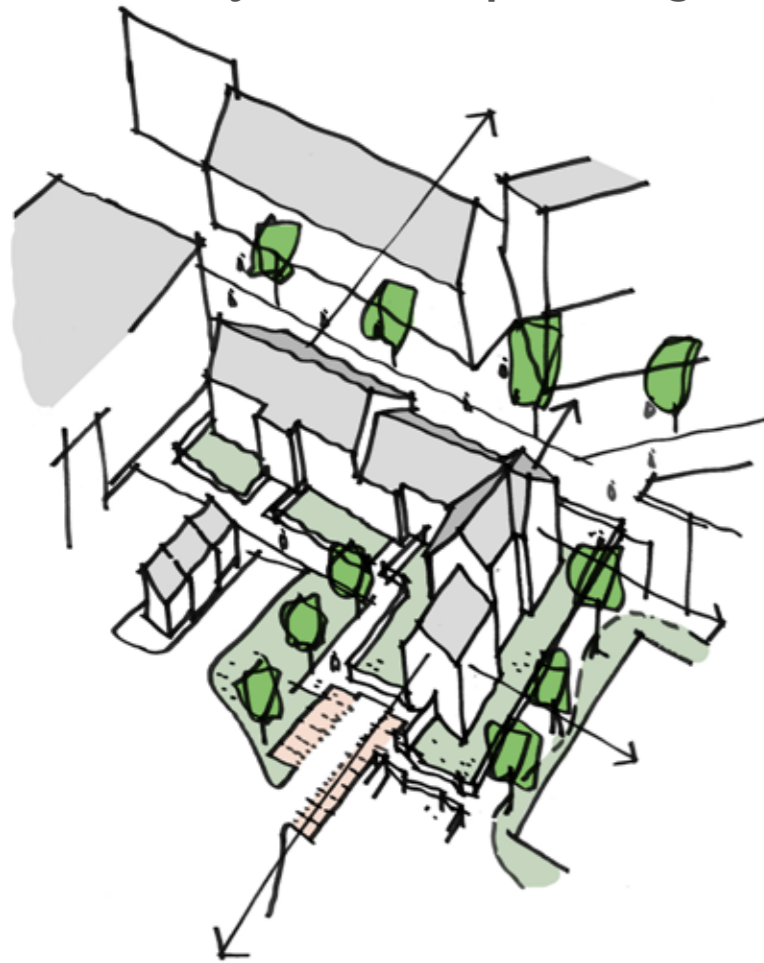


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The existing levels to Mitchell Way will be maintained.

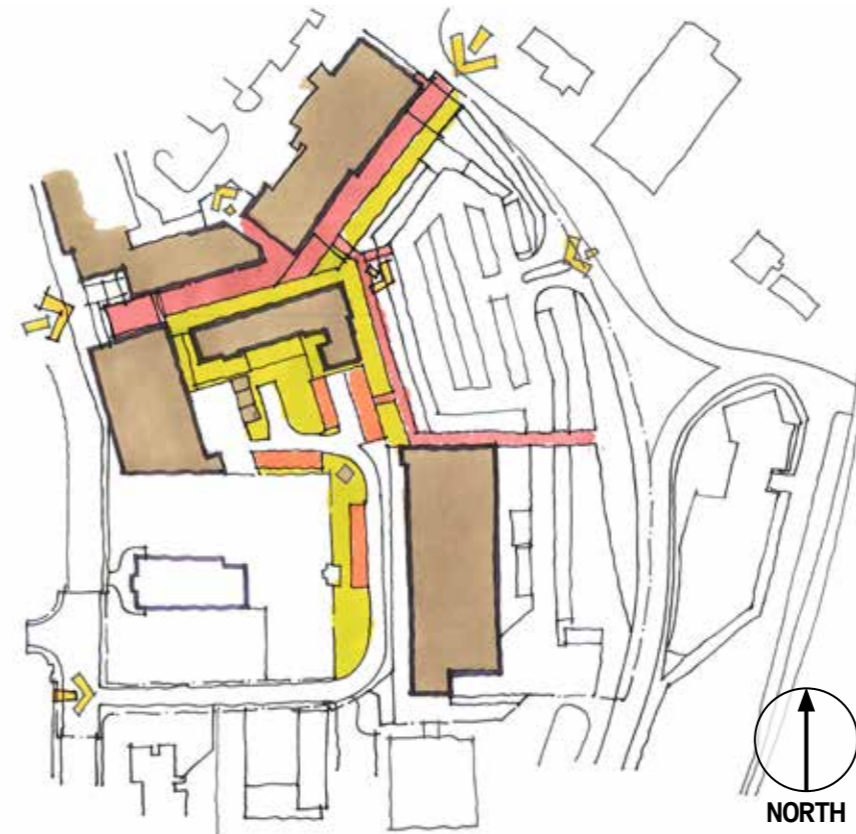
Site Analysis/Concept Design



Axonometric View

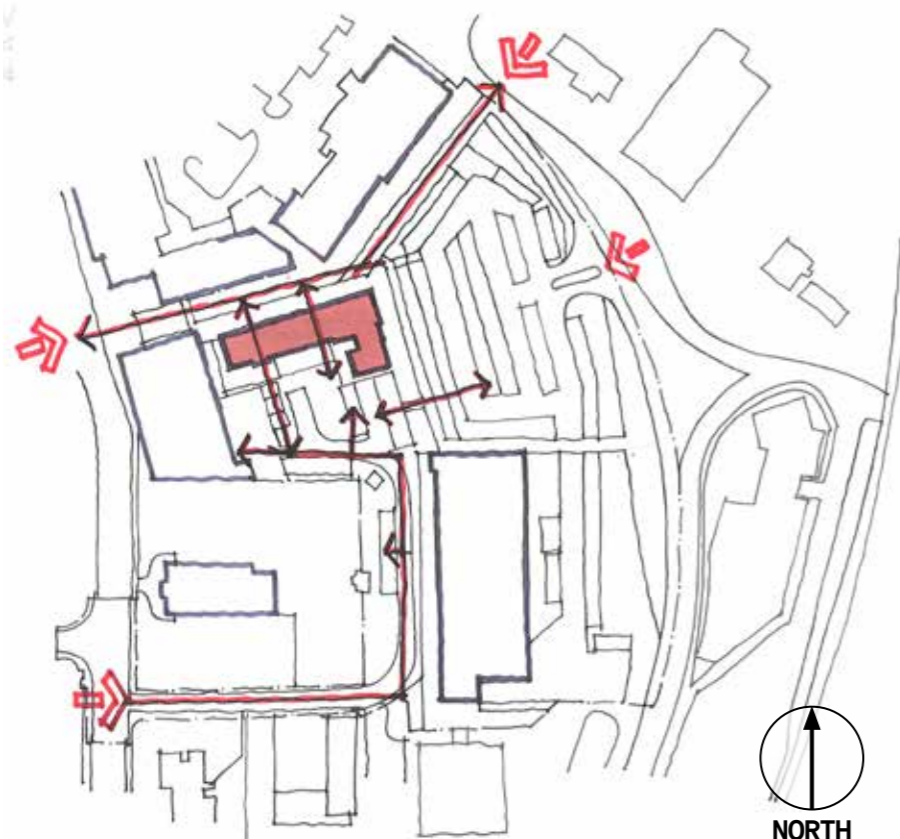
The overall massing provides changes at roof level together with expressed gables to the north east and west gateway to Mitchell Way.

Landscaping to the perimeter of the residential block defines a subtle buffer zone allowing privacy to the ground floor occupants.



Contextual Residential Build

The massing of the three and four storey residential block responds to the adjacent buildings by enclosing the pedestrian mall (Mitchell Way) accessed from Main Street and allowing the vista to expand as you approach the landscaped retail development and connection to Bank Street.

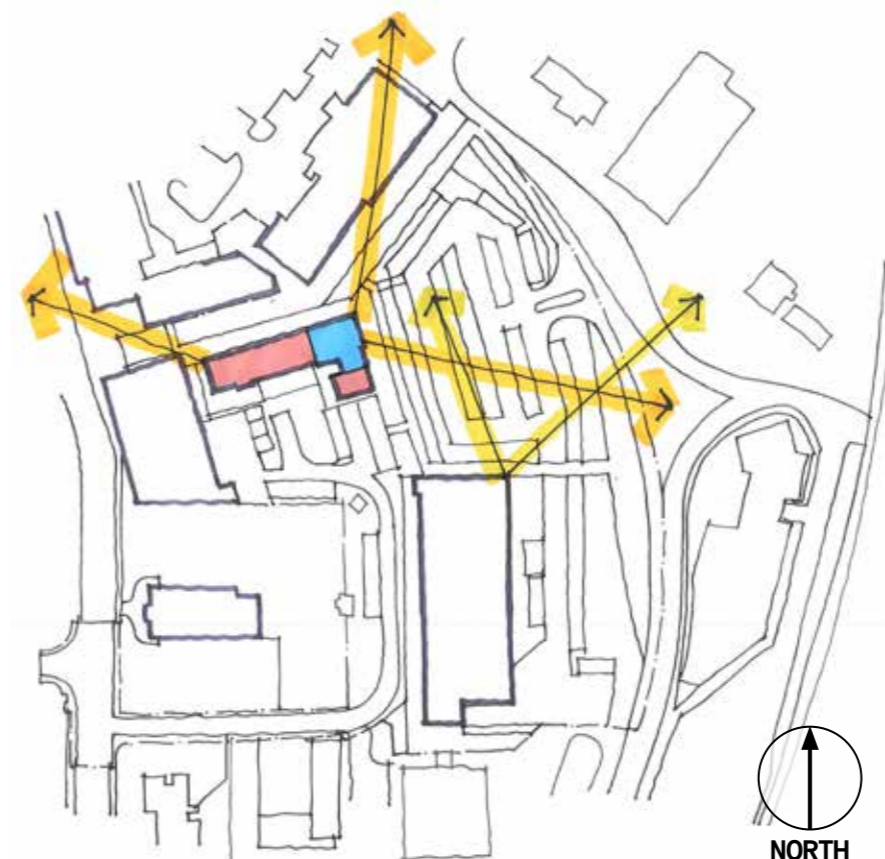


Residential Pedestrian Access Routes and Linkages

Pedestrian access is provided to each core direct from Mitchell Way and to the rear car park and amenity area via individual secure common cores.

Wheelchair access (2No) is provided to 2No ground floor flats with associated disabled parking spaces.

An informal stepped pedestrian link is provided from the rear residential amenity space to the retail car parking on the north east boundary.

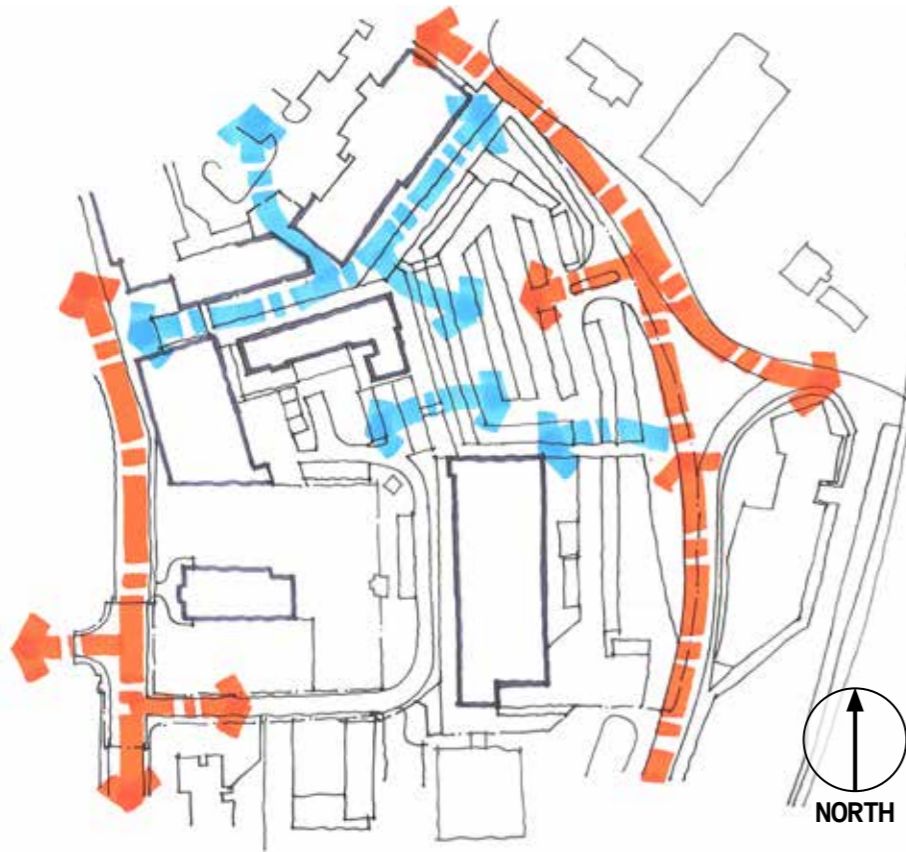


Heights and Feature Gateway/Active Streetscapes

The four storey corner feature of the residential block provides a gateway feature to Mitchell Way and takes advantage of distant countryside views to the east and west.

Continuity of an active streetscape is provided by the three storey block continuing the urban form of the Co-Op retail unit and providing activity spaces/meeting spaces along the length of Mitchell Way.

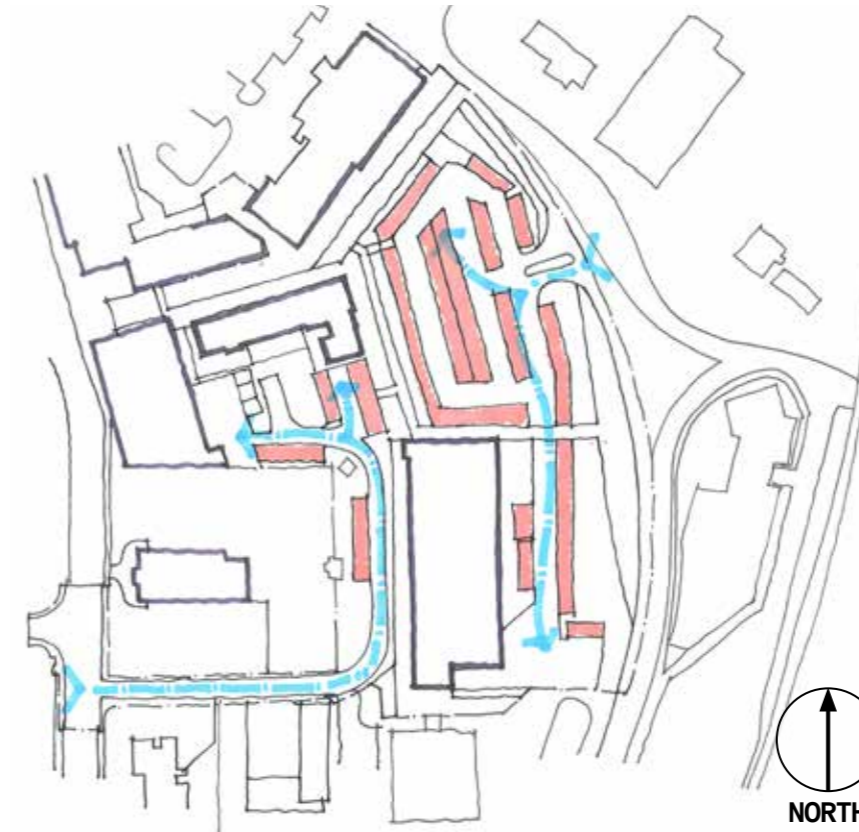
Site Analysis/Concept Design



Principle Vehicular and Pedestrian Routes and Links

The combined development layout provides a high degree of legible access for both pedestrian and vehicular traffic maintaining a car free access via Mitchell Way.

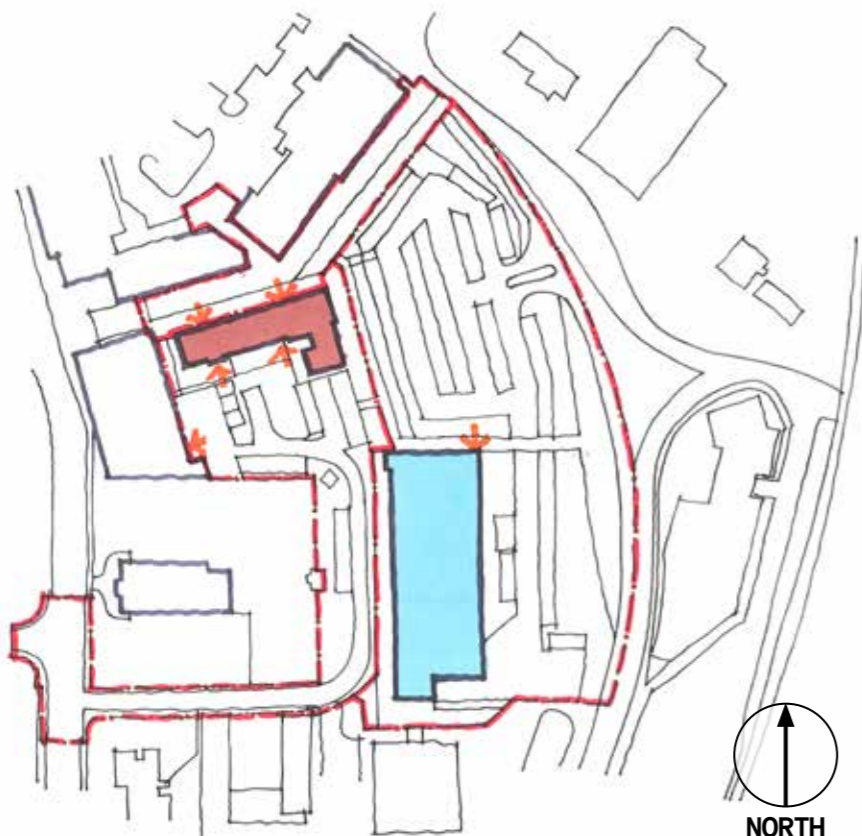
The residential access is via Church Street with the retail development parking and servicing accessed from Bank Street. Cycle storage for the residential block is located to the rear amenity space within secure enclosures.



Parking and Vehicular Access

110% parking provision is provided for the residential development with 2No disabled parking spaces accessed from Church Street.

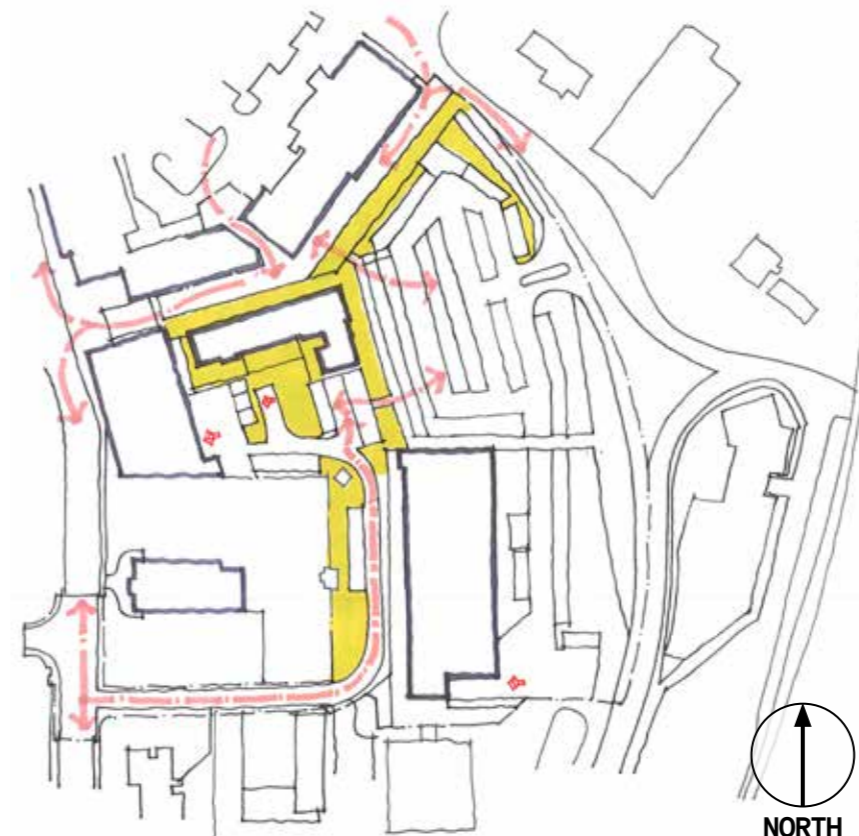
200% cycle provision is provided for the 23No flats (excluding wheelchair units) and is located within the rear residential amenity space.



Ownership, Boundaries, Land Use and Access Locations

The development site total area equates to 1.99Ha and is subdivided into three seamless but distinct development parcels which will form the overall combined development.

1. Lidl retail and car park development.
2. Residential development by Glenesk Homes.
3. Public realm streetscape improvements to Mitchell Way by West Dumbartonshire Council.



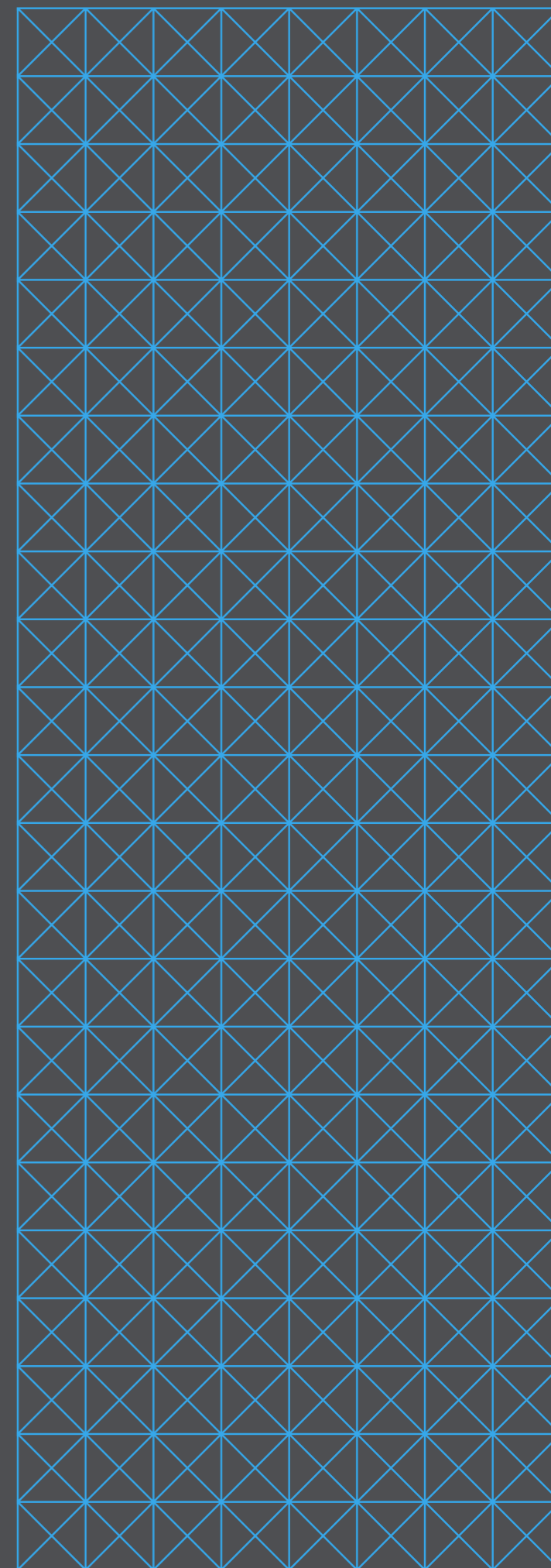
Landscape and Pedestrian Routes

The landscape design by Landscape Architects Ironside Farrar has been developed in consultation with West Dunbartonshire Council providing a contemporary design linking the residential and retail new build with the existing retail shopping link being Mitchell Way.

Pedestrian routes have been considered as the highest priority from the outset to provide an environment which not only enhances the setting but provides a safe and inviting environment for both developments.

02

Design Concept



Response to Context

Layout

The site layout has been developed in consultation with West Dunbartonshire Planning department, providing an active and continuous streetscape to Mitchell Way and gateway feature four-storey corner facing both the retail car park and Mitchell Way.

The proposals are generally three-storey height and is reflective of the scale and massing of surrounding buildings with a strategic four-storey feature corner facing both Mitchell Way and Bank Street integrating at grade level public realm streetscapes and at a higher level distant countryside views.

The change in level from the retail car park provides a natural landscaped edge to the residential development and buffer to the retail car park.

A private landscaped common amenity space is provided to the rear of the residential block with access to the retail car park and vehicular access via Church Street onto Main Street.

Private gardens will be provided to ground floor flats to the rear which will have a southern aspect taking advantage of the solar gain.

Massing

The physical massing of the scheme design proposals ensures a continuity of architectural language with residential developments within the Town Centre area namely Kippen Dairy and Cruvel Court further to the north.

Pitched roofs have been incorporated to provide a similar architectural form to the existing buildings to the north side of Mitchell Way.

Ground floor flats facing Mitchell Way have a defensible strip of landscaping to ensure a robust and legible change in land use between the retail pedestrian walkway and the more private residential core access locations.

Access and Parking Court

Careful consideration has been undertaken to provide vehicular access from Church Street into a common shared landscaped parking courtyard and service area for the existing Co-Op retail unit with direct access to the rear of the residential blocks.

An average of 110% car parking provision has been provided including 2No dedicated disabled parking spaces.

Parking spaces are based on 5,000x2,500mm overall dimensions.

The rear amenity space will benefit from southern aspect and has been designed to provide two distinct areas:

- Service court for Co-Op.
- Common landscaped Garden for the residential development.

The bicycle and refuse storage areas have been located to provide an acoustic, visual and acoustic barrier between the different uses to the rear courtyard.

Cycle provision will be provided within a secure covered enclosure at 200% i.e. 25No double units (50 total).

Refuse strategy

West Dunbartonshire Council environmental waste will be consulted during the planning process however a common refuse and recycling approach has been undertaken providing a central rear store which will be accessed via the rear exit to the common cores and readily accessed for collection by a West Dunbartonshire Council refuse vehicle.

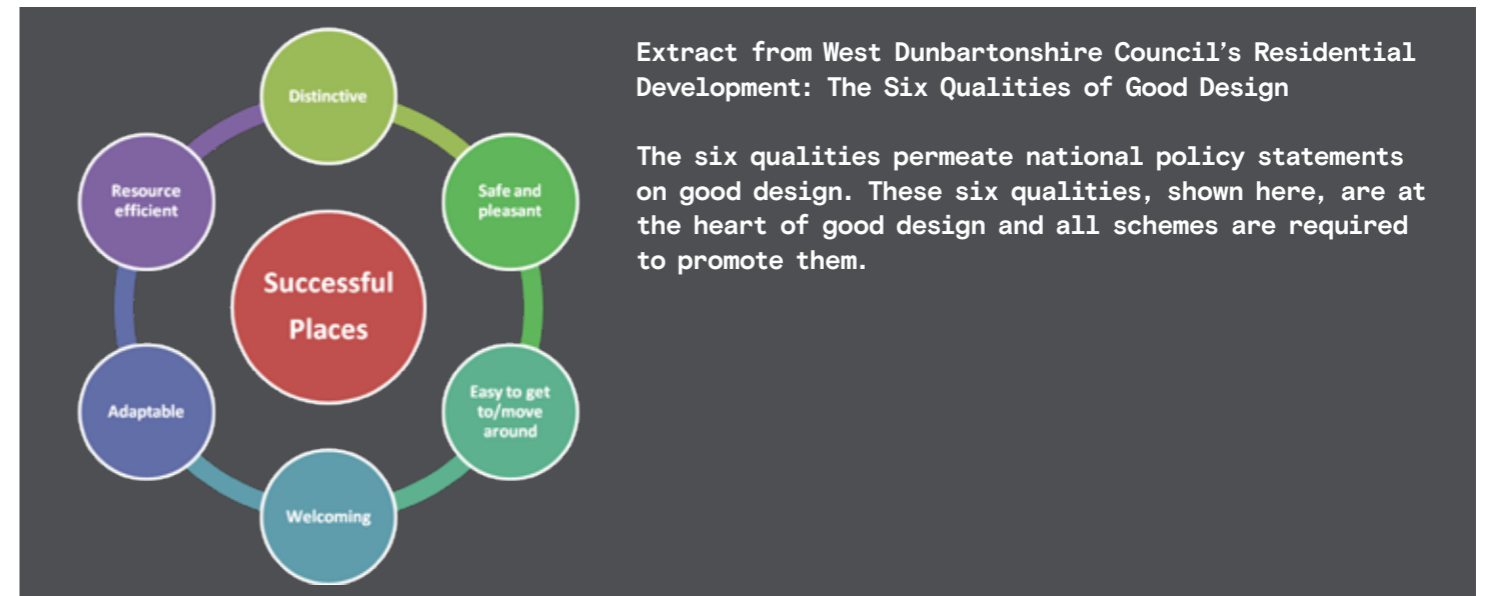
A swept path study has been undertaken for a articulated lorry which should also provide the necessary access for refuse collection.



View from north



Gateway view to Mitchell Way



Architectural Language and Materials

Housing mix

The proposed housing mix is as follows:

Flats	People	Quantity
1 bed flat	2 person	14No
2 bed flat	4 person	11No
2 bed	4 person/wheelchair	2No
Total		25No flats
Total number of units		25No units
Car parking provision	28 spaces (110%) including 2No disabled parking spaces	

All housing will be fully compliant with HFVN legislation and current building regulations.

The scheme design will be reviewed by Secure by Design, and a copy of their report will be forwarded to planning during the planning process.

Architectural Language and Materials

By considering the proposed palette of materials we have viewed the immediate surrounding streetscapes and wider context where red sandstone and slate are the predominate external materials, we have proposed a facing brick with two contrasting tones, graphite grey window frames and grey concrete tile pitched roof finish to act as a contemporary interpretation enhancement to the existing architecture of the immediate surrounding area.

Facing brick with differing textures and tones being grey/red are proposed allowing elevations to sit comfortably within their surroundings but providing a much needed enhanced appearance.

Cores to the flats will be highlighted with high level cladding panels and feature projecting portico entrances providing a visual identity for each core access.

Window frames will be dark grey UPVC frames with white finished internal frames and tinted dark grey concrete slip cills.

Entrance doors to ground floor direct accessed flats and cores will reflect the upper window frame colours with both side and over glazed panels. Facing brick recessed porticos to the core entrances will add a degree of entrance emphasis to the cores street access within the overall urban block.

All three and four storey housing roofs will be 35° pitched concrete tiles coloured blue/black with colour black rainwater gutters and downpipes, expansion joints being located where possible behind vertical downpipes.

Hard landscaping materials to the level surface public realm will reflect a high-quality design and materiality particularly to Mitchell Way shared surface. Will include street furniture, lighting and feature planting (a detailed drawing indicating the palette of materials is included within the landscape design).

1,200mm high vertical timber boarding linking boundary walls are located at the rear boundary with the retail car park providing both a robust material but also continuity of the boundary to the retail development.



Residential feature corner



Mitchell Way – Pedestrian walkway

12

House Design

House design is all about the external constituent parts that make up the building – the roof, windows, doors, chimneys, porches, garages and sun-rooms. It considers things such as pitch, height, massing and scale, and the finishing materials.

There is a need to move away from the standard house types commonly found in West Dunbartonshire towards a more innovative and context-led house design.

Windows need to look good from the outside and provide light and views. The number, proportion, alignment and type are all important in the overall look of a building. Neighbouring buildings can give clues. Multiple windows are preferable to large 'picture windows'. Date style should complement house design.

Elevations – interest to a plain wall or a large faced block can be achieved using bays and gables and changes in finishing materials.

Features such as chimneys, porches, dormers, sun-rooms can all add interest to a design but should relate to local design features and not be overly busy.

Garages can be integral (i.e. part of the house or detached). Detached garages should be set back from the front building line and not sit forward except where the house occupies a corner plot.

There are a wide variety of house materials found in the West Dunbartonshire area: red and brown sandstone, brick, render, wet dash, natural slate and concrete tiles.

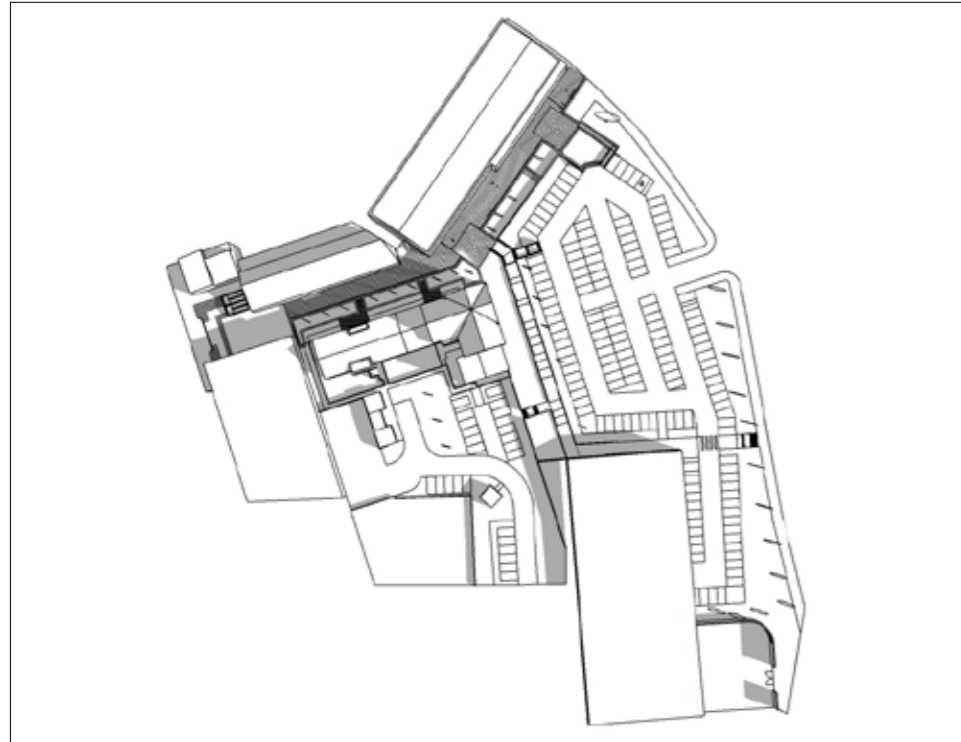
Some areas are constructed of local materials where other areas do not identify with a local style. Use of local materials is encouraged.

Extract from West Dunbartonshire Council's Residential Development: Principles for Good Design document – featured design by Cooper Cromar

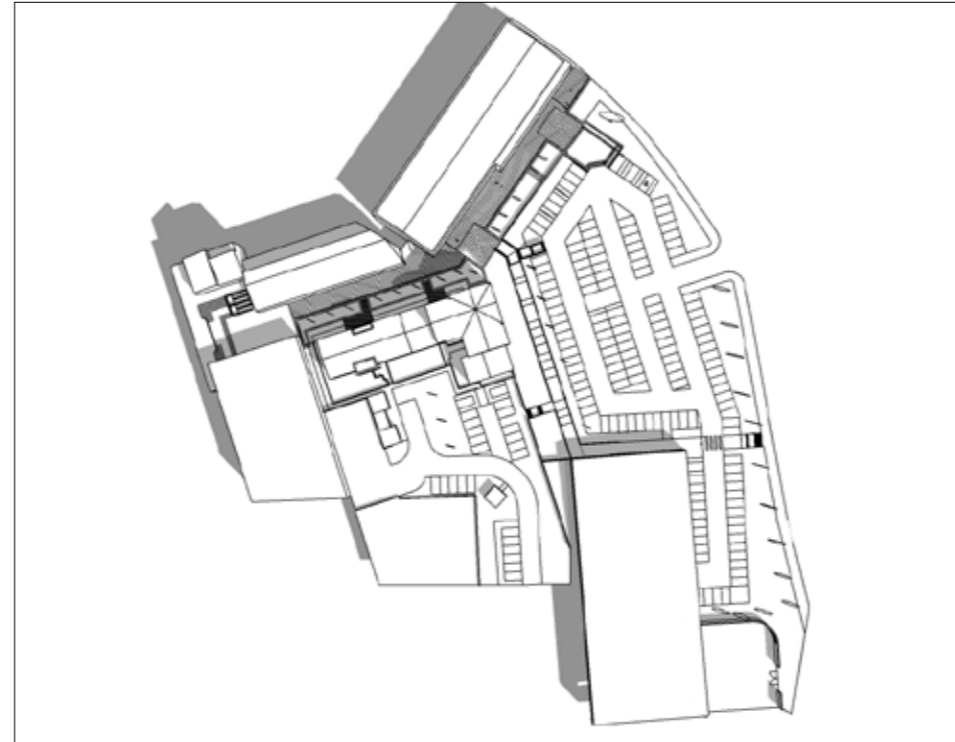
Daylighting and Sunlight to Amenity Areas



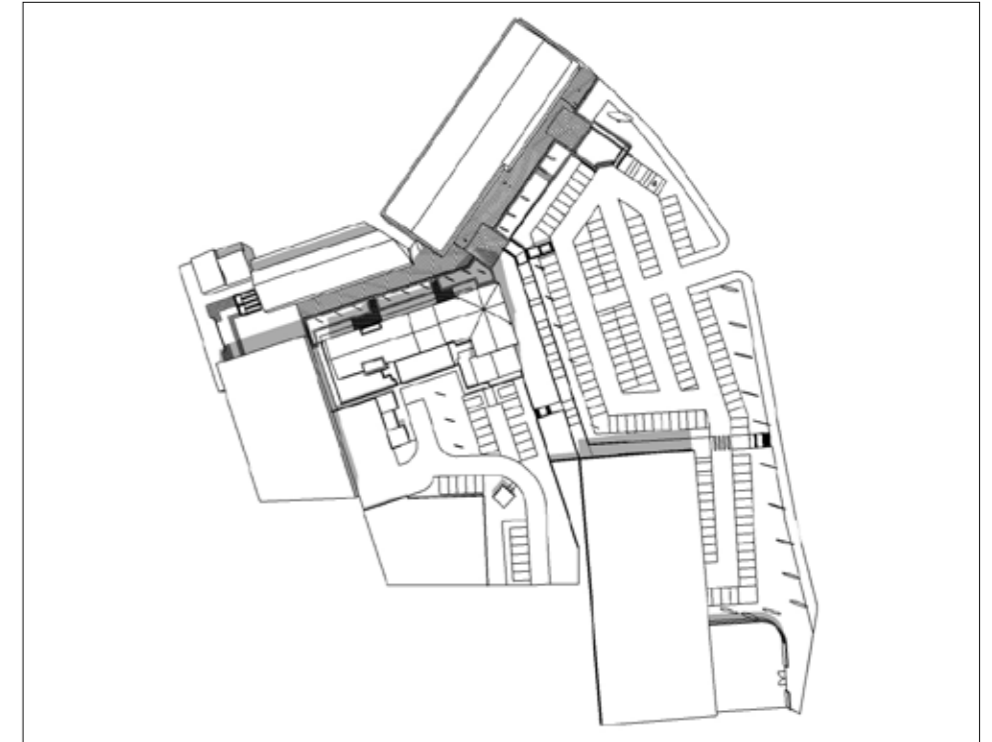
A study has been undertaken to ensure half of the common amenity areas should be capable of receiving potential sunlight during the spring equinox for more than three hours. The enclosed diagrams summarise our assessment shadow plans based on a simulated date of 21st March.



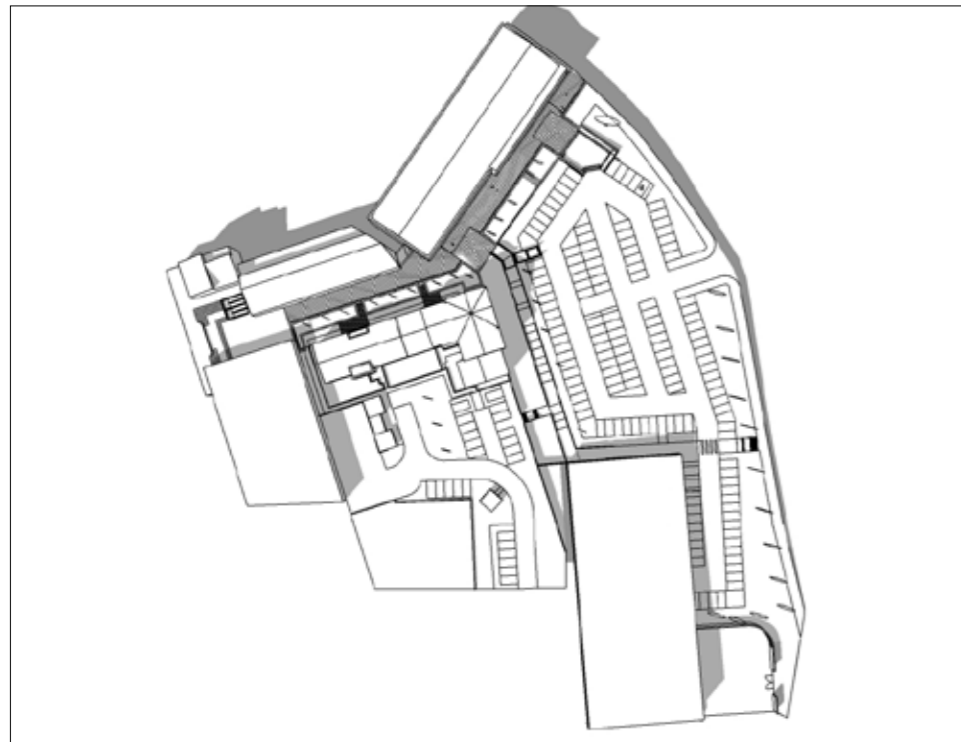
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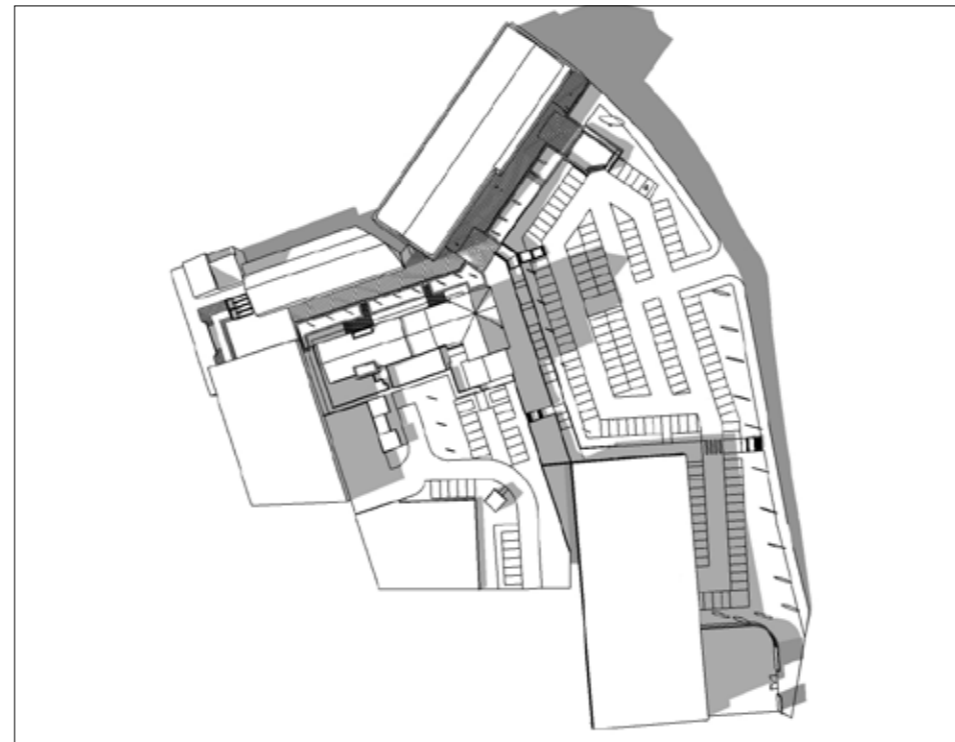
10am



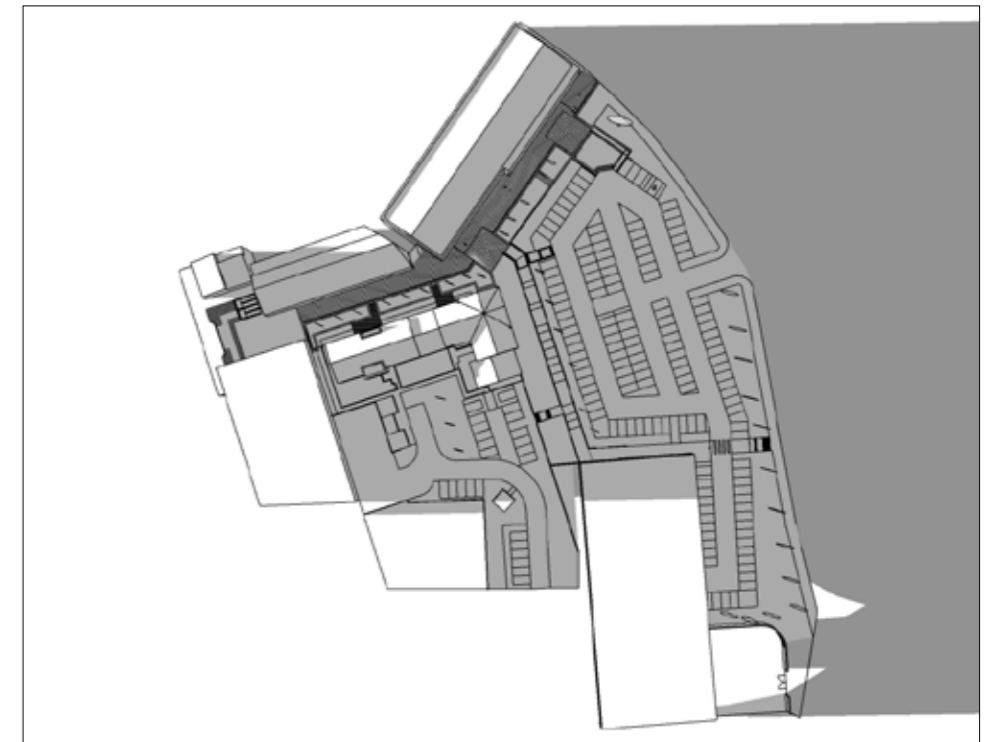
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2pm



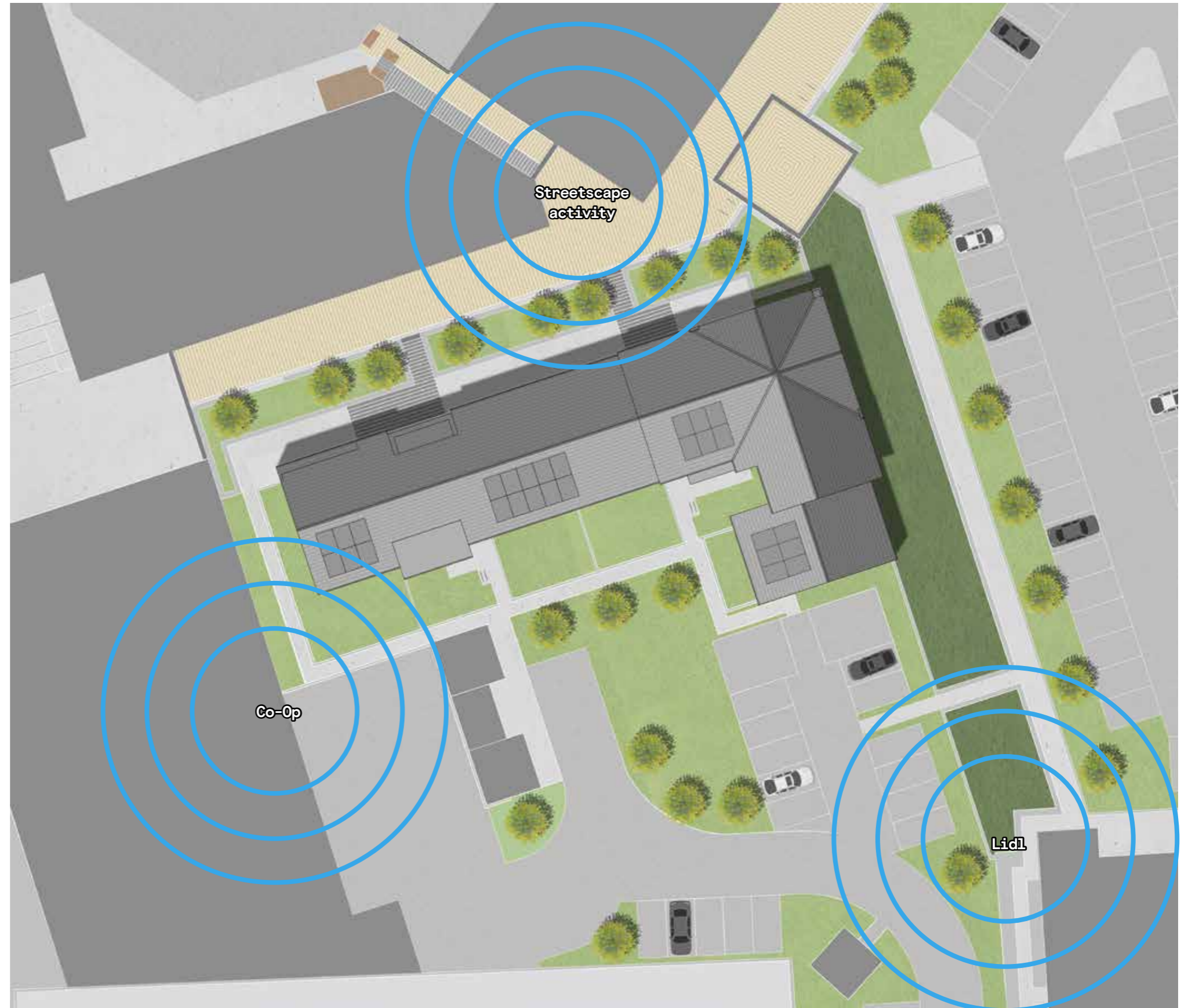
4pm



6pm

Acoustics via Existing Retail Units and Pedestrian Walkway

The client will undertake the appointment of a specialist acoustic consultant to record and measure the existing sound levels being emanated from both the Co-Op i.e. roof ventilation etc and the environment directly to the front of the new housing these will be reviewed and any recommendations forwarded to West Dunbartonshire Council Planning and Environment departments.



Secured by Design

The client will contact Secured by Design and implement their requirements in terms of security, surveillance and lighting to ensure the wellbeing of the occupants and compliance with the registered social landlord Caledonia Housing Associations design guidance.

Silver standard will be targeted by CHA.



SECURED BY DESIGN HOMES 2019

Version 2, March 2019

Official Police Security Initiative

Preface

The changes to the English Planning and Building Control regulations following in-depth reviews by the Ministry for Housing, Communities and Local Government (MHCLG) have underlined the importance of the police advice delivered over the past 30 years, specifically in the form of the Secured by Design (SBD) initiative. The references within the National Planning Policy Framework (NPPF) and the accompanying National Planning Practice Guidance (NPPG) along with those in Scotland (Scottish Planning Policy – PAN 77) and Wales (Planning Policy Wales – TAN 12) have sought to reinforce the need and importance for a safe and secure external environment and to this end there are specific references to police service advice and the Police Act website in particular.

Indeed, the government's Chief Planning Officer Steve Quarterman, wrote to all planning authorities reminding them of the important role the planning system plays in ensuring appropriate measures are in place in relation to crime prevention and security. Further information is available via www.securedbydesign.com.

The MHCLG has also allowed Scotland's lead for new homes within Building Regulations for the first time. The Welsh Government has also decided to include a new Building Regulation to address the security of new homes.

This edition of the SBD guidance for domestic properties has been designed to cater for the security of all new and refurbished homes including those for disabled and older people. It incorporates the latest security standards, developed to address emerging criminal methods of attack, and includes references to the Building Regulations and other statutory requirements across the United Kingdom.

SBD officers have become increasingly aware of the need to consider adapted, accessible and inclusive housing and neighbourhoods in their advice, so as not to create additional barriers for disabled and older residents. Such inclusive design aims to remove barriers that create undue effort and separation. It is defined as a process that ensures all buildings, places, and surrounding spaces can be easily and comfortably accessed and used by everyone.

The requirements and recommendations within this guide are based upon sound research findings that have proven SBD to deliver significant crime reductions and cost efficiency savings for a wide range of stakeholders including local authorities, housing associations, landlords, residents, and the police service. The police service continually re-evaluates the effectiveness of Secured by Design and responds to emerging crime trends and independent research findings, in conjunction with industry partners, as and when it is considered necessary and to protect the public from crime.

The standards contained within this document are based upon those developed by SBD with various standards owners and trade associations.

The police service places great importance upon the need to build sustainable and inclusive communities and to raise awareness of the significant impact that low crime makes to the ongoing and long term sustainability of a development.

Should you wish to contribute to this or any of the SBD guides please contact Secured by Design by email at info@securedbydesign.co.uk.

Secured by Design Homes 2019 is applicable to all new SBD applications made after 1st April 2018.

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1. Introduction

1.1 Secured by Design is a police initiative to guide and encourage those engaged within the specification, design and build of new homes, and those undertaking major or minor property refurbishment, to adopt crime prevention measures. The advice given in this guide has been given to reduce the opportunity for crime and the fear of crime, creating safer, more secure and sustainable environments. Secured by Design is owned by the UK Police Service and is supported by the Home Office, Building Control Departments in England (Part Q Security – Dwellings), Scotland (Building Standard 4.13) and Wales (Part Q Security – Dwellings) all reference SBD. For simplicity, from this point onwards, the SBD Homes Guide will refer to the English, Scottish and Welsh building regulations collectively as UK Building Regulations.

NB: At this time, Northern Ireland does not have a Building Regulation for the physical security of dwellings.

1.2 The advice given by the police Crime Prevention Design Advisor (CPDA), Architectural Liaison Officer (ALO) or Designing Out Crime Officer (DOCO) will be provided directly from the content of this guide and will be dependent upon a crime risk analysis and an understanding of local crime occurrences. Where justified by the results of a crime risk analysis, some sections of this guide allow for commensurate enhanced measures to be specified by the DOCC, the details of which are contained within each relevant section.

NB: For the purposes of this document all contact with the police specialist will refer to the generic term 'DOCC'.

1.3 Research conservatively estimates the carbon cost of crime within the UK to be in the region of 6,000,000 tonnes of CO2 per annum. This is roughly equivalent to the total CO2 output of 6 million UK homes.

1.4 The environmental benefits of SBD are supported by independent academic research conservatively proving that SBD housing developments experience up to 87% less burglary, 20% less vehicle crime and 25% less criminal damage (Note 1.4.1). It also has a significant impact on anti-social behaviour.

Therefore there are substantial carbon cost savings associated with building new homes and refurbishing existing homes to the SBD standard, i.e. the replacement of poor quality doors, windows and the steel property front within the home as a result of criminal acts. This has been achieved through adherence to well researched and effective design solutions, innovative and creative product design coupled with robust manufacturing standards.

Note 1.4: Research documentation can be found on the SBD website.

1.5 If you would like to apply for the Secured by Design award, please use the 'SBD Homes' application form found on our website www.securedbydesign.com.

2. Scope

2.1 This edition of SBD Homes addresses the community safety and security requirements for all types of dwellings including individual houses, including estates, low and high rise apartment blocks (including assisted living and student accommodations).

2.2 The design, layout and physical security sections of this edition can be applied to both new and refurbished homes.

3. SBD Homes explained

3.1 Secured by Design Homes can now fulfil the requirements of:

- Planning Authorities – Section 1 of this document provides guidance on

SBD graded security levels

3.4 Secured by Design has three starting levels of security award, offering the highest level (SBD Gold) which incorporates the security of the external environment together with the physical security specification of the home. SBD Silver offers those involved in new developments, major refurbishment and the individual the opportunity to gain an award for the level of physical security provided. In addition, SBD Bronze offers a route to achieve a reasonable level of physical security for bespoke or refurbished properties where a traditional enhanced security product is not available, or cannot be utilised due to the latest building or other conservation status.

SBD Gold

3.5 The SBD Gold Award is awarded to new developments or refurbishment schemes that have achieved compliance with all the required security features particular to the development, contained within Section 1, Section 2a and Section 3 of this document.

SBD Silver

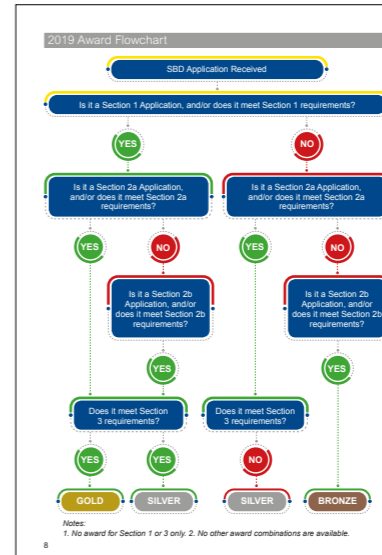
3.6 There are two routes to obtaining the SBD Silver Award:

- SBD Silver can be awarded to new developments or refurbishment schemes that meet the required security features particular to the development contained within Section 2a.
- The above is the minimum qualifying criteria for Secured by Design National Building Approval see paragraph 4.
- SBD Silver can also be awarded to new bespoke developments or refurbishment schemes that meet the required security features particular to the development contained within Section 1, Section 2a and Section 3.

SBD Bronze

3.7 SBD Bronze can be awarded to new bespoke developments or refurbished properties that meet the required security features particular to the development contained within Section 2b.

3.8 Fig 1 overview depicts a flowchart of the new award structure.



SECTION 2a

20. Introduction

20.1 This section provides technical guidance on the Police Preferred Specification for new dwellings including those dwellings formed by a material change of use and extensions to existing homes. It adheres to this will ensure compliance with the UK Building Regulations (see paragraph 1.1). Please note the Building Regulations (England and Wales) do not address the security of extensions to existing buildings or replacement doors or windows, however the standards contained within this document can be utilised by builders or individuals who wish to ensure that good security is incorporated within the home.

20.2 Compliance with the Scottish Building Standard 4.13 is applicable to all dwellings and includes extensions to existing dwellings and can be demonstrated through the application of the standards contained within this section.

20.3 Whilst this guidance document primarily concentrates on security UK Building Regulations – see paragraph 1.1, it should be noted that the design and specification may impact on other Building Regulations. It is imperative that products utilised within a Secured by Design development comply with all relevant Building Regulations in full. It should be noted that the Building Regulations in all four UK nations are considered equal to one another, i.e. no one Building Regulation takes precedence over another; for example fire rated doorsets (Part B) in England must also meet all other relevant Building Regulations e.g. Parts E, L, M and Q in one product.

20.4 Whilst Designing Out Crime Officers will not require evidence that a product meets all of the specified Building Regulations, specifiers are reminded that they have an obligation to ensure compliance.

20.5 Where there is a client led requirement for SBD accreditation, compliance with this section alone will result in a Secured by Design Silver Award, however when combined with compliance to Section 1, and where applicable the relevant parts of Section 3, a Secured by Design Gold Award can be achieved.

20.6 This section may also be used by organisations or individuals that are undertaking both major and minor refurbishment of one or more dwellings.

20.7 Section 2a of this guidance document is further separated into two areas:

- Houses, bungalows and flats or maisonettes accessed via a private dedicated entrance doorset.
- Buildings containing multiple dwellings or bedrooms accessed from a semi-private area and served by a shared or communal entrance doorset.

21. Dwelling entrance doorsets

21.1 The term 'doorset' refers to a door, frame, locks, hinges and glazing as one combined unit.

21.2 Door frames must be securely fixed to the building fabric in accordance with the manufacturer's instructions and specifications. These should be made available to the DOCC upon request if the need for visual confirmation is felt necessary.

Environmental Waste and Recycling

The residential development will have a central waste refuse and recycling collection point located to the rear of the building which can be accessed by West Dunbartonshire Council waste vehicles, a swept path has been undertaken based on current vehicles and retail service vehicles that will service the Co-op and is fully compliant.

The waste will be collected via large communal bins storage i.e. 1,280L containers for recycled and non recycled waste glass and food all located within a secure outbuilding with budget key access for tenants and council operatives.

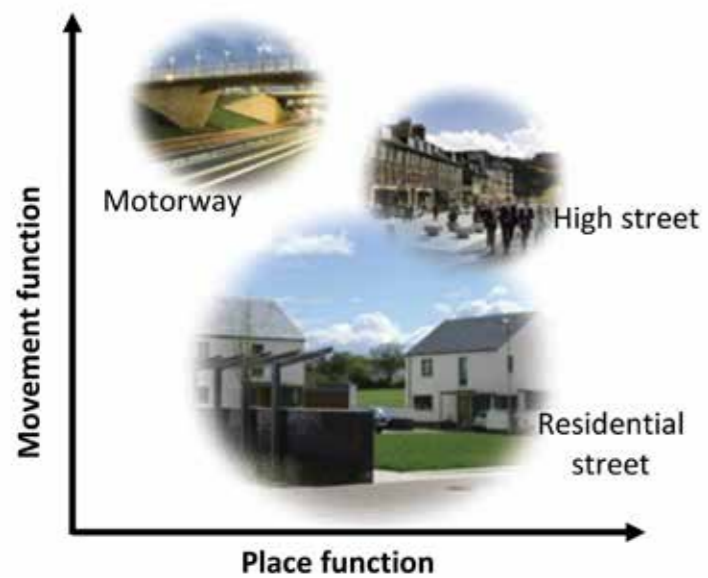


Landscape Design

Residential Setting Within Masterplan

Landscaping

The landscaping will be designed in detail by our consultant landscape architect Ironside Farrar, however the strategy is to form a robust planted edge fronting the street which will form a defensible buffer zone between the street and living accommodation.



Extracted from Designing Streets: Scottish Government 2010

