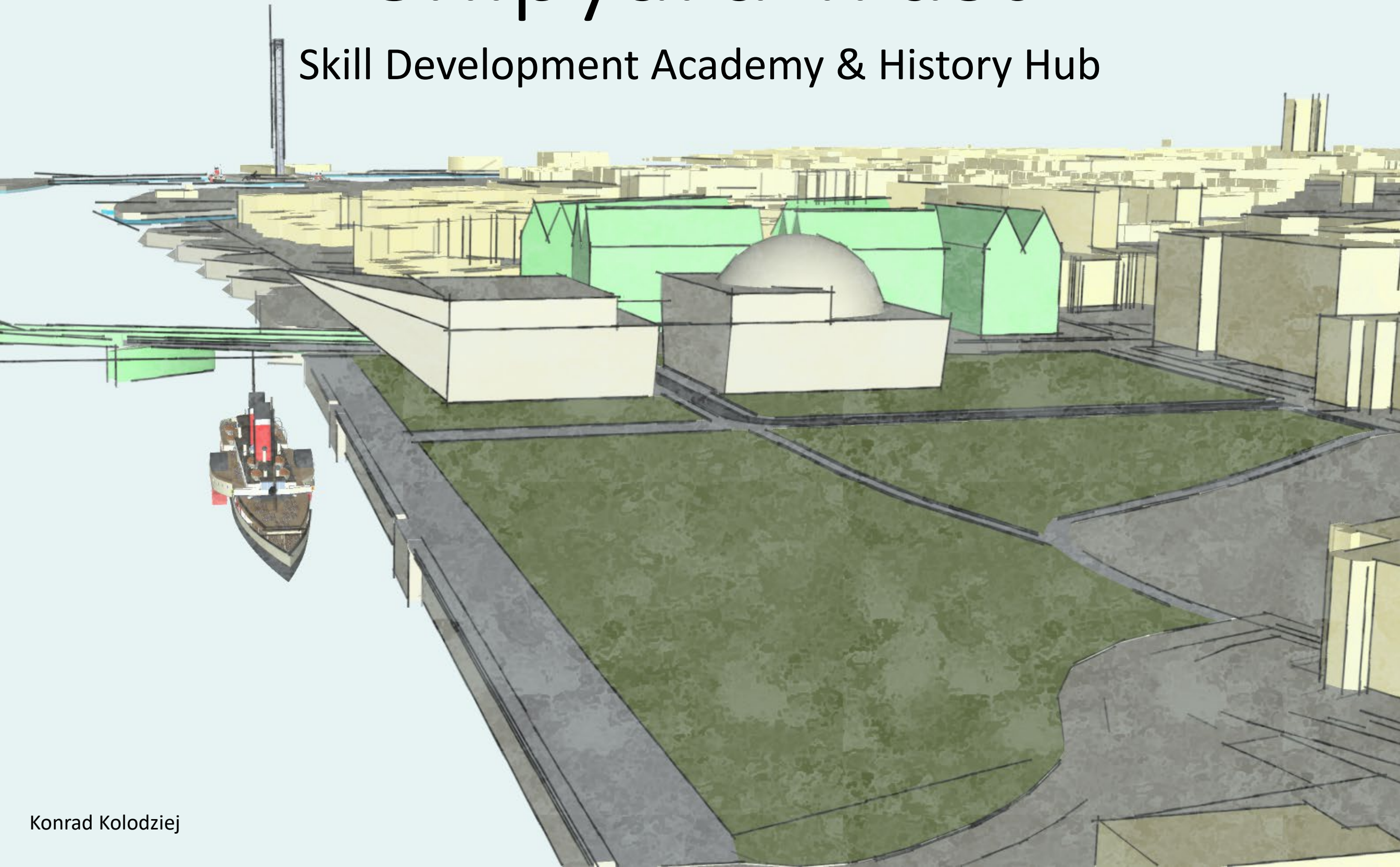


Shipyard Trust

Skill Development Academy & History Hub



TO CARE
THE SHIPYARD TRUST

GROUP WORK

Kylie McCabe

Leena Hussain

Konrad Kołodziej

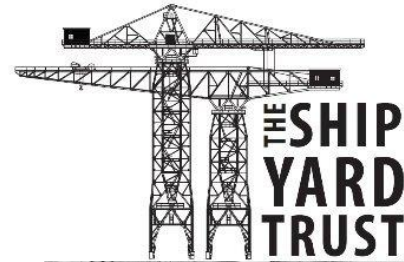
Shannie Lim Swen Wen

THE CLIENT

The ShipYard Trust

The ShipYard Trust is a charity organisation founded in June 2018 and was been set up to share and educate people on the River Clyde's story of the industrial achievements through engineering and shipbuilding.

The story of the Clyde is for celebrate the past, present and future. With the hope that it will be a place for education for the surrounding to communities on shipbuilding and to bring the skilled trade back into Glasgow.



BRIEF

To Care

- A civic building
- 3,200m² in floor area
- Sustainable land use
- An enhanced biodiversity and ecology
- Health and wellbeing
- Community engagement
- Attract tourism – International
- Provide Learning/Educational Spaces

THE CLIENTS' ASPIRATIONS

- An iconic venue
- Innovation
- Celebration
- Shipbuilding and marine engineering heritage
- The River Clyde
- Education
- Awareness
- Returning visits to the venue
- Income streams
- Movement & Freedom
- Accessibility
- Physical and digital experiences
- Deposit of stories

THE CLYDE SHIPBUILDERS

There is possibility that first boats were built in the Upper Clyde area as early as the 15th century. However, the time when the shipbuilding industry has started its rapid growth is dated for 19th century. When in 1841 Robert Napier, who was also being called "The father of shipbuilding on the Clyde" acquired a small wood shipbuilding yard and developed it into a huge enterprise. He was not only an innovator who was able to deliver high quality work notably for the Admiralty and the Cunard Line, but he was also able to train many of the next generation's shipbuilders such as the Thomson brothers responsible for establishing John Brown's Shipyard in Clydebank, John Elder and William Pearce. Rapid growth of the shipbuilding industry was a response for a growing demand for ships.

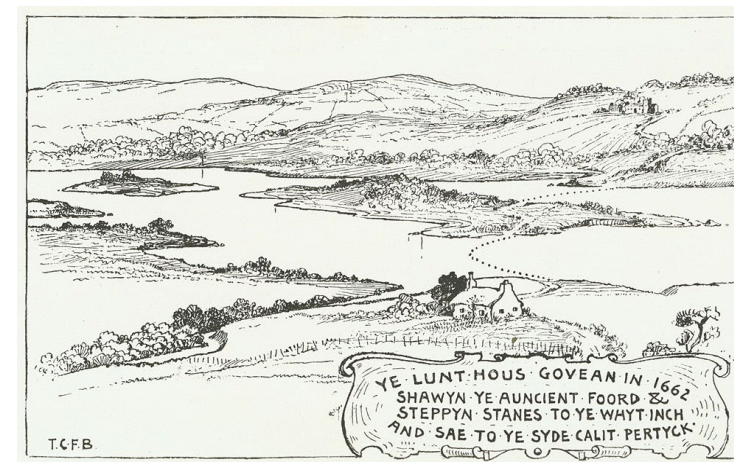
CLYDESIDE SHIPYARDS - 1961

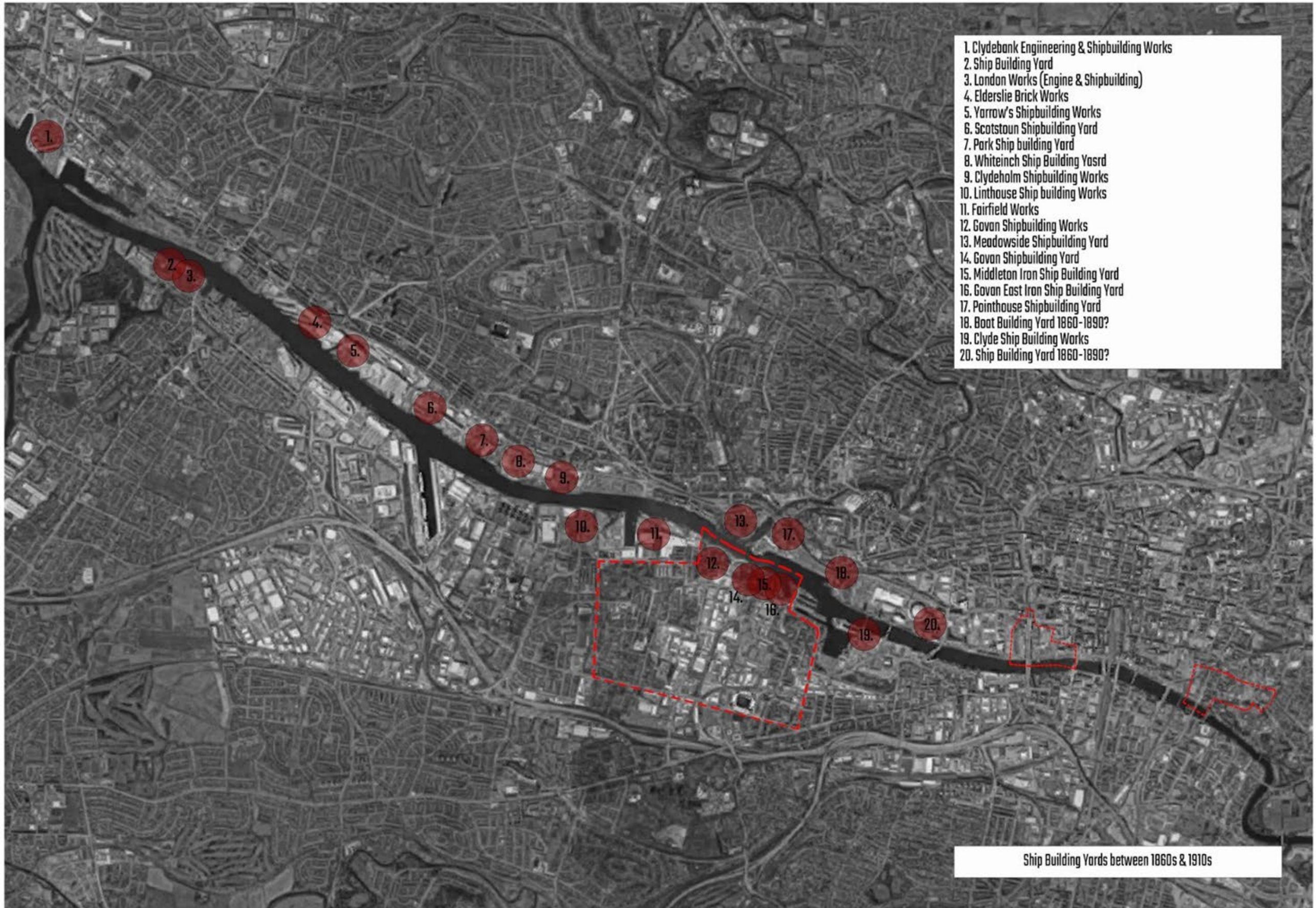
'The Red Poppy'

A Clyde shipbuilder expresses pride in his industry:

Gaunt and black against the sky,
Great lumps o' girder-cradled steel,
Staun starkly naked, loomin' high,
Wi' a still power that you can feel;
A kind o' loveliness farbye.

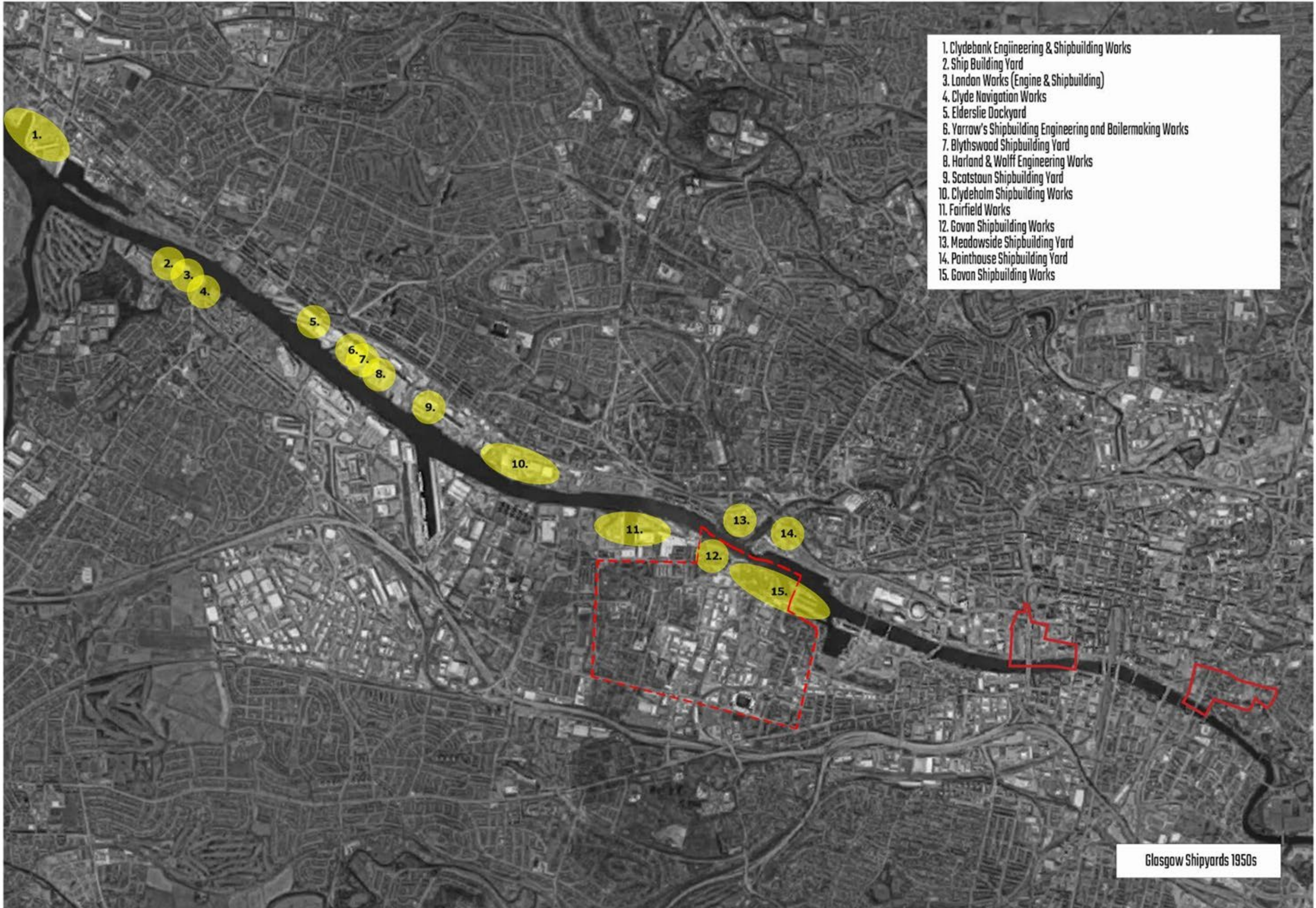
A ship is born in dirt an' din,
Racket o' rivets, flash o' flame,
Fae the welder's torch, a clatterin',
O' blacksmith's hammer, a fretted frame,
O' tall cranes swingin' oot an' in.
The Red Poppy,





- 1. Clydebank Engineering & Shipbuilding Works
- 2. Ship Building Yard
- 3. London Works (Engine & Shipbuilding)
- 4. Elderslie Brick Works
- 5. Yarrow's Shipbuilding Works
- 6. Scotstoun Shipbuilding Yard
- 7. Park Ship building Yard
- 8. Whiteinch Ship Building Yasrd
- 9. Clydeholm Shipbuilding Works
- 10. Linthouse Ship building Works
- 11. Fairfield Works
- 12. Govan Shipbuilding Works
- 13. Meadowside Shipbuilding Yard
- 14. Govan Shipbuilding Yard
- 15. Middleton Iron Ship Building Yard
- 16. Govan East Iron Ship Building Yard
- 17. Pointhouse Shipbuilding Yard
- 18. Boot Building Yard 1860-1890?
- 19. Clyde Ship Building Works
- 20. Ship Building Yard 1860-1890?

Ship Building Yards between 1860s & 1910s



- 1. Clydebank Engineering & Shipbuilding Works
- 2. Ship Building Yard
- 3. London Works (Engine & Shipbuilding)
- 4. Clyde Navigation Works
- 5. Elderslie Dockyard
- 6. Yarrow's Shipbuilding Engineering and Boilermaking Works
- 7. Blythswood Shipbuilding Yard
- 8. Harland & Wolff Engineering Works
- 9. Scotstoun Shipbuilding Yard
- 10. Clydeholm Shipbuilding Works
- 11. Fairfield Works
- 12. Govan Shipbuilding Works
- 13. Meadowside Shipbuilding Yard
- 14. Pointhouse Shipbuilding Yard
- 15. Govan Shipbuilding Works

Glasgow Shipyards 1950s

- 1. Clyde Boatyard
- 2. BAE Systems
- 3. BAE Systems





RIVER CLYDE – PAST & PRESENT

BROOMIELAW – THE COMMUNITY



Demographics-

Statistics based on City Centre & Merchant City

Population: 16317

People Aged 0-15: 4.9%

People Aged 16-64: 86.6%

Single Parent Households: 38%

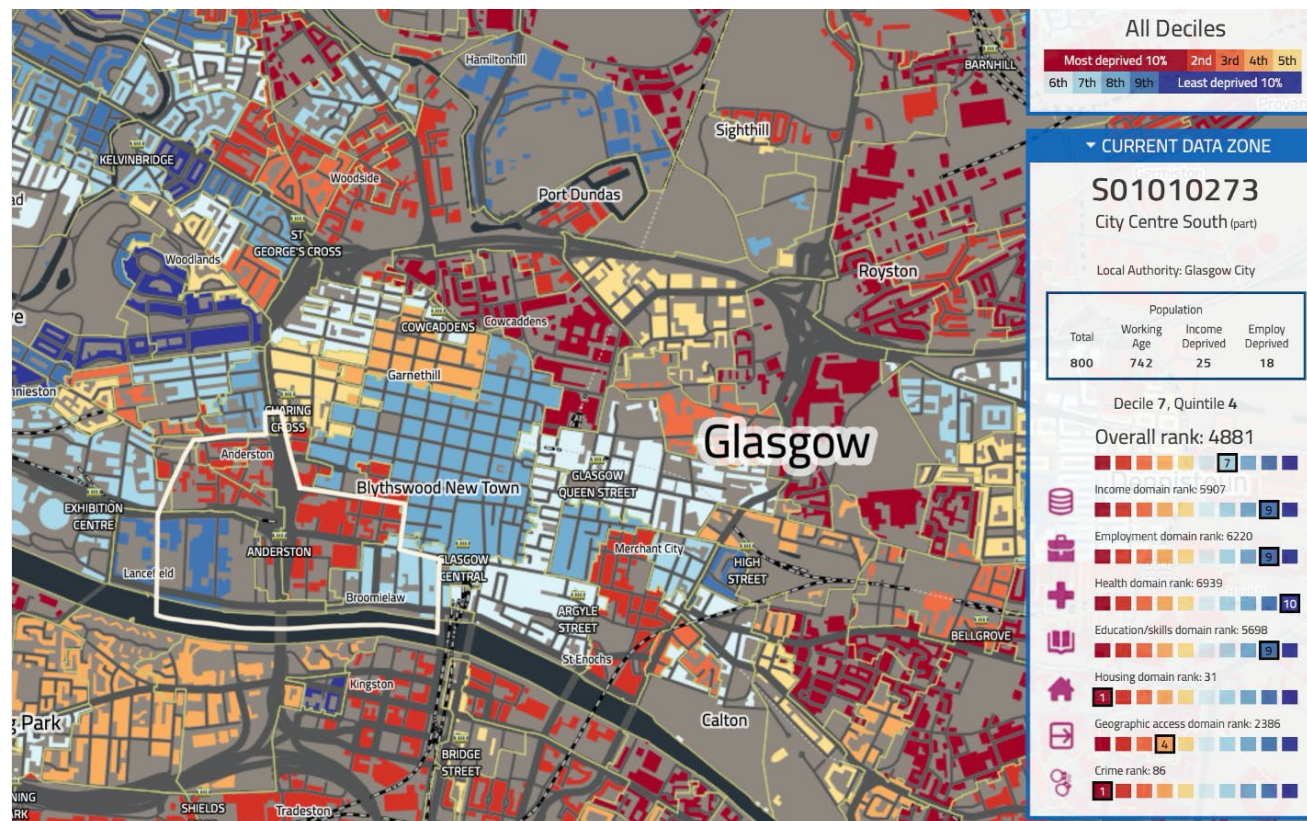
People who travel to work/ study by walking/cycling/public transport: 74.2%

Overcrowded Households: 31.1%

Children in Poverty: 36.9%

THE ISSUES

- Derelict Buildings
- Car parking dominates the landscape
- Disconnected by the M8
- Inaccessible routes to the river
- Gap sites
- No Landmarks
- Noise and Pollution
- Lack of footfall
- Feeling of being unsafe at vacant land
- Disrupted /discontinuous routes



BARRAS & SALTMARKET



BARRAS & SALTMARKET - THE COMMUNITY

Demographics-

Statistics based on Calton & Bridgeton

Population: 15552

People Aged 0-15: 11.4%

People Aged 16-64: 76.8%

Single Parent Households: 50.8%

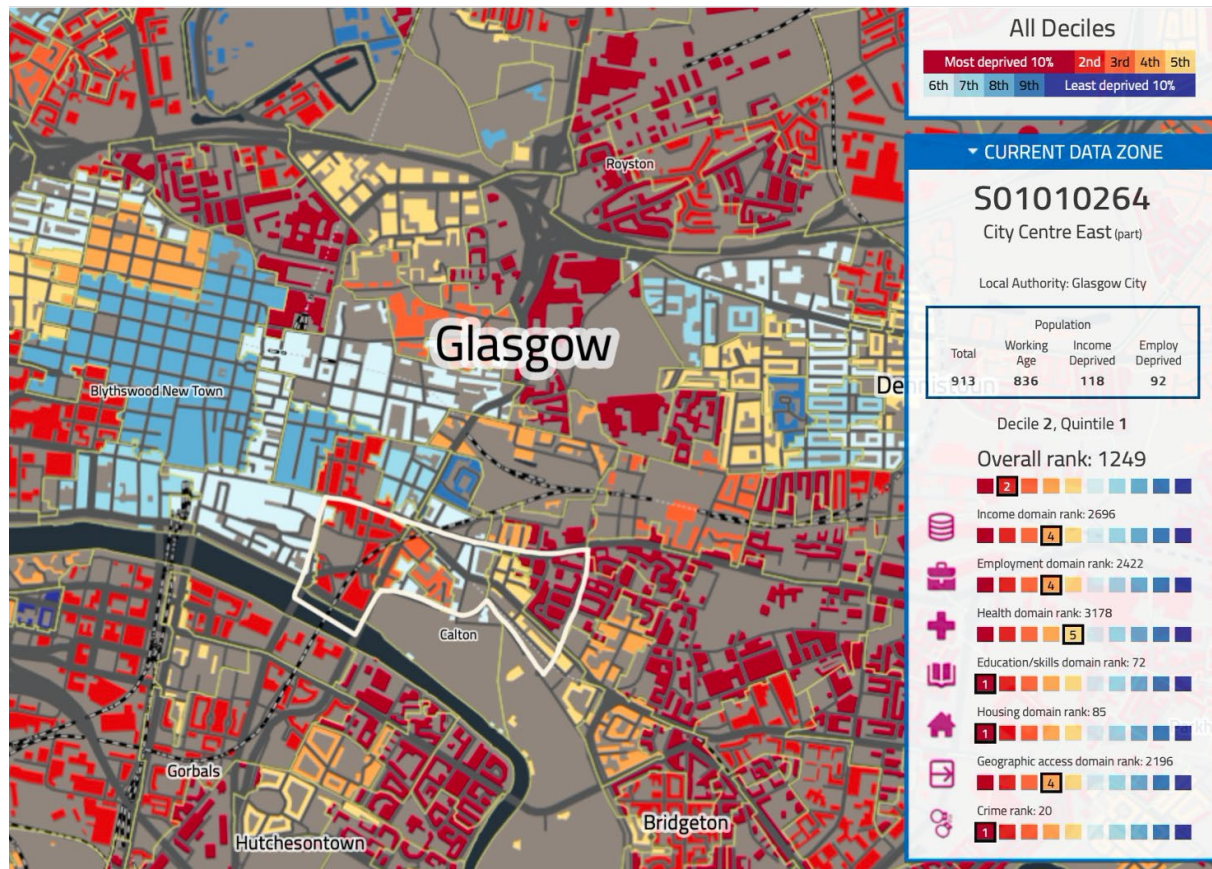
People who travel to work/ study by walking/cycling/public transport: 63.8%

Overcrowded Households: 26.7%

Children in Poverty: 47.3%

THE ISSUES

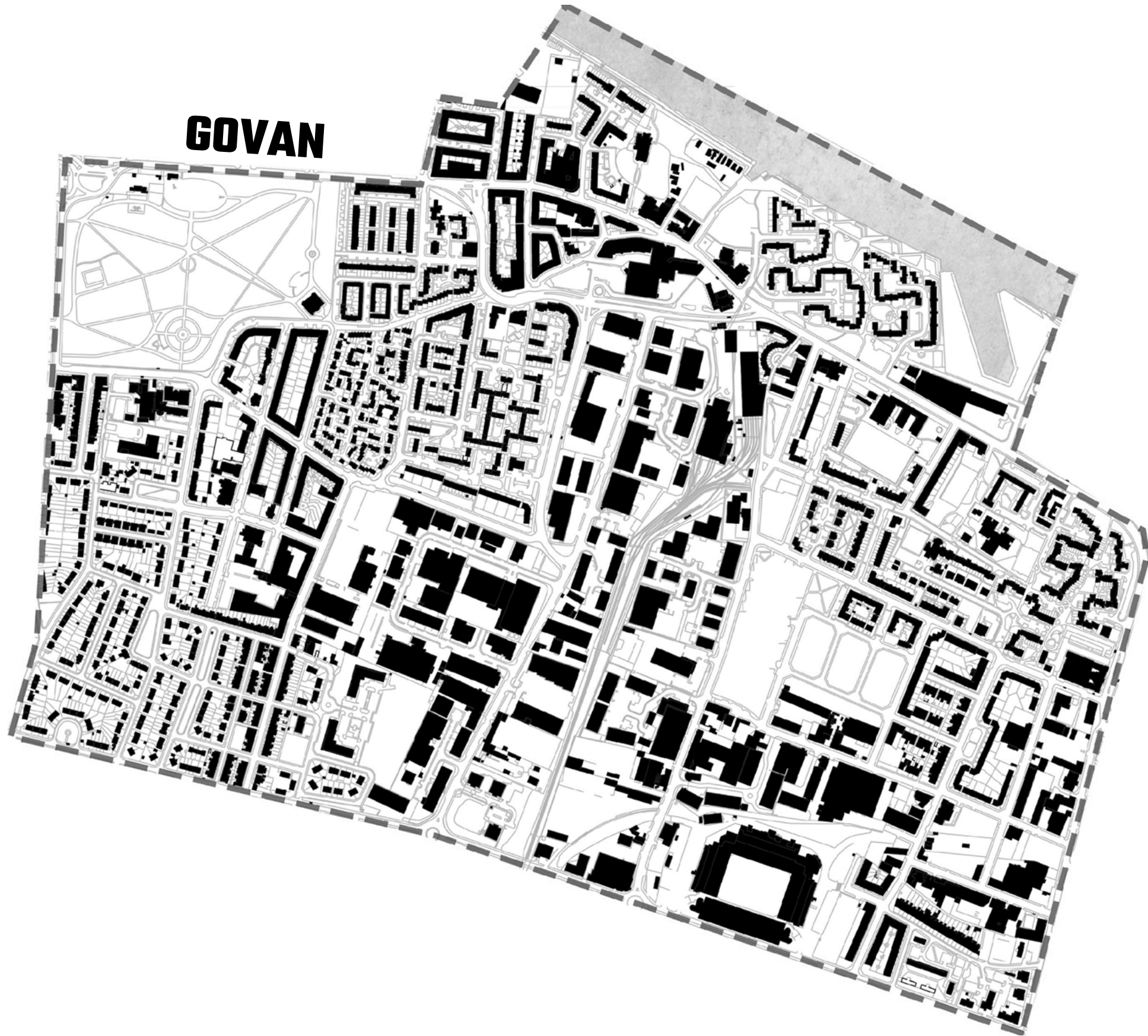
- Lack of atmosphere at markets
- History of crime
- Suffered with overcrowding of working class
- Sectarianism with Celtic association
- 19th century Saltmarket was notorious for slums



- Society Buildings**
(Religious and civic buildings)
- Retail**
- Residential**
- Retail/Residential**
(retail on ground level with residential above)
- Educational**
- Industrial/Mercantile**
(warehouses, trading, storage)

TYPOLGY

GOVAN



GOVAN- THE COMMUNITY

Demographics-

Population: 13509

People Aged 0-15: 17.6%

People Aged 16-64: 68.9%

Single Parent Households: 49.5% (+23% to rest of Glasgow)

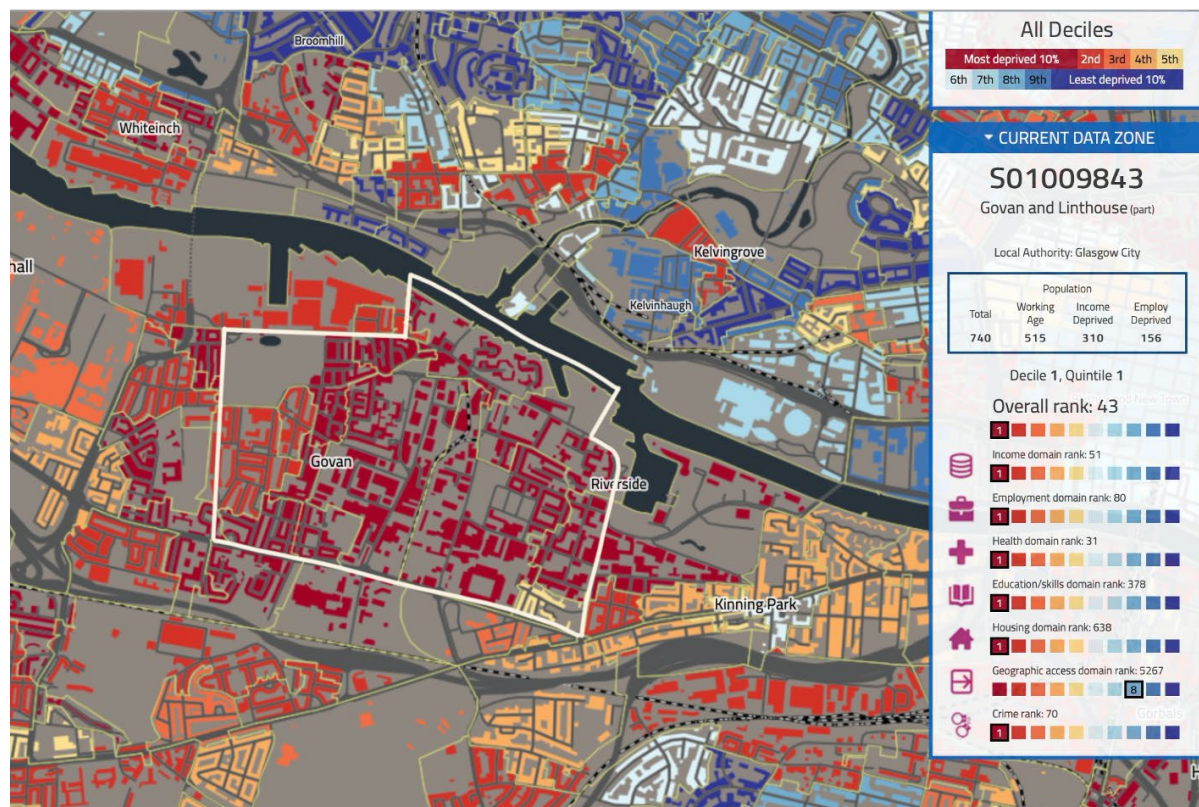
People who travel to work/ study by walking/cycling/public transport: 51.7%

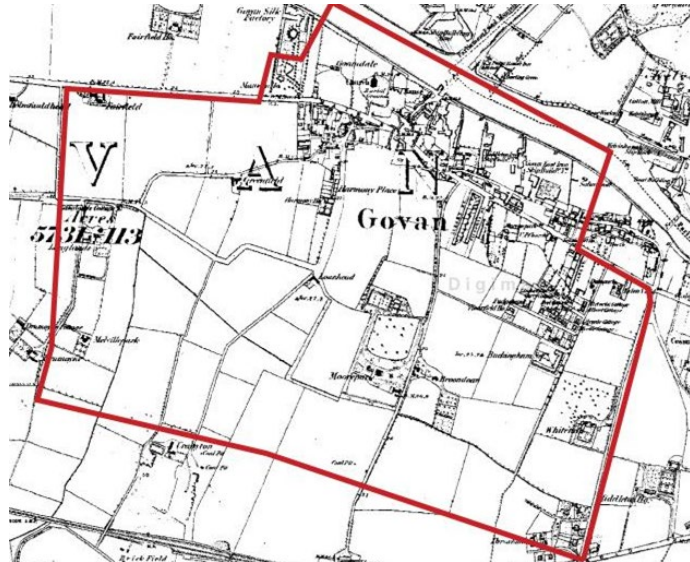
Overcrowded Households: 19.9%

Children in Poverty: 35.6%

THE ISSUES

- Poverty
- Low educational attainment
- Crime
- Poor health and Low life expectancy
- Drug Problems
- Gap sites
- Derelict buildings
- Empty shops in the town centre

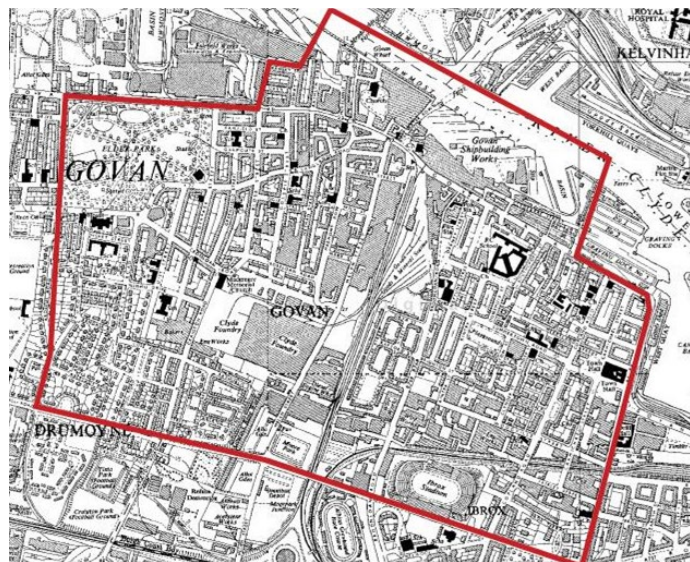




1860



1910



1950



PRESENT

HISTORIC MAPS

Density

From 1860 to 1910, the density of buildings increased majorly taking over the agriculture fields and forming the centre of Govan with major infrastructure routes and residential housing. Along the waterfront the shipyards stayed consistent from the 1860s through to the 1950s map. The decline of the shipyards began in the late 1960s and major changes were made changing the waterfront. Thus, left gaps sites along the waterfront and irregular housing layout was built on the former the shipyard. From the 1950s to present, industrial buildings have infiltrated the town centre and large gaps sites have started to form. The change from structured residential building has had a massive effect on the layout with new routes being formed and the town centre lacking in housing.



1
Greenfield Primary School - 1901
 Category B
 Red sandstone Govan Board school.
 Architects -Steele and Balfour

2
Drumoyne Primary School- 1929-31
 Category B
 U-plan symmetrical school.

3
Fairfield Farm- 1885
 Category B
 Conversion of cottage as park amenity.

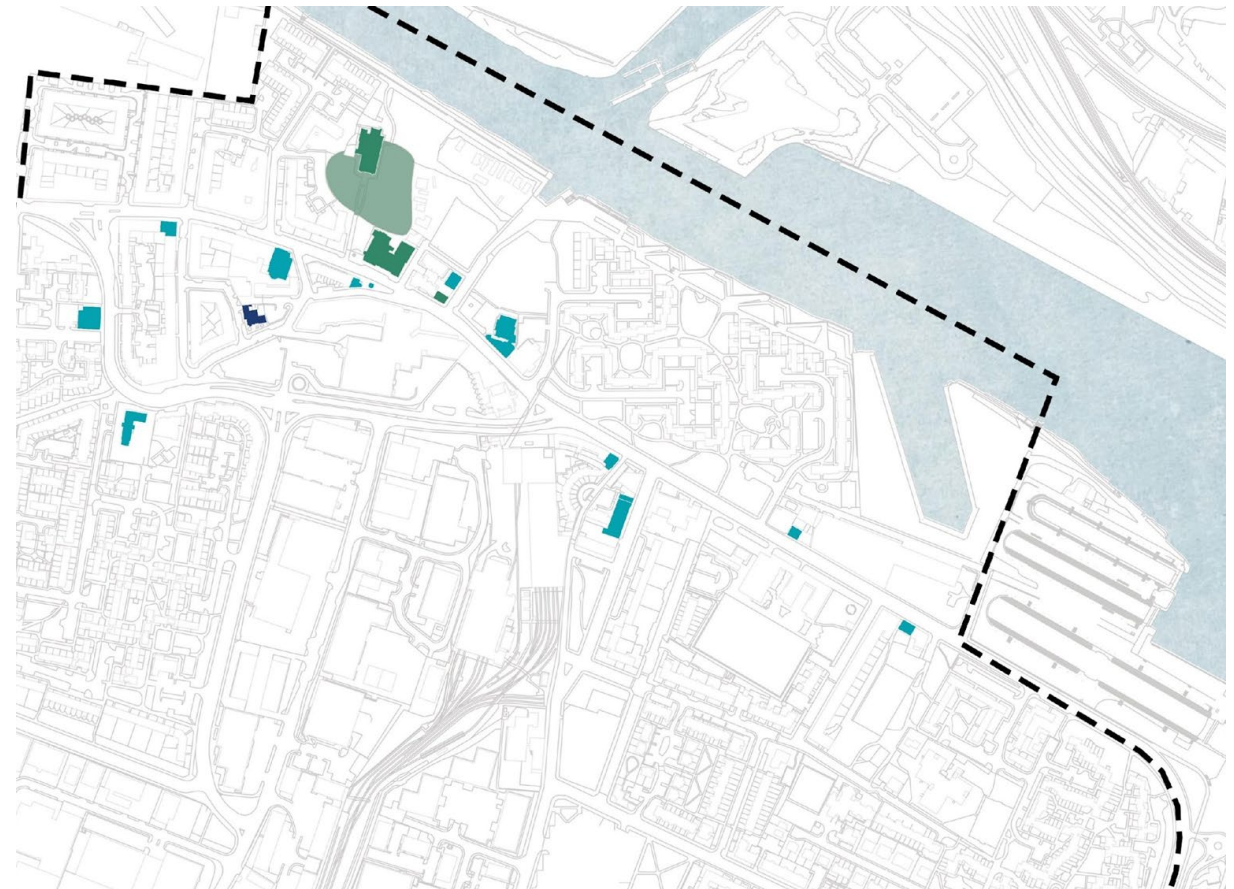
4
Lyceum Cinema (Former)- 1937-1938
 Category B
 International Modern suburban super-cinema,
 converted to bingo hall and cinema
 Architects -CJ McNair and Elder

BUILDINGS AT RISK

2

1

4



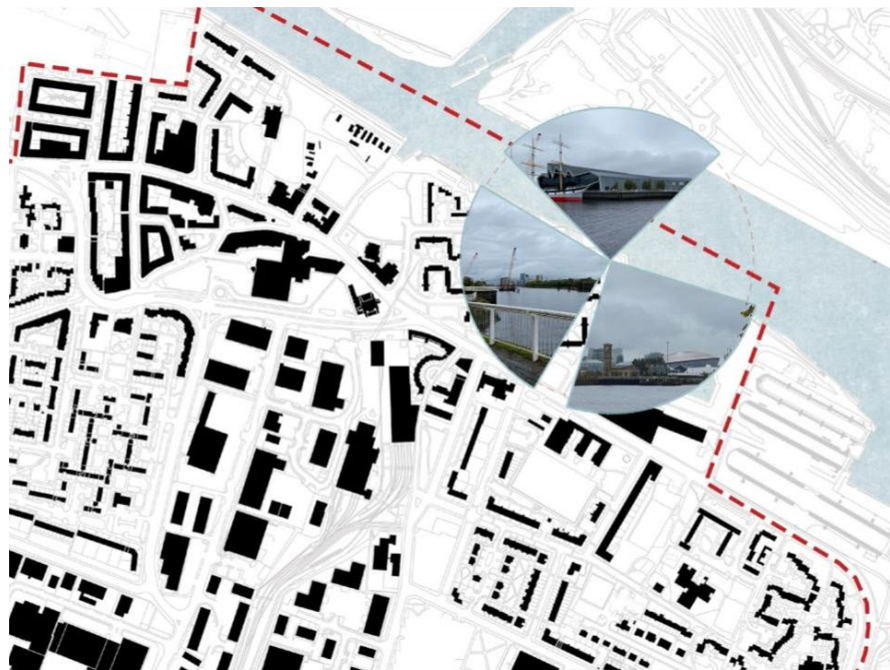
- Category A
- Category B
- Category C

LISTED BUILDINGS



- Society Buildings**
(Religious and civic buildings)
- Retail**
- Residential**
- Retail/Residential**
(retail on ground level with residential above)
- Educational**
- Industrial/Mercantile**
(warehouses, trading, storage)
- Transport**

TPOLOGY



VIEWS



Cycle Paths

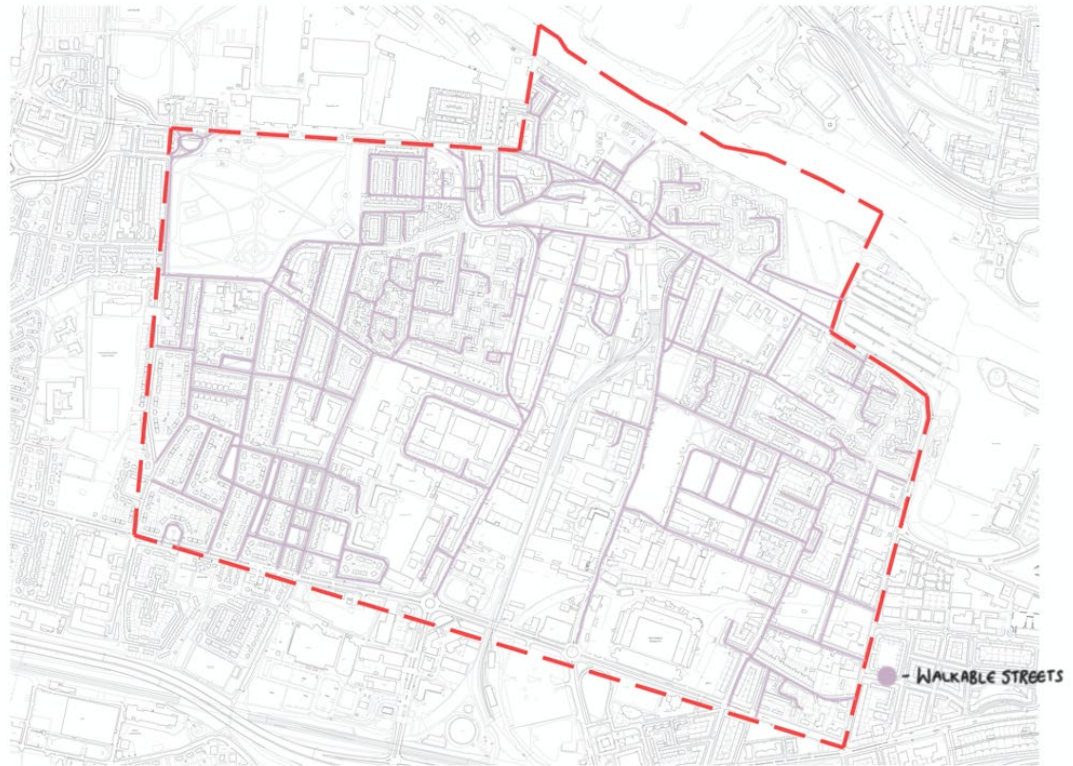


Public Transport

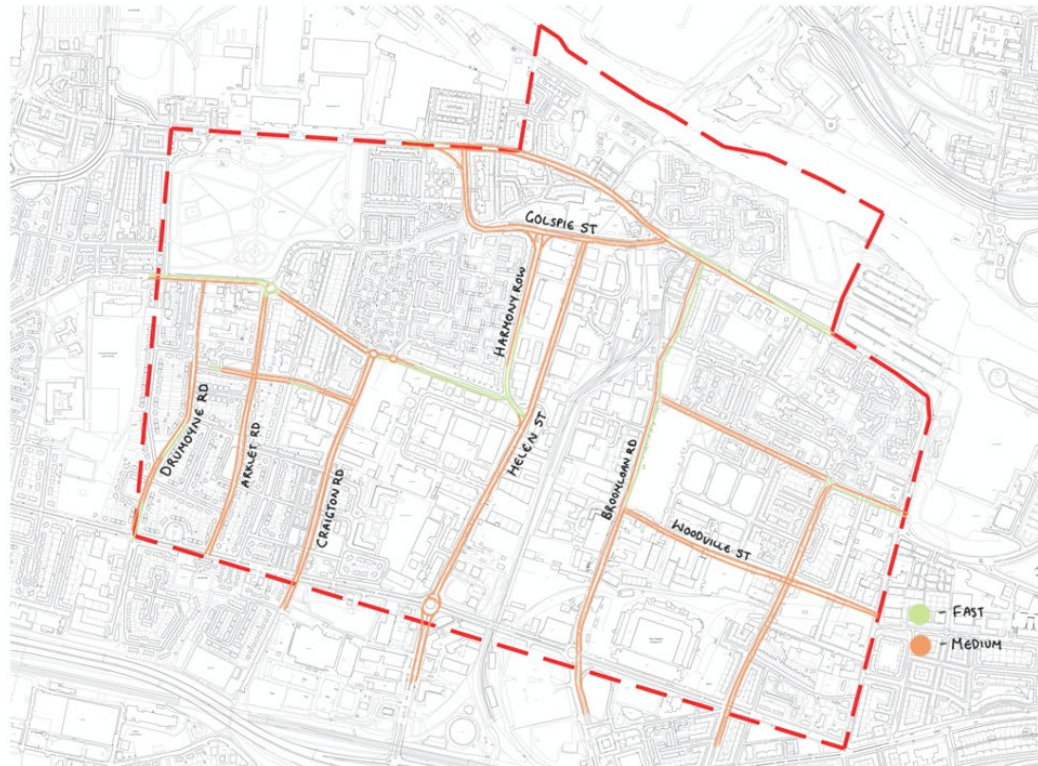


Greenspaces

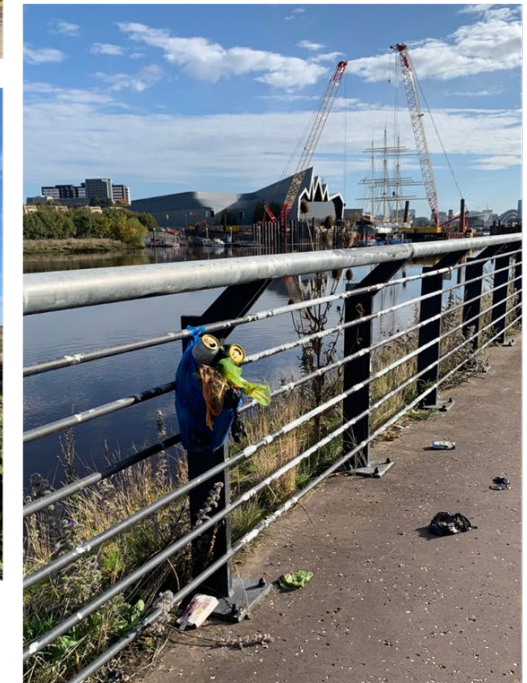
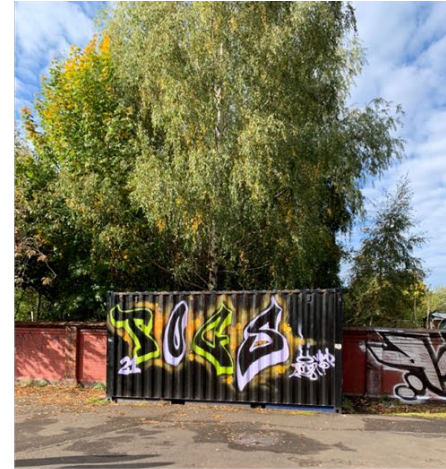
● GREEN SPACES



Walkable Streets



Traffic



GOVAN



1



2



3

1
Govan Flood – Nov 1454

A story of a flood that took the entire town of Govan, the flood taking the house and people sailing on the roofs down the Clyde.

2
Storm Ciara Flood – Feb 2020

3
Storm Malik Flood – Jan 2022



“A Green Place with an Urban Structure which Promotes Wellbeing By 2030 the Govan-Partick area, as part of the wider Clyde corridor, will define best practice in the transition of landscape from an industrial port area to a well-functioning ecology, supportive of human wellbeing and biodiversity.

A Vibrant Place With a Growing Economy By 2030 Govan-Partick will be recognised nationally and internationally as a vibrant place with a growing economy. It will be a key element of the City’s economic development strategy, and a genuine addition to the existing spatial economic framework of the City.

A Thriving and Sustainable Place to Live and Work By 2030 Govan-Partick will be recognized as one of the most sustainable places to live and work in Scotland. Culture, vibrancy and quality of place will combine to provide the inner-urban lifestyle which will attract key industry sectors in the knowledge economy

A Connected Low Carbon Place By 2030 Govan-Partick will be one of the best-connected low -carbon places in which to move around and do business in Scotland. The area will offer a very high level of quality and connectedness for walking, cycling and public transport. This will contribute to the target of building a Carbon Neutral Glasgow by 2030. “

CLIMATE & SUSTAINABILITY FRAMEWORK



URBAN STRATEGY

GOVAN

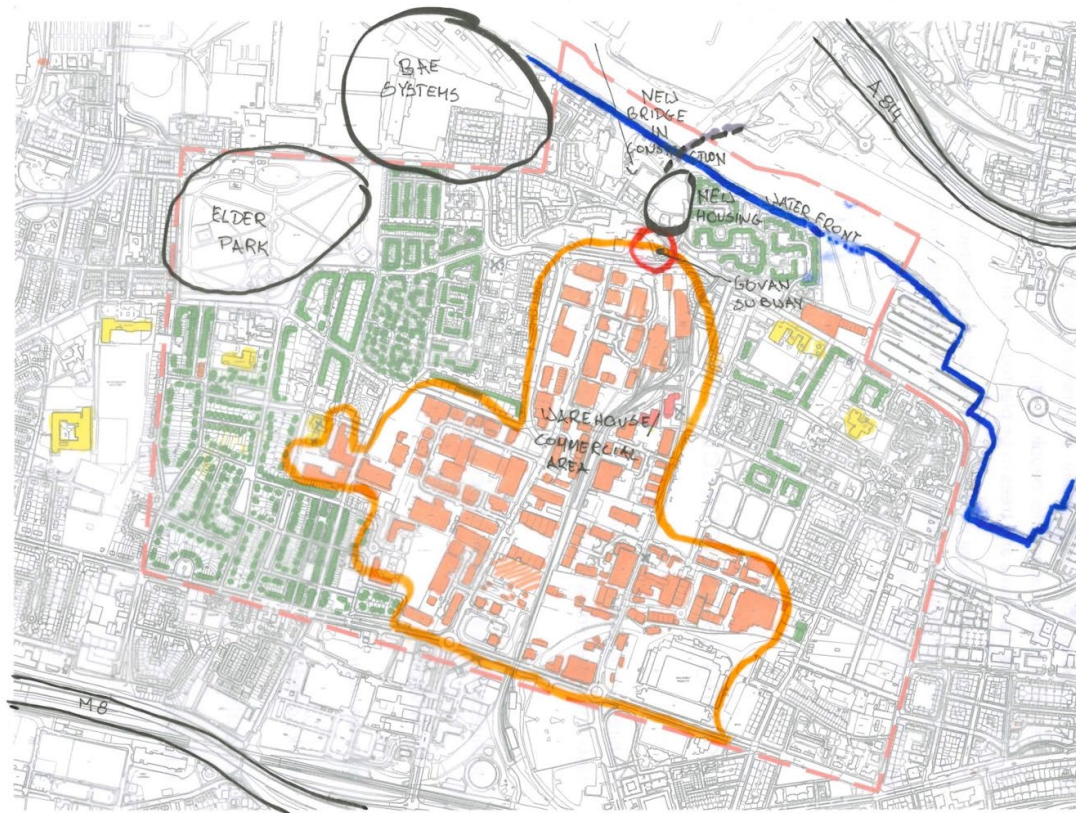


Create a seamless waterfront, opportunity to have markets/income at waterfront
 Creating a use for the gaps sites and producing new housing



INITIAL URBAN STRATEGY SKETCHES

INITIAL URBAN STRATEGY SKETCHES



Our Urban Strategy

Initial thoughts-

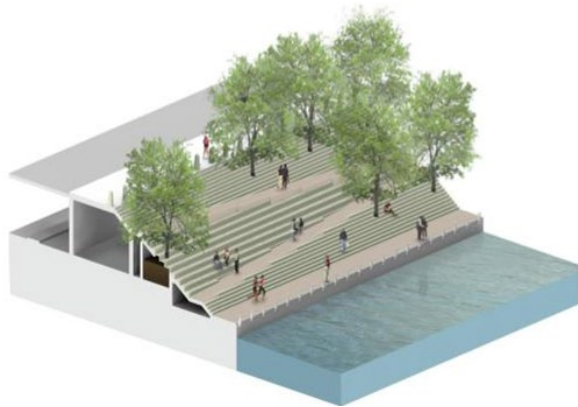
- Improving connections across the Clyde
- Development of townscape to bring mixed use developments and creating new jobs
- Regenerating the waterfront and creating better access
- Creating outdoor public spaces and environment through greenspaces
- Reinstating the historic layout, bringing Govan' town centre back to life.



1



2



3

WALKWAY

1
Floodable Bridge Ter in Manlleu River / Sau Taller d'Arquitectura

2
Wild Mile / Skidmore, Owings & Merrill + Urban Rivers

3. Floating Walkway / Floodable Bridge
Introduce floating walkway to the site, create more interaction between the visitor and the river Clyde.



4



5



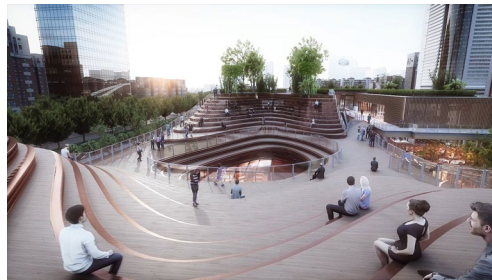
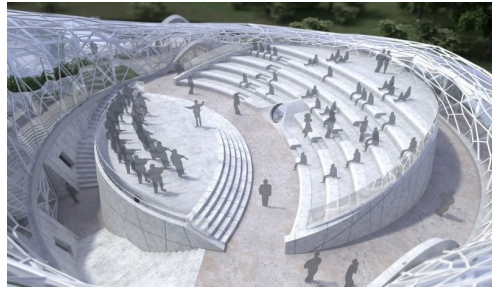
URBAN PLAZA

4
V-Plaza Urban Development

Introduce Greenspace and water feature in the site. Empty space for different recreational activities for the user.

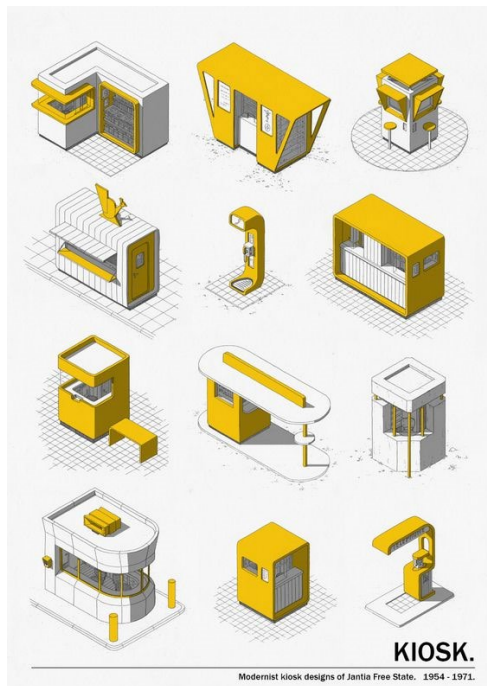
5
Public Space, Park
Chattanooga, United States

URBAN STRATEGY PRECEDENTS



URBAN STAGE

Introduce urban stage to the site. Flexible space for performance and mobile stall for trade.



POP UP STALL, KIOSK, PORTABLE STALL

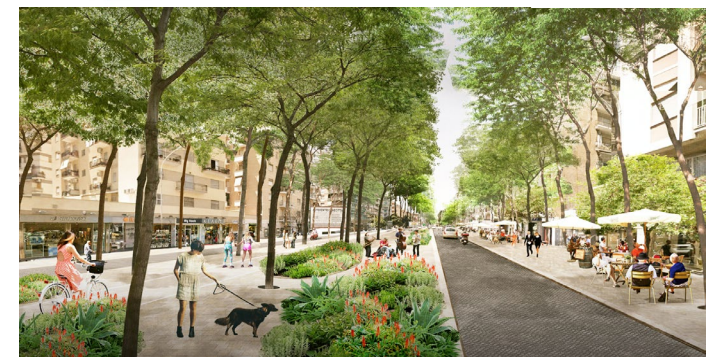
1 Fandangoe Skip Ice Cream Kiosk / CAUKIN Studio + Fandangoe Kid + SKIP Gallery

2 Harbour Kiosk / LAAB Architects

3 Kiosk / Make Architects



URBAN STRATEGY PRECEDENTS



"GOVAN REFORESTED"

The aim of this strategy is to create a green corridor between Elder Park and our potential site. We want to pedestrianise the area, primarily Govan Road to improve the quality of life in Govan. The green corridor will be a direct route to our site and the intention is to create a pleasant walking route. We will achieve this by creating a safe path filled with trees and greenery.



Linn Park & Netherlee/ Clarkston Toll

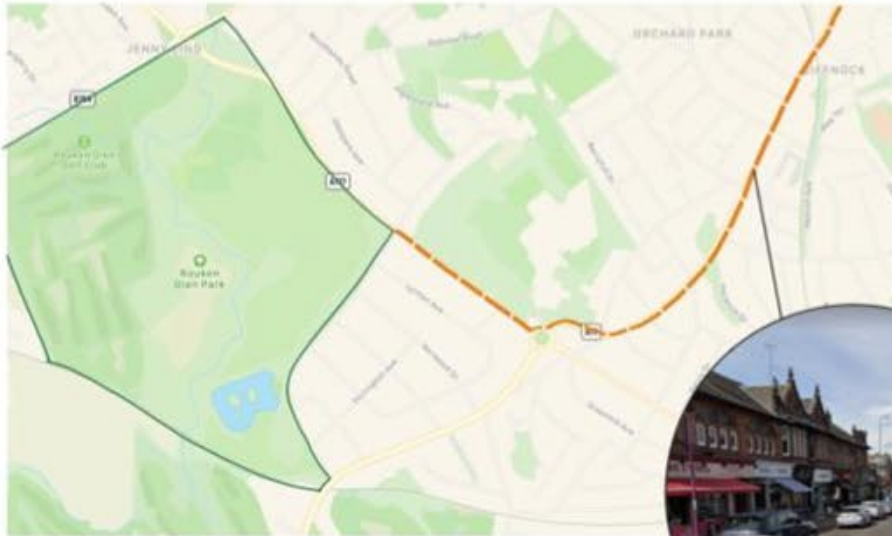


Kelvingrove Park & Botanical Gardens

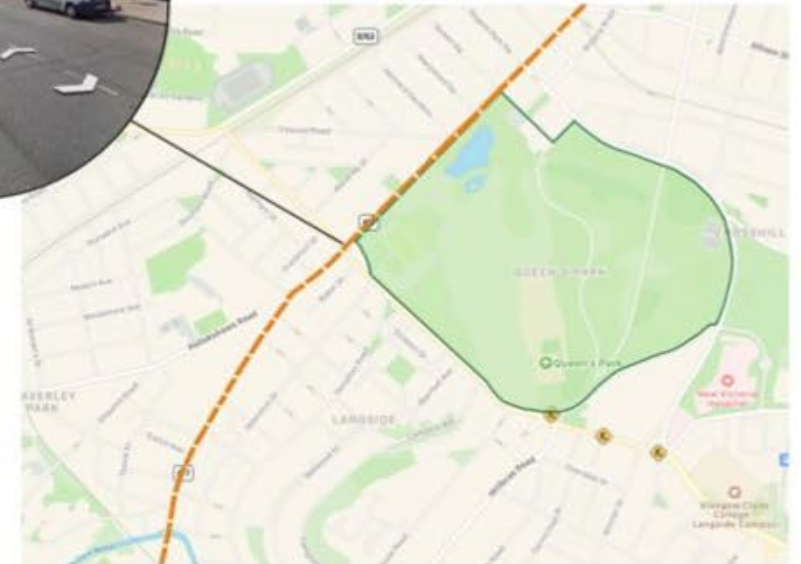


Byres Road & Great Western Road

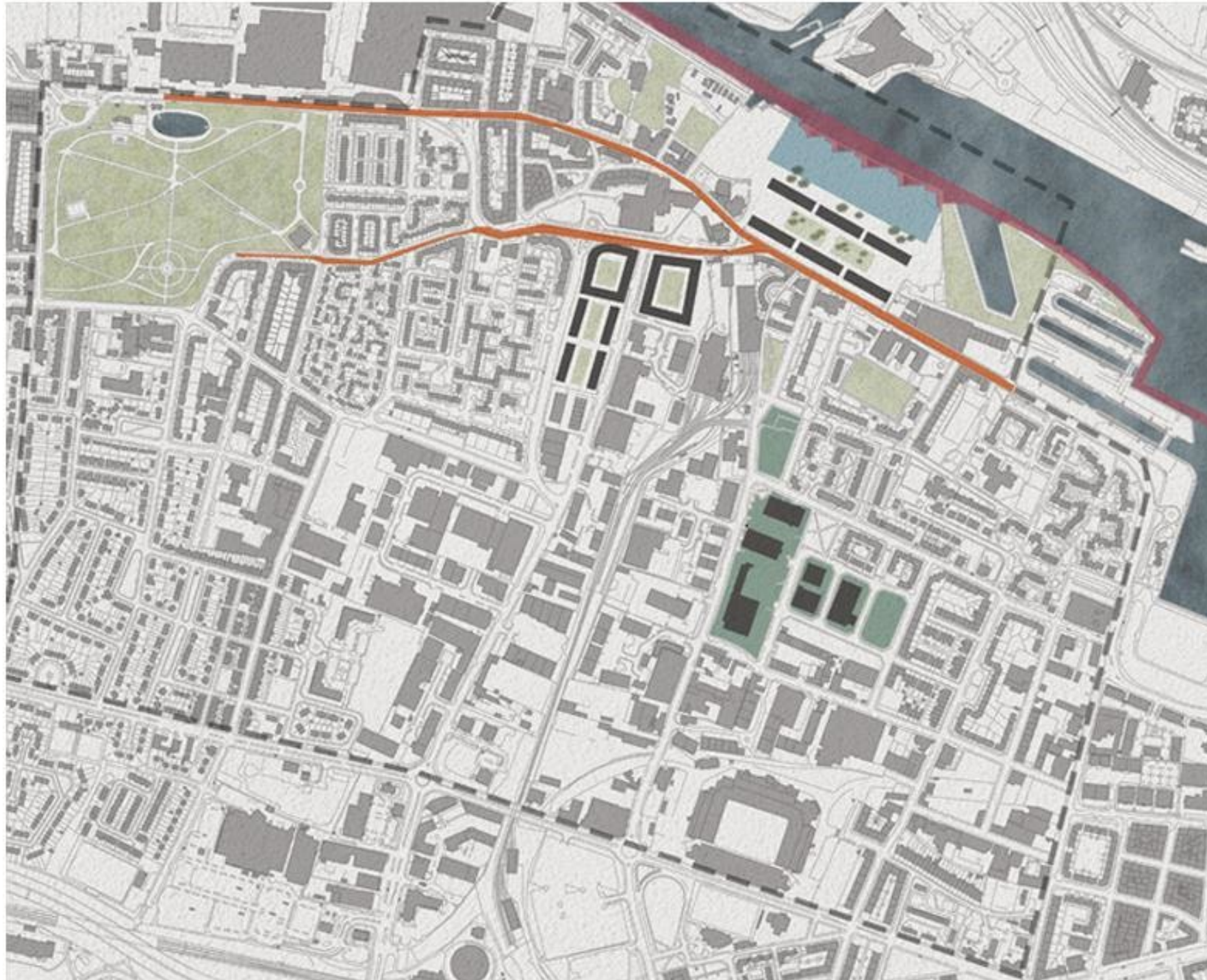
Rouken Glen Park & Giffnock



Queen's Park & Shawlands



GLASGOW: CONNECTION BETWEEN GREEN SPACES AND LOCAL BUSINESSES



URBAN STRATEGY

(RE) connecting Govan to the city

(the bridge creates easier walkable routes to Govan; it creates a different experience for the user to view the River Clyde)

(RE) generating the waterfront

(the urban plaza has become a place for communities to use and provide an outdoor function space for potential mini pavilions to fill the space and create revenue streams for the local businesses)

(we have seen a walkable connection between **GREEN SPACES** and local business, with this in mind we hope to create a link to elder park and the urban plaza in the hope the main streets are re populated and walkable routes through the main streets are created)

(RE) instating the historic layout, bringing Govan's town centre back to life

(Industrial buildings have spread into the town centre of Govan, we plan on re allocating the warehouse/storage building into the gap sites on the outskirts of Govan with the hope to bring residential housing back to the site)

(RE) housing, we plan to re house the occupants located directly next to the waterfront.

(the housing scheme will offer affordable housing, a better quality of life and have community gardens within the centre)

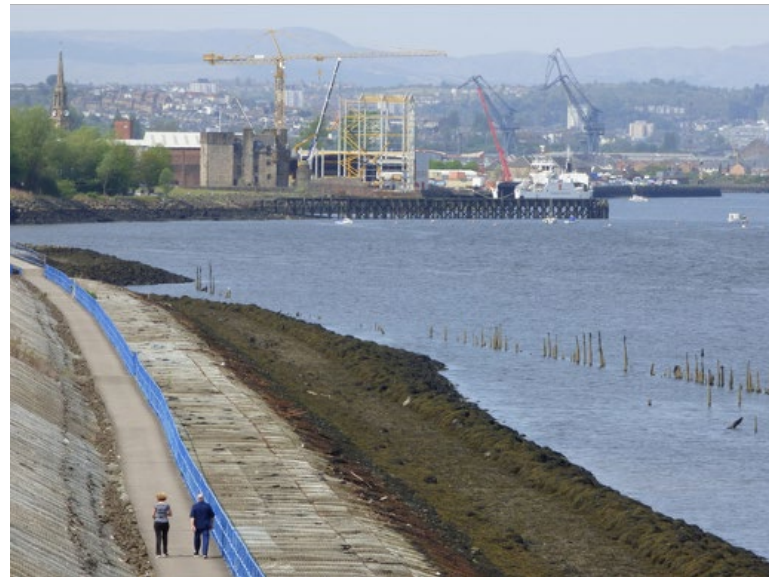
- CONNECTION BRIDGE TO THE CITY
- URBAN PLAZA
- GAP SITES
- MAIN STREETS
- NEW HOUSING WITH RETAIL OPPORTUNITIES ON GF



reGlasgow.com



Firhill Basin Boardwalk, Forth and Clyde canal (10 mins drive from Govan)



The Clyde Walkway

The Clyde Walkway is some 40 miles/65 km long, running between Partick in Glasgow and New Lanark in South Lanarkshire. It was created as a joint enterprise by the Glasgow City, South Lanarkshire, and North Lanarkshire Councils. Unlike other long distance paths it is close to urban centres with easy access to public transport, but even so good walking boots and suitable clothing is recommended.

The route begins in the bustling heart of the city and ends in a spectacular gorge complete with waterfalls. Its western terminus was once one of the busiest ports in the British Empire and its second city. Its eastern terminus is the New Lanark World Heritage Site, and there are a great number of places of interest to explore along the way. Those interested in very long walks can link the Glasgow end with the [West Highland Way](#) by using the [Kelvin Walkway](#) to Milngavie.

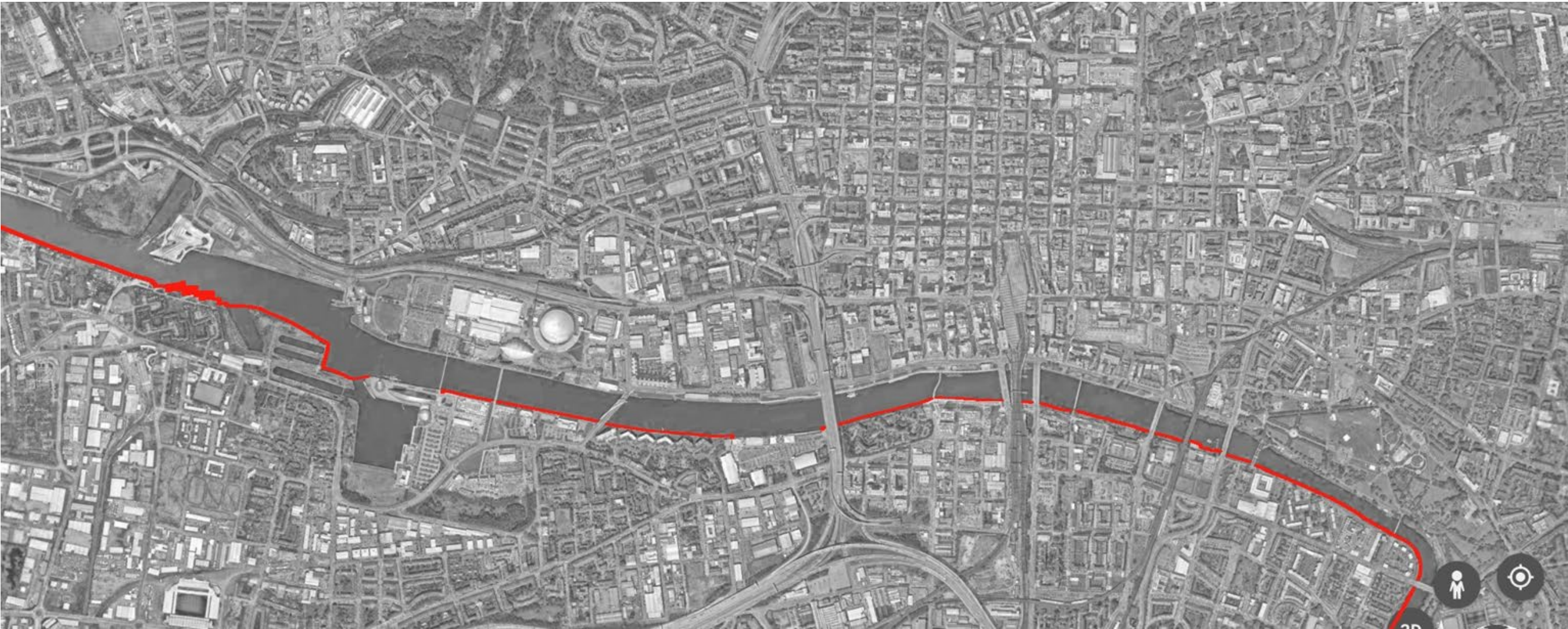
Stage descriptions	Length	Time	Done
1: Glasgow to Cambuslang	14.5km	3½-4 hours	<input type="checkbox"/>
2: Cambuslang to Strathclyde Loch	17.5km	4½-5 hours	<input type="checkbox"/>
3: Strathclyde Loch to Maudslie	12.5km	3-4 hours	<input type="checkbox"/>
4: Maudslie Bridge to New Lanark	13.5km	3-4 hours	<input type="checkbox"/>
5: Falls of Clyde and New Lanark	6km	1½-2 hours	<input type="checkbox"/>

THE CHALLENGE

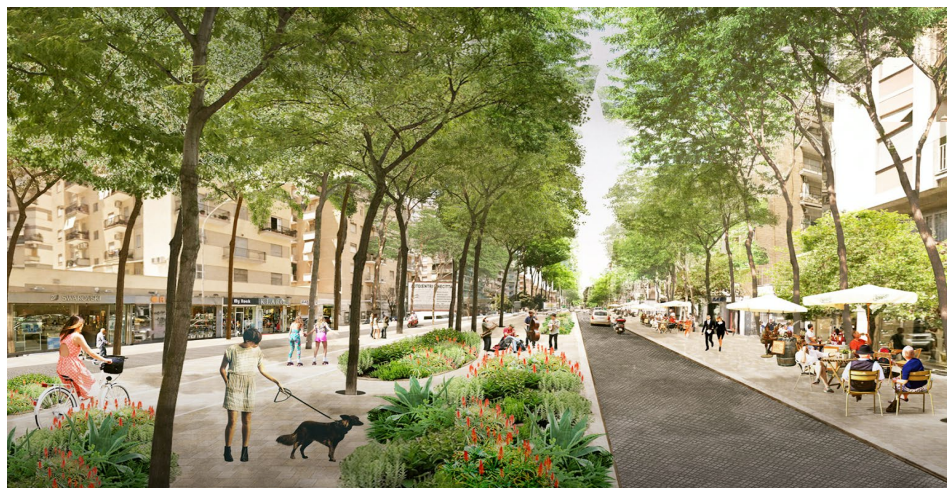
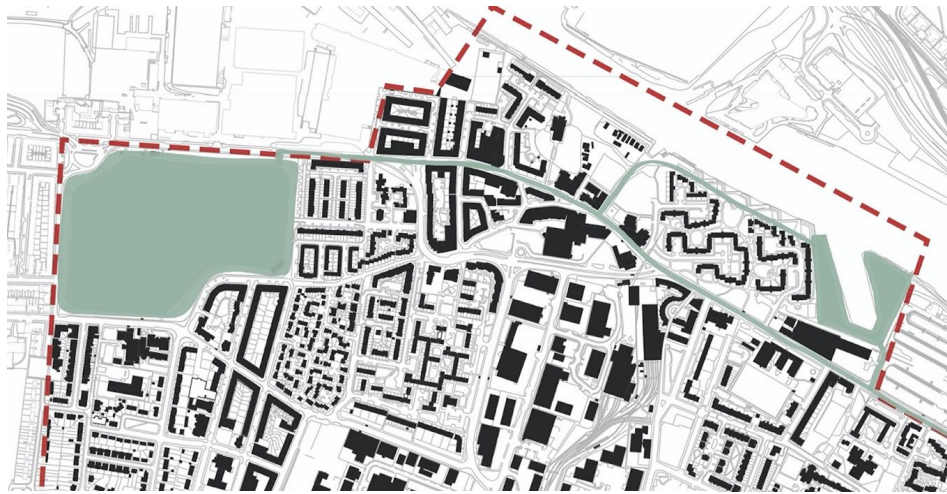
The route is partially waymarked and offers generally straightforward walking. Paths can be muddy in places and many sections are unmarked, although the route is still being improved. In winter some sections can flood but an alternative is available.



Riverside path part Glasgow



Ecology & Biodiversity Strategy

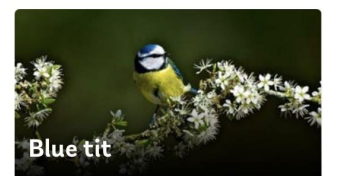


The Green Corridor: Govan Road

- The green corridor leads you from Elder park to the Govan Wetlands
- Aim: pedestrianise area & make it more enjoyable to walk

Ecology & Biodiversity Strategy

- Plant native Scottish trees: silver birch & rowan
- Benefits: clean the air, boost wellbeing, support mental and physical health
- Urban trees support wildlife by being spaces to feed and give shelter
- Wildlife species that thrive in urban woods: robin, fox, blackbird, blue tit, great tit, grey squirrel, ivy, cow parsley
- Can also reduce flooding, reduce temperature and lower noise pollution.



Client



The ShipYard Trust

The ShipYard Trust is a charity organisation founded in June 2018 and was been set up to share and educate people on the River Clyde's story of the industrial achievements through engineering and shipbuilding.

The story of the Clyde is for celebrate the past, present and future. With the hope that it will be a place for education for the surrounding to communities on shipbuilding and to bring the skilled trade back into Glasgow.

Letter to Client

Dear Mr. Gil Paterson, Mr. Tom McKendrick, Mr. Ian Johnston, and Mr. Ian Mackay,

I am writing to you about our previous meeting. I was delighted to hear your presentation about your project focused on broadening the knowledge about the achievements of Clyde's shipyard industry heritage with the remembrance of the contributions made by thousands of people.

For this project, I was given three different sites located on the bank of the river Clyde – Govan, The Broomielaw, or The Barras and Saltmarket. After the first historical analysis, I realised that the Govan site is the one that we would like to consider more deeply as we could bring back live, derelict grounds after the old Govan Shipyard. The site is located within walkable distance of multiple education buildings which can help us to involve many young people. Govan for hundreds of years was serving as a Centre of the shipbuilding industry. Additionally, the Govan community struggles with poverty and lack of proper development which could bring this community together.

I felt really motivated by meeting such passionate people. I think that Govan Site is the most suitable for your development as it is the site where many important historical events happened. I see the opportunity for your investment but also an opportunity that could uprise the education level and educate the local community about its history.

The next stage of the procurement route will be solving the urban strategy to achieve the best result for you as well as for a local area.

Kind regards,

Konrad Kolodziej

Manifesto / Brief

BRIEF

General aims for the project are to create a sustainable skill academy which can accommodate a response for client's aspirations as well as needs of Govan community.

In creating this design I see an opportunity of bringing the history of Govan to its citizens, educating and training local community towards model making skills and design. Such training is aimed to provide citizens with a possibility of gaining new skills and improving chances of being employed as, according to Glasgow Index Project, the Govan community is struggling with technical skills and education levels.

The place will be able to accommodate great collaboration between academy and trainees. People involved in learning process will not only improve their skills but they will contribute to shipyard heritage and local history by redesigning and recreating replicas of ships built in Glasgow.

Building will bring back history of shipyard industry, encourage and provide possibility to deepen people's historical knowledge about thousands of vessels built on the Clyde over hundreds of years, which will bond local citizens with the place, history and each other.

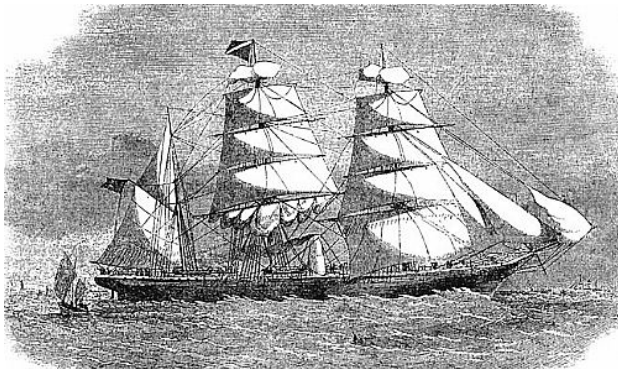
To Care

A civic building

- 3,200m² in floor area
- Sustainable land use
- An enhanced biodiversity and ecology
- Health and wellbeing
- Community engagement
- Attract tourism – International
- Provide Learning/Educational Spaces

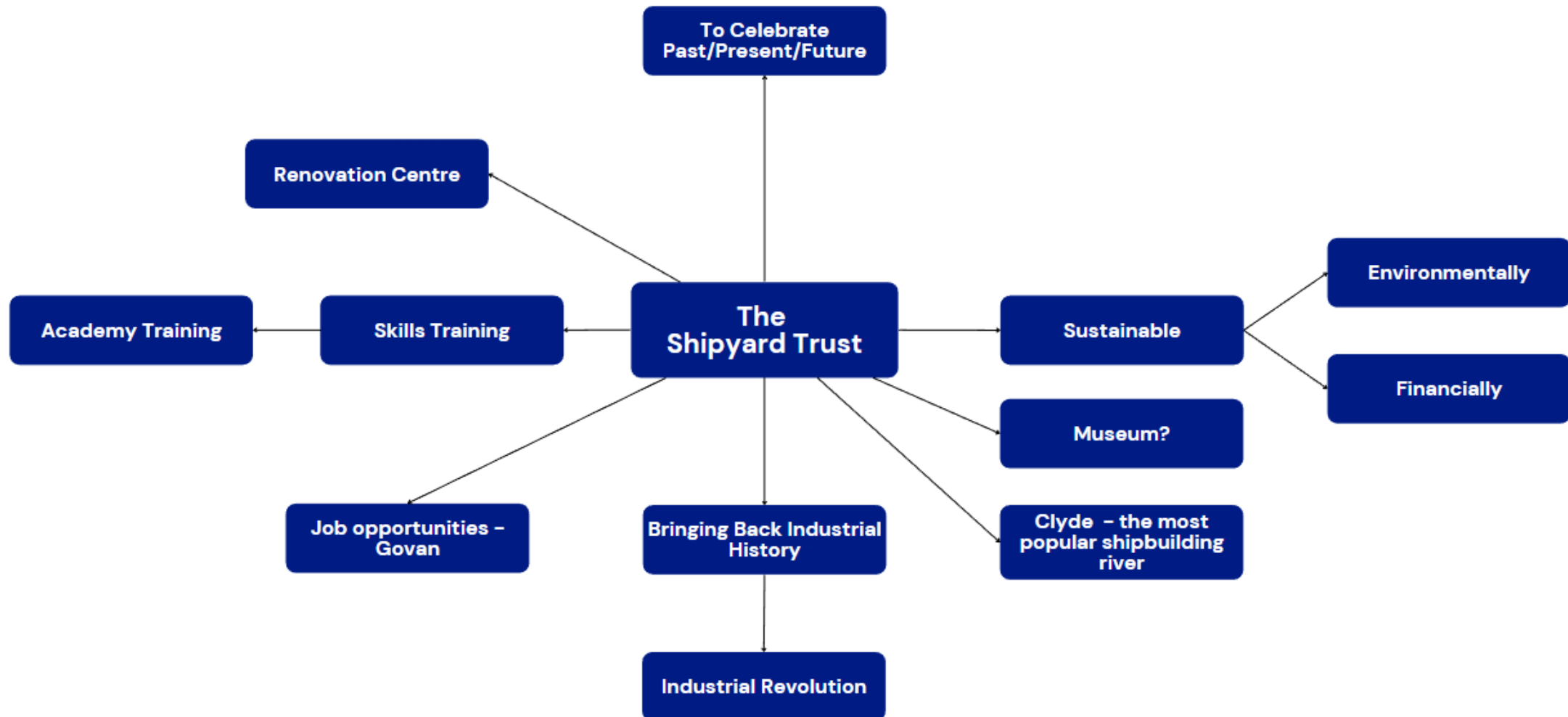
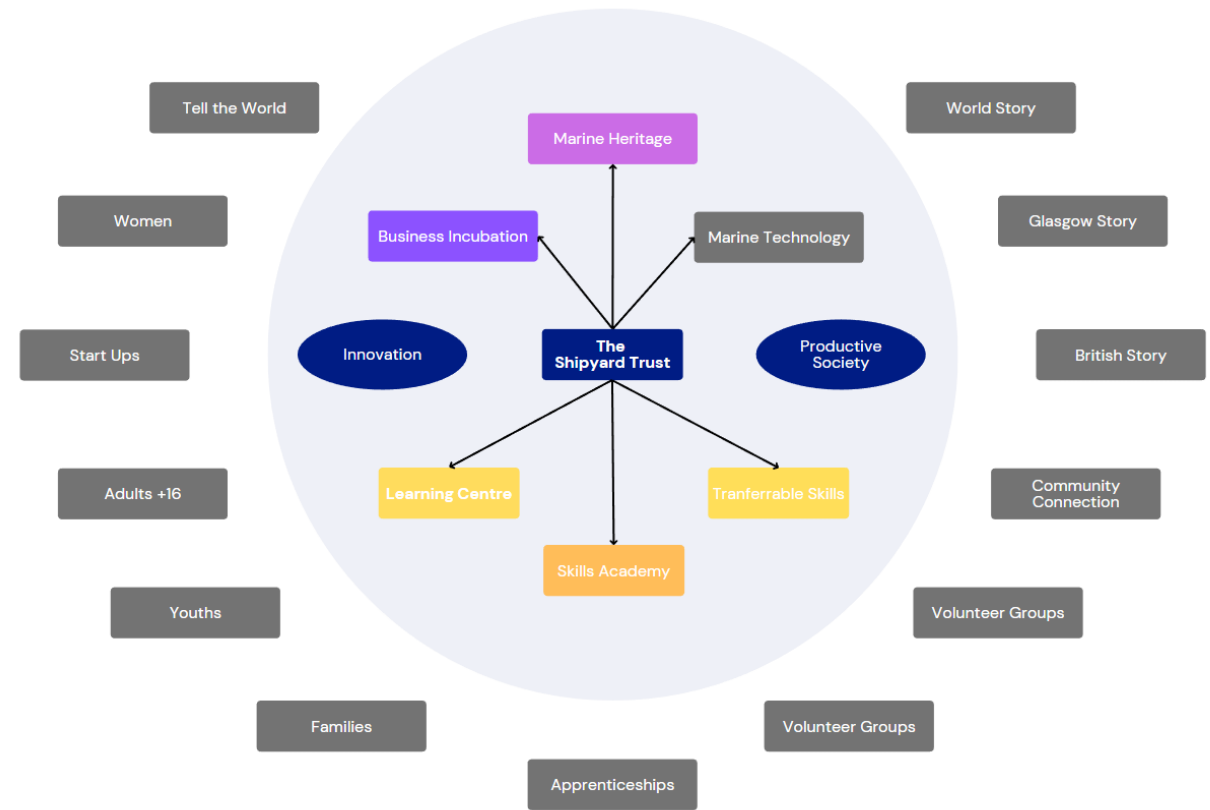
THE CLIENTS' ASPIRATIONS

- An iconic venue
- Innovation
- Celebration
- Shipbuilding and marine engineering heritage
- The River Clyde
- Education
- Awareness
- Returning visits to the venue
- Income streams
- Movement & Freedom
- Accessibility
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- Deposit of stories

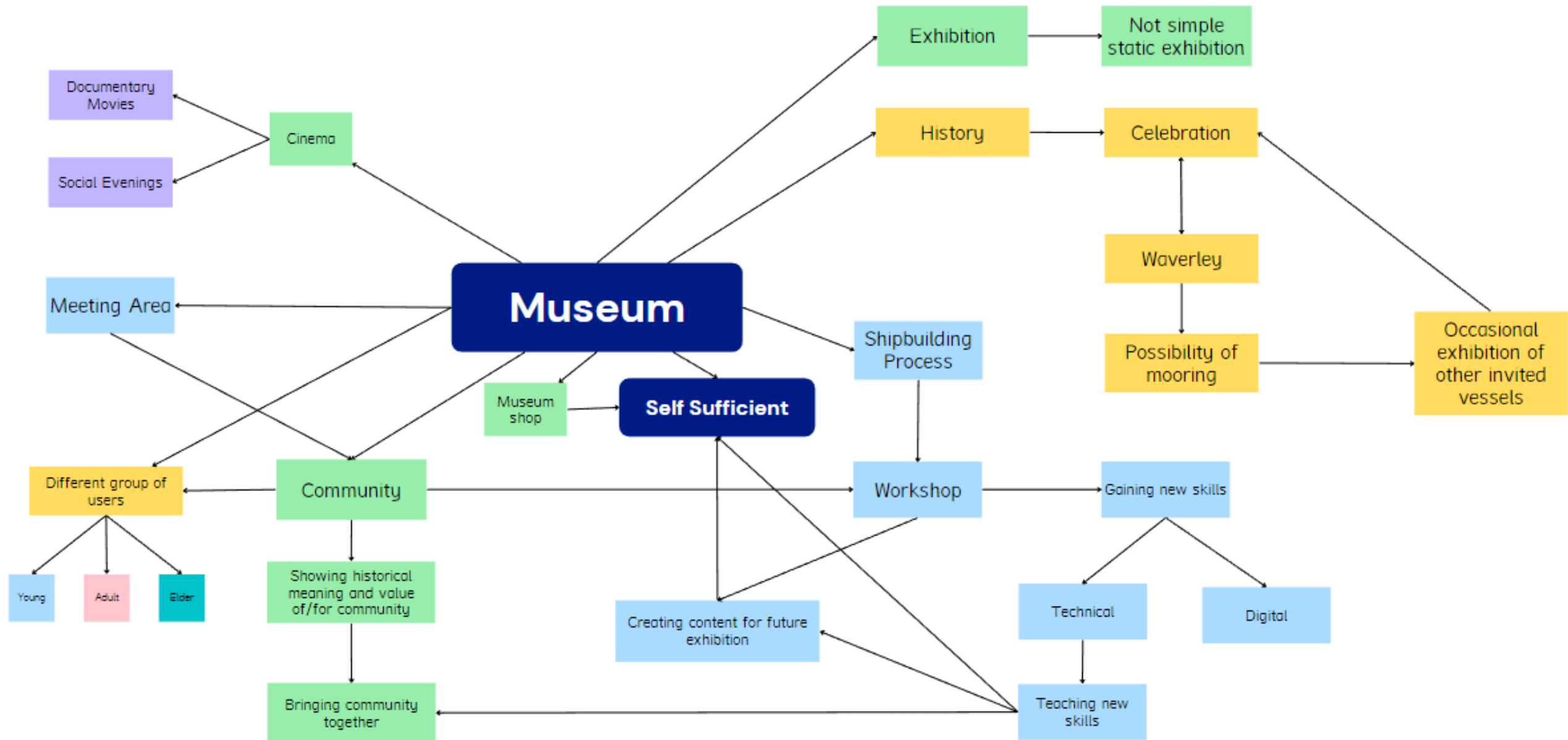


Initial Thoughts - Shipyard Trust

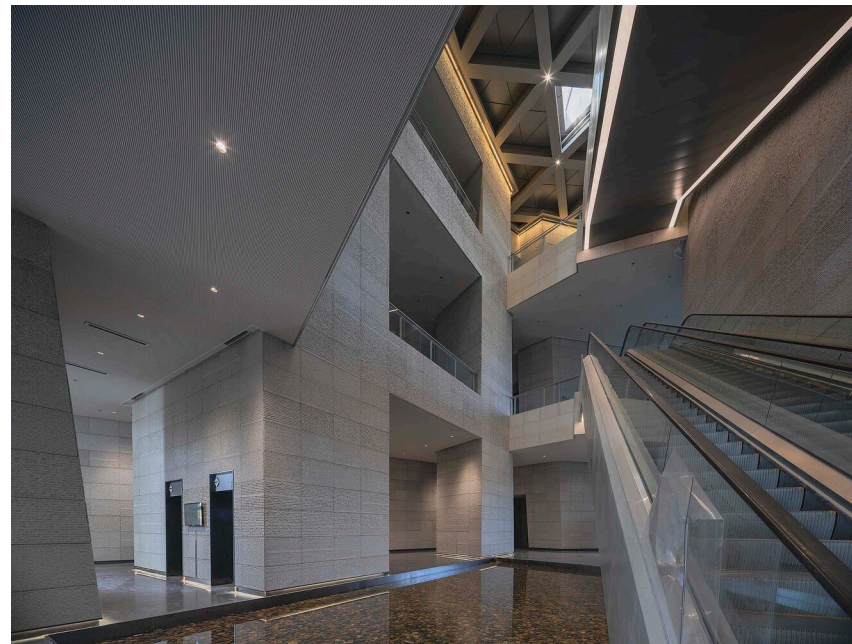
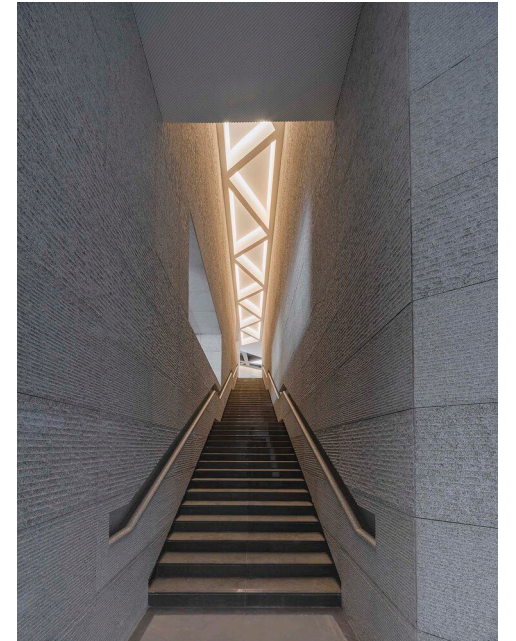
- Interactive learning – building it
- Process of Shipbuilding
- Museum Chart -> Memories, history
- Parking Spaces, transport connections
- Shipbuilding Museum
- Party Boat
- BAE Systems
- University of Strathclyde – Naval Architecture (1st in the world)



Initial Thoughts - Museum

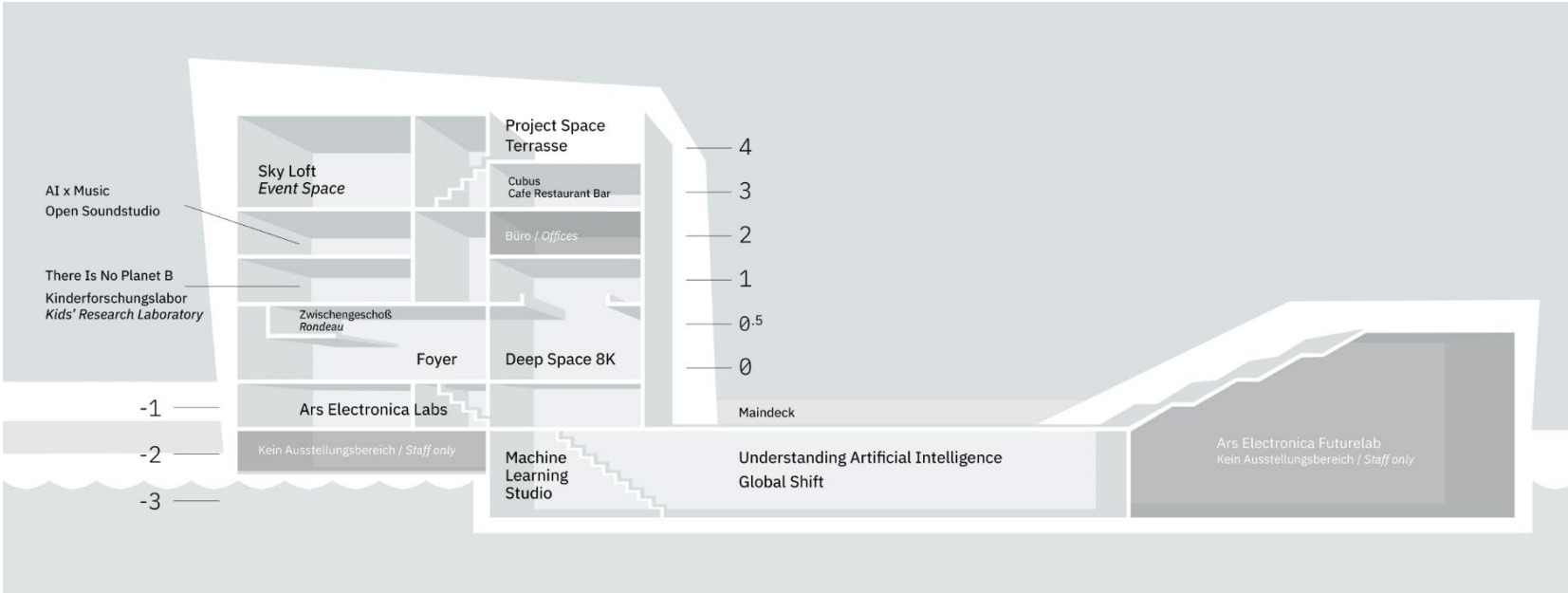


Ningxia Art Museum



Architects: CCTN Design
Location: Ningxia, China
Area: 29992 m²
Year: 2022
Photographs: Basic Studio
Lead Architect: Xuhong Zhou

Ars Electronica Center



Architects:
 Treusch architecture ZT GmbH
Location: Linz, Austria
Area: 5150 m²
Year: 2009
Photographs:
Lead Architect: Xuhong Zhou

PROGRAMME:
 3000sqm – exhibitions
 100sqm – research and development
 400sqm – workshops and conferences
 650sqm catering
 1000sqm – public space for various types of events

Roadshow Art Center of Tianfu

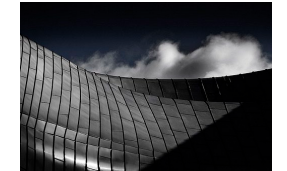


Architects: TEKTONN ARCHITECTS
Area: 2592 m²
Year: 2022
Photographs: MMCM Studio, Arch-Exist
Lead Architect: Xiang Wang

Immediate context, constrains and opportunities



Transport Museum is a flagship design of Zaha Hadid Architects. Due to a vast collection of items it brings a lot of people interested in transport history closer to the site of proposed building. Unique facade and tallship moored nearby the structure create unusual view worth to be framed and celebrated from the proposed building. Massive scale and tall building front can help to justify size of the proposal. Landmark meaning of the building creates challenging context to respond to.

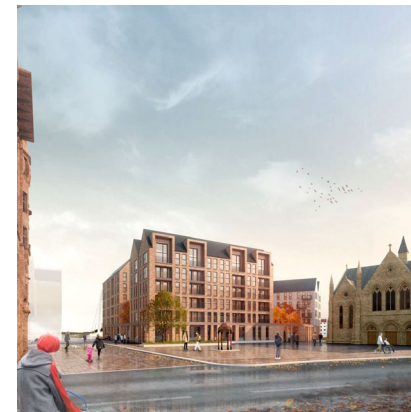


Riverside Museum
Architects: Zaha Hadid Architects
Area: 7000 m²
Year: 2011
Photographs: Flickr Creative
Lead Architect: Xiang Wang

Water Row Housing
Architects: Collective Architecture
Year: 2022/2023



Water Row Housing currently under construction. Proposed 1st phase will comprise 92, 2 bed 4 person residential flats. Residential area is on the opposite side of the road and significantly increases scale and height of the neighbouring buildings. Additionally, large number of people who will arrive will be able to have a positive contribution to the building as well as the proposed building will be offering larger amount of green spaces for future tenants.



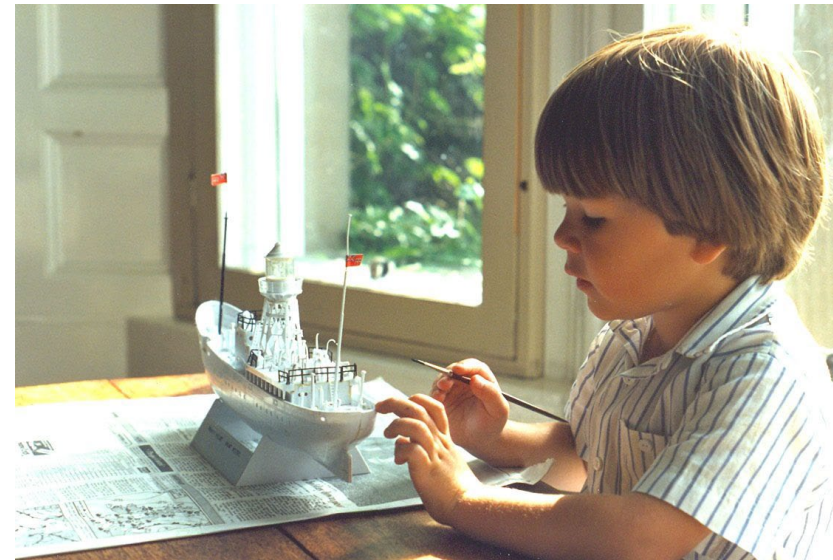
Partick-Govan footbridge designed by Jacobs is a second structure which is being under construction in immediate area of chosen site. Bridge will provide connection between Riverside Museum and proposed Shipyard Trust Academy which can increase the number of visitors for both places. Height of the bridge will also help to justify height of the proposed building.

Partick-Govan Footbridge
Architects: Jacobs
Year: 2022/2023

Activities

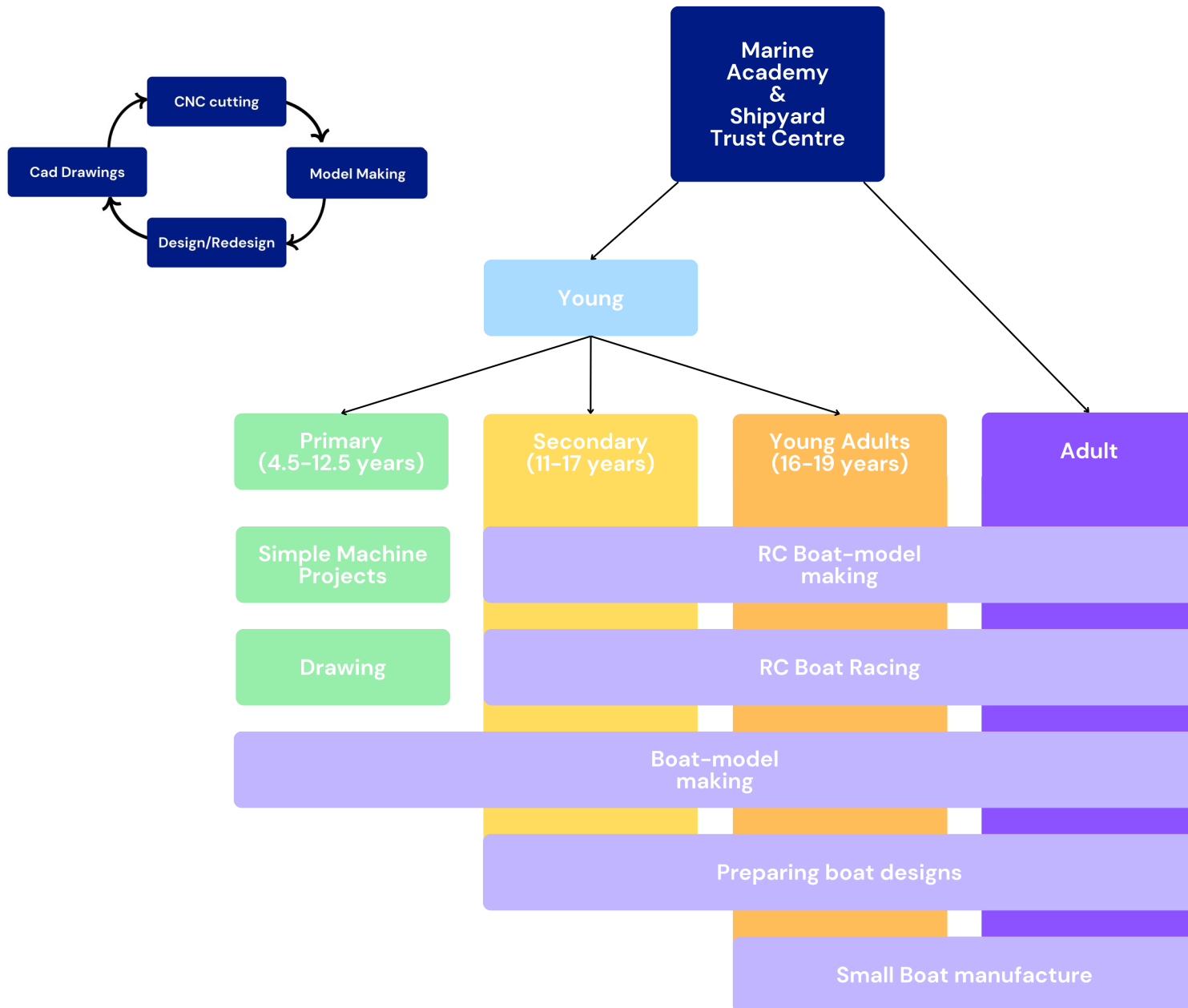
To achieve self-sustainable skills exchange, project will encourage older groups to learn and prepare task for younger groups. All members will be able to observe others work stages and results during internally organised exhibitions. Workshop areas will be split depending on the members' age as these areas will need different health and safety design approach.

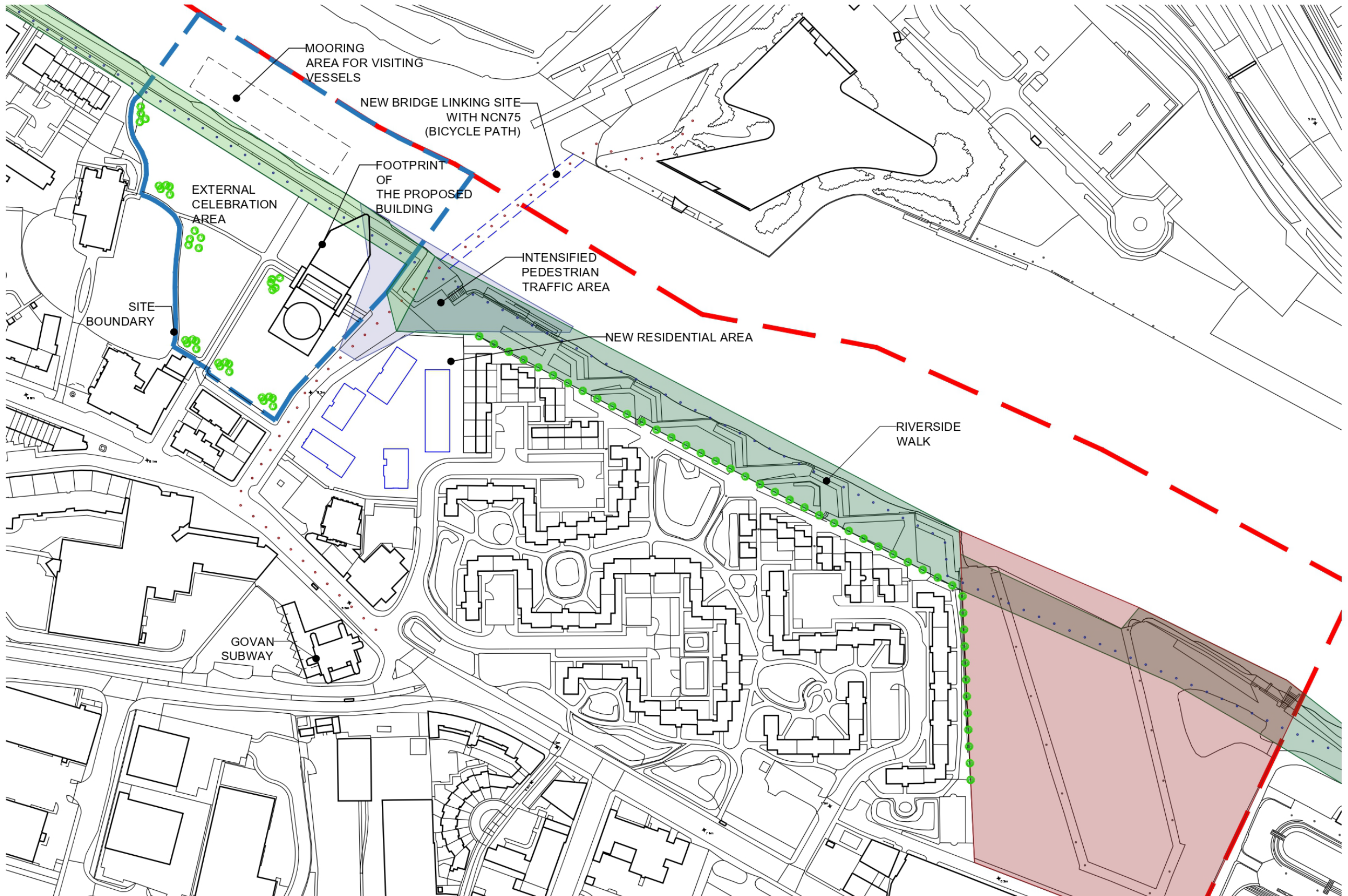
Shipbuilding process can be recreated at any scale by people of different ages. Complexity of a model depends on a plan, which can be created by older members for younger, teaching them basic manual skills.

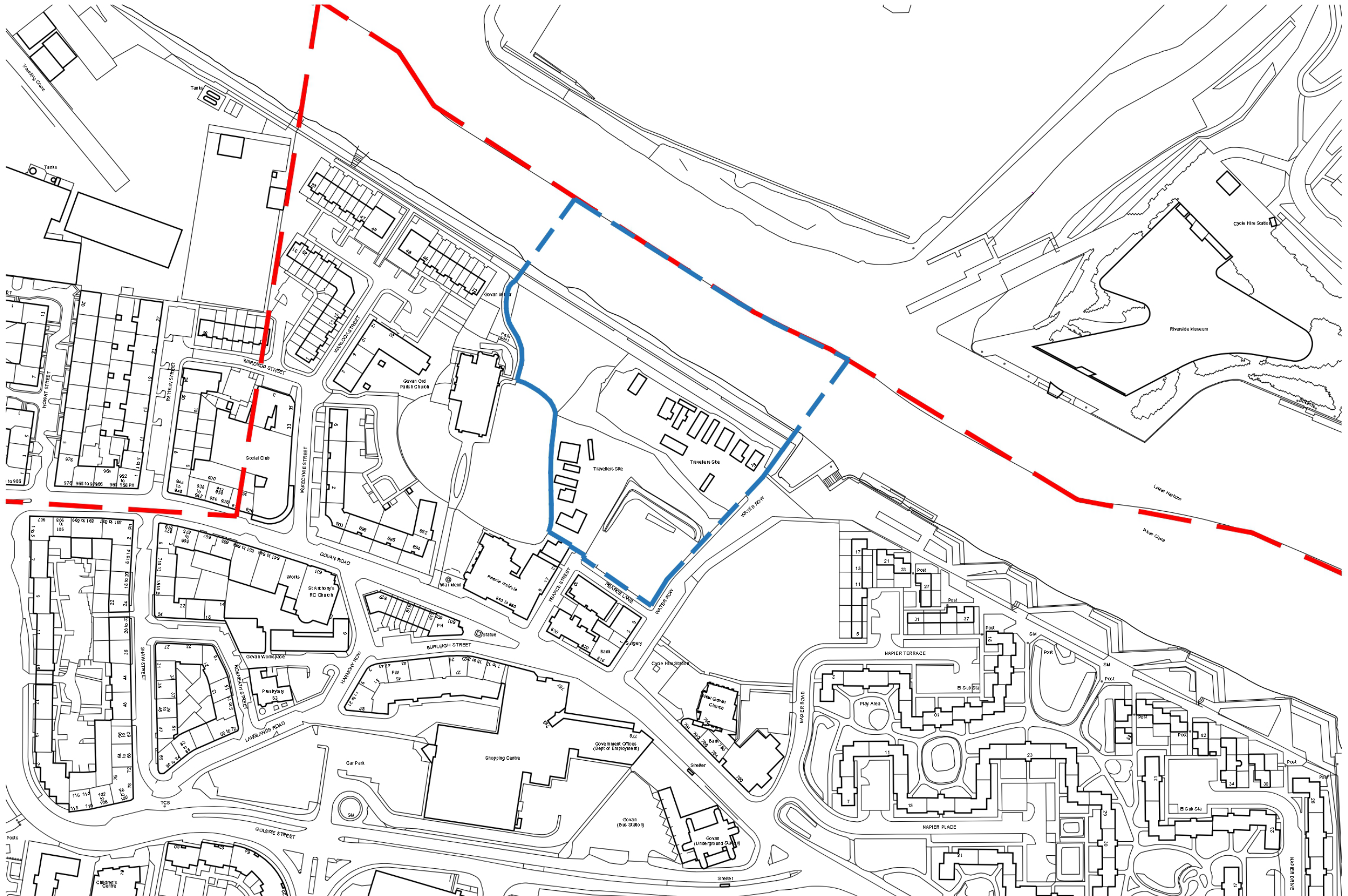


Boatbuilding process

- Collecting Materials & Tools
- ↓
- Plan the Boat
- ↓
- CNC elements cutting
- ↓
- Creating center rib & trasom
- ↓
- Creating shape or frame
- ↓
- Adding finer details of the frame
- ↓
- Adding the Seat Rails, Keel Strip and Patch
- ↓
- Adding the wood planks and seats
- ↓
- Adding epoxy, sanding and painting





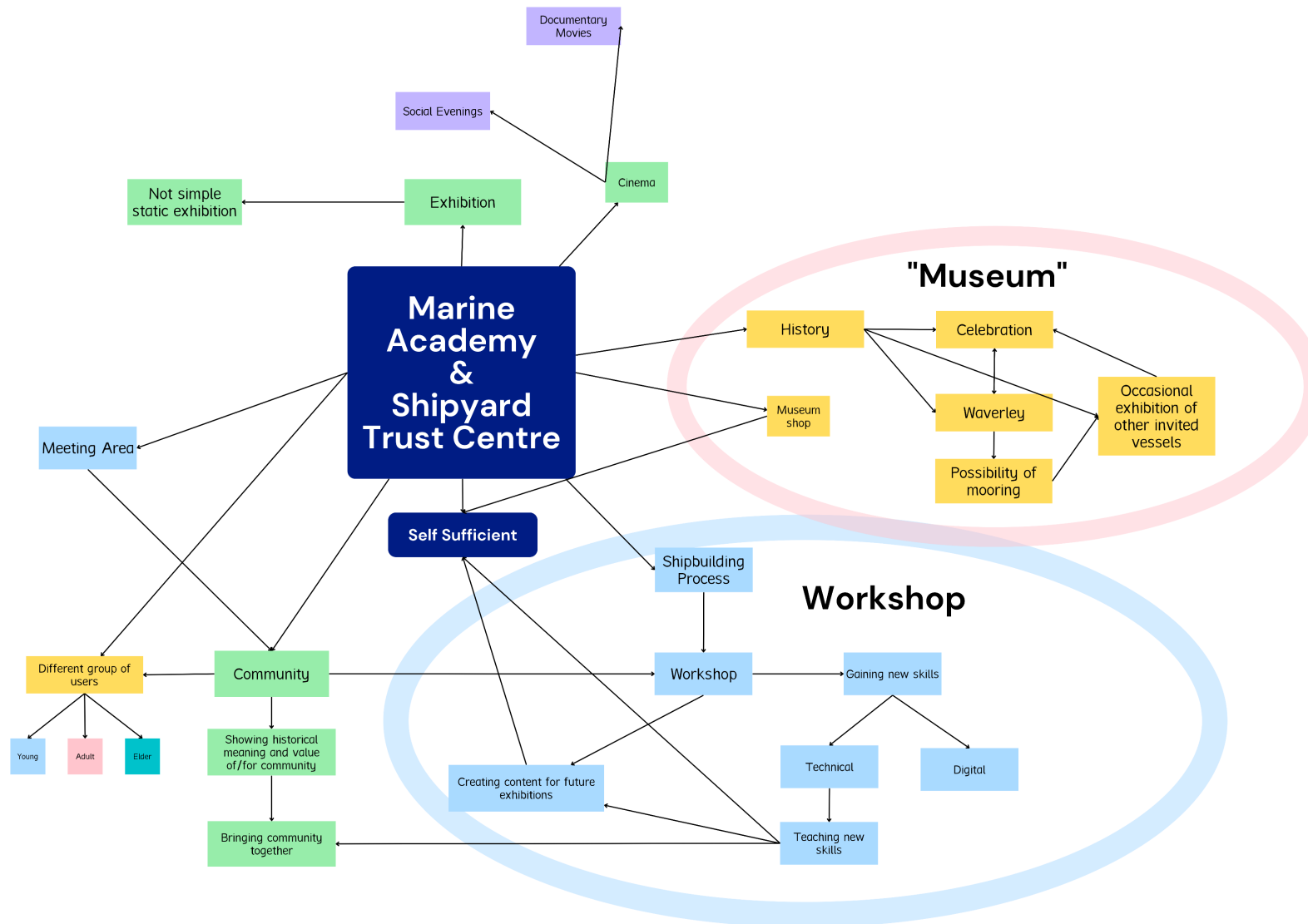


LOCATION PLAN

SCALE 1:2000



Programme Mind Maps



Programme

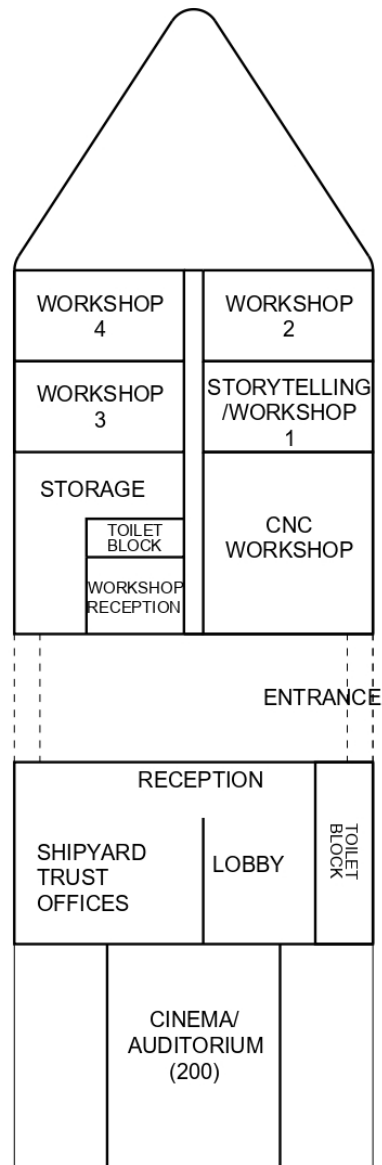
Ground Floor

Auditorium/Offices 890m²

- Lobby
- Reception
- Shipyard Trust Offices
- Cinema/Auditorium
- Toilets

Workshop Area 795m²

- Workshop Reception
- CNC Workshop
- Workshop 1
- Workshop 2
- Workshop 3
- Workshop 4
- Storage
- Toilets



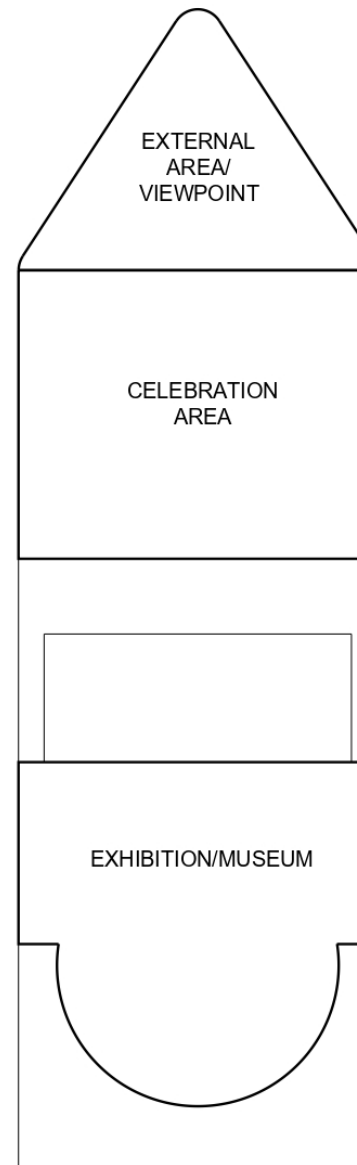
First Floor

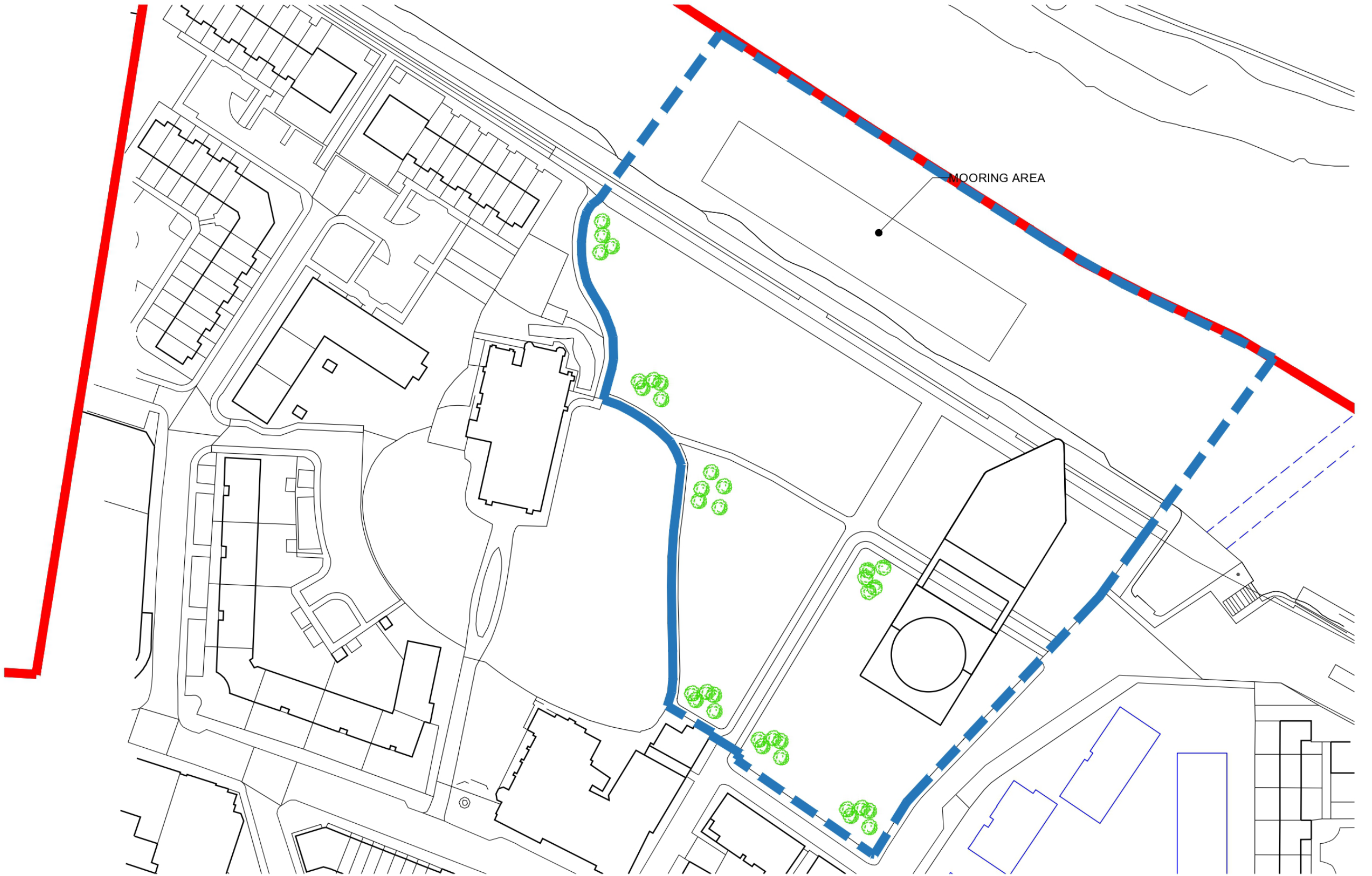
Celebration Area 630m²

Historical Boat models exhibition Area 625m²

External Area/Viewpoint 314m²

Total area: 3255m²



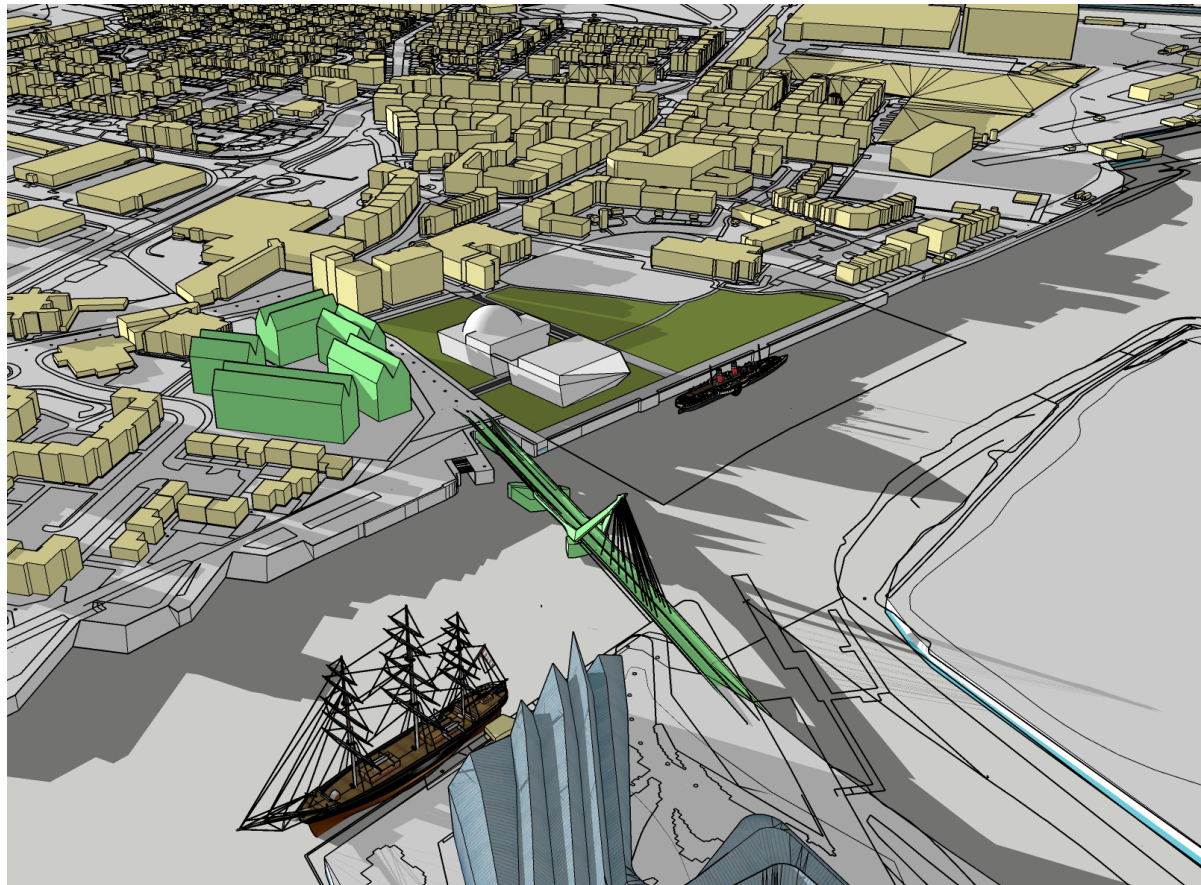
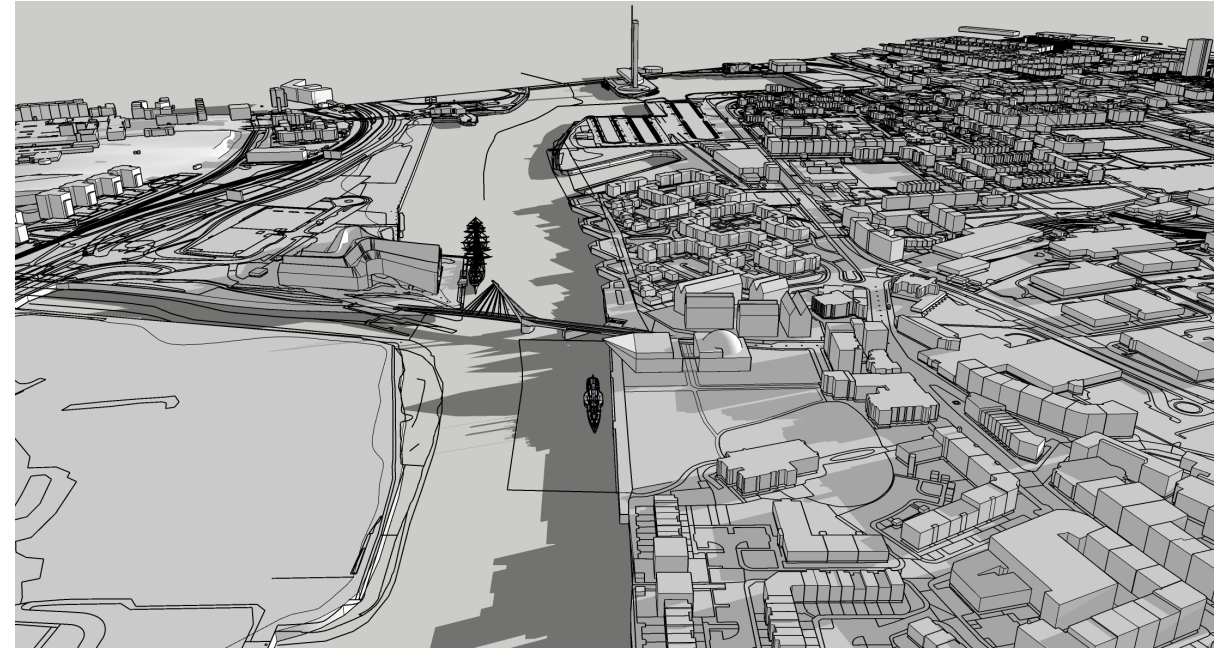
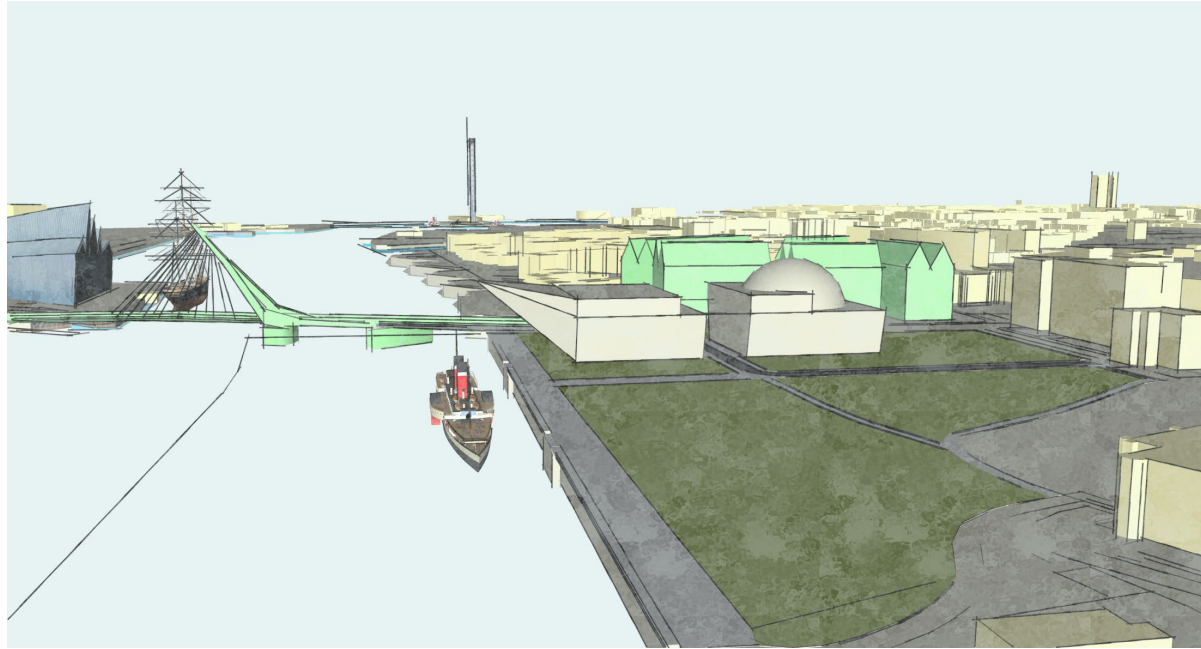


SITE PLAN



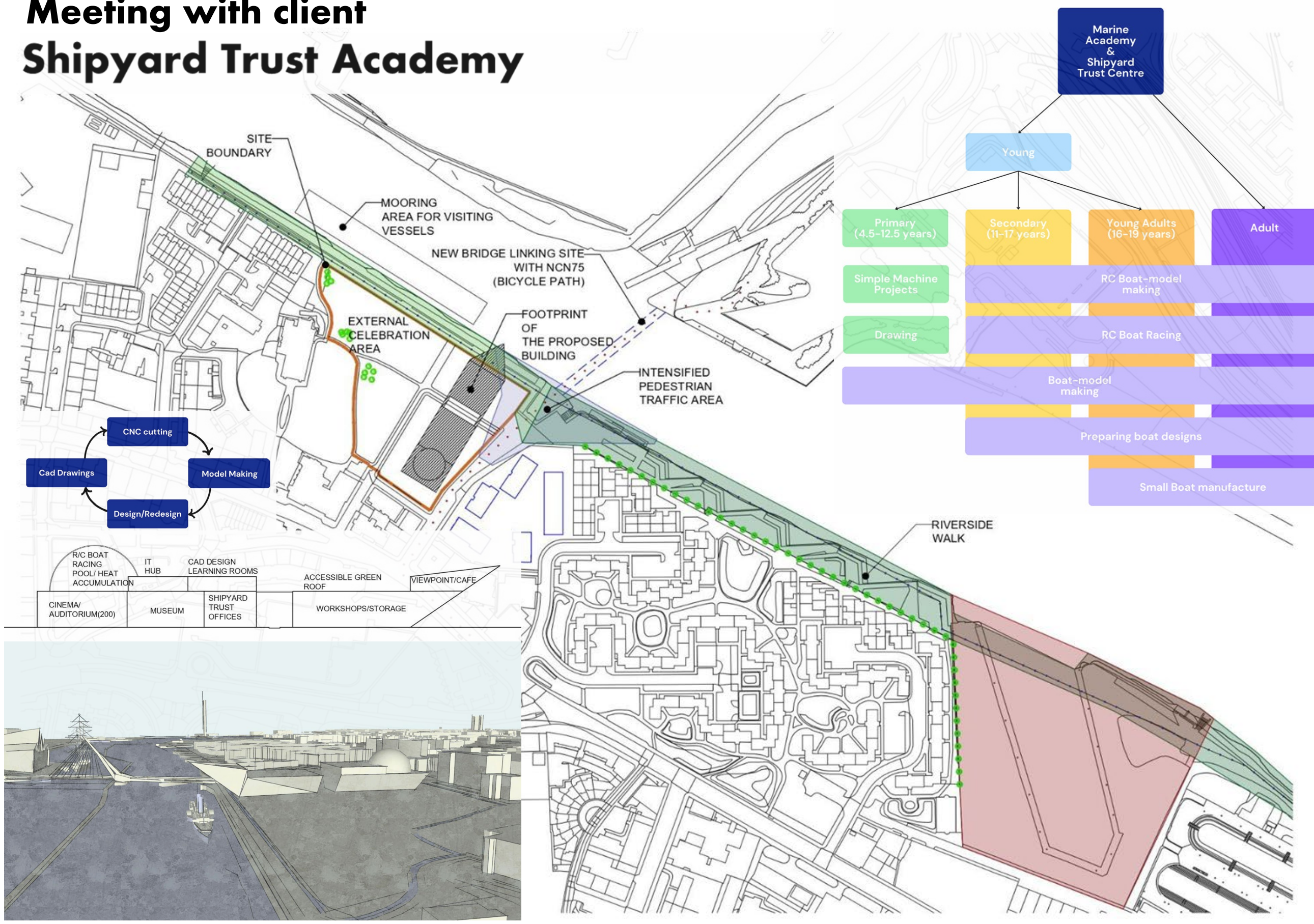
SCALE 1:1000

3d model



These 3d model views are showing relationships between proposed design and existing immediate context. Also structures which are under construction are shown in light green colour as they will have huge impact on the proposed idea.

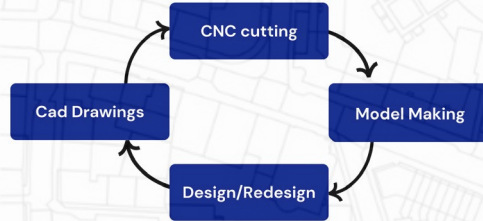
Meeting with client Shipyard Trust Academy



Marine Academy & Shipyard Trust Centre

Young

Primary (4.5-12.5 years)	Secondary (11-17 years)	Young Adults (16-19 years)	Adult
Simple Machine Projects		RC Boat-model making	
Drawing		RC Boat Racing	
		Boat-model making	
		Preparing boat designs	
			Small Boat manufacture



R/C BOAT RACING POOL/ HEAT ACCUMULATION	IT HUB	CAD DESIGN LEARNING ROOMS	ACCESSIBLE GREEN ROOF	VIEWPOINT/CAFE
CINEMA/ AUDITORIUM(200)	MUSEUM	SHIPYARD TRUST OFFICES	WORKSHOPS/STORAGE	

