



Addendum Relating to the Southern Gateway

ROYAL ORDNANCE BISHOPTON

PHASE ONE DESIGN CODE

10.0 Southern Gateway - Overview



10.1 Overview

- 10.1.1 Development Plots; C1, E1, E2, E4, H5
- 10.1.2 The entrance into the development from the south follows similar principles to the northern entrance. The hedge lined access road will be carefully integrated into the agricultural landscape with a rolling topography and large stands of deciduous trees planted to further integrate the roadway into the surrounding landscape.
- 10.1.3 The southern gateway contains a medium intensity of residential and commercial development reflecting the proximity to facilities and services in the village centre. A number of significant routes and spaces combined with the strength of the existing landscape have been used to form the framework for each area of development. The particular character and form of the existing landscape will have a major influence.

10.2 Residential development

- 10.2.1 The Design Code guidelines for the residential portion are identical to those highlighted within the northern gateway residential area and so those diagrams should be referred to when considering detailed design solutions for H5 (mainly family housing) and to a degree E4 (housing to meet the needs of a range of households, referred to from now on in this Design Code as diversified housing).
- 10.2.2 This is a location for a mix of house types and tenure, creating opportunities to meet the needs of different households.
- 10.2.3 House builders will be required to properly consider the creation of successful streets in line with Designing Streets policy. Where there is an interface between housing, open space, roads and footways unrelieved lengths of high fencing will not be permitted. There shall be a general ambition to front housing towards open space, roads, pedestrian routes and the like. Where housing occupies a corner position in the street a dual fronted approach is needed.

10.3 Business and Commercial development

- 10.3.1 The employment and commercial zone falls in the south western sector of the area. It is the location for large scale enterprise of a type which cannot be accommodated in the mixed use central core.
- 10.3.2 The layout of buildings and interstitial spaces within Plots C1, E1 and E2 has been informed by a range of factors including points of access, permeability, landscape structure, car parking and servicing.

10.0 Southern Gateway - Overview



10.3.3 The overall aim is to create a clear public realm environment in this part of the development where people can navigate around in a confident and safe way. This is facilitated through the use of perimeter employment blocks with frontage towards main movement routes and car parking / servicing grouped within the core of each block.

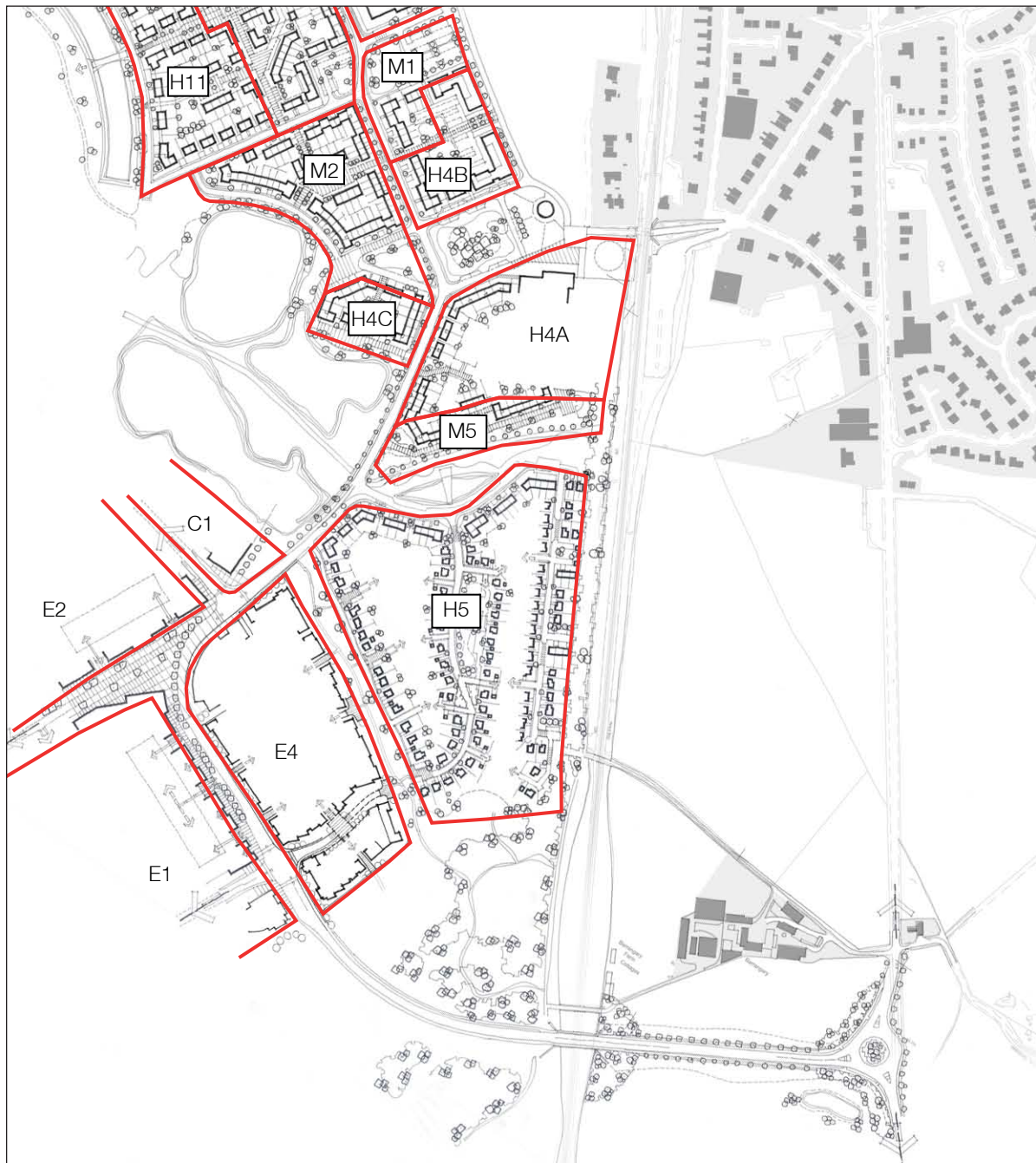
10.3.4 Where building frontage will address streets or public realm there is a need for elevational treatment and landscape treatment which enhances the place. Main entrances to buildings should be located on these principal elevations in order to give vitality to the street or public space. Building design will bring interest and identity to the key southern access corridor. In addition, the character of the corridor will be strengthened by a quality of landscape treatment which is commensurate with its status as a main threshold to the development.



10.3.5 The employment and commercial buildings where they are predominantly offices will be two or three storeys in height. The higher components of buildings will be used at key points such as corners or at thresholds. There are opportunities for larger floor plate industrial, process or logistics buildings. These should be positioned at locations where they do not detract from the quality of principal streets or the setting of public spaces.

10.3.6 The use of reasonably continuous frontage along the edge of perimeter blocks will serve to screen parking and servicing areas. These functions will be mainly at the rear of buildings, not within the environment of streets and public spaces. This is particularly important along the southern access road corridor as it serves as the principal route into the development as a whole.

10.3.7 The fulcrum of the employment and commercial area is at the intersection of routes – at the point where the southern access road meets the road leading to the village centre. This is a particularly important nodal point for the development as a whole. The area of public realm is widened to celebrate its status as a major threshold. Buildings will address this high quality public realm. Before this point employment related traffic will have been diverted into the employment zones to the west. Pedestrian movement along the west east axis will need to be given priority in the detailed design of the junction as this is a key movement corridor from the village centre to the employment zone and, beyond, to Dargavel House and the community woodland park.



10.4 Overview of Development Plots

- 10.4.1 The Southern Gateway contains five development plots in total, four employment / commercial plots and two residential plots.
- 10.4.2 Each of the plots can be defined by their position in relation to the principal southern access road and to the topographical context of the surrounding landscape.
- 10.4.3 The diagram opposite sets out the position of each development plot in the context of the Southern Gateway character area. Each of the plots can be defined as follows.
- 10.4.4 Plot H5 is a residential development plot and lies to the east of the development site. The plot rises in elevation to the south overlooking the Village Centre to the north. The plot has boundaries on the east to a tree planted edge and rail line and to the west onto Craigton Park.
- 10.4.5 Plot E4 is a location for a diverse range of house types which will meet the needs of particular households and age groups. This could include specialist housing for older age groups, perhaps by way of a purpose built nursing or rest home for the elderly. A building of appropriate mass and detailing is needed to form an edge to Dargavel Square. At the opposing end of this plot the building will define the threshold to the development as a whole.
- 10.4.6 Employment Plots E1 and E2 provide a gateway into the development site forming key frontages onto the southern access road and defining the route west to Dargavel House and the country park.
- 10.4.7 Development Plot C1 is a key point within the Dargavel Square defining a frontage onto the square and providing an interface to the Village Centre to the north.

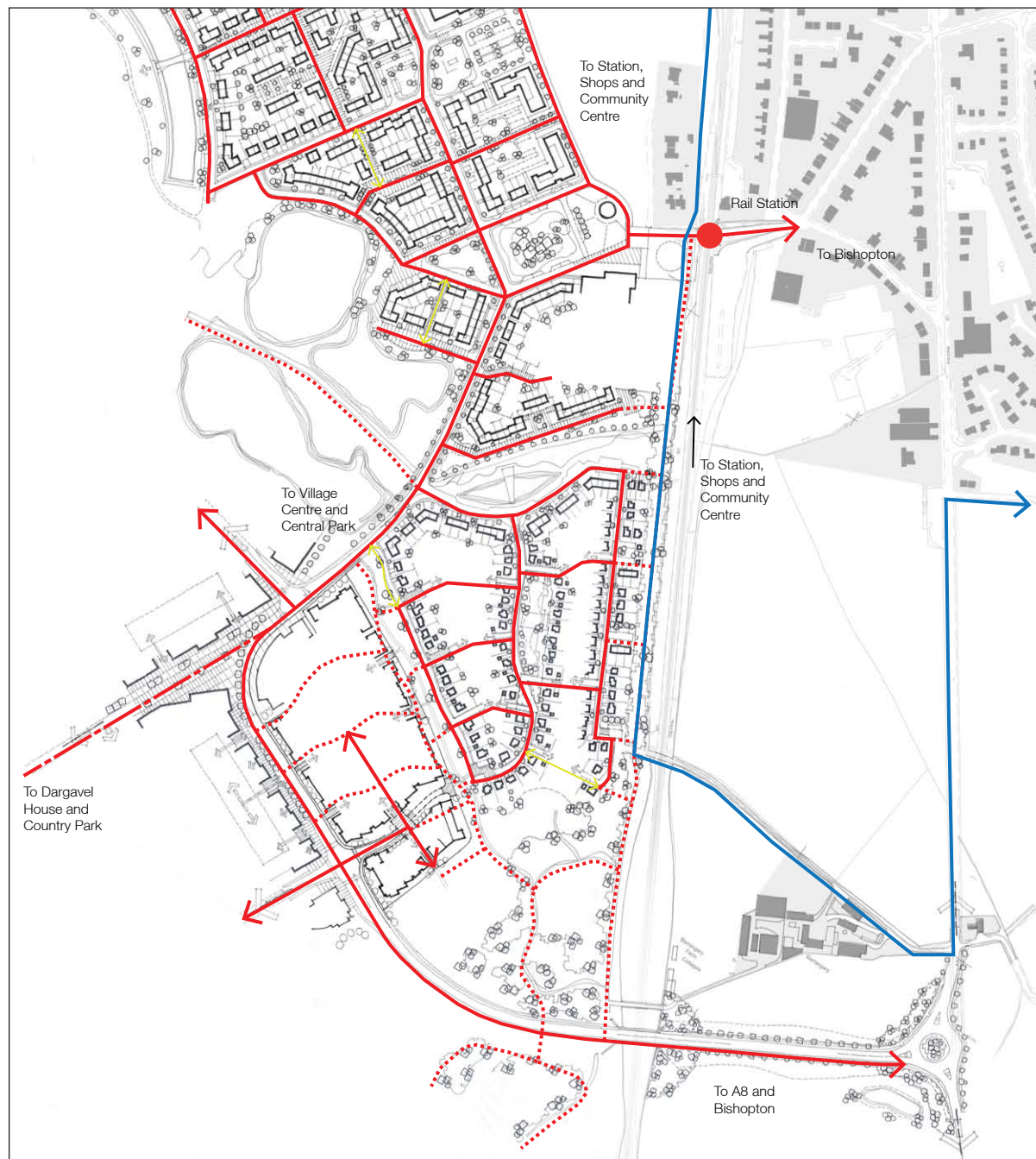
9.0 Southern Gateway - Routes & Linkages



10.5 Routes and Linkages

- 10.5.1 There is a wide ranging route network throughout the Southern Gateway with a diverse number of pedestrian and cycle routes that link into the development to the north and the future country park to the west.
- 10.5.2 The primary route through the Southern Gateway is the southern access road which will provide an important gateway into the development.
- 10.5.3 This route provides pedestrian, cycle and vehicular access into the development site from the A8 over the rail line.
- 10.5.4 The southern access road has a number of nodal points and key junctions along its length that integrate with the wider movement network and provide access into employment plots.

- 10.5.5 A number of secondary routes have been designed to provide access into the rest of the development with integrated pedestrian and cycle links through park landscapes and connecting into the Bishopton Core Footpaths.
- 10.5.6 The pedestrian and cycle routes have been designed to have a distinct character relating to the surrounding landscape. These provide a clear network of routes to and from Bishopton Station and the facilities in this vicinity.



Southern Gateway - Routes and Linkages

Vehicular, Pedestrian and Cycle Routes



Urban Lanes



Pedestrian and Cycle Routes



Bishopston Core Footpaths



9.0 Southern Gateway - Frontages, Spaces, Buildings



10.6 Frontages, Spaces, Buildings

- 10.6.1 There is one key centre at the Southern Gateway at Dargavel Square located at the north end of the southern access road. (Refer to diagram opposite)
- 10.6.2 The square is an important nodal point within the overall development and defines the entrance into the site from the south with employment and residential buildings set around an urban square.
- 10.6.3 Building heights should be increased at the interface with the square with landmark buildings providing a focus to the space.
- 10.6.4 Overall building heights should vary from single storey cottages to a maximum of 4 storeys.
- 10.6.5 Within the Southern Gateway there is a primary focus on the route from the entrance into the site towards the Village Centre.
- 10.6.6 Building frontages along this route should be developed to emphasise the importance of it as a gateway into the development and the Village Centre to the north.
- 10.6.7 A network of secondary centres provide a focus for the surrounding residential and commercial development plots.
- 10.6.8 These centres are focussed on key junction interfaces with development Plots E1 and E4 and at the residential interface at Plot H5.
- 10.6.9 The key landscape space within the southern gateway runs from the high ground to the south alongside the residential development to the important landscape elements of Craigton Burn and the SUDs water body at the north of Plot H5
- 10.6.10 A significant role of the public realm within the Southern Gateway is to emphasise the link between the Village Centre, the historic approach to Dargavel House, the future country park and the parkland landscape to the north and west.



Southern Gateway - Frontages, Spaces and Buildings

Key Development Spaces



Key Landscape Spaces



Key Frontages



Key Buildings

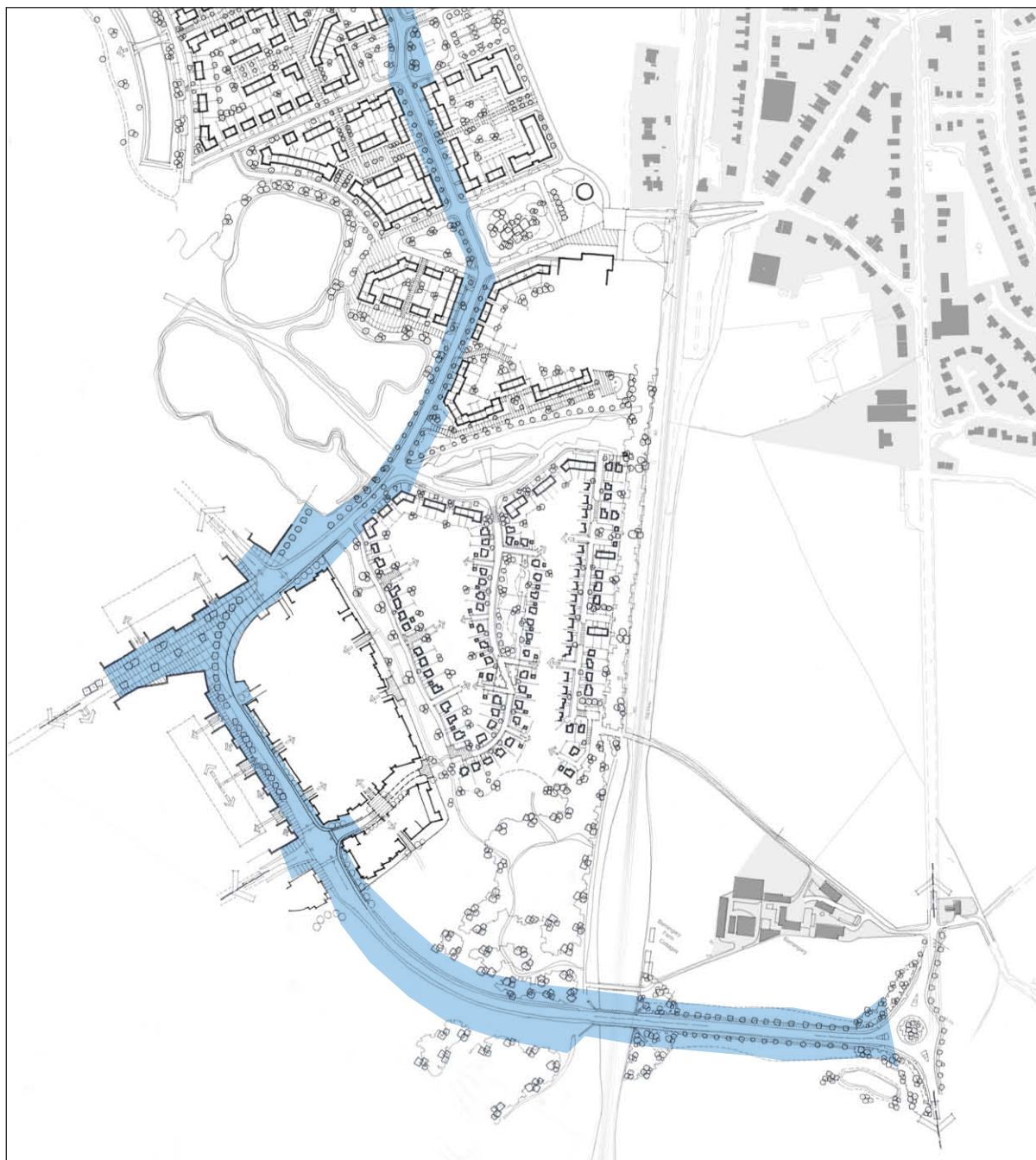


9.0 Southern Gateway - Southern Access Road



10.7 Overview

- 10.7.1 The southern access road provides a primary link into the development.
- 10.7.2 The route gives access from the A8 into the employment areas in the south and west and to the Village Centre to the north.
- 10.7.3 The route passes through agricultural land from the A8 junction and has been designed to be integrated into the rolling landforms.
- 10.7.4 The route crosses the rail line passing through woodland before changing in character to provide a gateway into the development with key frontages and nodal points.
- 10.7.5 The route provides access into individual plots, the wider pedestrian and cycle network and the Village Centre and residential areas to the north.

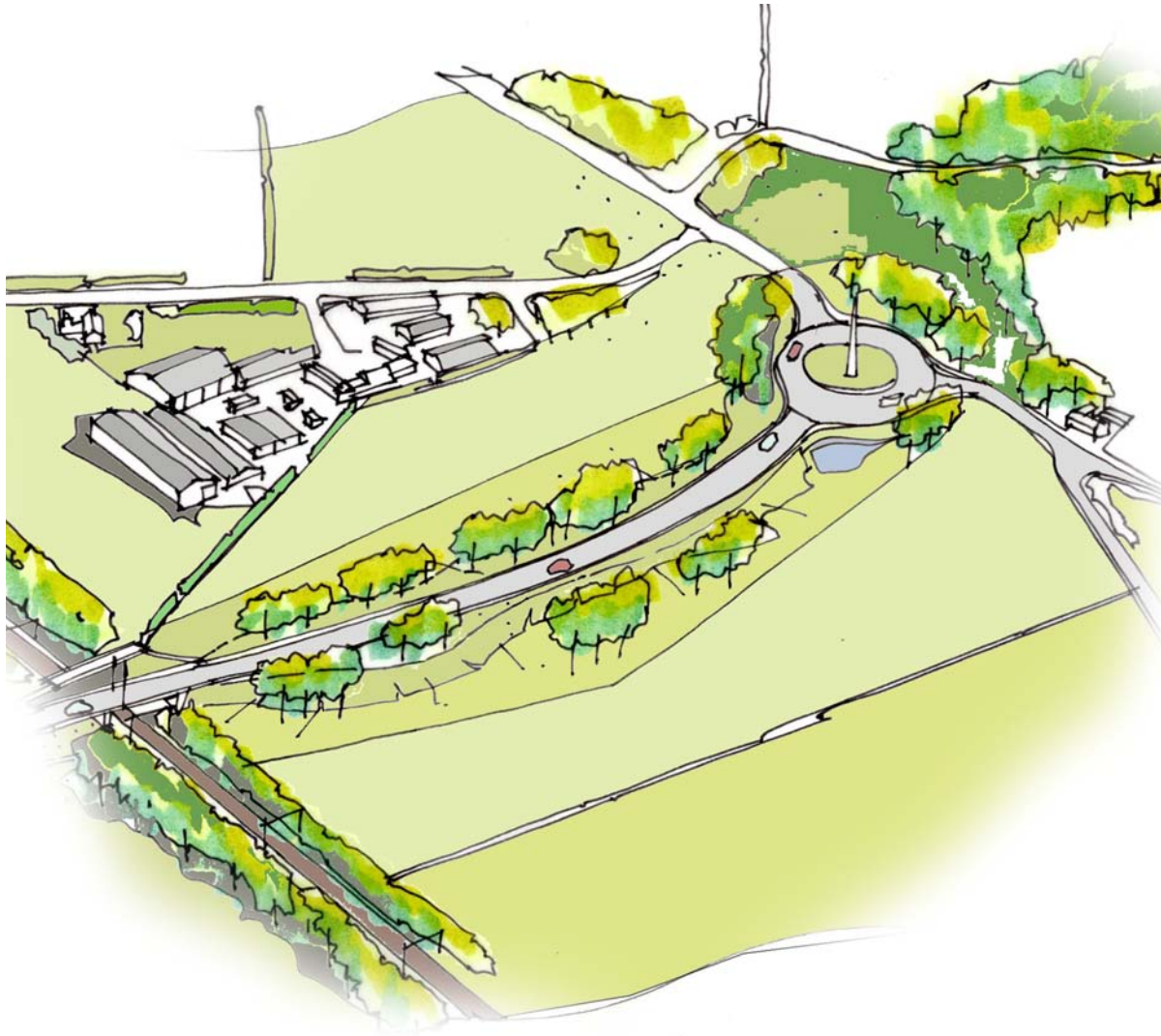


Southern Gateway - Southern Access Road

Southern Access Road



10.0 Southern Gateway - Southern Access Road



10.8 Southern Access Road

- 10.8.1 The primary approach from the south provides access to the A8 and M8 motorway. The road rises from the A8 to cross the Glasgow/Wemyss bay railway line and enters the development site between a gateway of signature business and residential buildings (Plots E1 & E4), within a setting that also reveals the residential development beyond. In this manner the mixed use nature of the new 'place' is revealed.
- 10.8.2 The initial extent of road is on embankment from the A8 junction. The embankment has been integrated within the surrounding agricultural landscape with gradients to reflect the rolling form of the land.
- 10.8.3 After crossing the rail line a significant junction is encountered which gives access to the employment uses at Plot E1. The junction and adjacent buildings are configured in the manner of a 'front door', setting the standard for the quality of this development.
- 10.8.4 The junction is 'mastered' by the buildings, which predominate visually. The junction also serves to separate business traffic from residential traffic as early as possible.
- 10.8.5 The road passes through the significant 'south node' or square where business park amenities are to be clustered creating activity and a distinctive character. Uses with a public and active frontage are proposed in this location, such as hotel, hotel bar, restaurant and business park amenities buildings.

10.0 Southern Gateway - Southern Access Road



10.9 Landscape and Levels

- 10.9.1 The carriageway for the road is on embankment for the route to the rail bridge. The landscape has been designed to integrate the road with the rolling landscape of the surrounding fields.
- 10.9.2 The proposed hedgerows will be planted on the edge of the movement corridor allowing the farmland to be reinstated once the road has been completed minimising the need for redundant landscape embankment along its length.
- 10.9.3 Beyond the railway the existing mixed woodland will be extended and enhanced to add to the character of the southern gateway.

10.10 Tree planting and hedgerows

- 10.10.1 The planting strategy for the access road has been designed to integrate with the surrounding landscape.
- 10.10.2 Stands of deciduous trees have been positioned and road side hedges have been designed to match the native hedges that follow the A8 and surrounding country lanes.
- 10.10.3 The mixed woodland within the development site has been designed to reflect the character of the site and integrate the road into the surrounding native landscape.

10.0 Southern Gateway - Southern Access Road

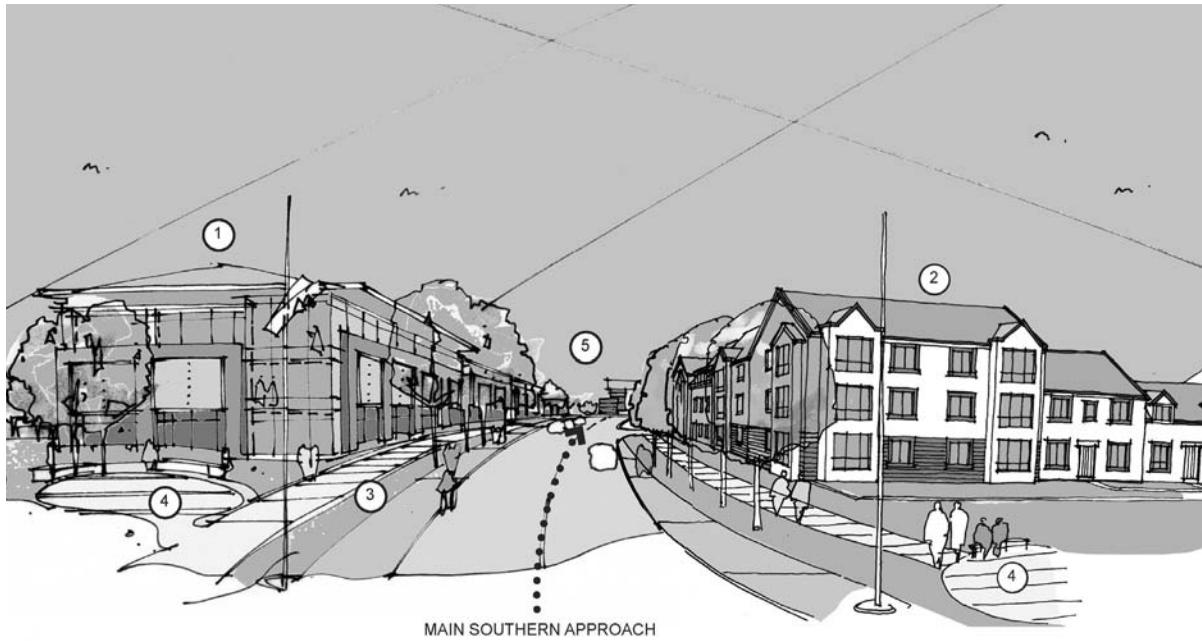


Proposed view of the southern access road approach to Dargavel Square

10.11 Southern Gateway Approach

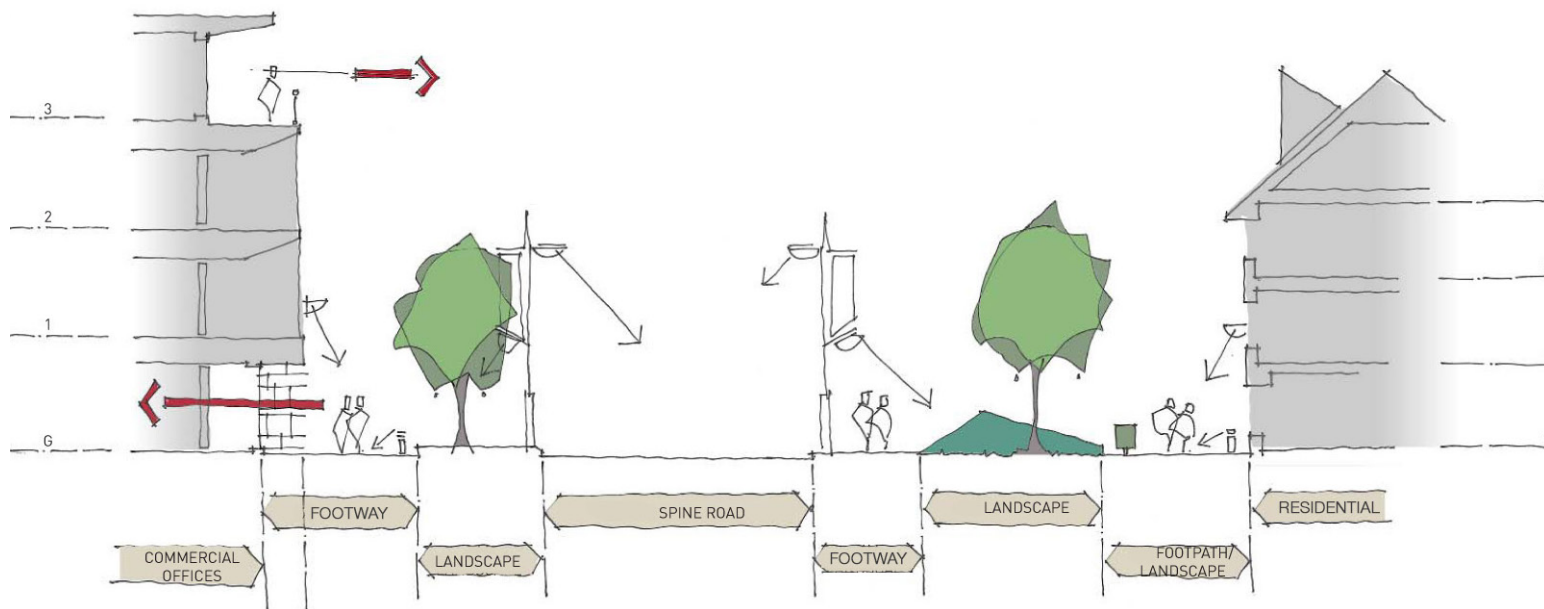
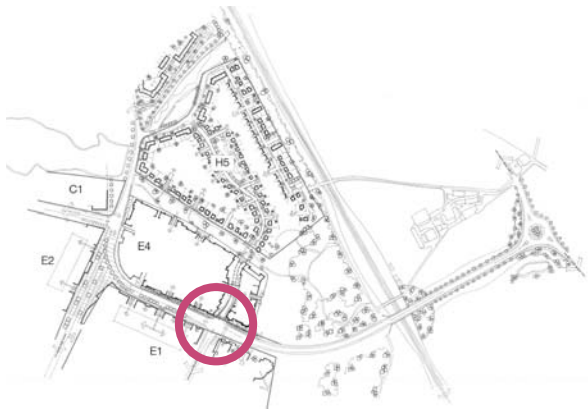
- 10.11.1 The approach into the nodal point at Dargavel Square is defined by the employment buildings along the southern edge of the main access road and the residential buildings along the northern edge together with formal street tree planting that will line the street.
- 10.11.2 The annotated sketches on these pages illustrate the key concepts for the streetscape and frontages proposed on the approach into Dargavel Square.

10.0 Southern Gateway - Southern Access Road



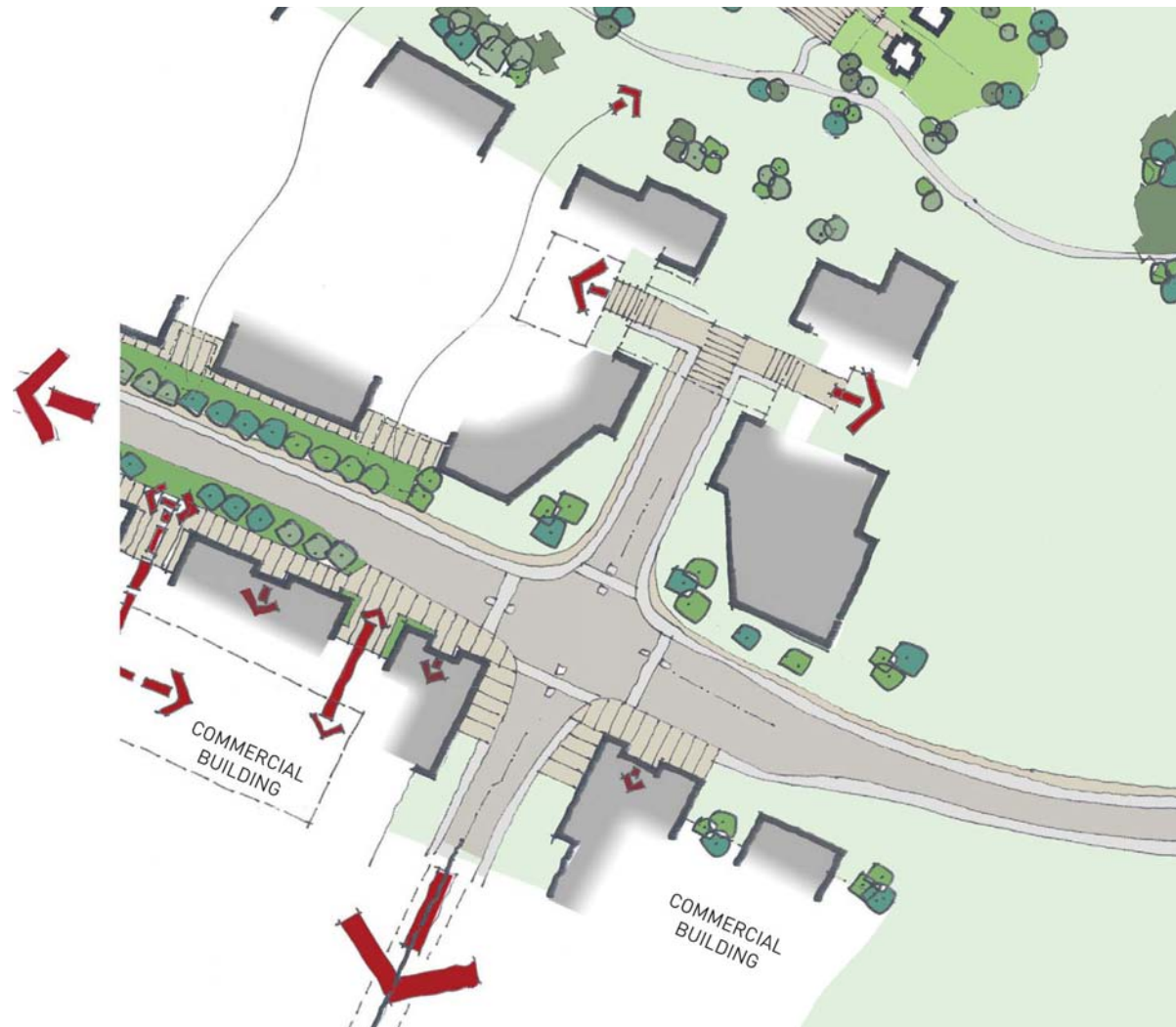
1. Gateway business unit with enhanced gable features to create distinctive entrance to development.
2. Gateway building as part of the diversified housing on Plot E4.
3. Landscaped verges to main road subject to further design and liaison with Local Authority
4. Active landscape to business frontages, including building entrances and access points.
5. Vista towards Dargavel Square.

10.0 Southern Gateway - Southern Access Road



Section: South Access Road streetscape

10.0 Southern Gateway - Southern Access Road

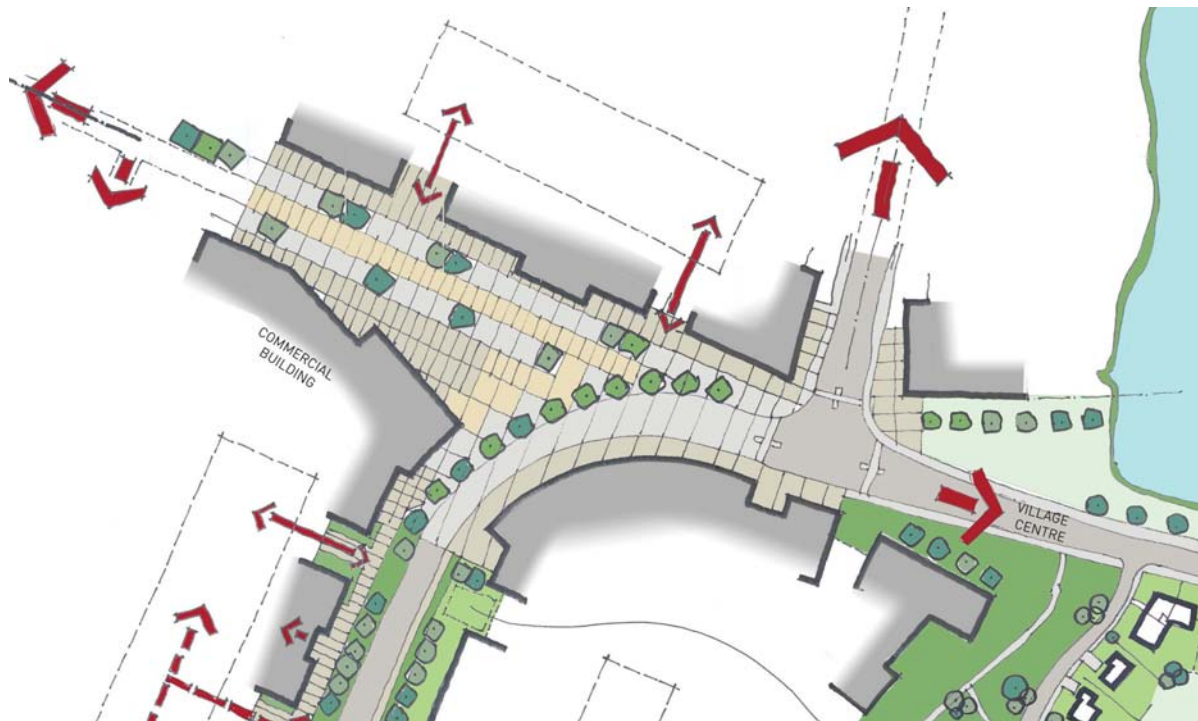
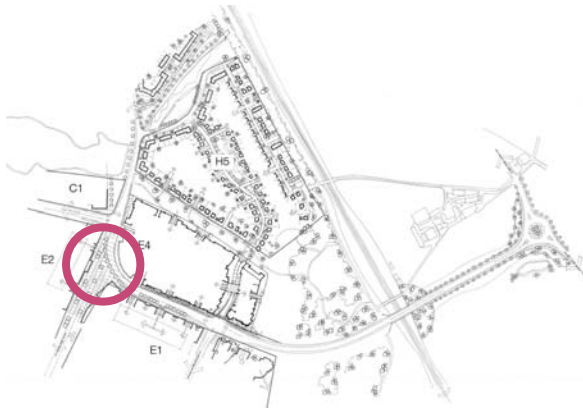


E1 - E4 Gateway junction

- 10.11.3 The junction that leads into development Plots E4 and E1 is at a key gateway of building frontages and streetscapes on the approach towards Dargavel Square.
- 10.11.4 Buildings should be set close to the roadway creating a defined streetscape enhanced with formal boulevard tree planting and pedestrian/ cycle routes.
- 10.11.5 Buildings should increase in scale at key junctions to give a variation of scale within the street and on the approach to Dargavel Square.
- 10.11.6 Development plots should face onto public park spaces providing clear passive surveillance and activation of the groundplane.
- 10.11.7 At this junction car parking areas should be set back behind buildings away from the street frontage and public park spaces.

Plan diagram: Detail plan of streetscape guidelines for South Access Road

10.0 Southern Gateway - Dargavel Square + Central Ponds



Dargavel Square and the links into the Village

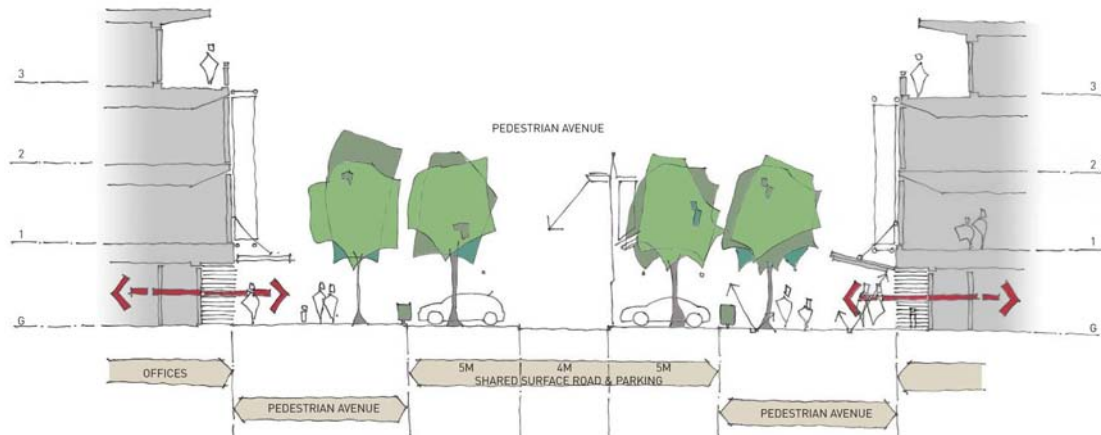
10.12 Dargavel Square

- 10.12.1 Dargavel Square is the key nodal point to the southern access road. The square lies at the meeting point of the entrance into the core of the village and the access to Dargavel House and the country park beyond.
- 10.12.2 The space incorporates the southern access road, key junctions and public realm with commercial frontages and access to the Central Ponds
- 10.12.3 It will be designed to incorporate routes for vehicles and pedestrians/cyclists.
- 10.12.4 Shared surfacing on minor routes and the public realm with a clear structure of tree planting and street lighting will be used to define the extents of the public space.

10.13 Routes

- 10.13.1 A number of key vehicular and pedestrian routes pass through the square and link to the Village Centre and Central Ponds beyond. Within the space each route will be identified through the use of materials allowing the integrity of the space to be retained.
- 10.13.2 The primary southern access road carriageway will be integrated into the public realm. Traffic barriers and islands will be restricted. Wide pedestrian routes will be provided.
- 10.13.3 The pedestrian and cycle route from the village to Dargavel House will be emphasised and given increased significance within the space.
- 10.13.4 A restricted vehicular route will provide access to Dargavel House from the space.

10.0 Southern Gateway - Dargavel Square + Central Ponds

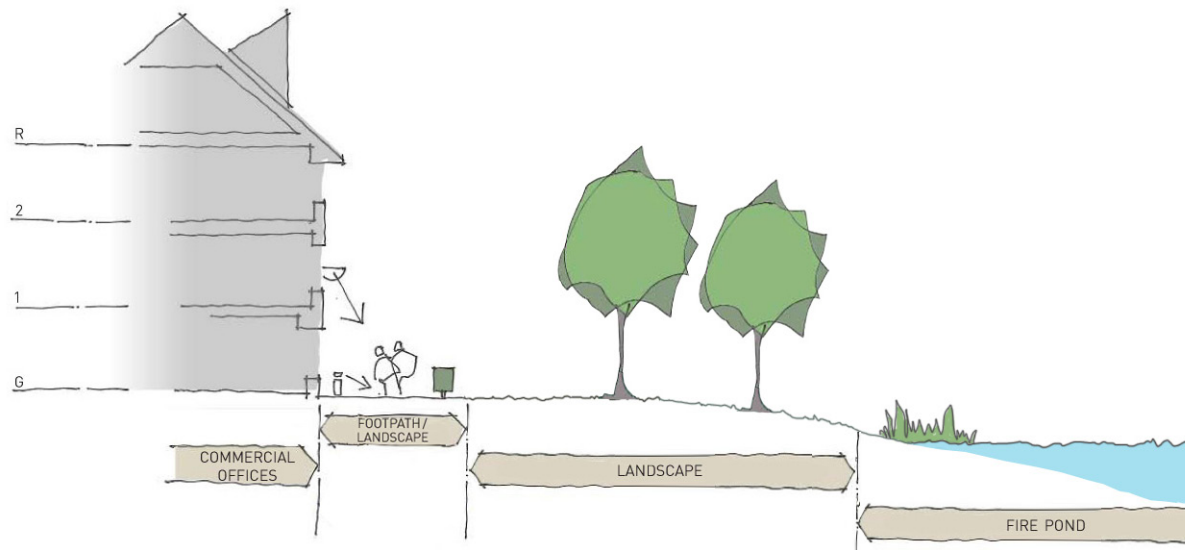
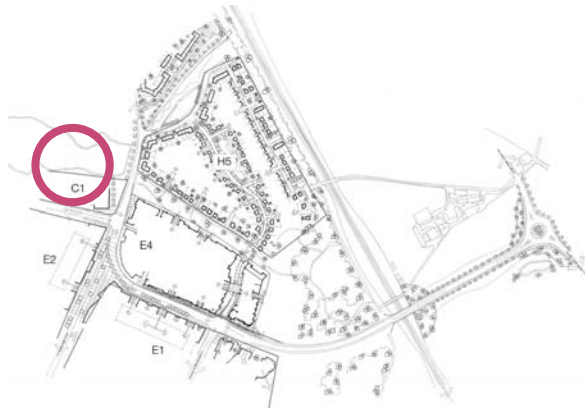


Section: Pedestrian / Cycle shared surface route to Dargavel House

10.13.5 The annotated sketch and section on the left illustrates the key concepts and streetscape guidelines proposed around Dargavel Square:

1. Main pedestrian space activated by hotel/ office entrance and business amenity building uses.
2. Possible hotel providing conference and leisure facilities in support of business park.
3. Hotel parking/parking entrance.
4. Waterside pub/restaurant.
5. Possible specialist accommodation for the elderly.
6. Boulevard of trees on route to parkland/ Dargavel House retained.
7. Local parking fitted in between trees around existing road alignment.
8. Business Park pavilions with strong frontage to southern access road.
9. Reasonably continuous frontage of residential buildings along the north edge of the southern access road.
10. Housing at Plot E4 to address the neighbouring parkland.
11. Craigton Park.
12. Residential development overlooks parkland.
13. Business Park parking set back behind pavilions to allow road frontage to be defined by landscape and buildings
14. Route to Parkland/Dargavel House.
15. Route to Village Centre.
16. Route to further business development, central green amenity space and northern residential developments.

10.0 Southern Gateway - Dargavel Square + Central Ponds



10.14 Spaces

- 10.14.1 The principal aim for the square and the surrounding spaces and links is to provide a gateway into the overall development.
- 10.14.2 Each of the vehicular and pedestrian routes will be combined and integrated into an overall area of public realm defined by building frontages and structure tree planting.
- 10.14.3 The spaces and routes will have the feel of a pedestrian priority environment with the road geometry played down as much as possible within it.
- 10.14.4 All commercial plots should have active frontages onto public spaces and public park spaces.
- 10.14.5 Materials will be an important consideration within the spaces with the use of high quality products. Natural stone paving could be used to emphasise the importance of the space.

10.15 Landscape + Ecology

- 10.15.1 Dargavel Square is a key node with links to the Central Ponds and extensive areas of important landscape space.
- 10.15.2 The square will be designed with formal tree planting extending to the historic avenue leading to Dargavel House.

Links from Dargavel Square provide routes and frontages onto the Central Ponds

10.0 Southern Gateway - Residential Area



10.16 Overview

- 10.16.1 The residential development Plot H5 will be fully integrated into the development masterplan through a comprehensive network of routes and a defining character associated with the surrounding landscape.
- 10.16.2 All roads will be designed as local roads, streets or urban lanes with active frontages.
- 10.16.3 Housing should be designed to front onto public spaces and routes providing clear passive surveillance of the surrounding area.
- 10.16.4 The residential development has a number of key entrances and nodal points that form the interface with smaller scale streets and public spaces.
- 10.16.5 A number of the guidelines established in the Northern Gateway chapter should be followed in relation to the streetscapes and buildings within development Plot H5.
- 10.16.6 These guidelines include the activation of streetscapes through a defined hierarchy of architecture, with a primary focus on the pond and park spaces that surround the development plot.
- 10.16.7 Car parking and garaging solutions should be considered in relation to the street and clear permeability through the residential area should be created.
- 10.16.8 The following pages set out a number of key boundary treatments for the residential development within plot H5.

10.0 Southern Gateway - Residential Area

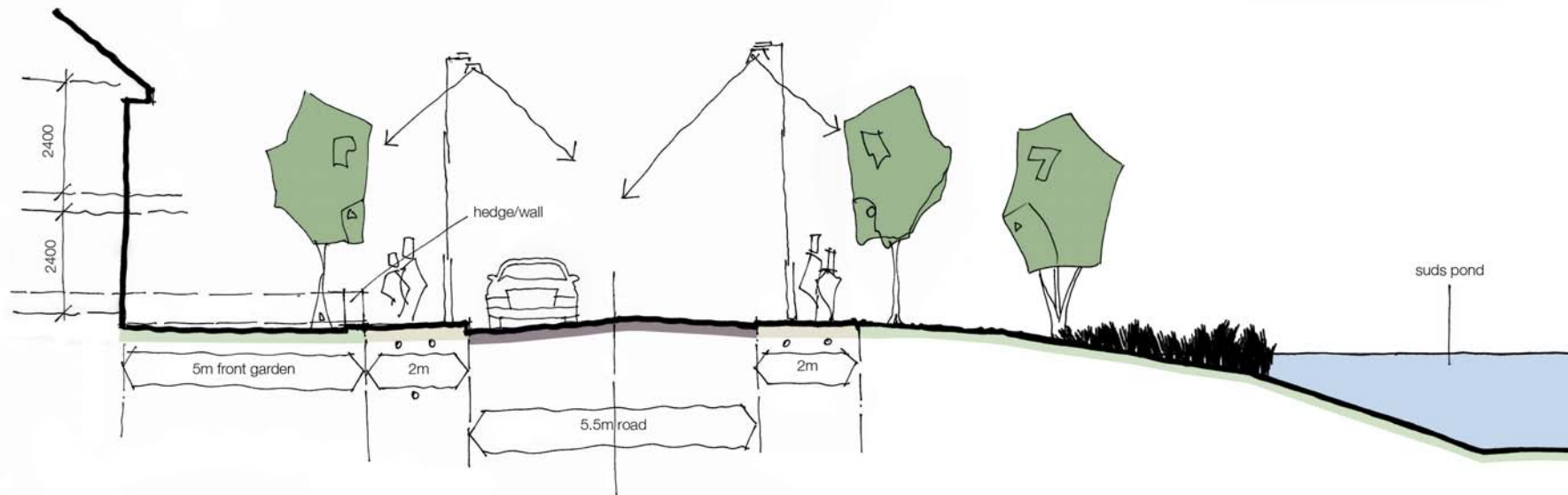
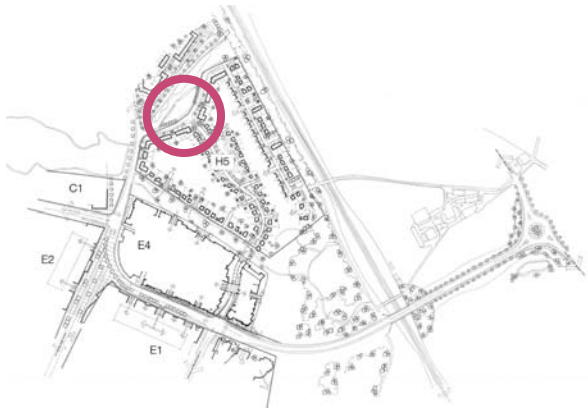


10.17 Residential streets overlooking public space

- 10.17.1 Residential units should face onto the open space associated with the SUDS pond and Craigton Burn corridor.
- 10.17.2 Front garden boundaries should be designed as walls or hedges with tree planting included within gardens providing clear passive surveillance of the public space to the north.
- 10.17.3 The local road access and a number of urban lane links will provide clear vehicular and pedestrian routes with on-road cycle routes that link into the surrounding movement network.
- 10.17.4 Native tree and marginal aquatic planting will be used to create a diverse ecological environment and setting for the residential gardens.

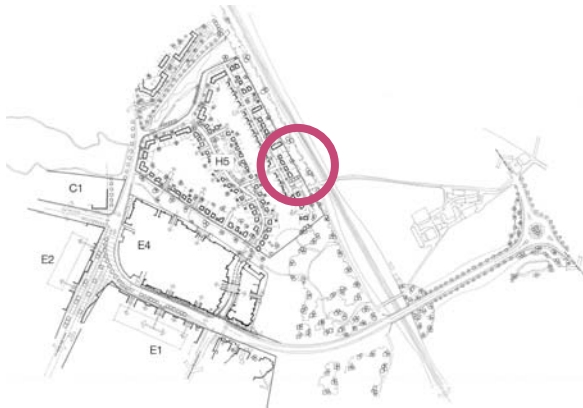


10.0 Southern Gateway - Residential Area



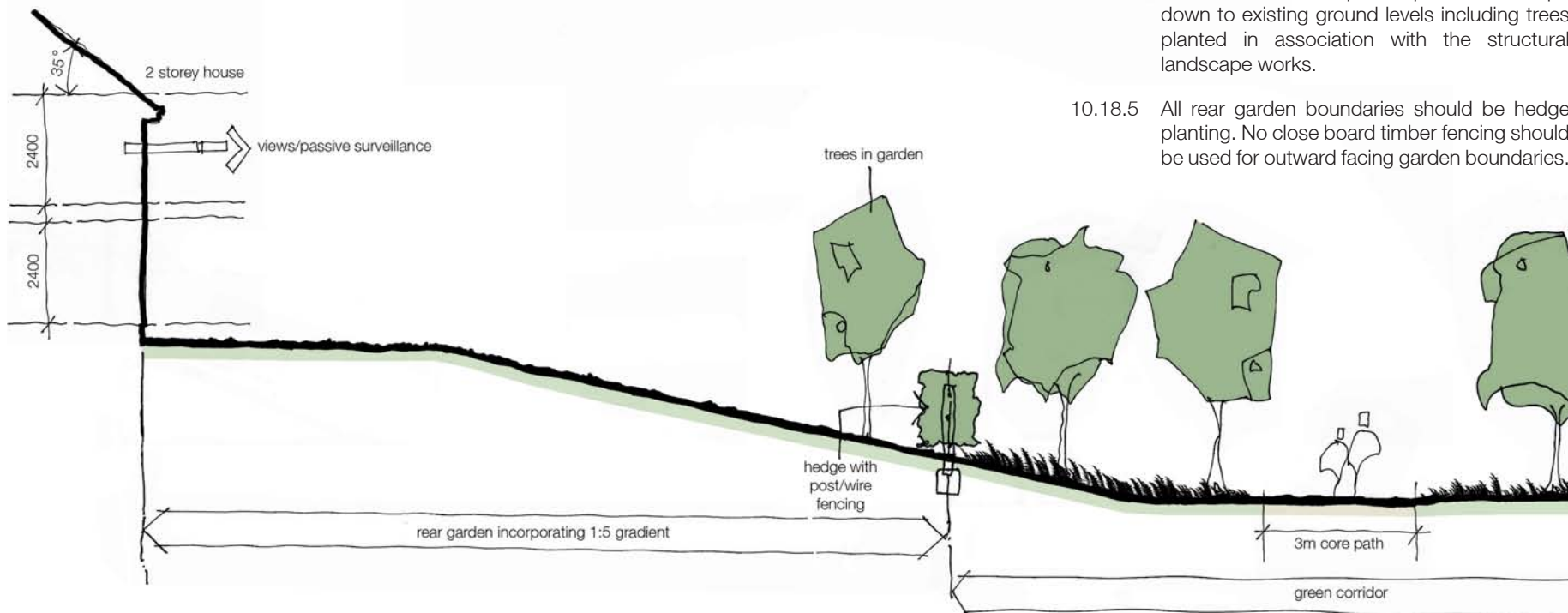
Section: Residential frontage onto Criagton Burn and SUDS pond

10.0 Southern Gateway - Shared Surface Streets + Courtyards

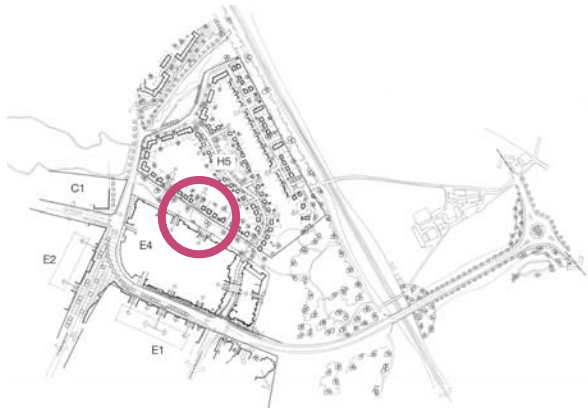


10.18 Residential interface with structural landscape and Core Footpaths

- 10.18.1 The structural landscape boundary to the east of Plot H5 integrates a connection into the Bishopton Core Footpath leading to the rail station.
- 10.18.2 Corner plots should provide an active elevation onto the core footpath corridor as well as the adjacent street.
- 10.18.3 Rear and side facing gardens will provide visual surveillance of the footpath with views out to the east of Bishopton.
- 10.18.4 Back gardens located on the east boundary of Plot H5 will incorporate part of the slope down to existing ground levels including trees planted in association with the structural landscape works.
- 10.18.5 All rear garden boundaries should be hedge planting. No close board timber fencing should be used for outward facing garden boundaries.

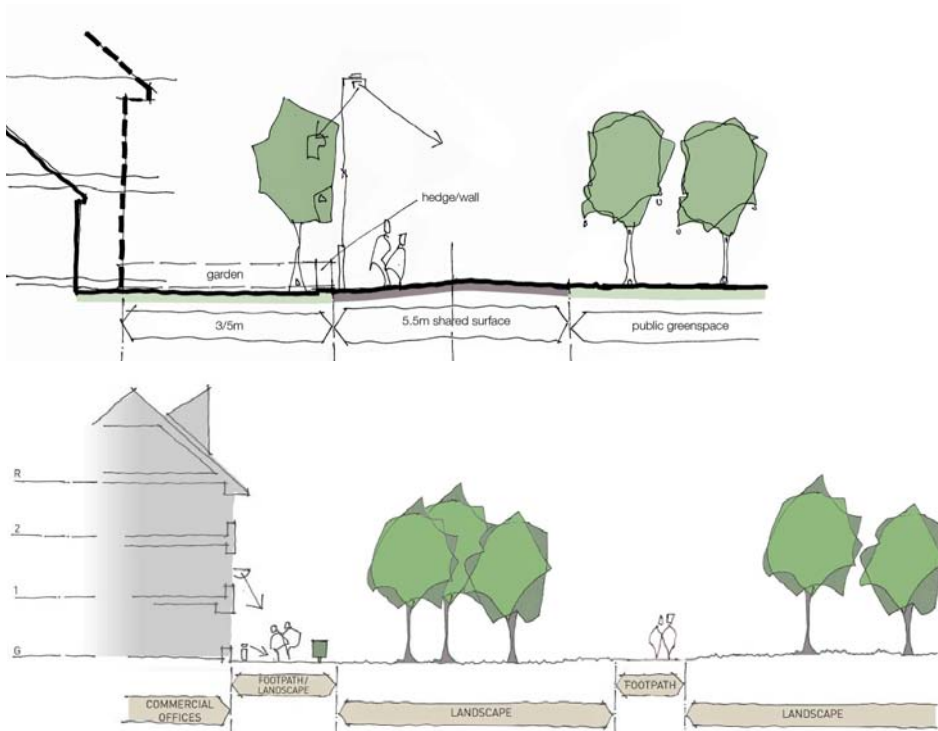


10.0 Southern Gateway - Shared Surface Streets + Courtyards



10.19 Streetscape interface with Craigton Park

- 10.19.1 The west boundary of Plot H5 should provide clear passive surveillance of the park space.
- 10.19.2 Front gardens should be designed to integrate with a shared surface informal lane that forms the boundary to the plot allowing activation of the park edge.
- 10.19.3 The park space to the west will provide a network of pedestrian and cycle links to the north and south.



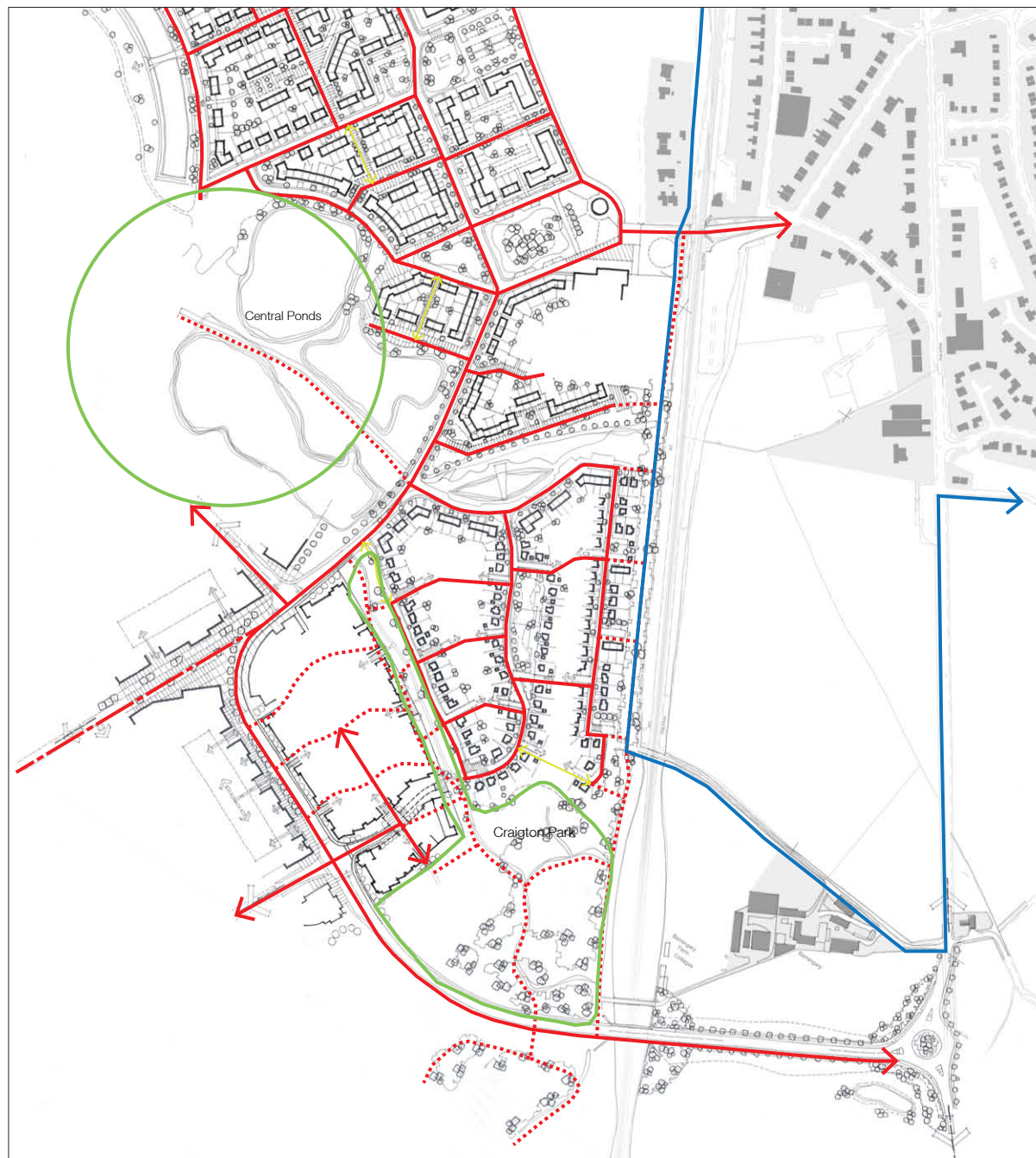
Sections: Residential frontage onto Craigton Park (top) Commercial frontage onto Craigton Park (bottom)

10.0 Southern Gateway - Parks & Recreation



10.20 Overview

- 10.20.1 The landscape surrounding the development plots within the Southern Gateway provides an important setting.
- 10.20.2 There is a large area of landscape space that provides a recreational resource for this part of the development through woodland walks, and naturalistic landscapes.
- 10.20.3 Craigton Park is a key space that surrounds the south and west boundaries of development Plots H5 and E4.
- 10.20.4 The park provides amenity space as well as clear pedestrian and cycle links to the Village Centre and to the future country park to the west.
- 10.20.5 There are a number of additional play and amenity spaces located within the area with the wider Central Park landscape located to the north.
- 10.20.6 The following pages set out the extent of play and amenity spaces within the Southern Gateway including guidelines for their location and design.



Southern Gateway - Parks and Recreation

Vehicular, Pedestrian and Cycle Routes



LAPS



LEAPS



Key Landscape Spaces



10.0 Southern Gateway - Parks & Recreation



10.21 In Plot - LAPS

- 10.21.1 Recreation space should be provided within the residential development Plot H5 with the provision of a Local Area for Play (LAP)
- 10.21.2 LAP spaces should be positioned centrally with residential units overlooking the spaces providing good quality passive surveillance.
- 10.21.3 The LAP space should be easily accessible with clear links from all parts of the development plot and from the wider development.
- 10.21.4 The design of the LAP space should relate to the character of the surrounding residential area and the surrounding landscape of the development site with strong natural forms and a diverse native planting palette.

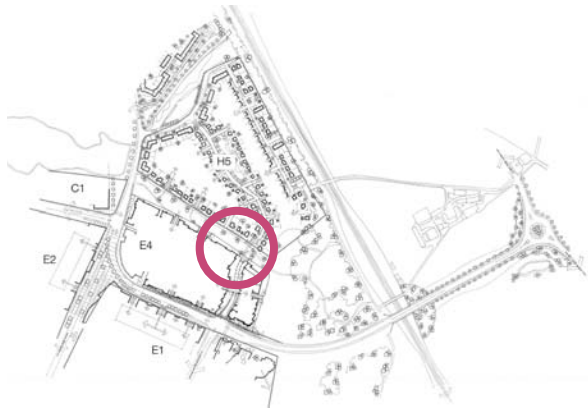


10.22 Parks and Recreation

- 10.22.1 There is a wide range of landscape spaces within the Southern Gateway that provide for a range of users from the employment areas and residential developments.
- 10.22.2 The principal spaces within the Southern Gateway are Craigton Park and the native woodland to the south, Craigton Burn water course and a SUDS pond and the formal Dargavel Square.
- 10.22.3 Craigton Park provides a landscape link between the woodland to the south of the area and the wider Central Park landscape to the north. Within the park a number of recreational pedestrian and cycle links form a network of routes between development plots.
- 10.22.4 A key part of the pedestrian network is the link into the Bishopton Core Footpath that runs along the east boundary of the development.

- 10.22.5 This route will provide an efficient connection to the rail station in the north and to the rest of Bishopton.
- 10.22.6 There is one local area for play (LEAP) spaces within the Southern Gateway.
- 10.22.7 The space is located at the north end of residential Plot H5 adjacent to the Craigton Burn corridor and SUDS pond.
- 10.22.8 The space should be designed to be overlooked by the housing that faces onto this area providing clear passive surveillance.

10.0 Southern Gateway - Parks & Recreation



10.23 Craighton Park

- 10.23.1 Craighton Park is a key piece of landscape that links the residential development at Plots H5 and E4 to the rich landscape of the Central Ponds, the Craighton Burn corridor and the mixed woodland to the south.
- 10.23.2 Development Plot H5 has a frontage with the park landscape on its western boundary and Plot E4 has an interface on its eastern boundary. Each of these boundaries will have active frontages with passive surveillance across all areas of open space.
- 10.23.3 A local equipped area of play (LEAP) has been located within the park landscape at a key interface between development Plots H5 and M5.

10.24 Routes

- 10.24.1 A number of important links exist within the park space. Pedestrian and cycle routes permeate from development Plots H5 and M5 around the fire ponds, the Village Centre and out to Dargavel House in the west.



- 10.24.2 A number of these key routes follow formal development frontages with good passive surveillance and active spaces.
- 10.24.3 There are a number of routes sensitively located to provide recreational walks through the pond landscape into Central Park or to the woodland to the south. Careful consideration will be given to the pedestrian crossings at the primary access road close to the residential neighbourhood in Plot H5.

10.25 Spaces

- 10.25.1 The largest spaces within the park lie between development Plots E4 and H5. These spaces provide a link between the woodland landscape to the south and the village landscape and ponds to the north.

- 10.25.2 A key space on the north boundary of Plot H5 combines an open space and LEAP with the Craighton burn corridor and a major SUDs pond. This is an important space with direct frontage from the adjacent residential neighbourhoods.

10.26 Landscape + Ecology

- 10.26.1 The character of the landscape within the park is an important consideration for its design.
- 10.26.2 A number of landscape characters exist within separate areas of the park including mixed woodland to the south, proposed open parkland and tree planting, river corridor landscapes, water bodies and formal street frontages.
- 10.26.3 These different landscapes will form the structure for the overall park design.