



# Phase One Design Code

ROYAL ORDNANCE BISHOPTON



# Contents

- 1.0 Introduction to the Design Code**
- 2.0 Masterplan / Strategic Principles**
- 3.0 Character Areas**

## **SITE WIDE DESIGN STRATEGIES**

- 4.0 Green Infrastructure, Open Space Network & Structure Planting**
- 5.0 The Road, Cycle and Pedestrian Network**
- 6.0 The Management of Surface Water**
- 7.0 Ecology**
- 8.0 Buildings, Materials and Boundaries**

## **CHARACTER AREAS**

- 9.0 The Northern Gateway**
- 10.0 The Village**
- 11.0 The Southern Gateway**





## 1.0 Introduction to the Design Code

This Design Code provides guidelines to ensure that design quality is achieved consistently throughout the development. The aim is to secure well conceived and integrated neighbourhoods across the development which are sustainable in the long term.

The Design Code gives clarity over what constitutes a better quality of place and, in so doing, it provides a level of certainty for individual developers, for the Local Planning Authority and for the local community.

The Design Code provides advice and guidance which is consistent over time. To achieve this aim, the Design Code builds upon the design vision for the site which has been established in the earlier stages of the planning process. This includes the development parameters set by the planning permission in principle and the broader design philosophy outlined in the contextual masterplan.

### Design Vision

The design vision for the site is to create a place where a diverse range of uses and activities can be assembled in an integrated way. This place will be a response to the particular qualities of the landscape. It will evolve as a managed expansion of Bishopton with convenient links to the facilities and services already available in the village.

The quality of the place will be defined by the network of routes which join different activities together and the spaces which line these routes. A permeable layout is essential with streets that are designed for all users not just vehicles, and which are animated and full of interest. Throughout the development the quality of the landscape, layout and buildings will be combined to give an enduring character and identity.

### Planning Permission in Principle

The starting point for the Design Code is the planning permission in principle for 'regeneration of the site to from a mixed use community growth area' (reference 06/0602/PP). This permission establishes the principle of a new mix of uses and activities across the site which, taken together, will strengthen the community of Bishopton. The new uses include housing, employment, community functions and recreational facilities.

The Bishopton community growth area is founded on the objectives of securing environmental renewal on an exceptional scale across the former Royal Ordnance site and securing a form of development which is integrated with the strategic transportation network. To meet these objectives, the regeneration of the site needs to be comprehensive. The planning permission in principle locates new built development on the quarter of the site which is next to the hub at the Bishopton rail station and then assigns the balance of the land (with the exception of the Environmental Test Facility) for use as a community woodland park. The new built development is integrated with the existing transportation network through strong pedestrian links to the existing village, particularly towards the rail station, and through the construction of a new roads infrastructure which includes link roads from the north and south of the development onto the A8 Greenock Road on either side of Bishopton and the introduction of a new junction onto the trunk road network at the point where the A8 and the M8 intersect.



## **2.0 Masterplan Principles**

ROYAL ORDNANCE BISHOPTON DESIGN CODE



## 2.0 Masterplan / Strategic Principles

### 2.1 The Contextual Masterplan

2.1.1 The contextual masterplan explains how the particular character and setting of the Royal Ordnance site exerts an influence over the approach to new development. The understanding of the character and context of the site provides an essential backdrop for the Design Code.

2.1.2 The contextual masterplan shows how the natural features of the site can be harnessed. Natural features will contribute to a wider green infrastructure network to give a quality framework for new development. This includes not only woodland and open spaces but also embraces road corridors, water spaces and recreational facilities. These are all essential components of a successful and sustainable place.

2.1.3 Linkage and integration is another strong theme running through the contextual masterplan. The value of a coherent and legible network of movement routes within the site is demonstrated but, beyond this, the way in which people will move between the new development and Bishopton is given particular prominence.

### 2.2 Phasing the Design Code Guidance

2.2.1 This Design Code relates to the early stages of development at the site. These are positioned along the eastern margin at the interface with Bishopton.

2.2.2 These early phases are orientated around the two new link roads from the north and south but also include the core of the development where the most significant integration can be achieved between new development and the existing community of Bishopton.



Former Royal Ordnance Bishopton contextual masterplan

## 2.0 Masterplan / Strategic Principles

2.2.3 These early stages of development introduce a range of uses and activities. The northern link road leads to housing neighbourhoods where the tone and quality standards for residential development will be set. The southern link road provides the gateway to an area of more diverse activity including employment and commercial uses, specialist housing and family housing. In between is the core of the development nearest to the Bishopton rail station. This is where the type and form of housing will take on a different and distinct character and where essential community facilities (such as the library/community building, the health centre and the primary school) retail and smaller scale commercial uses are to be intermixed.

2.2.4 It is anticipated that other design codes will follow as different parts of the site are brought forward for development. The retail and community service zone within the village core will be subject to a specific and detailed design code to show how the requirements of these particular uses can be integrated within the new development and how they will relate to Bishopton. There will then be design codes for the remainder of the employment area at the western edge of the development and for the other housing neighbourhoods generally positioned in the north western sector of the site.

### 2.3 Structure of the Design Code

2.3.1 This Design Code is structured in a simple way that leads systematically from site wide design strategies that will impact across the development as a whole to issues of identity and design detail in the different character areas.

2.3.2 The site wide design strategies are important as they will provide some continuity of approach across the development for its full duration. For the individual character areas the guidance is set out in enough detail to give clarity and certainty and to protect the delivery of a coherent and co-ordinated design solution but, at the same time, giving individual designers flexibility in the way in which layouts and individual buildings are conceived.

2.3.3 The Design Code sets out the general principles for the road, cycle and pedestrian network, as well as building and plot design, materials and boundaries. The finalised details of the street pattern and detailed building design will be refined during the later stages of the planning application process and in accordance with the relevant design policy and guidance.

2.3.4 Before looking at the site wide design strategies it is useful to summarise the key principles behind the masterplanning carried out so far.



Former Royal Ordnance Bishopton Phase One Masterplan



## 2.0 Masterplan / Strategic Principles

2.3.5 The masterplan for the site is a response to a number of key aspirations for the development, including:

- To create a form of development which represents the managed expansion of the Bishopton community
- To give a balance between uses and activities to ensure that this is a place which provides opportunities for living, working and recreation
- To integrate the new development with its surroundings on all sides
- To provide links to Greenock Road (A8) to the north and south of Bishopton
- To deliver significant new employment land to the south of the site
- To accommodate new community facilities in a coherent way
- To define a distinct mixed use core to act as a focus for the development where housing, retail, commercial and community uses will interact
- To provide a robust and purposeful green infrastructure which builds on the natural assets of the site and successfully integrates drainage features
- To give high quality frontage to movement corridors
- To provide opportunities for different intensities of development with more intense development around the public transport node of Bishopton rail station

2.3.6 When taken together these ten aspirations represent an overarching framework for new development and give the essential context for each of the design codes.

2.3.7 This particular Design Code takes the ten aspirations as a point of reference and shows how, for the early phases of development, a distinct character and identity can be established.

2.3.8 The drawing on the opposite page indicates the full extent of Bishopton Phase 1 shown in the context of the existing village. As can be seen, the overall grain and scale of the new development is in keeping with the existing settlement and it's location on the eastern edge of the overall masterplan proposal area providing extensive opportunity to create proper linkages between the old and new settlements.

2.3.9 The significance of the Design Code is heightened because the development in its early phases will be brought forward by a number of parties. The Design Code becomes the essential tool to ensure that there is continuity and co-ordination between different areas and different developers.

2.3.10 The identity of this development will be particularly influenced by the quality of the public realm. It is recognised that public realm will provide the common thread which ties together a number of developments on individual building parcels. Alongside the distinct character of each neighbourhood the treatment of the public realm is a key feature of the development. A well-conceived public realm will instil character and identity in its own right. It provides a structure and cue for the way in which individual spaces and buildings are designed.

2.3.11 Overall, the guidance set out in this Design Code ranging from the treatment of public realm, greenspaces and streets to the laying out of development, the use of materials and the approach to boundaries will give a distinct identity to the different parts of development and will ensure that there is consistency of design quality throughout.





## 3.0 Character Areas

ROYAL ORDNANCE BISHOPTON DESIGN CODE



## 3.0 Character Areas



View from Gladstone Hill looking west

### 3.1 Overview

- 3.1.1 A key objective of this development is the creation of a distinct sense of place that defines the character for each area of the site. The objective of the Design Code is to define character areas with primary centres and sub centres, within which the development can evolve to form distinct individual identities.
- 3.1.2 The first phase of the Design Code looks at three significant character areas (refer to diagram on the right) that establish centres within the development site and play a key role in the integration of the development site with the existing community and landscape. These character areas are:
- 3.1.3 Northern gateway (Blue): A gateway into the site with a concentration of predominantly family housing in an arc across the northern sectors of the development with views looking south onto the parks and village centre
- 3.1.4 Southern gateway and employment area (Green): A gateway from the south with a zone of residential and employment in an area to the immediate south of the village centre where topography, tree belts and water bodies present an opportunity to create distinct neighbourhoods with links into the park, Dargavel House and the future country park to the west.
- 3.1.5 Village centre (Yellow): The higher density, mixed use core of the project, nearest to the rail station, the existing Bishopton village centre and neighbouring facilities where a diverse range of activities will be accommodated in a dense but informal layout with significant public spaces and links to the nearby parks.

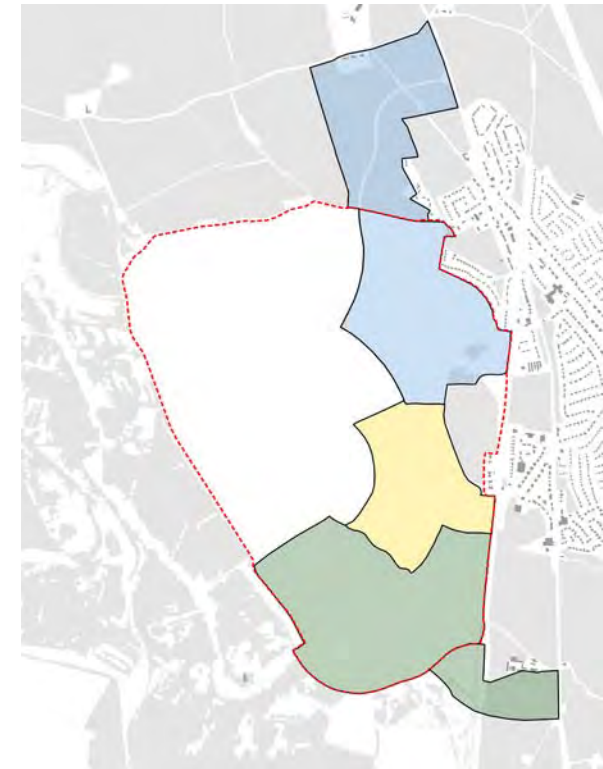


Diagram: Three character areas within phase one of the development.

Northern Gateway



Village Centre



Southern Gateway



## 3.0 Character Areas



View from the north over the existing site

### 3.2 Northern Gateway

3.2.1 The northern character area is an important rural gateway into the development site. The tree and hedge lined entrance road has a rural character passing through farmland before arriving on the northern boundary and passing through distinct residential neighbourhoods. Each of these neighbourhoods will be defined by elements of the existing landscape, water courses, woodland and views from high ground looking south. A number of key nodal points within the road and pedestrian network provide significant pedestrian and cycle interfaces with the existing community at Newton Road and Rossland Crescent.

3.2.2 Development plots; H1, H2, H3, H6, H7



Diagram: Northern Gateway with individual development plots labelled





## 3.0 Character Areas



### 3.3 South Gateway

3.3.1 The southern character area provides a primary gateway into the development. The tree and hedge lined entrance road from the A8 will have a rural character fully integrated within the surrounding agricultural landscape before evolving into a more urban character as it provides the entrance into the village. The existing woodland and topography with a series of nodal spaces and parks provide a hierarchy and structure to the area defining a distinct character and backdrop. Key pedestrian and cycle links to the future country park are significant elements that will be integrated within the southern character area and add a further layer to its character.

3.3.2 Development Plots; C1, E1, E2, E4, H5, M5



Diagram: Southern Gateway with individual development plots labelled



## 3.0 Character Areas



View to the village centre area of the existing site

### 3.4 Village

3.4.1 The village centre creates the focal point for the whole development site. The character of the village centre is defined by a higher density, mixed use core of development centred around a series of significant public spaces. The main village square and Station Road corridor form the spine to the area linking the centre of the existing Bisphopton community to the village centre, the central ponds and new park in the centre of the development site. The design and character of the community facilities, commercial premises, residential streets and the existing landscape will form the basis for a distinct identity that will set the tone for the village and wider development beyond.

3.4.2 Development Plots; M1, M2, M3, M4, H4a, H4b, H4c, H11



Diagram: Village with individual development plots labelled









# Site Wide Design Strategies

*The following chapters set out the over-riding design strategies for the whole area of the development. Each strategy provides a framework for the development from which the individual character areas and development plots within phase one can be designed.*



## **4.0 Green Infrastructure & Open Space Network**

ROYAL ORDNANCE BISHOPTON DESIGN CODE



## 4.0 Green Infrastructure & Open Space Network



View overlooking the fire ponds within the site

### 4.1 Overview

- 4.1.1 There are a variety of different landscape components which, together, form the green infrastructure and open space network for the development. The open spaces and green infrastructure has the beneficial effect of providing an essential framework and setting the character for the development masterplan.
- 4.1.2 The structural landscape comprises a number of park spaces (incorporating water bodies and water courses), public spaces, gateways, distinct clusters of woodland and peripheral landscape corridors.
- 4.1.3 The elements which, in combination, form the structure of the landscape for the development area are:
- 4.1.4
- Parks + open spaces
  - Structured play spaces
  - Woodland + tree structure

## 4.0 Green Infrastructure & Open Space



### Key



Existing trees / woodland



Greenspace



Existing Waterbodies / Proposed SUD's

## 4.0 Green Infrastructure & Open Space Network



### 4.2 Parks

4.2.1 The fundamental component of green infrastructure for the development is the linked network of open spaces which weave through it. The focal point for this network of open spaces is Central Park and North Park which is at a scale to accommodate sport pitches, courts and play areas at a location which is highly accessible. These parks also harbour significant surface water attenuation features which are shaped and positioned to give a strong edge to the open space, at its interface with housing neighbourhoods. The water space has a strong amenity and ecological function as well as playing a key role in the attenuation of surface water run-off.



### 4.3 Open Space

4.3.1 There are significant amounts of more formal public space within the development away from the main parks. The village square provides a formal hub for the development with a stand of mature, existing trees and the surrounding mixed use development providing the structure. A variety of other public spaces punctuate the residential neighbourhoods in the northern character area and in the housing to the south. Most significant of these are the southern and northern gateway spaces. Each of these spaces provide a threshold from the wider landscape into the village and define a secondary hierarchy for neighbourhoods away from the village centre.



### 4.4 Green Links

4.4.1 Road corridors and pedestrian / cycle movement routes will form elements of the green infrastructure framework. On the periphery of the development footpath and cycle routes are taken through wider corridors of landscape, most of which follow historic lanes which pre-date the establishment of the Royal Ordnance factory. These lanes are lined by long established trees which will provide a particularly strong character at the margins of the new development. Many of these links also provide important interfaces with the existing community allowing easy movement into the village and the wider landscape spaces.



## 4.0 Green Infrastructure & Open Space



### Key

- Neighbourhood Equipped Area of Play (NEAP)
- Local Equipped Area of Play (LEAP)
- × Local Area of Play (LAP)



## 4.0 Green Infrastructure & Open Space Network



### 4.5 Neighbourhood Equipped Area of Play (NEAP):

4.5.1 The masterplan sets out the location of two NEAPS at the north and south of the main park in the centre of the development site. The NEAP spaces will be significant community spaces fully integrated within the landscape character of the park with clear links into the surrounding residential neighbourhoods.



### 4.6 Local Equipped Area of Play (LEAP):

4.6.1 LEAP spaces have been strategically located throughout the development site to provide easy access across a range of residential areas. The spaces have been located to optimise passive surveillance in overlooked and populated nodes of the masterplan. It is vitally important that these spaces become a significant community element of the local area.



### 4.7 Local Area of Play (LAP):

4.7.1 Informal play spaces have been located within each individual housing area providing a brief that will structure the outdoor space. Each space should be overlooked and easily accessible for all surrounding houses and located on populated pedestrian and cycle routes.

## 4.0 Green Infrastructure & Open Space



### Key



Trees to be retained pending detailed design of road corridors and phased remediation work



Trees to be retained for potential incorporation into future development

## 4.0 Green Infrastructure & Open Space Network



### 4.8 Existing & Proposed Woodland

4.8.1 There are significant areas of existing woodland, stands of mature trees and individual specimens within the development site that provide the foundation for the character and structure of the development landscape. A management and enhancement strategy for each of these areas will be put in place alongside the development of significant areas of new woodland to allow the development of the landscape structure into the future. One such example of this is Wester Rossland woodland which falls at the eastern edge of the development area. It is a long established woodland block which was excluded from the secure factory site. The woodland will be subject to woodland restoration as there has been little active management for some time.



### 4.9 Proposed Street Trees

4.9.1 Significant numbers of new trees will be planted within the development site to reinforce the character established by the existing tree structure and link key areas of the masterplan into the surrounding landscape. Formal and informal tree planting will be used to define street and neighbourhood frontages at the very start of the development. A management strategy will be established. This will help to secure the long term maturity of the tree planting, allowing the character of the whole development to evolve and change in unison with the surrounding rural landscape.





## **5.0 Road, Cycle & Pedestrian Network**

ROYAL ORDNANCE BISHOPTON DESIGN CODE



## 5.0 Road, Cycle & Pedestrian Network



### 5.1 Overview

- 5.1.1 The essence of a distinct urban environment is a pattern of routes which allows ease of movement by all modes of travel. The development masterplan integrates vehicular routes, pedestrian routes and public spaces in a way which will enable interaction between people who are moving around the development. The movement framework places a high priority on meeting the needs of pedestrians and cyclists, discouraging non essential car use and providing direct and comfortable routes through different parts of the development.
- 5.1.2 The movement routes within the development area need to link with existing or proposed routes in the wider environment. This includes the northern and southern access roads from the A8, key community links at Newton Road, Rossland Crescent and Station Road and links to the community woodland park which is to be created on part of the former factory which lies to the immediate west of the development area.
- 5.1.3 The Scottish Government's now fully adopted Designing Streets design guidance sets out a series of concepts that seek to change the priority on certain roads towards the provision of a safe and attractive environment for pedestrians and cyclists over motor vehicle users (while not preventing their use by vehicles, merely slowing traffic down) Designing Streets sets out to create better streets and places. It considers the design of roads, public spaces, footpaths and building frontages in a holistic manner such that the end result is a safe overlooked public environment that provides amenity as well as linkage and access. Details of the way in which Designing Streets will be implemented has been set out over the following pages.

## 5.0 Road, Cycle & Pedestrian Network



### Key



Vehicular, Pedestrian and Cycle Routes



Urban Lanes



Pedestrian + Cycle Network



Bishopton Core Footpaths



## 5.0 Road, Cycle & Pedestrian Network



### 5.2 Vehicular Network

5.2.1 The masterplan seeks to incorporate clear routes through the site for all modes of travel, recognising that successful urban places are achieved by the integration of buildings, movement routes and public spaces. The layout of movement routes has a strong bearing on the urban grain and character of the development.

5.2.2 The two main vehicular routes into the development create a rural character that integrates with the surrounding agricultural landscape. At the gateway into the development each road will be fully integrated within the development to allow either residential access or commercial use. Although there is no distinct hierarchy of roads and routes, two distinct routes have been created linking the northern and southern ends of the development to the east and west of the main park.

5.2.3 There is no intention to create roads which place movement of motor traffic above the quality of place. Rather, an integrated grid of streets is seen as the best platform for managed urban growth. There will be variation in the character of roads at different points but overall there is a choice of routes as people move through the development.

5.2.4 As discussed the proposals adopt the principles of Designing Streets at the Design Code level in that they:

- Require developers to adopt the document fully and to consider the creation of successful places over the movement of the car. This involves the consideration of practical and robust traffic calming measures in the configuration of the street pattern, creating breaks in the line of the roadway, creating offset junctions, changes in road width and visual cues such as subtle changes of materials when entering pedestrian priority areas such as granite rumble strips, not the retrospective addition of speed humps and chicanes.

- Developers are required to apply the guidelines established within the Design Code to combine building orientation with road form to create distinctive gateway 'nodes' at each significant junction, signalling a slow-down and arrival point
- It is acknowledged that the main spine road that links the first phase between the north and south access roads has a highly functional role relative to the traffic model. It has the character of a country road to the north and due to higher traffic levels, a more urban function and nature to the south. Traditional traffic calming measures would be wholly inappropriate in this context. Instead the Design Code seeks to combine the character of the landscape with residential driveway access to the north and formal traffic light junctions to the south to psychologically and physically slow traffic to the appropriate levels.
- Designing Streets does not favour a rigid street hierarchy. Future phases of the masterplan development will provide other key spine roads running north and south. There is no rigid hierarchy of roads within the residential and commercial areas and a multiplicity of options are available to access and egress each development parcel.

## 5.0 Road, Cycle & Pedestrian Network



### 5.3 Pedestrian & Cycle Network

- 5.3.1 Cycle and pedestrian routes also follow the guidance within Designing Streets and follow a similar pattern. All key spaces and areas within the masterplan are fully linked, by dedicated cycleways on or close to the main spine roads and through carefully considered shared/calmed streets within the development areas.
- 5.3.2 Pedestrian and cycle linkages to the existing settlement are integrated wherever possible.
- 5.3.3 Existing paths, such as the path around plot H3 are retained and integrated into the network.
- 5.3.4 The Design Code requires individual residential developers to come forward with a layout that reflects these requirements, while adopting Designing Streets and meeting the public and amenity space requirements of the Local Authority.

5.3.5 For pedestrians and cyclists the choice of routes will be both on-road and off-road to give a connected network which links different parts of the development. Defined routes or paths – often linking open spaces and public realm – will play an important part in the way in which the layout is perceived. The development masterplan makes provision for pedestrians and cyclists in a way which is clear and direct. Many of the routes centre on the park at the core of the development. This strong feature, which permeates the development at its very core, will act as a focal point, ensuring that the place created is one that is easy to move around and easy to understand.

5.3.6 Pedestrians and cyclists are encouraged along routes which will link directly with the established village of Bishopton to the east and to the community woodland park planned to the west and north of the development. The movement corridors along these link routes are particularly important and will be respected as the detailed design of the scheme evolves.

5.3.7 The urban design character of movement routes is of importance to the identity of the development. The role taken by a route and its place in the development will influence its scale and its general character but there is a common theme to the road corridors provided by the treatment of its inherent landscape.

## 5.0 Road, Cycle & Pedestrian Network

### Key



Phase 01 footpath/cycle links



Phase 01 internal plot routes



Bishopton Core footpaths



### 5.4 Early Phase 01 Pedestrian & Cycle Network

- 5.4.1 During the early part of Phase 01 a number of key pedestrian and cycle links will be provided between the areas of new development and existing facilities in Bishopton.
- 5.4.2 The inclusion of these initial routes is designed to create a clear permeability for residents within the development from the beginning.
- 5.4.3 A number of important commuting links will be provided to the shops in the north of Bishopton and the rail station to the south.
- 5.4.4 Recreation routes will be provided linking into the Bishopton core footpaths.



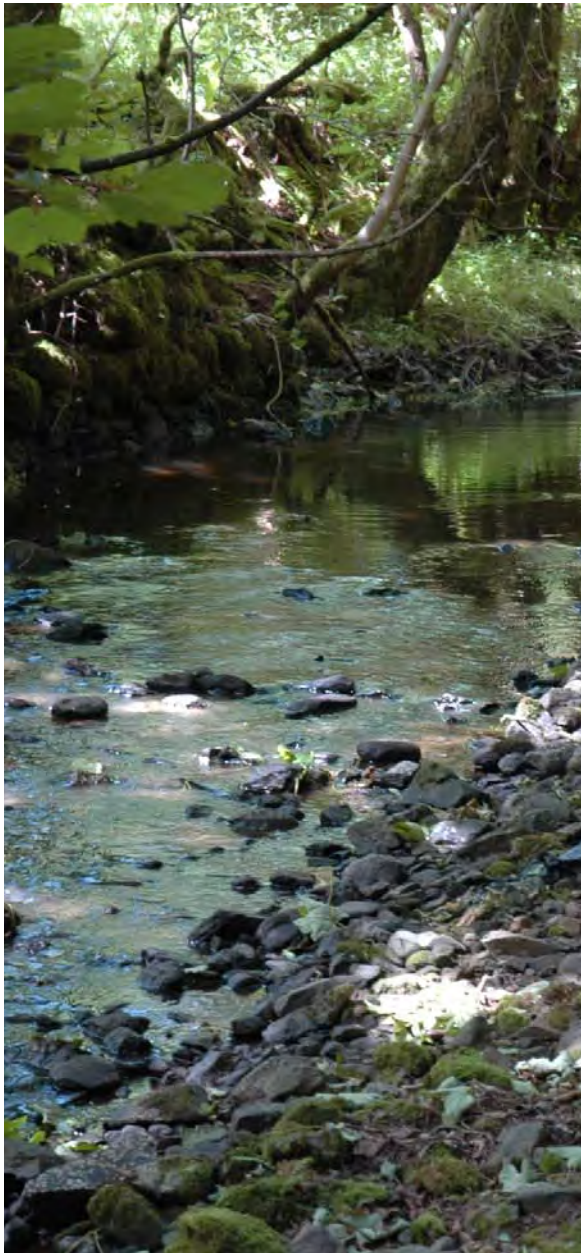
# **6.0 Water Management Design Principles**

ROYAL ORDNANCE BISHOPTON DESIGN CODE





## 6.0 Water management design principles



### 6.1 Overview

- 6.1.1 Surface water drainage at a site wide level is provided through a network of surface water sewers discharging through SUDS ponds into the Craigton and Dargavel Burns on site. Drawing 185.0003-SK35 shows the layout of the strategic network of SUDS ponds in the context of the development plot.
- 6.1.2 There are five separate discharges into the Craigton and Dargavel Burns, identified on drawing 185.0003-SK36 with associated SUDS contributing SUDS ponds and noted in Table 1. The contributing development plots to each SUDS pond are identified within Table 2.
- 6.1.3 Strategic SUDS pond, associated interlinking pipework, structures, bypass pipework and discharge points will be adopted and maintained by Renfrewshire Council and Scottish Water. Discharge points 1 & 2 and associated strategic SUDS ponds will be adopted by Renfrewshire Council with discharge points 3, 4 & 5 are to be adopted by Scottish Water.



## 6.0 Water management design principles



- 6.1.4 The strategic SUDS ponds have been sized to provide treatment and attenuation volumes for the development plots discharging into each pond set. This was agreed as part of the surface water drainage strategy at outline planning application stage to ensure that a robust strategic SUDS network was available to service the development.
- 6.1.5 Contributing runoff from the development plots has been taken at 40% of the development plot as impermeable for housing (H) areas, 85% of the development plot as impermeable for the employment areas (E & C) and 100% of the development plot as impermeable for the mixed use areas (M). These runoff figures will be used as individual site controls. In addition an allowance for the runoff associated with strategic roads out with development plots has been made within the strategic surface water design.

- 6.1.6 Attenuation assessment has been based upon greenfield runoff rates calculated in accordance with the methods set out in CIRIA C697 and in particular the Institute of Hydrology Report No.124.
- 6.1.7 Discharge of surface water runoff from individual development plots to the strategic SUDS ponds will be provided by means of a piped sewer network to be adopted by Scottish Water. Connection tails will be provided to defined points within the boundary of each development plot.

### 6.2 Surface Water Treatment

- 6.2.1 The strategic sewer network is designed to provide at least one level of treatment to surface water through the SUDS management train for all development plots. All pond inlets have forebays providing pre-treatment to the pond. Ponds S6, S7 & S10 also provide additional treatment through the use of reed planting within the pond.
- 6.2.2 Where ponds are provided in series, multiple levels of treatment through the pond chain are available to upstream development plots, although some pond chains are sized to provide a single level of treatment in series as defined in Table 3.

## 6.0 Water management design principles

### 6.3 Development Plot Surface Water Requirements

- 6.3.1 Within the boundary of each development plot a connection tail will be provided at a defined position and level as the discharge point for surface water from the development plot.
- 6.3.2 Associated with each development plot discharge point will be an allowable surface water discharge flow rate. This flow rate is calculated from the development plot area and associated impermeable hardstanding based upon the development plot end use and rainfall runoff rates. The discharge flow rate is the associated flows for which the strategic surface water piped and SUDS pond network has been designed.
- 6.3.3 Where development plots have more than one discharge point then the allowable surface water discharge flow rate for the development plot will be split between the discharge points appropriate to the strategic surface water network design and identified for each discharge point.
- 6.3.4 The developer for each individual development plot will provide a statement including calculations defining the runoff from their proposed development layout and confirm that it does not exceed the defined acceptable discharge flow rate for each discharge point. Should anticipated discharge flow rates exceed the allowable discharge flow rate then flow attenuation and storage will require to be provided within the development plot surface water network to restrict outflows to the allowable discharge flow rate.
- 6.3.5 The developer will be responsible for the design, technical approvals, construction and adoption of surface water sewer and drainage systems within the development plot connecting to the defined discharge point.

### 6.4 Residential Development Plots

- 6.4.1 In residential areas a single level of treatment for roofs will be required. Agreement between Scottish Water and the individual developer will be required to confirm any in-curtilage treatment of surface water runoff.
- 6.4.2 Within residential development plots, Renfrewshire Council have confirmed that for those SUDS systems to be adopted by Renfrewshire Council and where two treatment levels are available to the specific development plot from the agreed plot discharge points through the downstream strategic SUDS chain to the point of discharge to a watercourse then no further levels of treatment or attenuation within the development plot will be required.
- 6.4.3 Where two levels of treatment are not available to development plots within the downstream strategic SUDS chain, a level of treatment to surface water runoff will require to be provided within the development plot. This should be agreed with Renfrewshire Council Roads Department.
- 6.4.4 The individual developer will be required to reach agreement with Scottish Water as to whether similar arrangements are acceptable to Scottish Water.
- 6.4.5 The developer for each individual development plot will provide a statement on the proposed arrangements for water quality treatment of surface water runoff from within the development plot defining any individual plot requirements, any in curtilage road treatment and the downstream SUDS network assumptions and agreements on treatment levels.

## 6.0 Water management design principles

### 6.5 Employment Development Plots

- 6.5.1 In employment areas the level of treatment required for individual developments will be subject to the end use and scale of the development. A single level of treatment and attenuation is available through the strategic SUDS network.
- 6.5.2 The individual developer will be required to reach agreement with Scottish Water on any necessary specific plot treatment level requirements for employment development plots.
- 6.5.3 The developer for each individual development plot will provide a statement on the proposed arrangements for water quality treatment of surface water runoff from within the development plot defining any individual plot requirements, any in curtilage road treatment and the downstream SUDS network assumptions and agreements on treatment levels.

### 6.6 Commercial Development Plots

- 6.6.1 In commercial areas the level of treatment required for individual developments will be subject to the end use and scale of the development. A single level of treatment and attenuation is available through the strategic SUDS network.
- 6.6.2 The individual developer will require to reach agreement with Scottish Water and Renfrewshire Council, based upon the SUDS discharge relevant to the development, on any necessary plot specific treatment level requirements for commercial development plots.
- 6.6.3 The developer for each individual development plot will provide a statement on the proposed arrangements for water quality treatment of the surface water runoff from within the development plot defining any individual plot requirements, any in curtilage road treatment and the downstream SUDS network assumptions and agreements on treatment levels.

### 6.7 Surface Water Sewer Exceedance

- 6.7.1 The strategic surface water network is designed for 1 in 30 year return rainfall events which forms the basis for the allowable discharge flow rates from development plots.
- 6.7.2 Reviews of the strategic surface water sewer system have been undertaken based upon Annual Exceedance Probabilities (AEP) for 1% AEP event and 0.5% AEP events.
- 6.7.3 These events indicate surface water sewer exceedance in three general locations around the site as identified on drawing 185.0003-SK37.
- 6.7.4 These exceedance events are considered for the strategic network to be extreme. The basis of the strategic design considers immediate discharge of the 0.5% AEP event and 1% AEP event for the hardstanding from the development site into the defined discharge points for each development plot. No allowance is therefore made for in plot attenuation or times of concentration into the strategic network. It is considered that the extension of the development of adoptable sewers will alter the locations of sewer exceedance occurrence.
- 6.7.5 Developers for individual development plots will require to undertake a similar exercise on their internal sewer network to define any sewer exceedance under 0.5% and 1% EAP events.
- 6.7.6 Should in plot sewer exceedance under these events be identified, the developer will provide a statement on the proposed arrangements for routing floodwater from the exceedance point to a watercourse.

## 6.0 Water management design principles

Discharge Reference	Receiving Watercourse	Contributing SUDS Ponds
1	Craigton Burn	S3A, S3B, S4
2	Craigton Burn	S5
3	Dargavel Burn	S9, S8, S10
4	Craigton Burn	S1, S6
5	Dargavel Burn	S7

Table 1: SUDS Ponds and Discharge Point Contribution

Pond Ref	Contributing Plots
S1	H13, H14, H15(50%), H16(50%), H17, H18, H19
S3A/ S3B	H2, H3, H6, H7(50%), H8, H9, H10(50%)
S4	H1, H11, M1, M2, M3, M4, H4, H7(50%), H10(50%), H12
S5	H5
S6	H15(50%), H16(50%), E3
S7	E1
S8/ S9	H4a, H4c, M5, E4
S10	E2

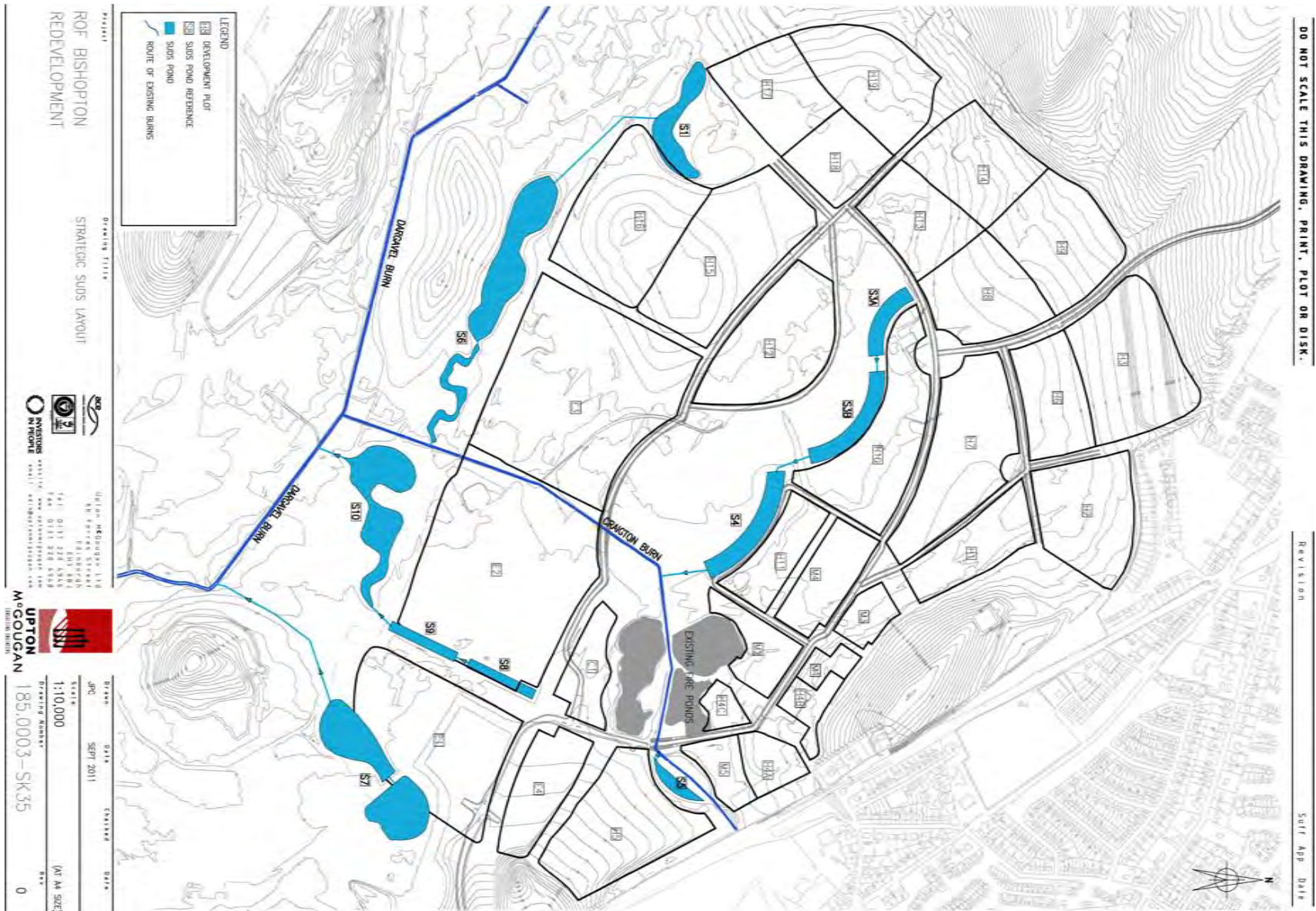
Table 2: Contributing Development Plots

Pond Ref	Treatment Levels (Total)
S1	1 Level
S3A & S3B	1 Level (combined between ponds)
S4	1 Level
S5	1 Level
S6	1 Level
S7	1 Level
S8 & S9	1 Level (combined between ponds)
S10	1 Level

Table 3: Treatment Levels from Strategic SUDS Ponds

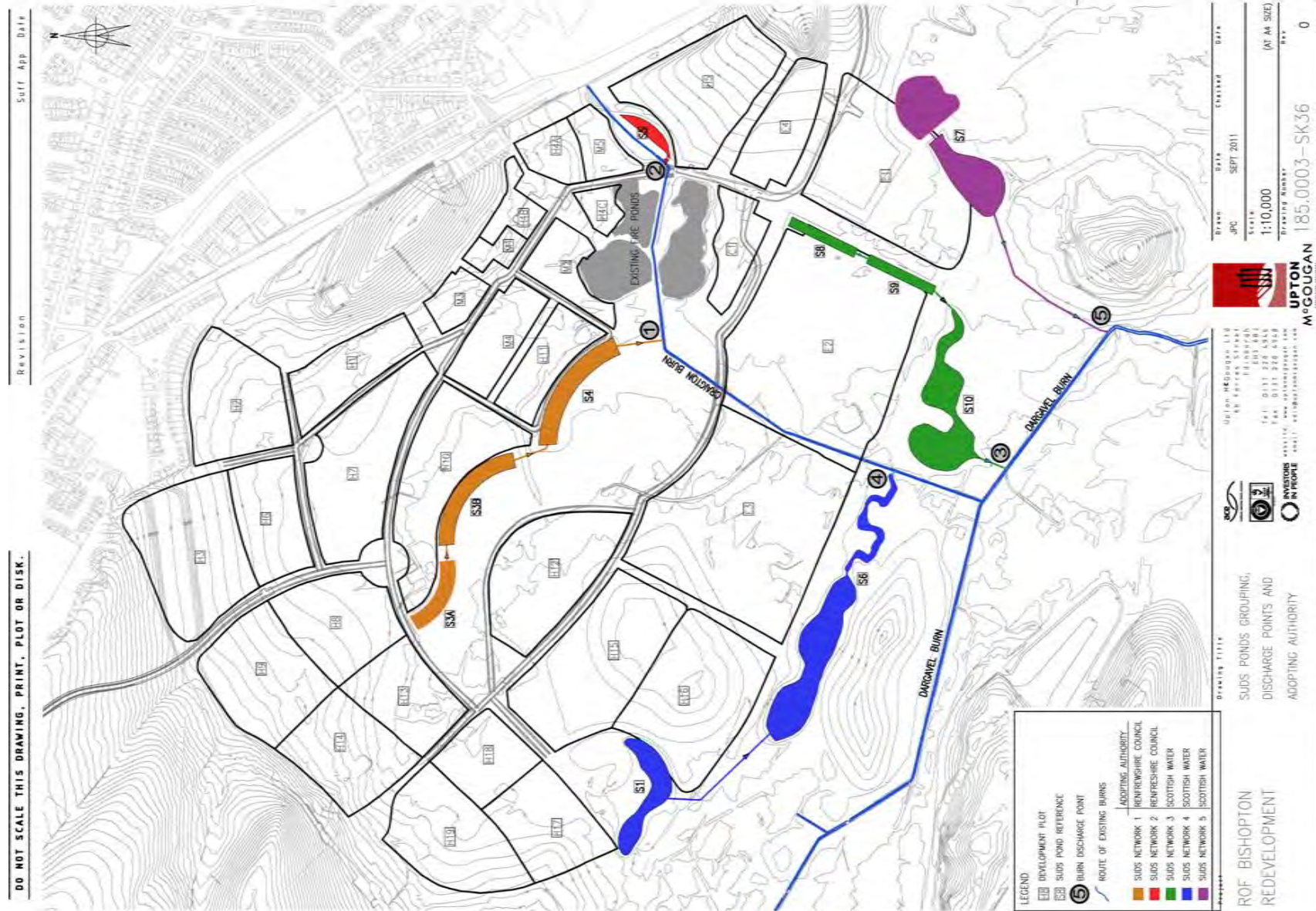


## 6.0 Water management design principles



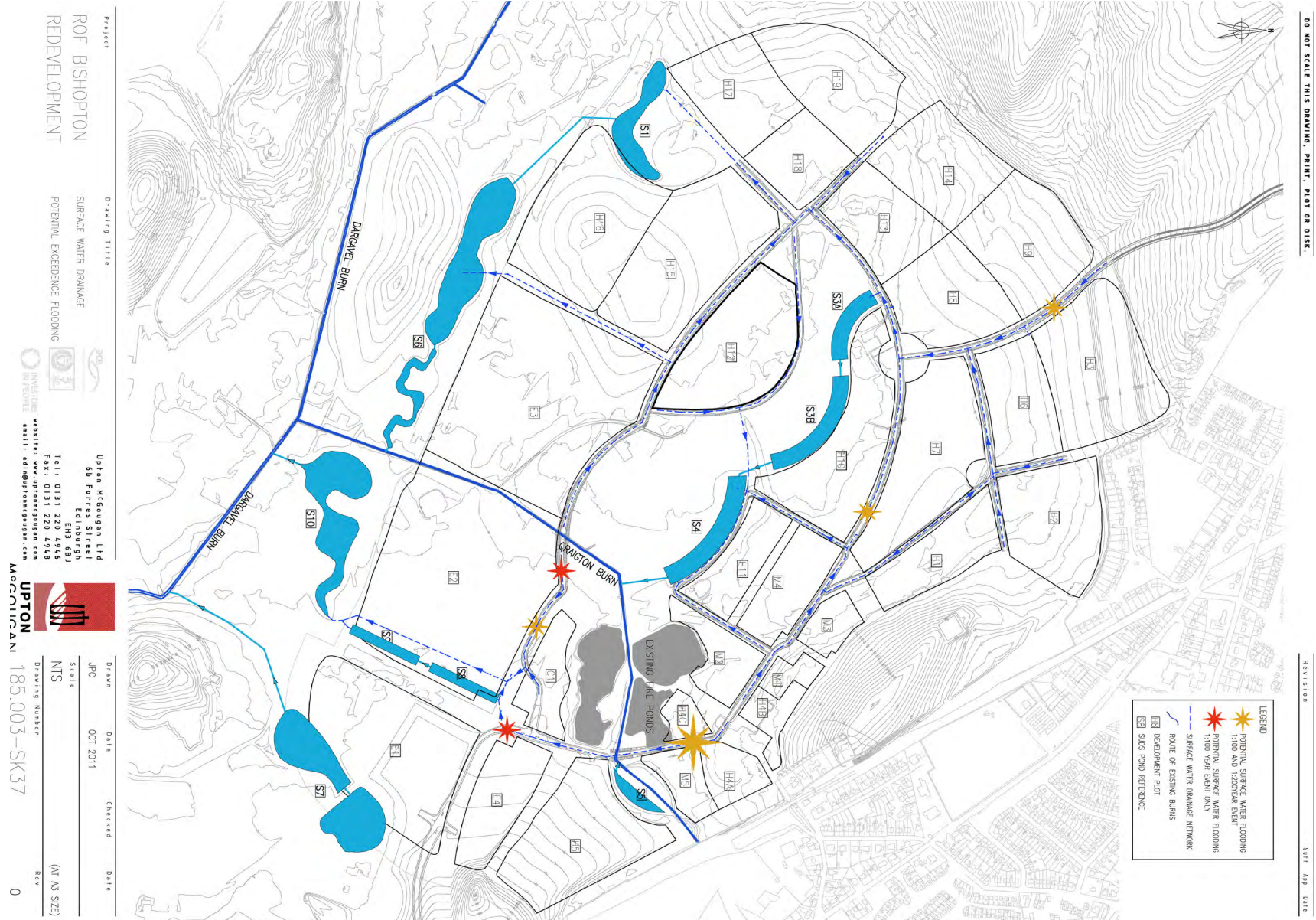


## 6.0 Water management design principles





## 6.0 Water management design principles







## 7.0 Ecology

ROYAL ORDNANCE BISHOPTON DESIGN CODE



## 7.0 Ecology Strategy

### 7.1 Overview

- 7.1.1 After several years of inactivity, the BAE Systems site at Bishopton has become home to a significant number of protected species.
- 7.1.2 Redevelopment of the site will disturb some of this wildlife. To accommodate these animals, the remainder of the site, which is to become the community woodland park, is being developed and enhanced in parallel and in some instances in advance of this disturbance.
- 7.1.3 On completion of the project, the new village extension will be set in an extensive and attractive amenity and wildlife resource. The development will not exist as an ecological island, there will be areas within it and green corridors through it that will sustain and facilitate the movement of wildlife.
- 7.1.4 The new development will represent habitat for a number of species and the master planning and engineering has taken care to integrate environmentally sensitive technology that represent valuable habitat to wildlife as well as providing significant visual amenity.
- 7.1.5 The detailed design of the landscape within the development will be sympathetic in its approach to sustaining and encouraging wildlife.





## 7.0 Ecology Strategy



### Key



Existing trees / woodland



Greenspace



Existing Waterbodies / Proposed SUD's



Ecologically Sensitive Area

## 7.0 Ecology Strategy



### 7.2 Ecologically Sensitive Areas

- 7.2.1 The former Fire Ponds were stocked by the staff fishing club and, with the improvement of water quality in the burns following the cessation of industrial activity, are known to have been frequented by otters venturing into the site.
- 7.2.2 The European Otter largely feeds on fish, small mammals, amphibians, birds and their eggs, so that the ponds are a natural feeding location.
- 7.2.3 Dedicated otter surveys recently found evidence indicating that the ponds were the possible location of an otter holt and of several resting sites.
- 7.2.4 Otters and their breeding and resting places are afforded the highest level of protection under European legislation. While alternative, mitigating habitat is being provided within the community woodland park, the ponds will remain protected and the burns and ditches leading to and from the ponds will remain as travelling routes.

7.2.5 For this reason, planned activity around the ponds has been minimised and where there is to be disturbance for engineering reasons this has to be licensed: under legislation, there is no development or activity permitted or otherwise encouraged that is likely to disturb otters within 30 metres of the ponds.

7.2.6 Because otters are also shy, nocturnal animals, vegetative cover (trees, shrubs) is to be maintained around the otter shelter/holt and along their travelling routes.

7.2.7 Similarly, consideration will have to be given to the nature of the vegetation around the ponds and the management regime applied to avoid possible future disturbance of these animals.

### 7.3 Protected Species

- 7.3.1 There are several protected species living and breeding on the site, the most significant in terms of legislation are otters and bats.
- 7.3.2 While afforded a lower level of protection, badgers are also very significant at this location because the entire geographical area of the site has been colonised by several badger clans and each of their setts whether active or not are protected.
- 7.3.3 There are also a number of Schedule 1 bird species, including king fisher and barn owl and several animals, mainly birds, which are national or local Biodiversity Action Plan species.
- 7.3.4 The Local Planning Authority is obliged to consider these protected species and maintenance of biodiversity within the context of any development proposal.



## 7.0 Ecology Strategy



### 7.4 Otters

- 7.4.1 The main otter habitat and travelling routes have been discussed above. However, it is likely the extensive SuDS features within the new village development will be attractive to these animals.
- 7.4.2 Consideration should be given to how they move to and from these features and any areas of protection and cover required.

### 7.5 Bats

- 7.5.1 There is currently limited roosting or hibernation recorded on the site. The provision of extensive SuDS features is likely to provide additional feeding habitat for a range of bat species.
- 7.5.2 There should be several opportunities to install roosting features, from bat bricks to tree roost boxes, but consideration should be given to design of bridges over water, for example, in the provision of suitable crevices, to accommodate the species (Daubenton's) that typically feed over water.



- 7.5.3 Feeding corridors, and commuting routes, the provision of continuous canopies, hedgerows or other un-interrupted linear features would also benefit bats.

- 7.5.4 Insect attracting species, such as honeysuckle and night-scented stock, and 'wild areas' all benefit invertebrates and will in turn provide a food source for bats.

### 7.6 Badgers

- 7.6.1 It is likely that badgers, whose preferred food source is earthworms, will be attracted to feed around grassed areas, including gardens, etc where they can access these areas unobserved, especially where the areas lie on the edge of or within their clan territories.
- 7.6.2 Other than 'snuffle' holes (small, shallow excavations within the grass where badgers have been feeding) there should be little evidence of badger activity.



- 7.6.3 However, badgers may represent a hazard where good feeding habitat is separated by roads as badgers are relatively large, slow moving animals and are prone to car strike. Traffic calming, hazard signs and adequate illumination around such areas would help to prevent or minimise incidents.

### 7.7 Biodiversity

- 7.7.1 The inclusion of a range of native species within, for example, grass mixes and the selection of berried shrubs and trees will provide benefit by way of autumn and winter feeding for a wide range of birds. Hedgerows and green walls can also provide opportunities for nesting birds in this environment.







## **8.0 Buildings, Materials & Boundaries**

ROYAL ORDNANCE BISHOPTON DESIGN CODE



## 8.0 Buildings, Materials & Boundaries



### 8.1 Overview

8.1.1 This chapter sets the parameters for a number of elements that should have a consistent theme across the whole development. The choice of materials, lighting, signage and boundary treatments for each character area should be made in reference to this chapter with the aim of creating a unified and legible overall development. The following pages set out development wide palettes for each of the headings listed above. Further detail on how each of these design strategies will be implemented can be found within each of the character areas.

### 8.2 General Principles

8.2.1 The following set of guidelines is intended to set up a clear framework or 'kit of parts' for the development of Phase 1, while giving developers the latitude to provide a compliant design solution that suits their detailed commercial requirements (as the residential market develops over the 5-10 year life span of the Phase One development) and the requirements of the Local Authority.

## 8.0 Buildings, Materials & Boundaries



### 8.3 Street Scale

8.3.1 This Design Code recognises that the outer lying residential areas of Phase One will be created with predominantly standard developer house types, typically detached or semi detached with separate garages or with integral garages, or possibly terraced. It is not the intent of this document to be prescriptive about the scale, size or internal configuration of these houses. Instead the images that follow within this section are intended to subtly influence the aesthetic of the house types proposed where possible within the realms of this product and to establish a set of rules with regard to the orientation of these buildings along the street, and particularly at street corners.

8.3.2 To create appropriate street scenes for these residential streets the Design Code does seek to influence the quality and visual strength of boundary walls provided by the developers.

8.3.3 As noted in the earlier chapters of the Design Code it is proposed that there is a gradual increase in density from the residential areas in the north and south towards the Village Centre such that detached and semi detached house types predominate in the north and south, increasing in density to become two storey terraces on the outskirts of the Village Centre, then 2-3 storey townhouse and three storey (with some four storey) flatted developments within the Centre.

8.3.4 This increase in height and density is intended to reflect the traditional nature of settlement development in Scotland.

8.3.5 The parking or garaging of cars along the street frontage can be approached in a variety of ways. The predominance of integral garages along primary streets will be discouraged. There should be consideration given to forms of parking which lessen the impact of cars in the street scene.

8.3.6 The images above show two storey scale to largely detached house types within the north and south peripheral areas. Buildings should still combine with landscape to provide a memorable and distinctive streetscape.

8.3.7 Towards the Village Centre, buildings should group to form semi detached and terraced forms. This increase in density can still be rural in nature. For the Village Centre consideration should be given to:

- A contemporary rural terrace makes reference to the dormer form without adversely affecting the upper storey with extensive coombed ceilings.
- Terraces in a stronger, denser street setting help to define the village streetscape
- The modelling of terrace and townhouse forms can help to provide rhythm and interest to the street's scale.



## 8.0 Buildings, Materials & Boundaries



- Townhouses and the application of Designing Streets can form the basis of intimate and safe streetscapes
- The creation of distinctive places using townhouses and flatted blocks

- The considered orientation of all blocks relative to the street frontage helps to create surprising and imaginative sequences of spaces off of the main street pattern provided key overlooking rules are adhered to.

- A variety of scales enriches the streetscape, but the intent should have some considered structure.
- The creation of Village Centre spaces of significance requires the assembly of frontages of some scale.



## 8.0 Buildings, Materials & Boundaries



- Taller point blocks within the townscape can be used where appropriate to command significant views
- Within the larger blocks and their denser streetscape, the creation of a contrasting more intimate mews environment is encouraged creating spatial interest, increased pedestrian and vehicular permeability and greater choice to the inhabitants of the development.

### 8.4 The gable & 45 degree pitched roof

8.4.1 The gable is a strong form within Scottish vernacular architecture which has been successfully interpreted in a simple and contemporary manner within recent highly successful residential schemes. The use of steep slate pitched roofs is encouraged

8.4.2 A simple Scottish architectural form is encouraged with less emphasis on hipped roofs, overhanging eaves with bargeboards and shallow roof pitches.



## 8.0 Buildings, Materials & Boundaries

### 8.5 Materials

- 8.5.1 Scottish vernacular architecture is most commonly constructed in stone and white harling, with slate roofs and simple detailing designed to deal with the extremes of the Scottish climate.
- 8.5.2 Buildings proposed within the development should acknowledge the character of this palette. A range of materials can be used to achieve this with good quality brick, reconstituted stone and concrete tiles.
- 8.5.3 Higher quality materials which echo the vernacular of Scottish Architecture should be particularly focussed at key buildings and along key frontages as defined in the later chapters for each character area.
- 8.5.4 Variety is of course encouraged to create distinct residential neighbourhoods but a Scottish 'feel' should predominate. The example images shown over this chapter give an indication of this palette and character.
- 8.5.5 Simplicity and quality of construction are the key drivers for the language of the architecture and boundary treatments within the development.



## 8.0 Buildings, Materials & Boundaries

### 8.6 Public Realm Materials

8.6.1 The landscape material palette for the overall development should be carefully considered to enhance the character of the streets, buildings and landscape setting. Reference to historic materials and streetscapes should be thoughtfully considered to provide a contemporary response to the development. The following guidelines and material suggestions should be applied in setting out the material palette for each character area of the development.



### 8.7 Primary Streets

- Asphalt carriageway with 140mm up-stand concrete kerb
- Asphalt Footway / Cycleway with coloured stone chip to cycleway

- Junctions and traffic calming areas to principal squares – Block or natural stone sett paving - Colour range from silver grey to burnt ochre
- Natural stone accent paving to principal squares and courtyards
- Tree planting to be located along street edge and within public spaces



## 8.0 Buildings, Materials & Boundaries



### 8.8 Residential Access Streets

- Asphalt carriageway with 80mm up-stand concrete kerb
- Asphalt footways
- Amenity grass verge
- Tree planting located within private curtilage and within grass verge

### 8.9 Shared Surface Junctions, Streets & Courtyards within development plots

- Block permeable paving carriageway - Colour range from silver grey to burnt ochre
- Block permeable paving footway - Colour range from silver grey to burnt ochre

- Natural stone accent paving to squares and courtyards
- Tree planting within private curtilage and individual tree planting within public realm



## 8.0 Buildings, Materials & Boundaries



### 8.10 Primary Footways / Cycleways

- Combined asphalt footway / cycleway with coloured stone chip mix

### 8.11 Leisure Routes

- Dressed asphalt surfacing – Colour Buff / Grey
- Timber deck footpaths within the Fire Ponds spaces

### 8.12 Public Open Spaces

- Materials to be used within the public open spaces should follow the design language set out in each character area with all hard materials following the palettes set out above for pedestrian / cycle routes and for the internal residential streets.

## 8.0 Buildings, Materials & Boundaries

### 8.13 Lighting

- A cohesive lighting strategy for the overall development should be designed, utilising a range of light fittings which vary in scale and function but share a definitive design language. The lighting for all areas of public realm should be designed to adoptable standards with columns positioned to illuminate both the carriageway and footway. The following guidelines set out a design hierarchy for the lighting strategy and these, alongside the examples shown should be applied in the construction of each character area within the development:
- Different lighting types should be used to distinguish between street characters.
- The lighting design should be in context with the development to add to the sense of place.
- Lighting columns should be placed so that they do not impinge on available widths of footways in the interests of wheelchair users and people pushing prams.
- Where appropriate street lighting attached to buildings should be used.

### 8.14 Primary Streets

- Consistent column and fitting design throughout the development similar in principle to the illustrations shown
- 8m high columns with lighting to carriageway and footway



### 8.15 Residential Access Streets / Shared Surface Streets

- 6m high columns with lighting to carriageway and footway
- 6m high columns / building mounted luminaires with lighting to carriageway and footway
- Bollard lighting to pedestrian areas within courtyards and squares

### 8.16 Pedestrian / Cycle Routes

- Primary footway / cycleway should be lit from adjacent street lighting.



## 8.0 Buildings, Materials & Boundaries

### 8.17 Boundary Treatments

- Boundary treatments should be carefully considered to create a varied but coherent mix of walls, hedges and fences throughout the overall development. Traditional stone walls to boundary frontages should be used as features within primary streets.
- A common traditional Scottish village vernacular feature is the use of strong wall forms to define public, semi public and private space. The translation of this feature into a unifying planning concept is described in the following points.
- Traditional application of strong boundary wall. The wall creates privacy close to street edge and integrates into building material and form.
- The wall clearly defines the property's boundary and helps to unite disparate forms with the line of the street edge
- The wall defines the domain of particular groups of buildings.
- The wall integrated into key buildings
- The wall should be of quality and make reference to traditional building construction.
- The wall as a unifying device should extend into the landscape where possible to provide overall cohesion to the development.
- A mix of stone, reconstituted stone or hedges can be used on a range of streets to underline a change of character. Close board timber fencing should be used to the majority of rear gardens except where gardens back onto areas of public open space or woodland.



### 8.18 Front & Side Boundaries

- The character of the front boundaries should change throughout the development by the extent of setback from the street between the plot boundary and the building line as well as the nature of the boundary.

- The 'privacy strip' will generally be narrower in the village centre creating a more formal frontage. In areas of lower density the strip will increase allowing front gardens and car parking access.
- The materials of the boundaries will vary depending on the character of the street from solid walls to hedge planting.



## 8.0 Buildings, Materials & Boundaries



### 8.19 Rear Boundaries

- The interface between gardens and no active frontages will be a solid close board timber boundary maximum 1.8 metres high to provide security and ensure privacy within the gardens.
- Where the landscape already provides a 'natural boundary' either through a water course, existing woodland or a steep slope it is acceptable for private gardens to adjoin 'public' space, as walls or fences are unnecessary and should be designed out.
- Rear fences or walls adjacent to public open space or woodland should be designed out. Native hedge rear boundaries should be considered where rear gardens abut woodland areas or public open space. Hedges should incorporate steel post and wire fences to create a secure boundary whilst enhancing the character and relationship to the landscape.

## 8.0 Buildings, Materials & Boundaries

### 8.20 Street Furniture

- The street furniture used within the individual character areas should reflect the character of the street.
- All street furniture used within the public realm of the development should be from a consistent palette of products sharing design, materials and finishes.
- A change in style of street furniture may be appropriate at key points within the site such as the village square or the approach to Dargavel House.
- The design of these elements will be assessed on an individual basis in the context of the surrounding development and suitable justification.





## 8.0 Buildings, Materials & Boundaries

### 8.21 Signage

- All signage is to be kept to a minimum and road signage, where possible should be combined with lighting columns to reduce the amount of vertical street furniture 'clutter'.
- Pedestrian way finding signage should be located at strategic points within the development to create clear and understandable routes through the site.
- The pedestrian signage should be designed as an overall strategy for the development. The following rules set out the extent of signage within the development and provide examples of successful pedestrian signage strategies used elsewhere:



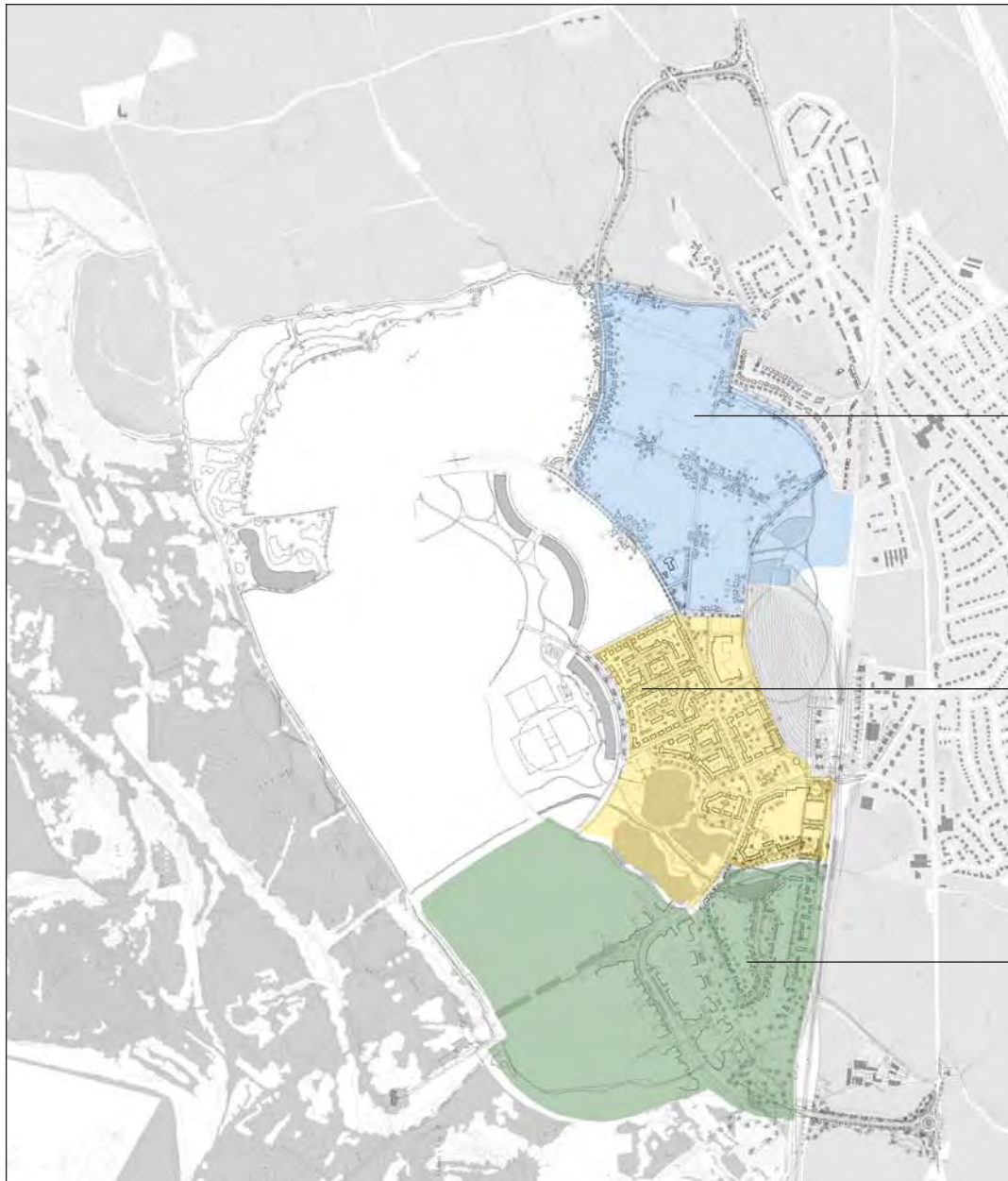
### 8.22 Road Signage

- Speed restriction signage will be required at the site access from the north and the south.
- All signage must be located at a minimum 0.45m from the kerb line and should accord with visibility and sizing requirements.
- It is considered that there should be very little need for signage along the streets within the site. This will reduce sign clutter and the lack of signing will encourage lower vehicle speeds.



### 8.23 Pedestrian Signage

- A clear pedestrian signage strategy should be designed that places signage columns at key locations throughout the development.
- All signage should be one design distinct to the development site with the same materials used throughout.



Northern Gateway

Village Centre

Southern Gateway



# Character Areas

*The following three chapters set out the design code guidelines for each of the character areas within phase one of the development. Each set of guidelines is derived from the over-riding design strategies in the earlier chapters of this document.*

*The drawing on the opposite page provides an overview of the three character areas for phase one in the context of the overall development site and the community of Bishopton to the east. The guidelines for each character area set out the parameters for each development plot through major themes of streetscapes, boundaries, built form and public open space.*



## 9.0 Northern Gateway

ROYAL ORDNANCE BISHOPTON DESIGN CODE



## 9.0 Northern Gateway - Overview



### 9.1 Overview

9.1.1 Development plots; H1, H2, H3, H6, H7

9.1.2 The northern gateway defines an important threshold from the agricultural land and existing communities to the north into the new residential neighbourhoods. The character of the entrance road is defined by a rural, hedge lined route embedded within the topography and rolling landscape of the surrounding fields. The integration of new and existing landscape continues at the Newton Road entrance combining mature trees and hedgerows with new public space and at Rossland Crescent where the scale and richness of Wester Rossland park is fully integrated within the structural landscape of the development. The strength and maturity of the existing and proposed landscape is a key consideration in the development of proposals at the northern gateway and will set the framework for each residential neighbourhood.

9.1.3 The housing across the north of the site in plots H1, H2, H3, H6 and H7 provides the opportunity to create distinct neighbourhoods within the landscape framework.

9.1.4 There is an opportunity to deliver a range of house types and sizes to meet the needs of a range of households. The residential neighbourhoods will be brought forward over a considerable period of time. This gives the chance to stamp a particular character on individual neighbourhoods so as to give diversity and interest to building form.

9.1.5 There are important nodal points within each neighbourhood which act as a fulcrum point. At these nodal points there could be a cluster of housing units to give definition to the adjacent public space.

9.1.6 The form and size of each residential neighbourhood is influenced by the structure of the green space, movement infrastructure and the natural assets of the site which are to be retained. There are existing tree groups at the north edge of the H2 residential neighbourhood. The layout of housing will need to be carefully conceived around trees and treat them as positive attributes to the character of the neighbourhood. A particularly important principle is to secure direct housing frontage to key roads. This is important to fostering an inclusive community and will create interest and animation along all road routes. It will also lessen the tendency towards an inflexible road hierarchy and will promote a matrix of routes which are similar in character and will give choice in the way people travel through the site.



## 9.0 Northern Gateway - Overview



9.1.7 There are key pedestrian and cycle routes which run through the northern residential neighbourhoods. These are important corridors for public movement and, in a similar way to the treatment of roads, the development form around pedestrian and cycle links should be designed to ensure that dwelling frontages overlook them.

9.1.8 Where the development layout is broken, or less continuous through these neighbourhoods it will be possible to provide continuity along the residential street through the use of garden walls or hedges between individual houses. These would have the effect of providing a strong distinction between public and private space and will be an echo of the identity found in many traditional Scottish villages and small towns. They would also provide cohesion to the layout as well as a strong sense of enclosure for some of the smaller public realm spaces.



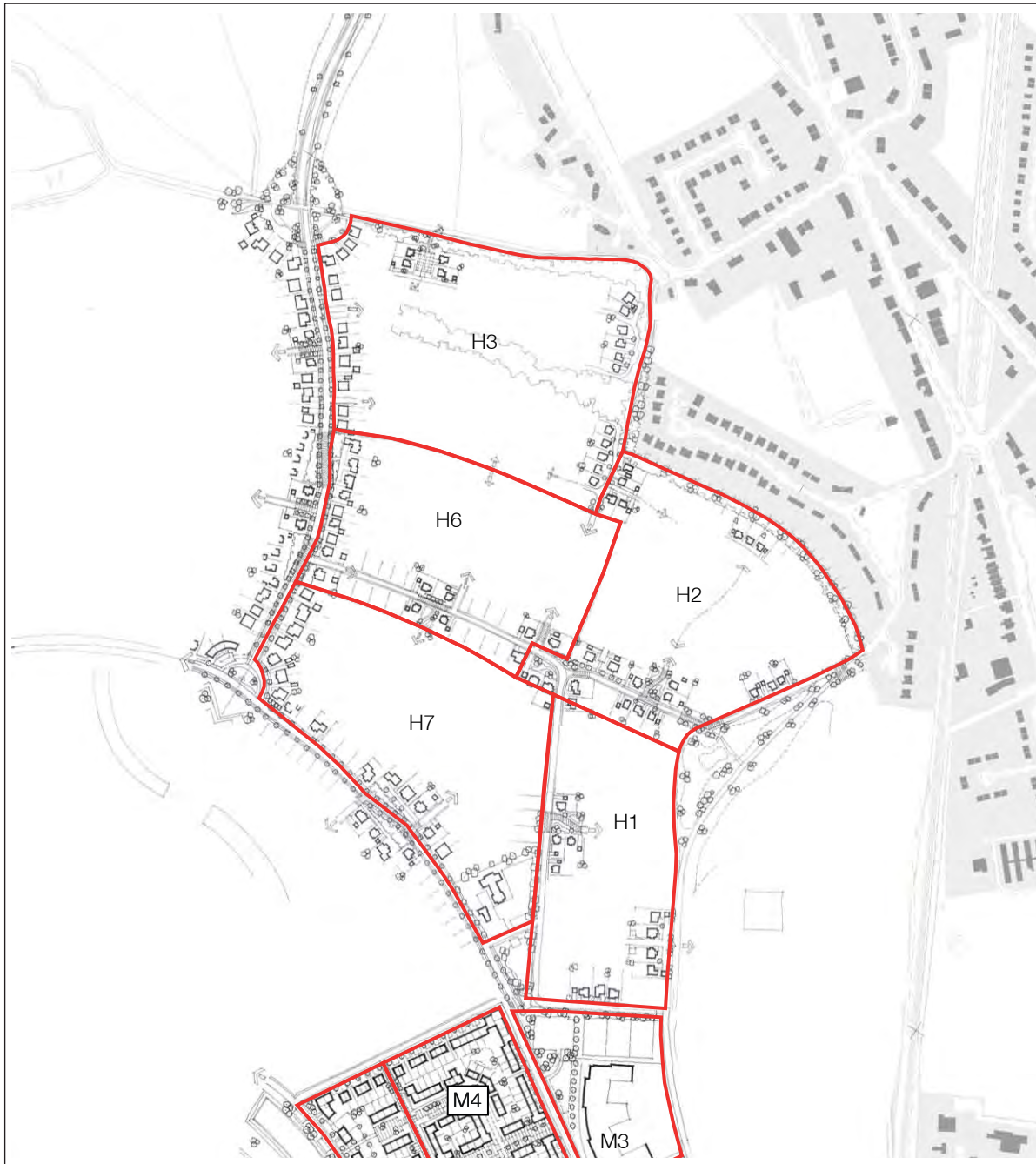
9.1.9 The principles set out in 'Designing Streets' should be used for all roads and spaces within development parcels.

9.1.10 The nodal points for each of the residential neighbourhoods should be marked by landmark or gateway feature buildings. These will be residential and most units are detached but they will need to be designed to address the nodal point, possibly through a layout with more than one principal elevation to assist in turning corners and better defining a public space. (Refer to key buildings plan on the following pages for more detail.)

9.1.11 The formation of residential neighbourhoods allows for a variation of building styles across the full northern arc of housing. This will give visual diversity and choice. Residential design standards will have a significant bearing on the identity of each neighbourhood.

9.1.12 House designs should respond to the context in which they are placed. In some locations, at nodal points for instance, standard house types should be amended to include higher quality materials and elevational treatment. Elsewhere, the template of 'standard' house types can be used but attention will need to be given to how the elevations of buildings appear in the streetscape. The use of corner windows, gable windows, or chimneys, for example, may be added to create animation and interest within the street bringing a distinct appearance to the development.

9.1.13 Notwithstanding the use of standard house types, house builders will be required to properly consider street corners with dual fronted units. Certain non-road boundaries comprising pedestrian/cycle lanes or landscapes will be addressed using green landscape fingers and 'fishtail' roadways. Unrelieved lengths of fencing along Core Paths will not be permitted and extensive use of rear gardens with high timber fences along active frontages and frontages onto open space will be discouraged.



## 9.2 Overview of Development Plots

- 9.2.1 The five development plots within the Northern Gateway each have a character generated by the change in topography and existing landscape surrounding them.
- 9.2.2 The diagram opposite sets out the position of the development plots in relation to one another giving a context to each one.
- 9.2.3 Plot H1 provides an important link between the park space at Wester Rossland and the new community. Housing should address the open space and a highly permeable layout for pedestrians and cyclists will be required.
- 9.2.4 Plot H2 has a number of important interfaces with plots H1, H3, H6, and H7. The plot has a key frontage onto Wester Rossland Park providing important passive surveillance to the adjacent amenity space.
- 9.2.5 Plot H3 forms a key entrance point into the site and lies at a high elevation sloping from north to south with views over the whole development site. The plot forms a key frontage onto the North Access Road.
- 9.2.6 Plot H6 continues the important frontage onto the North Access Road and includes a key east - west local road connection.
- 9.2.7 Plot H7 is uniquely placed forming an important punctuation point at the end of the North Access Road as well as a key frontage leading into the Village Centre.

## 9.0 Northern Gateway - Routes & Linkages

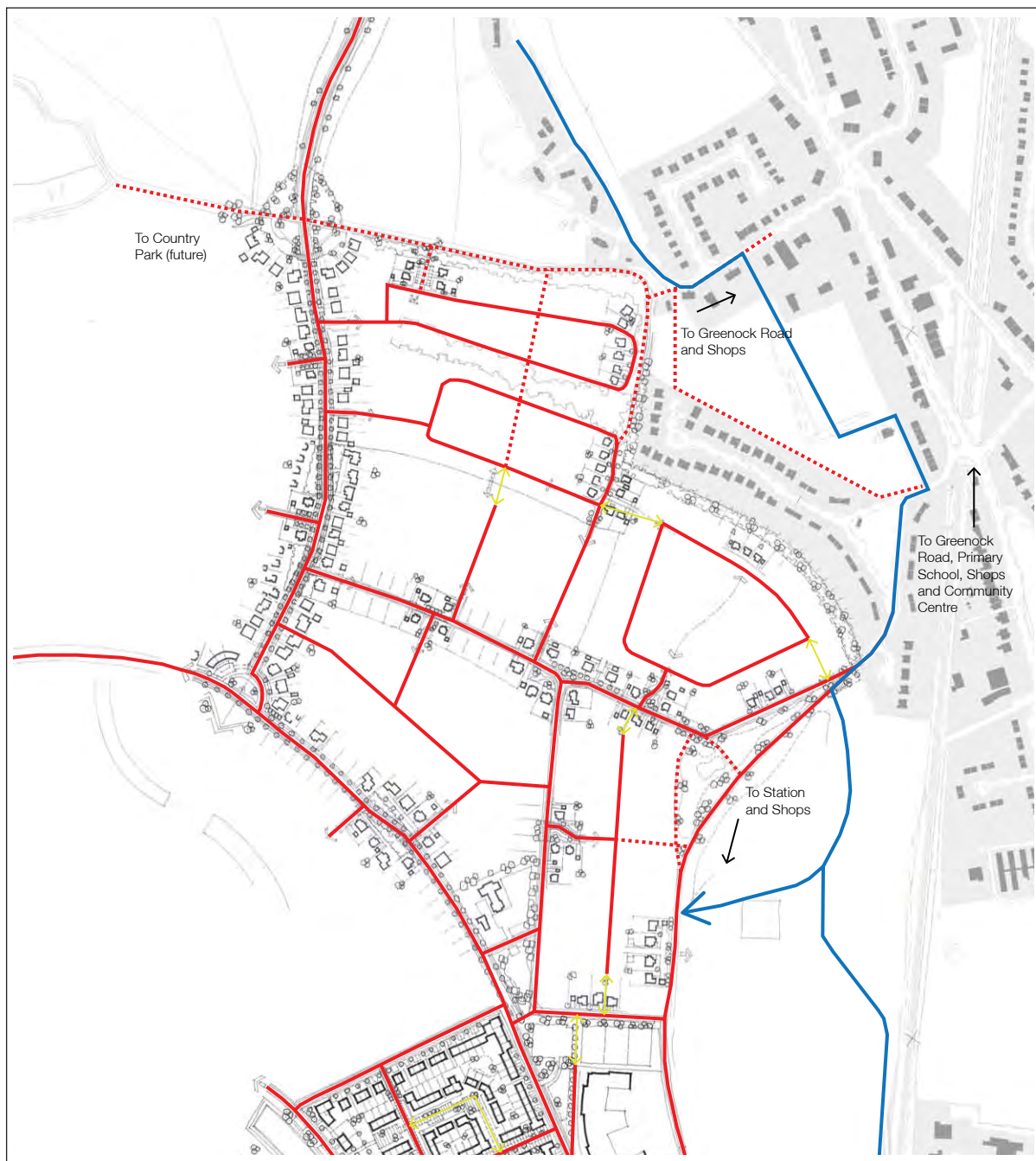


### 9.3 Routes and Linkages

- 9.3.1 There is a wide ranging and diverse route network throughout the Northern Gateway providing primary vehicular routes from the A8 into the development, primary pedestrian and cycle routes, links into the existing community and a high degree of permeability into the surrounding landscape.
- 9.3.2 The primary route through the northern gateway is the northern access road which terminates at Ingliston square.
- 9.3.3 This route provides a vehicular and pedestrian / cycle link into the site from the north.
- 9.3.4 The remaining network of vehicular, pedestrian and cycle routes connect with the main accesses into each of the individual residential neighbourhoods.

- 9.3.5 Each of these routes will be designed to have a distinct character representative of the surrounding landscape.
- 9.3.6 The overall movement network has been designed to provide a high degree of permeability with a variety of routes and modes of travel for accessing the rest of the development and the existing facilities within Bishopton.
- 9.3.7 A number of strategic pedestrian and cycle routes connect into the Bishopton Core Footpaths and in time will provide access into the country park to the west.
- 9.3.8 There is a requirement to create a permeable design solution for each individual development plot. This solution should enable full integration with the wider movement framework.





## Northern Gateway - Routes and Linkages

Vehicular, Pedestrian and Cycle Routes



Urban Lanes



Pedestrian and Cycle Routes



Bishopton Core Footpaths





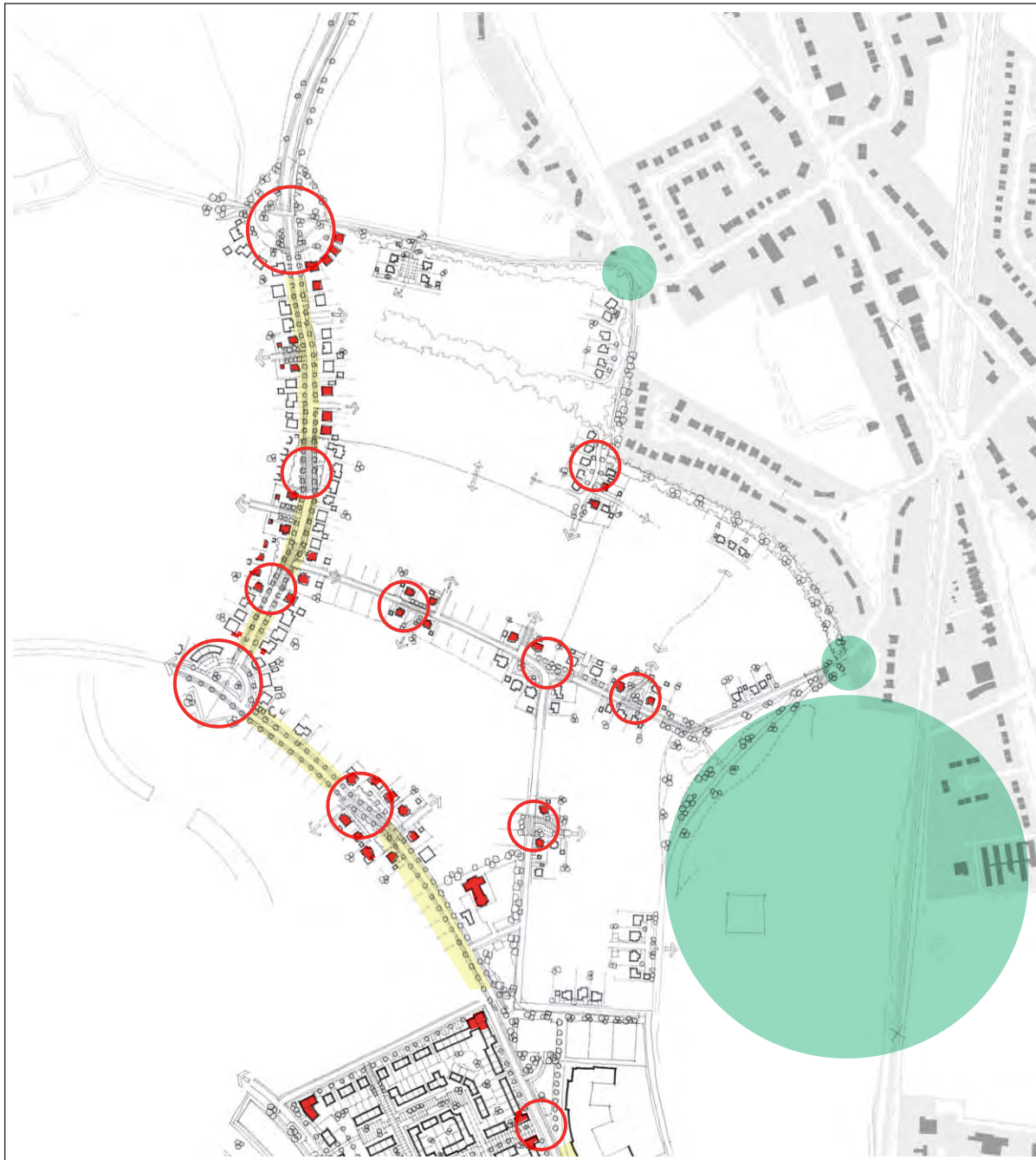
## 9.0 Northern Gateway - Frontages, Spaces, Buildings



### 9.4 Frontages, Spaces and Buildings

- 9.4.1 There are two primary centres within the Northern Gateway, the entrance crescent on the north boundary and Ingliston square at the termination of the North Access Road.
- 9.4.2 Ingliston square acts as an important hub and community centre at the termination point of the northern access road.
- 9.4.3 The primary access from the north into the Village Centre should act as a key frontage for the development.
- 9.4.4 Buildings along this route should be given greater attention to define character along its length.
- 9.4.5 At primary nodal points some buildings should be designed to be adaptable to new or different uses over time.

- 9.4.6 A number of secondary hubs create a hierarchy within the area with important spaces along the North Access Road and within the development plots along key street frontages.
- 9.4.7 Building design within these secondary hub spaces should be addressed to provide a distinctive character.
- 9.4.8 There are two primary landscape entrance spaces within the northern gateway, the Newton Road entrance and Rossland Crescent.
- 9.4.9 Each of these spaces provide an important interface with the existing facilities within Bishopton.
- 9.4.10 There is a strategically important park space at Wester Rossland adjacent to the Rossland Crescent entrance.
- 9.4.11 A number of LEAP spaces have been located to provide important active play provision close to the residential neighbourhoods.



## Northern Gateway - Frontages, Spaces and Buildings

Key Development Spaces



Key Landscape Spaces



Key Frontages



Key Buildings



## 9.0 Northern Gateway - North Access Road



### 9.5 Overview

- 9.5.1 The North Access Road provides a primary link into the development site from the A8 in the north to the Village Centre in the south.
- 9.5.2 The route crosses agricultural land and descends the hillside from a roundabout on the A8 before entering the residential streets of the development.
- 9.5.3 A key component of the northern section of the route is its integration within the surrounding agricultural landscape.
- 9.5.4 Within the residential streets the route provides a key frontage for development with a number of important nodal spaces along its length.
- 9.5.5 The following pages set out detailed guidelines for the main components of the North Access Road including the key spaces, street sections, junctions and architectural treatments.



## Northern Gateway - North Access Road

North Access Road





## 9.0 Northern Gateway - North Access Road



### 9.6 North Access Road (A8 - north boundary)

- 9.6.1 The entrance road from the north provides an approach from the A8 across a significant change of level with key access to the residential areas of Ingliston and the Village Centre. This will carry moderate volumes of traffic and so can be treated as a traffic calmed (possibly restricted to 20 miles per hour) residential access road.
- 9.6.2 The road passes through existing agricultural land and field boundaries. The alignment has been designed to be fully integrated into the existing landscape with the following components: hedge rows to either side of the road, a rolling gradient to the road cutting and stands of tree planting that integrate with the alignment of existing field boundaries.

## 9.0 Northern Gateway - North Access Road



- 9.6.3 The 6.5m wide carriageway has a pedestrian route running in parallel with the road and drainage swales on either side.
- 9.6.4 This road will grade down to the proposed platform levels within the Ingliston residential plots so that as soon as it crosses the Phase One boundary an active residential frontage comprising driveways is possible with an on road cycleway.
- 9.6.5 At the point of entry to Phase One a distinctive residential gateway is formed.
- 9.6.6 A legible spine road is created linking to the Village Centre and providing access to all residential and mixed use plots en-route. The route utilises the best of 'Designing Streets' thinking, but recognises that a balanced, well considered traffic solution for vehicles, pedestrians and cyclists will be created.

### 9.7 Landscape and Levels

- 9.7.1 The carriageway for the road is in cutting for the majority of its route into the development site.
- 9.7.2 The landscape has been designed to integrate the road by lessening the gradient of the cutting and matching the rolling landscape of the surrounding fields.
- 9.7.3 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 any redundant landscape embankment along its length.

### 9.8 Tree planting and hedgerows

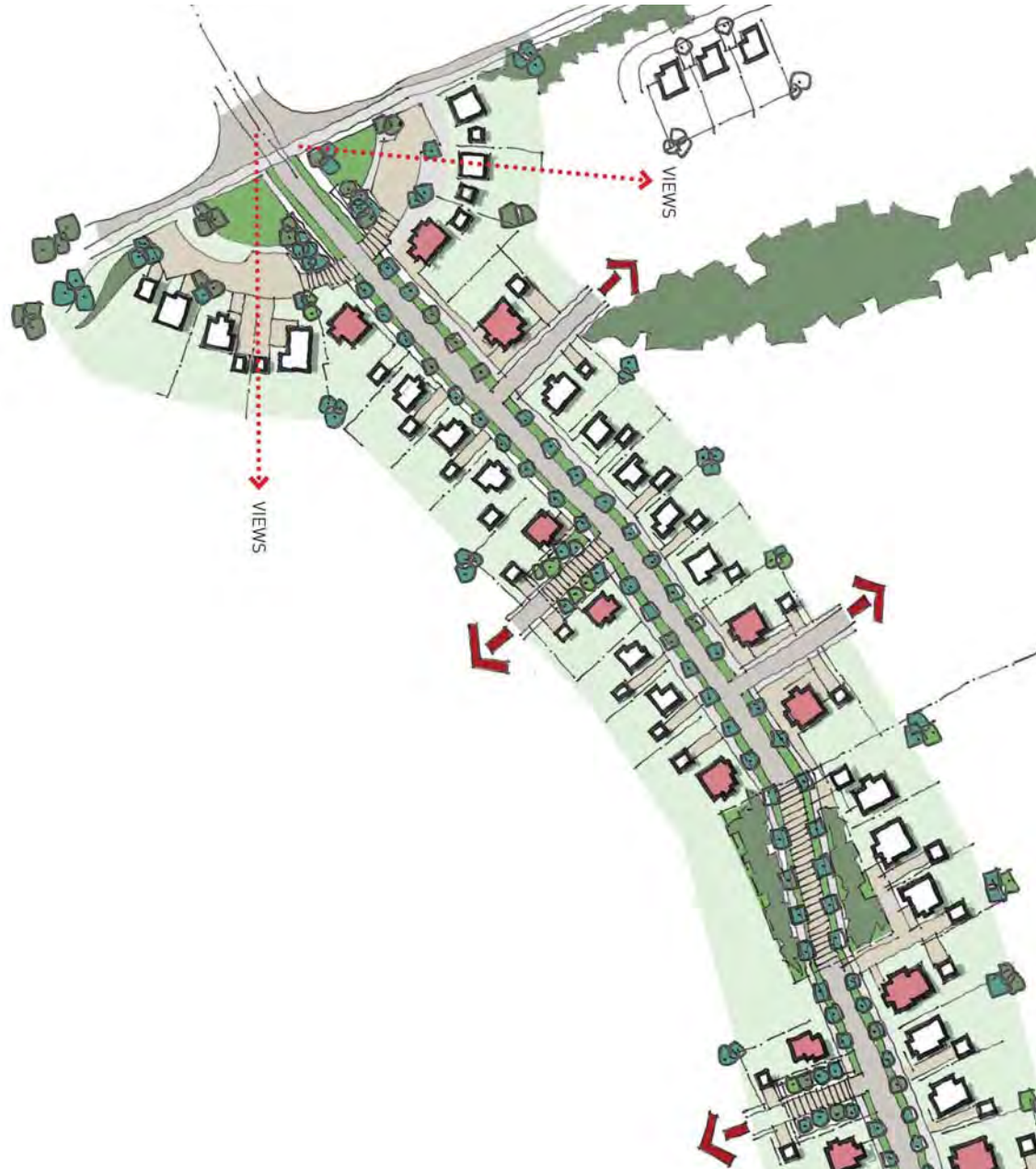
- 9.8.1 The planting strategy for the access road has been designed to integrate with the surrounding landscape.
- 9.8.2 Stands of deciduous trees have been positioned to link up with existing field boundaries. The road side hedges have been designed to match the native hedges that follow the A8 and surrounding country lanes.

## 9.0 Northern Gateway - North Access Road



### 9.9 Northern Residential Gateway Access

- 9.9.1 The access road drops down to grade at the point where it crosses into the Phase One boundary.
- 9.9.2 On the northern edge of the development housing should be discouraged from backing on. There should be a view of varied house elevations in a new/existing landscape setting and not a wooden back garden fence. This north-facing frontage also gives overlooking passive security to the retained perimeter track which will be used for cycle and pedestrian leisure/access, and links to Newton Road.





## 9.0 Northern Gateway - North Access Road



Diagram: Indicative plan of the northern gateway into the development.

9.9.3 On entering the development the northern access road becomes a slow residential road. This transition is clearly indicated by the creation of a crescent of residential units forming a clear gateway to the development set within an attractive landscape setting.

9.9.4 The crescent is also intended to set the scene and establish the visual character and quality of the new development.

- The approach along the northern access road will provide a gateway vantage point to view the new development in its entirety.
- A shared surface “Designing Streets” crescent will provide both pedestrian and vehicular access to housing .
- The country lane footpath continues through the crescent connecting the northern edge network of lane and hedge bounded walkways, with passive supervision provided by adjacent housing.
- Feature walling boundary treatments will be used to housing with rear gardens returning onto the spine road.
- Landscaped open amenity space with a mixture of hard and soft materials and contouring of the ground.



## 9.0 Northern Gateway - North Access Road

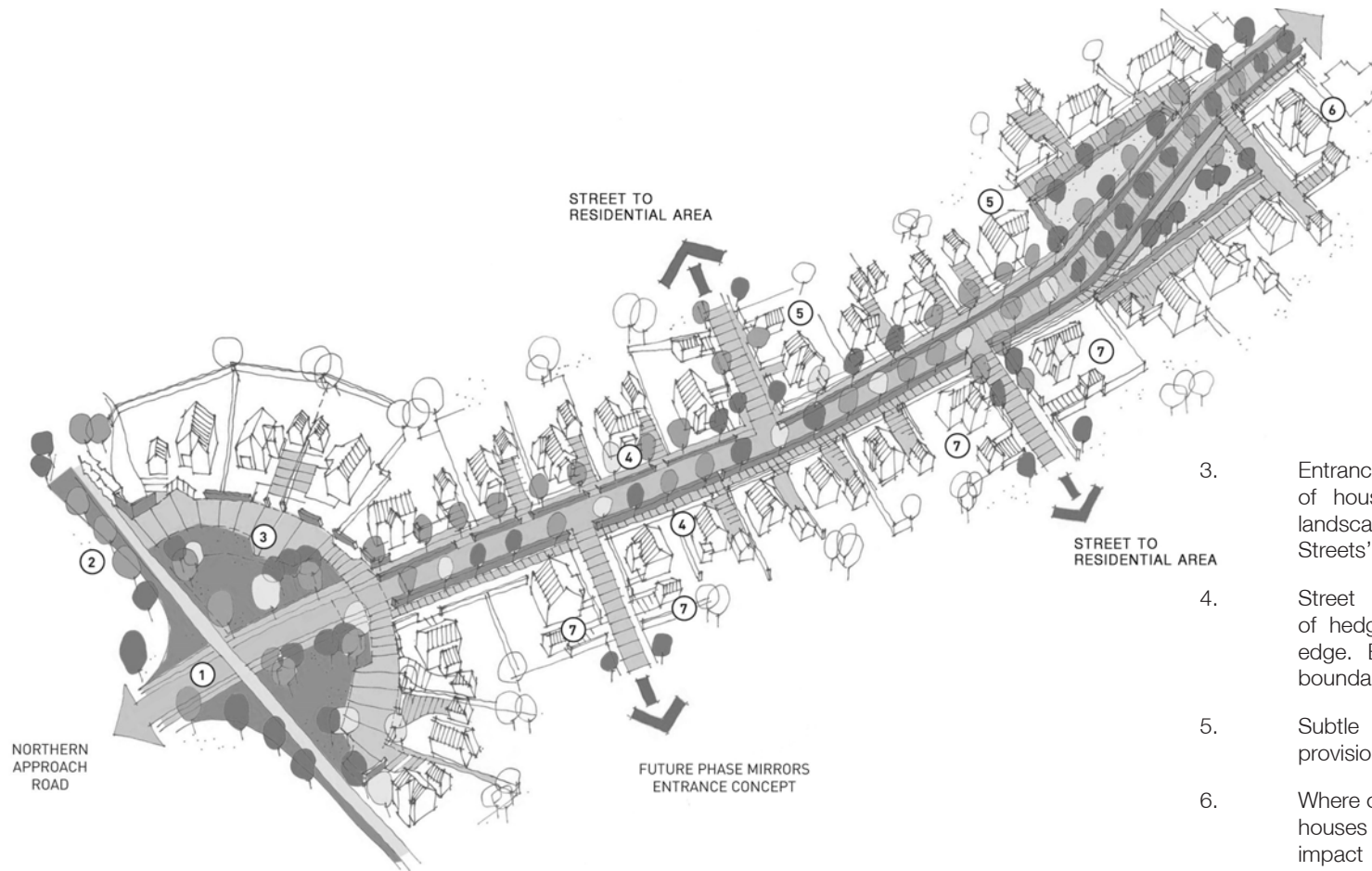


### 9.10 Axonometric View Northern Gateway

9.10.1 The annotated sketch on the right illustrates the key design principles proposed around the northern gateway:

1. Northern approach road arrives at development boundary on contour to allow road to become a residential access road with driveway access from that point on
2. Natural landscape and formation to ground modelling at entrance to site where road drops to boundary

## 9.0 Northern Gateway - North Access Road



3. Entrance gateway formed by grouping of houses in formal arc around gateway landscape. Frontages face gateway. 'Designing Streets' adopted in shared surface design.
4. Street is characterised with the addition of hedgerows and tree lines close to kerb edge. Enhanced walling to residential plot boundaries.
5. Subtle enhancement to site layout and provision of corner aspect is encouraged.
6. Where offset traffic calmed nodes are created, houses close vista and reduce 'through road' impact of spine road, thereby contributing to traffic calming.
7. Future development plots create suitable gateways to their respective housing parcels with corner orientated houses.

## 9.0 Northern Gateway - North Access Road



### 9.11 North Access Road

- 9.11.1 Given that the North Access Road is intended to make clear reference to the traditional character of the country lane, for instance comprising hedgerows, trees and dry-stone walling, the palette of materials for this nodal space will also comprise these elements.
- 9.11.2 The Design Code also encourages the developer to adopt a simplified vernacular approach to the aesthetic of proposed buildings, particularly at key nodes and frontages such as this.



- 9.11.3 The intention is to introduce a simple palette of quality materials used in an economical manner.
- 9.11.4 From this entrance gateway, the character is established by hedging and walling, which creates separation of paths and cycle paths and the visual narrowing of the road. The Design Code seeks to double up or combine residential driveways so that they occur approximately every 30 metres along the road rather than at every 15 metres spacing. This allows a more meaningful and solid landscape structure along the street and improves on street visitor parking potential.



- 9.11.5 Residential plot boundaries themselves are set back from the kerb edge sufficiently to allow a vehicle to reverse safely from the plot with suitable visibility in both directions. In this context, wall, hedge and tree heights must be carefully controlled so as not to compromise visibility splays.
- 9.11.6 All of these visual signals within the streetscape will assist in reducing speeds on the road.



## 9.0 Northern Gateway - North Access Road



- The entrance road will be bounded on either side by semi mature feature trees evenly spaced between driveways together with double spaced beech hedging to achieve a more rural approach.
- Housing with set-back garages and direct access to the spine road will both provide an attractive setting but also passive supervision and speed control of passing traffic.
- Housing building lines along this route should be set forward to varying degrees to reinforce the restricted street width
- Garages should be set back from the building line to allow cars to park within the driveway.

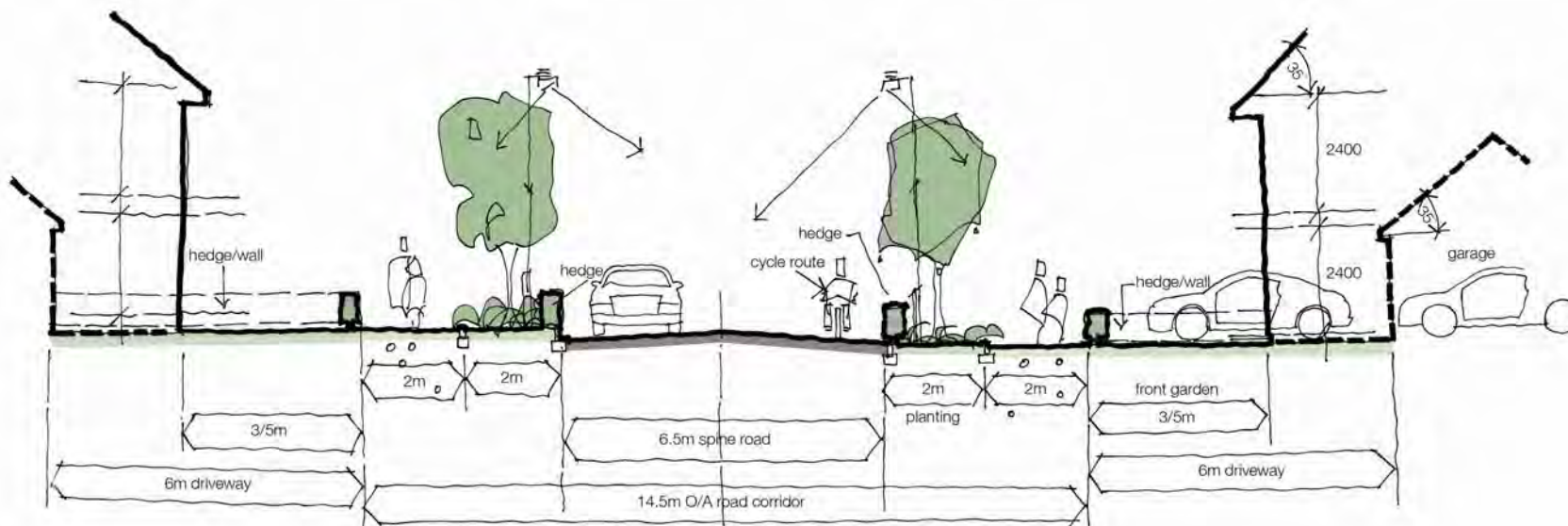


Diagram: Typical plan and section of the North Access Road



## 9.0 Northern Gateway - North Access Road



Proposed view of the northern access road looking south

### 9.12 View Northern Gateway approach

9.12.1 The annotated sketch on the right illustrates the key concepts proposed around the northern gateway approach:

1. 'Hedgerow' line on back of kerb to echo feel of country lane.
2. Soft landscaped margin.
3. Pavement.
4. Footway.
5. Residential driveways.
6. 'Rumble strips' of granite setts to help slow traffic located at key points.
7. Formally planted avenue of trees.

## 9.0 Northern Gateway - North Access Road

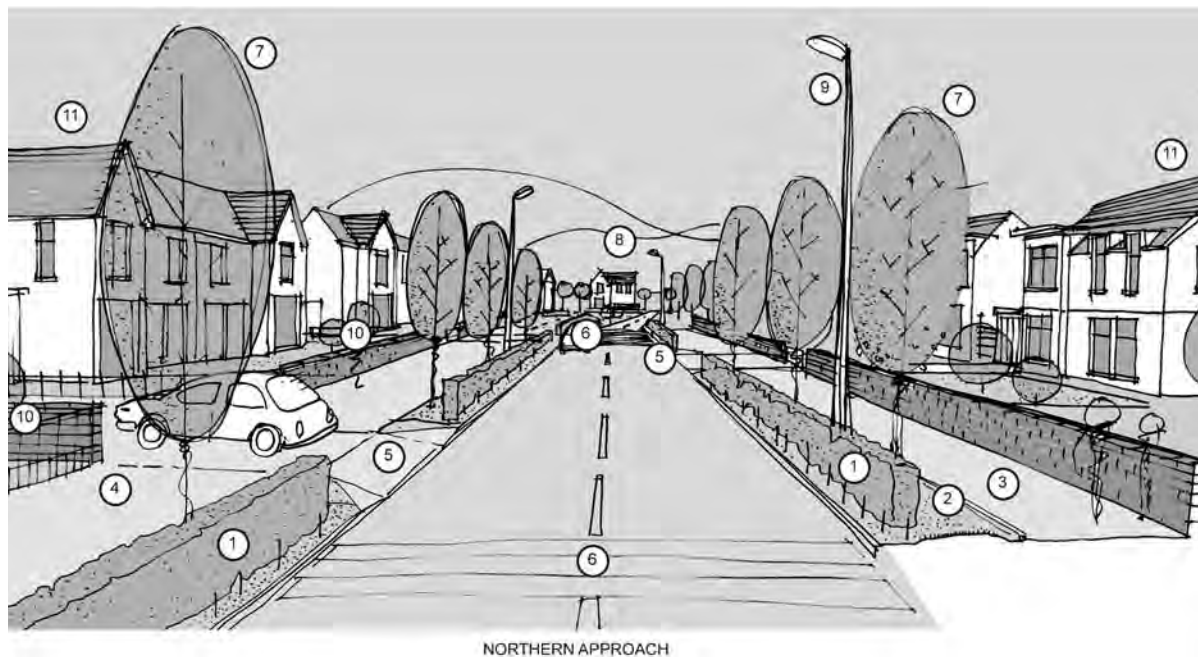


Diagram demonstrating a number of key principles relating to the northern access road

8. Where offset traffic calmed nodes are created, houses close vista and reduce 'through road' impact of spine road, thereby contributing to traffic calming.
9. Street lighting.
10. Enhanced walling to residential plot boundaries, constructed in high quality materials.
11. Residential house builder's detached and semi-detached standard house types but on corner plots houses should be designed to 'turn the corner' providing passive supervision on key frontages.

NB: Detailed sizing of hedgerow heights and underside of tree canopy will allow for adequate visibility splays to driveways.

## 9.0 Northern Gateway - North Access Road



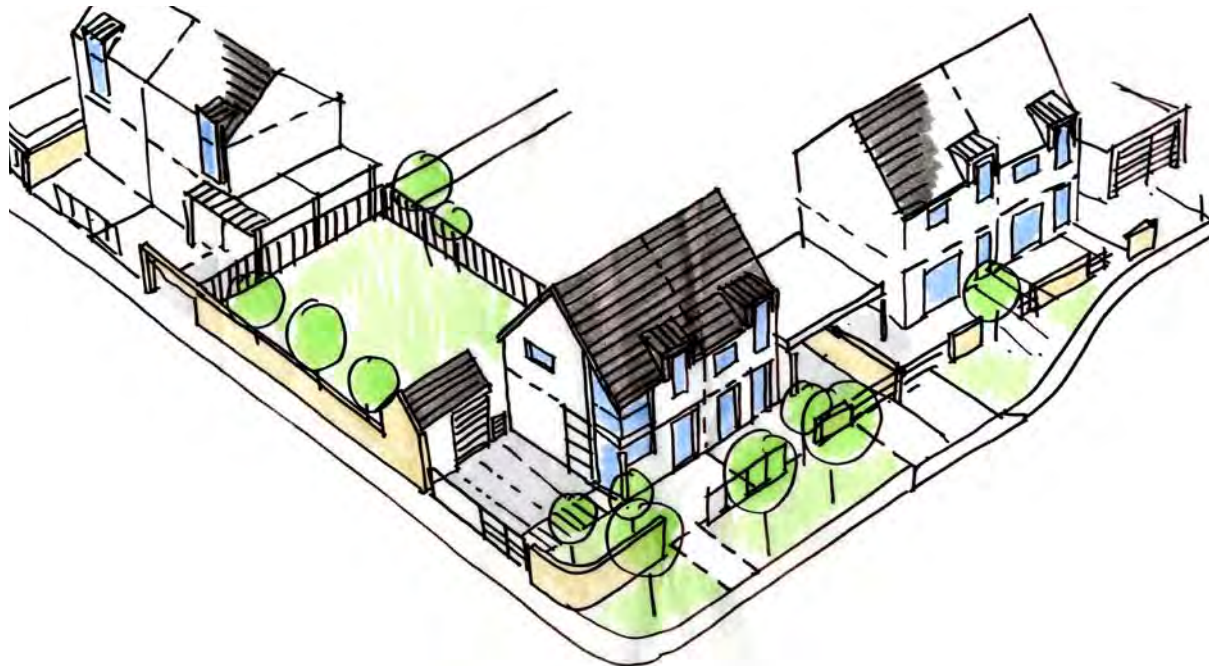
### 9.13 Overview

- 9.13.1 Within the development plots themselves the following Design Code guidelines apply.
- 9.13.2 House builders have often attempted to create a varied streetscape by 'mixing up' materials, façade forms and house types that are not aesthetically appropriate to the area.
- 9.13.3 The requirement to deliver a simplified vernacular aesthetic entails a paring down of standard types along with the use of an appropriate palette of materials.
- 9.13.4 Randomness of façade form does not necessarily create a convincing, rich and varied streetscape. Variety works where a change of unit type or scale properly signifies a key point in the plan, such as a corner or a vista termination. Within the wider streetscape, a degree of rhythm and order may be appropriate.
- 9.13.5 Scottish traditional vernacular streetscapes often exhibit a degree of planned order in their composition

### 9.14 Plot Configuration

- 9.14.1 Active frontages passively 'police' the streets. It is also important that corner blocks should address both streets and so a subtle modification to the standard house type is proposed to allow an active gable to be produced. This is important for passive security and street comfort and also because corners tend to be subject to longer viewing opportunities.
- 9.14.2 This Design Code also proposes that the housebuilder moves the house forward on the plot. Front gardens are generally used as a privacy buffer, not as amenity. However they often do not have a strong enough boundary. Stone walling or hedging is encouraged to increase the sense of privacy and enclosure, offsetting the reduction in space. This strategy does of course increase the size of the more private and useable rear garden.

- 9.14.3 The diagram below left introduces the concept of a Scottish unifying wall element to the pavement edge boundary. A suitable material should be used for the garden boundary edge, which should wrap around key street edges. Where possible and appropriate building elements such as garages or wings of the building should extend to the boundary, at which point that boundary material wall becomes a highly visible gable constructed of the same material. This is a theme that will be consistent throughout the Design Code, becoming more distinct as density increases.





## 9.0 Northern Gateway - North Access Road

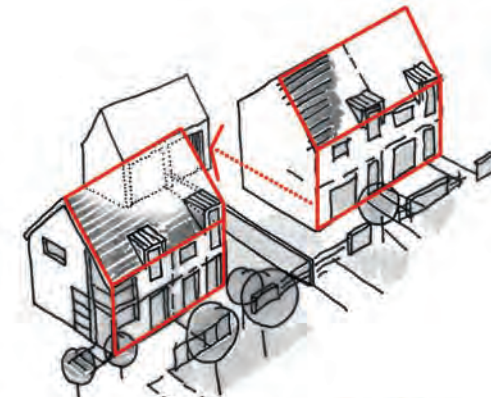


### 9.15 Garaging

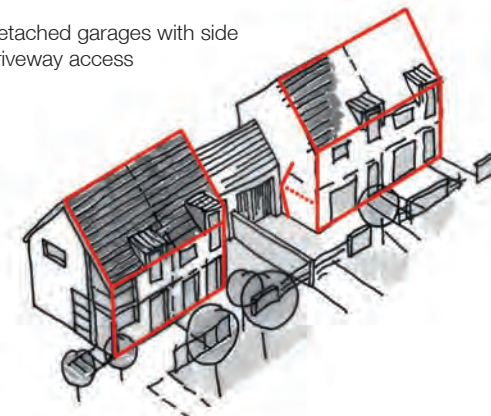
- 9.15.1 A further component in the configuration of plots is the location of the garage. Integral garages are generally discouraged throughout the North Access Road and would only be allowed if they minimise the impact of vehicles on the frontage of buildings and follow the rules of being subservient to the architecture of the house, set back from the front elevation.
- 9.15.2 Conventional plot configurations can show a lack of engagement with the street due to an unplanned garage location, an overly large front garden and a blank façade to the corner street.
- 9.15.3 The plot configuration within the development sites should move the individual houses forward, garages or car ports should be located to contribute to the street scene and frontages should introduce subtle changes to the standard house type to create a corner unit with active gable façade.



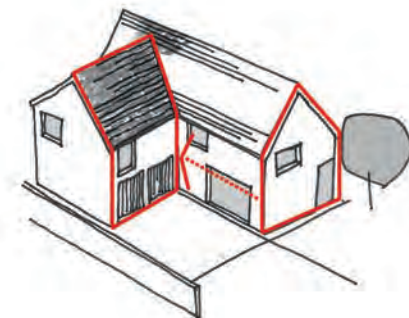
- 9.15.4 Set back car parking provision within driveways will have a reduced visual impact on the street with the house forming the dominant architectural form.
- 9.15.5 The diagrams on the right illustrate the approach that should be followed regarding the positioning of garaging in relation to individual houses and the street frontage.
- The architectural form of the house should define the street with garages set back behind the front elevation.
  - Detached garages are encouraged along the main spine road
  - Integrated garages can be contained in one or two storey elements and should be designed to relate to the architecture of the house set back from the main elevation.



Detached garages with side driveway access



Integrated garages set back from adjacent houses



Integrated garages within the form of the house, set back from the street



## 9.0 Northern Gateway - North Access Road



### 9.16 Primary Junctions + Squares

- 9.16.1 Along the North Access Road, there will be a requirement to provide access to development plots. The exact locations of these access points will depend upon the layout requirements of developers. However it is a requirement of this Design Code that such junctions are considered in the context of Designing Streets and the spatial/nodal requirements discussed above. A series of staggered cross junctions is proposed which involve an offset of the road geometry and an arrangement of residential frontages around the resultant space such that a memorable and distinctive 'node' is created.
- 9.16.2 Views down each stretch of road leading to the node are towards the opposite residential frontage, not straight through the space. The space itself will have a subtle change in road surface material.

- 9.16.3 Again this streetscape form will reduce traffic speeds.
- 9.16.4 This philosophy avoids the conventional 'gated enclave' approach to residential plot design where the road itself tends to become a non-place. Instead the junction is an orientation device set on the road domain that leads off to adjacent plots and onto the next distinctive place in the journey.
- 9.16.5 In the spirit of flexibility and variety, the Design Code presents a number of variants that are possible when adopting this approach. Each space should be subtly different. The subtle road offset is appropriate to the main spine road. However within the residential development itself, more significant 'square-about' forms are appropriate.

## 9.0 Northern Gateway - North Access Road



Diagram: Typical plan of a primary 'gateway' road junction

- Change in road direction serves as a controlling device to restrict speed and provide a legible entrance to development sites which can be treated with soft and hard landscape detailing.
- Ensure passive supervision of the junction and spine road.
- Fronts and backs of housing orientated to suit individual developments ensuring active streetscapes with garages set back, subservient to housing.
- Enrichment of all road and footpath finishes within the junction and permitting the street landscaping to continue into a more attractive and meaningful public space.

## 9.0 Northern Gateway - North Access Road



### 9.17 Ingliston Square

- 9.17.1 The main nodal square at the end of the northern access road provides a major interface between the residential neighbourhoods in the north and the park space.
  - 9.17.2 The square provides a community focal point with potential local commercial usage and the positioning a local equipped area of play (LEAP).
  - 9.17.3 The character of the space will be formal with development frontage on three sides, the main access road and an area of civic space. The road access should be fully integrated within the public realm with sensitive use of materials and street lighting.
- Adjacent “drop off” parking facility set within a formal square emphasizing a change of character and tenure .
  - Three storey buildings provide a key nodal building type also giving a sense of place within the master plan.

### 9.18 Routes

- 9.18.1 The integration of the northern access road within the space is a key component of the design.
- 9.18.2 The space will be designed to encourage reduced traffic speeds and a pedestrian orientated environment. Key pedestrian and cycle routes will interface with the space from the surrounding development plots and the park.
- 9.18.3 All routes should use materials designed to integrate with the character of the public realm within the square.

### 9.19 Spaces

- 9.19.1 The scale of the square has been designed to provide a local community hub for the surrounding residential neighbourhoods.
- 9.19.2 The space will be designed to allow a range of uses from every day use of the LEAP space to occasional community events.
- 9.19.3 The space will act as a landmark within the development site defined by a distinct character, the use of high quality materials, specimen tree planting and elements of natural stone paving.

### 9.20 Landscape & Ecology

- 9.20.1 The quality of the landscape will be defined by a formal civic setting and the built frontage that surrounds it.
- 9.20.2 Specimen tree planting and high quality materials will be used to create a distinct character that acts as a gateway into the residential neighbourhoods in the north of the site.



## 9.0 Northern Gateway - North Access Road

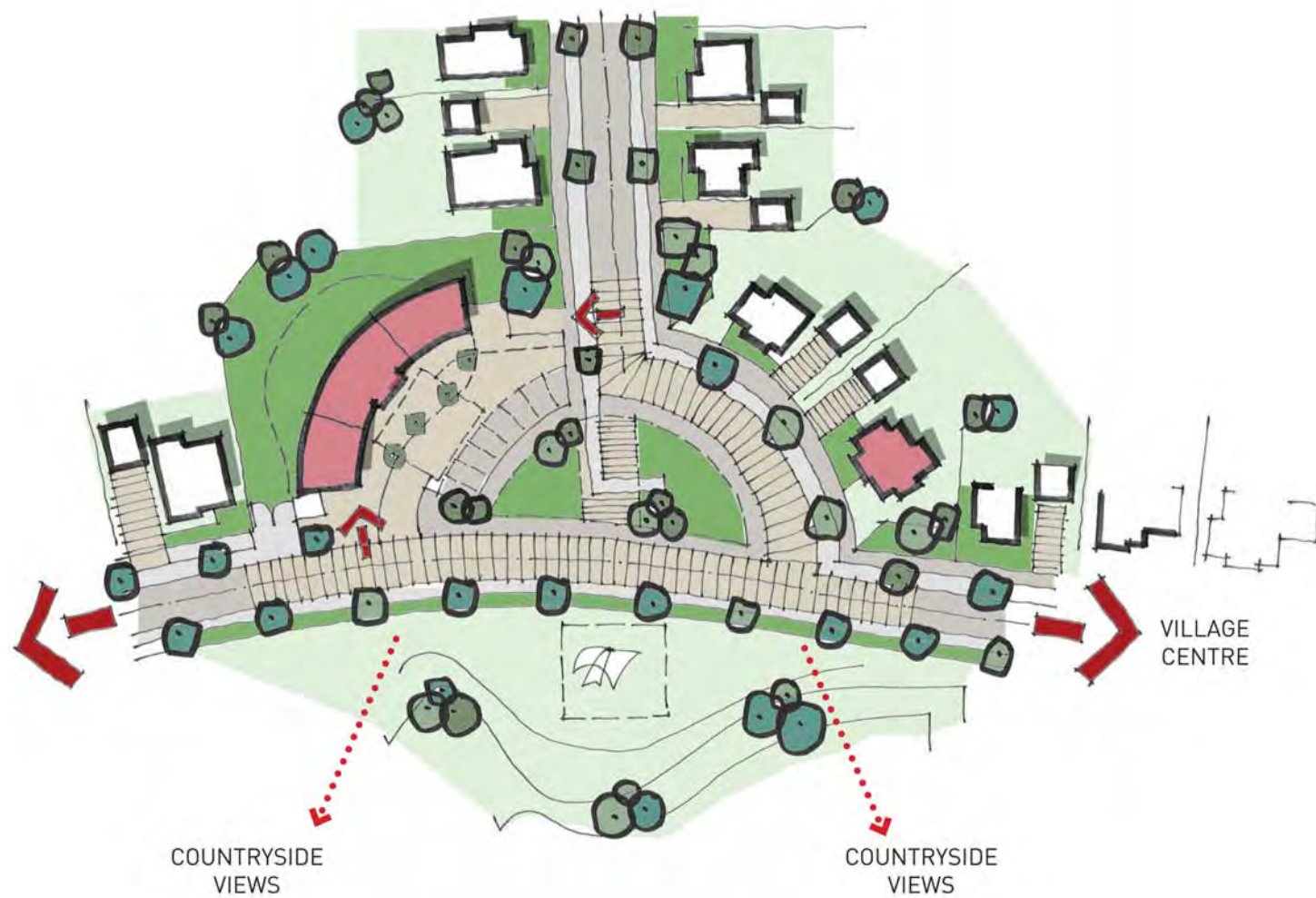


Diagram: Typical plan of a Ingliston Square



## 9.0 Northern Gateway - Local Roads



### 9.21 Overview

- 9.21.1 The local access roads within the Northern Gateway are a key component within the route network of the development and should relate to all routes throughout each development plot.
- 9.21.2 The roads provide an alternative route through the area linking in with the North Access Road and different zones of the development.
- 9.21.3 All local roads will have housing fronting directly onto the road with direct access to the carriageway.
- 9.21.4 There will be a number of nodal points that form key junctions, entrances to smaller residential streets and public spaces.
- 9.21.5 The following pages set out the guidelines for these roads in detail illustrating the key parameters of the street, key spaces and architectural treatment.



## Northern Gateway - Local Roads

Local Roads



## 9.0 Northern Gateway - Local Roads

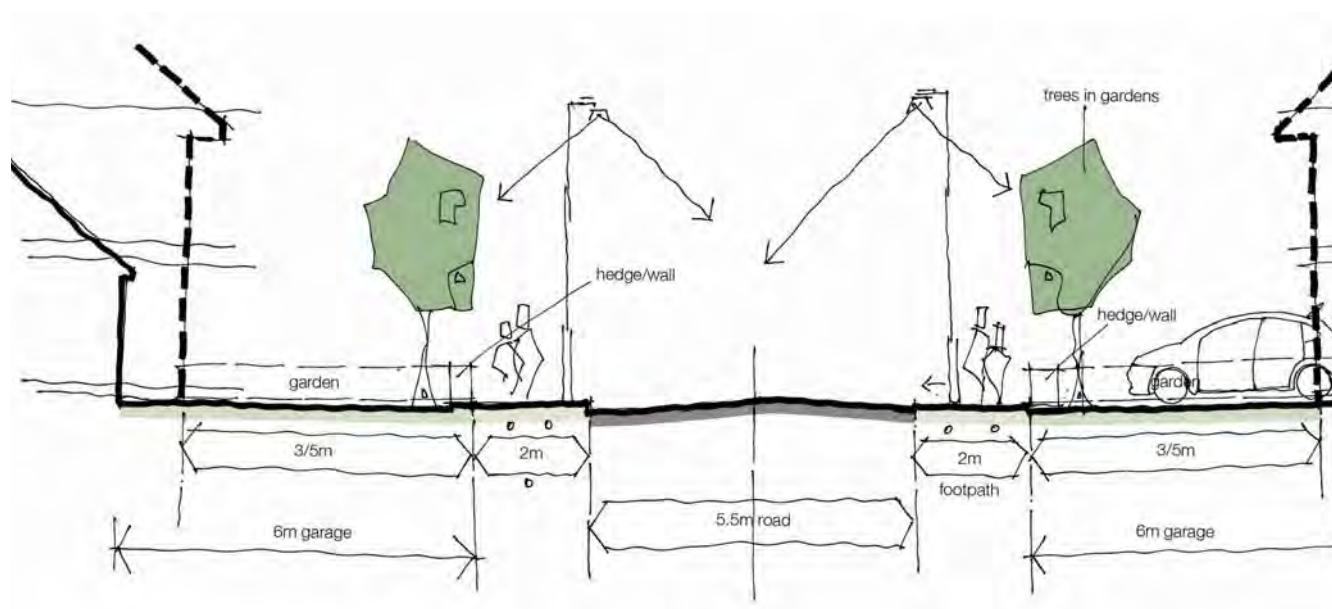


Diagram: Typical Section of a Local Road within the Northern Gateway

## 9.0 Northern Gateway - Local Roads

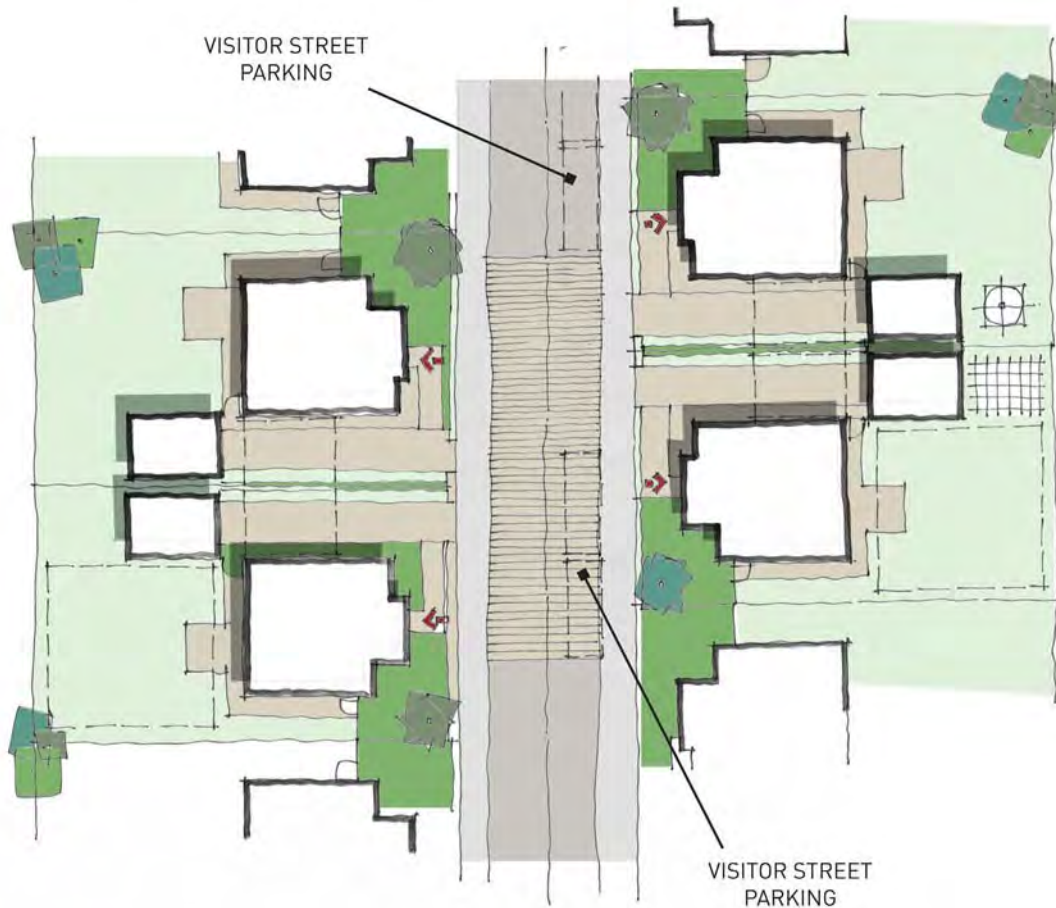


Diagram: Typical Plan of a Local Road within the Northern Gateway

### 9.22 Local Roads

- 9.22.1 The local roads through the northern gateway should be set out in accordance with designing streets and integrate visitor parking, driveway access and pedestrian routes.
- 9.22.2 Housing layouts should be designed to provide passive surveillance of the street with limited setback distances from the footway.
- 9.22.3 The local roads should be designed with a 5.5 - 6.5m wide carriageway width that incorporates visitor parking parallel to the kerb as illustrated in the plan to the left.
- 9.22.4 Changes in surfacing and tree planting in front gardens should be incorporated into the streetscape to define character areas and key spaces and to create interfaces with other route junctions.



## 9.0 Northern Gateway - Local Roads

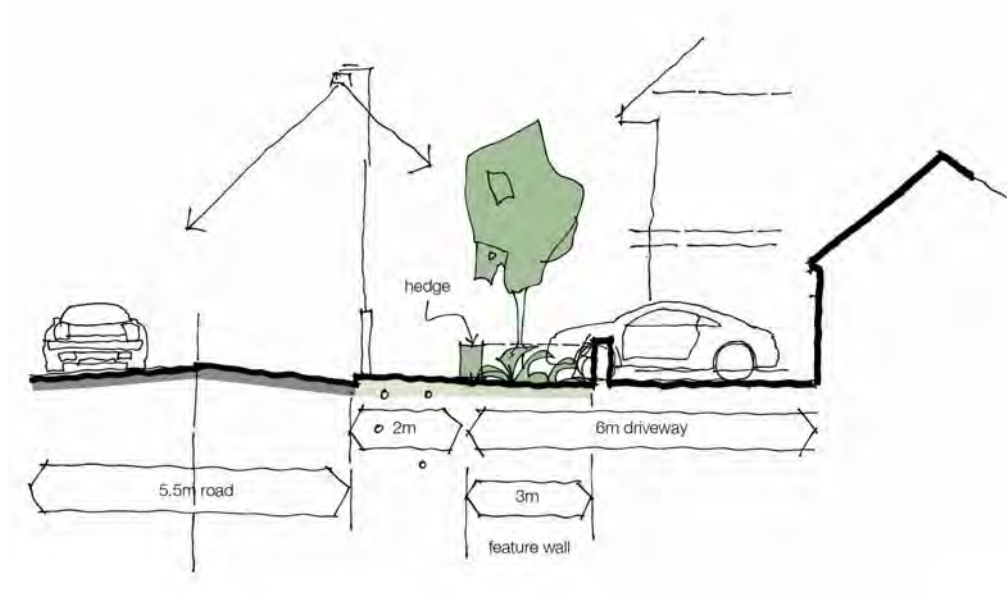


Diagram: Typical Section of a Local Road garden boundary interface

## 9.0 Northern Gateway - Local Roads

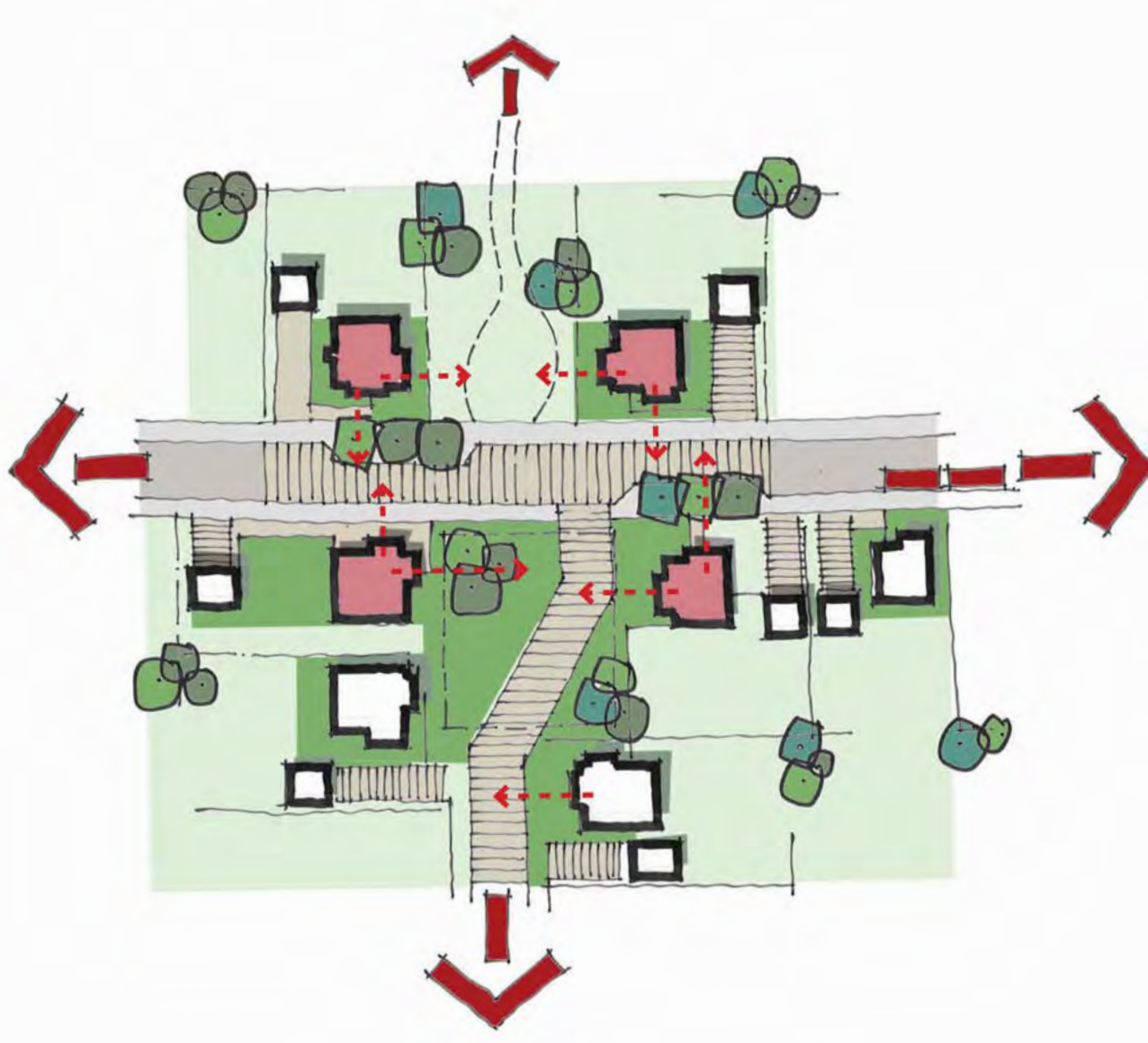


Diagram: Typical local road nodal junction ( Streets, Urban lane, Pedestrian route)

### 9.23 Local road nodal junction

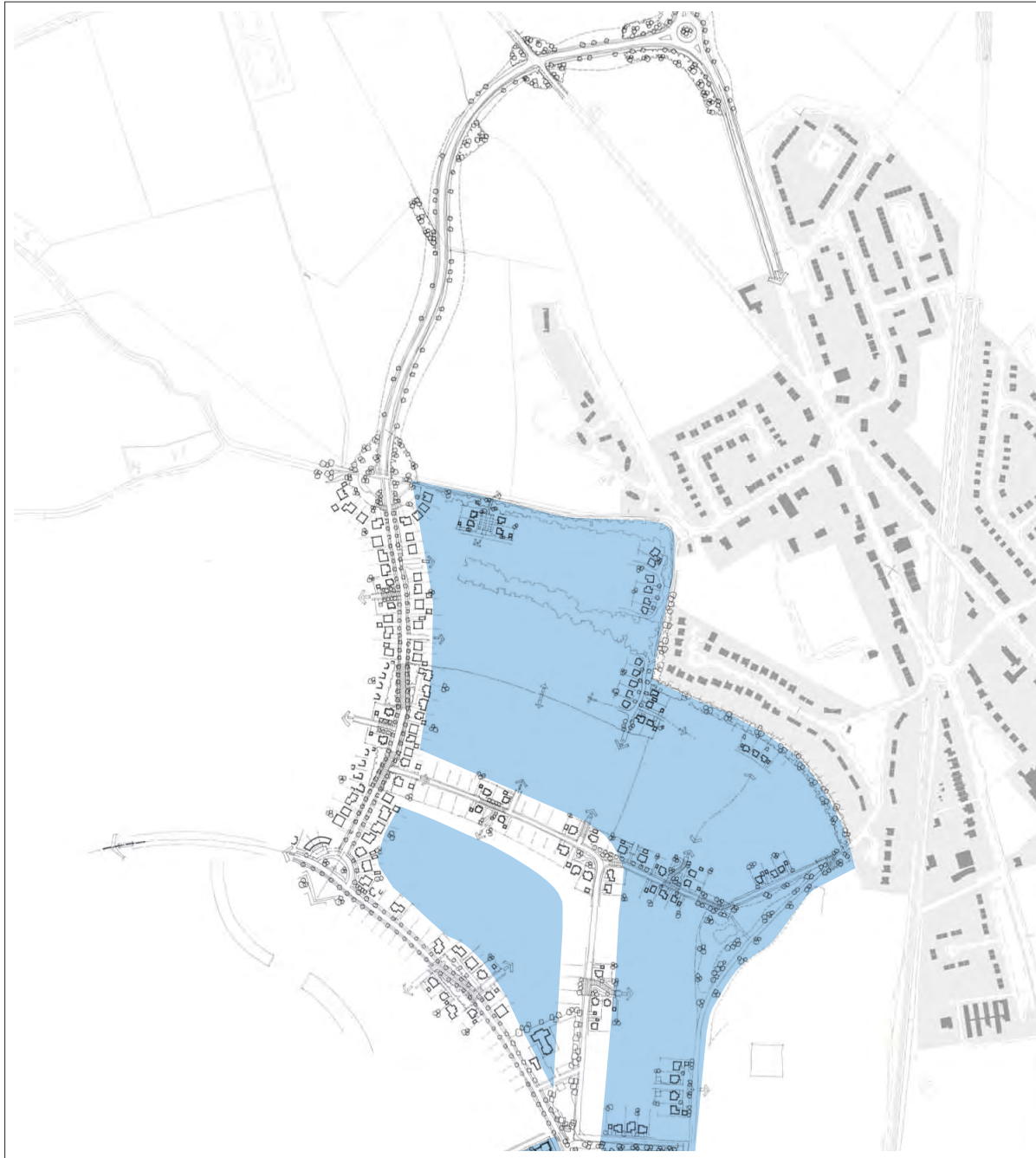
- 9.23.1 There are a number of key nodal junctions within the Northern Gateway that should be designed to define a particular character for the adjacent development area.
- 9.23.2 The nodal junctions should be designed to integrate a range of vehicular and pedestrian routes within the space using shared surface materials and enhanced frontage design to key buildings.
- 9.23.3 All buildings should be designed to have good passive surveillance over the surrounding spaces and routes.
- 9.23.4 Tree and hedge planting should be utilised within gardens to further enhance the character of the spaces.

## 9.0 Northern Gateway - Streets, Urban Lanes + Courtyards



### 9.24 Overview

- 9.24.1 A wide range of streets and spaces within the development plots must form a permeable network of routes that allow pedestrians and vehicles to move through the development in a number of different ways.
- 9.24.2 Streets within the development plots should follow shared surface principles but could include informal streets with separated footways in places or narrow urban lane links. Above all the detailed design must create a well connected network of streets and footpaths. Dead end streets and dead ends should be minimised. Adjacent plots should be connected by streets.
- 9.24.3 The principles of 'Designing Streets' should allow the creation of changing character areas within developments including courtyard spaces and park spaces.
- 9.24.4 The following pages set out the guidelines that should be used in the design of all streets and spaces within the development plots.



## Northern Gateway - Streets, Urban Lanes and Courtyards

Streets, Urban Lanes and Courtyards



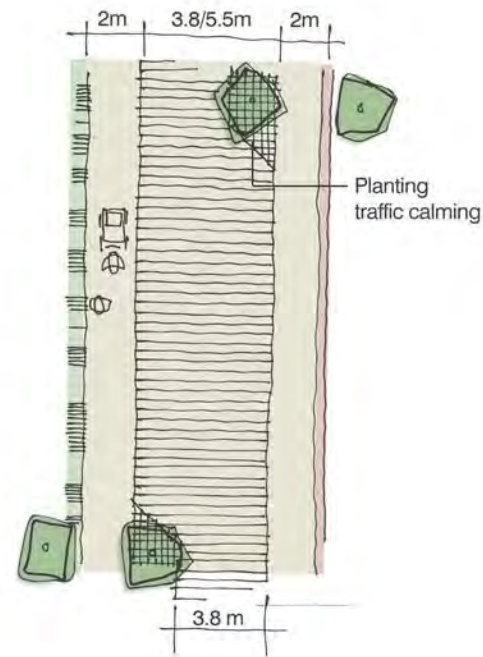


## 9.0 Northern Gateway - Streets, Urban Lanes + Courtyards

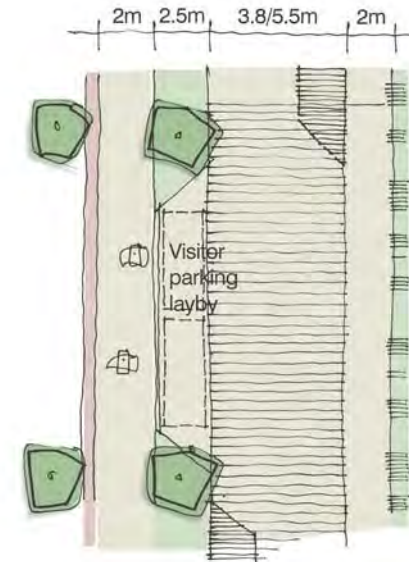


### 9.25 Typical roadways and footpath types

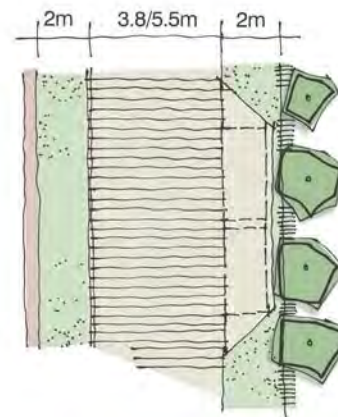
- Shared surface roads within residential developments with block paving defining road surfaces and grassed service strips either side incorporating visitor parking spaces.
- Areas of roads and footpaths should adopt level surface “Designing Streets” standards varying surface finishes and textures to delineate pedestrian and car parking areas.
- Road widths should range from 3.8m for urban lane links to 5.5m dependent upon location and function.



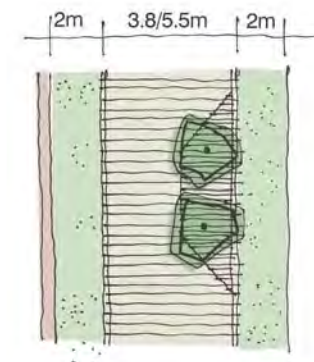
Shared surface street with separate footways



Shared surface street with visitor parking



Urban lane with visitor parking



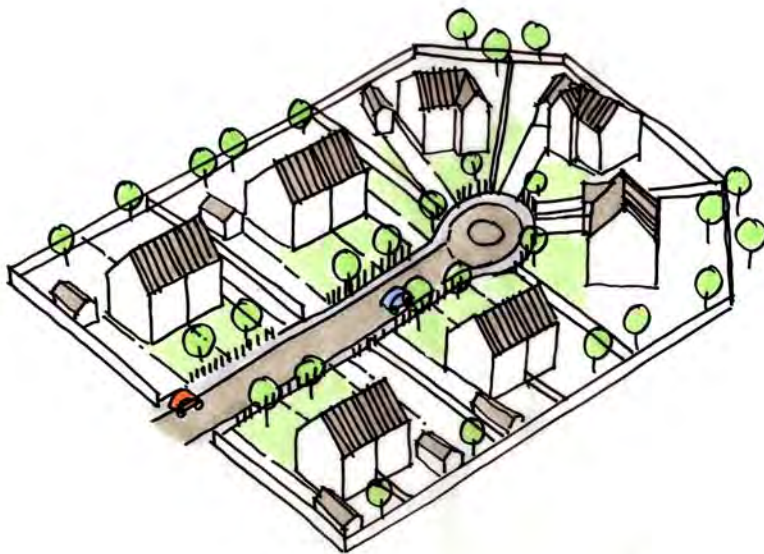
Urban lane with verge edge

## 9.0 Northern Gateway - Streets, Urban Lanes + Courtyards

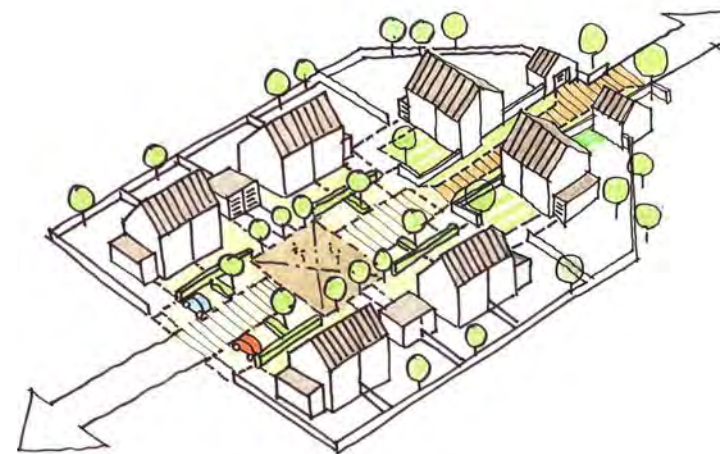
### 9.26 Shared Surface Courtyard Design

9.26.1 Within the residential plots, Designing Streets will be adopted throughout the masterplan area. Wherever possible the streetscape will provide a level of amenity. Traditional cul-de-sacs will not be accepted by the Council. In the spirit of Designing Streets any proposed cul-de-sacs scenarios become the focus of on street play (as proposed within Homezone guidance) and are treated as a shared surface courtyard with vehicular or pedestrian / cycles urban lanes links to the other parts of the development parcel.

9.26.2 In this regard the following diagrams show a conventional cul-de-sac arrangement (left) and a Designing Streets courtyard and urban lane option (right), overlayed upon a residential arrangement of the same overall plot size and density. This Design Code requires this level of careful consideration and response by each plot developer.



Sketch: Conventional cul-de-sac arrangement  
(NOT GENERALLY ACCEPTABLE)



Sketch: Designing Streets shared surface courtyard with urban lane link  
(ACCEPTABLE)

## 9.0 Northern Gateway - Streets, Urban Lanes + Courtyards

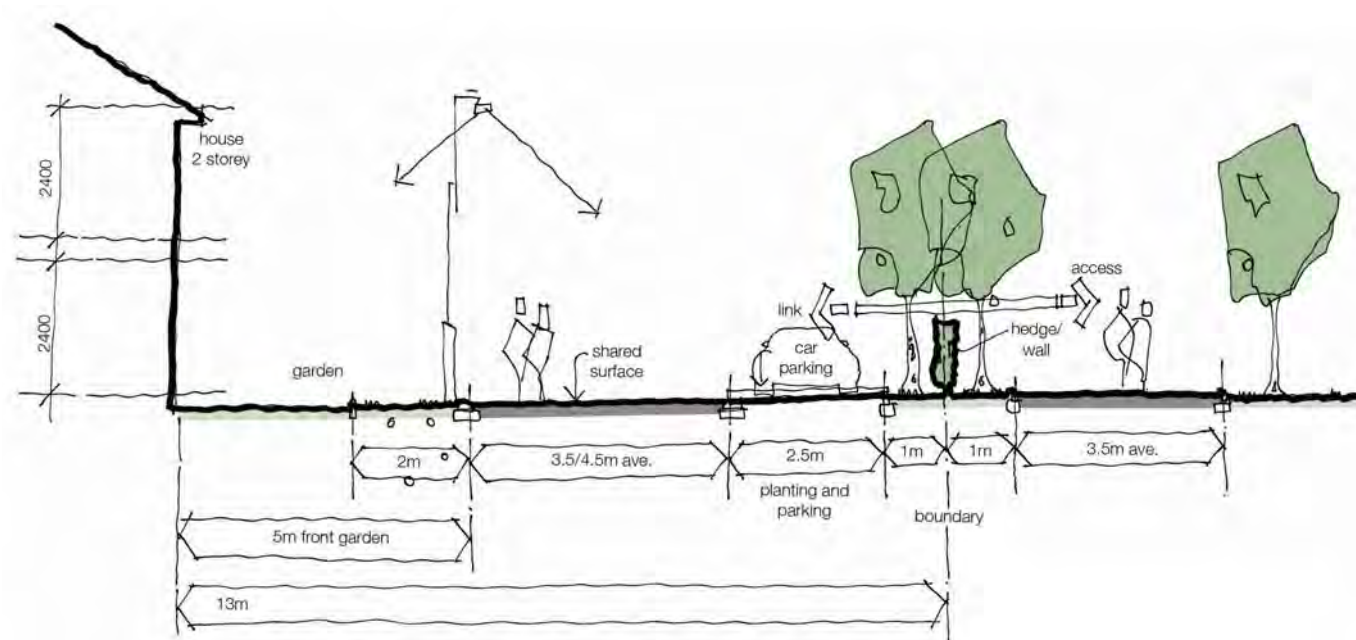
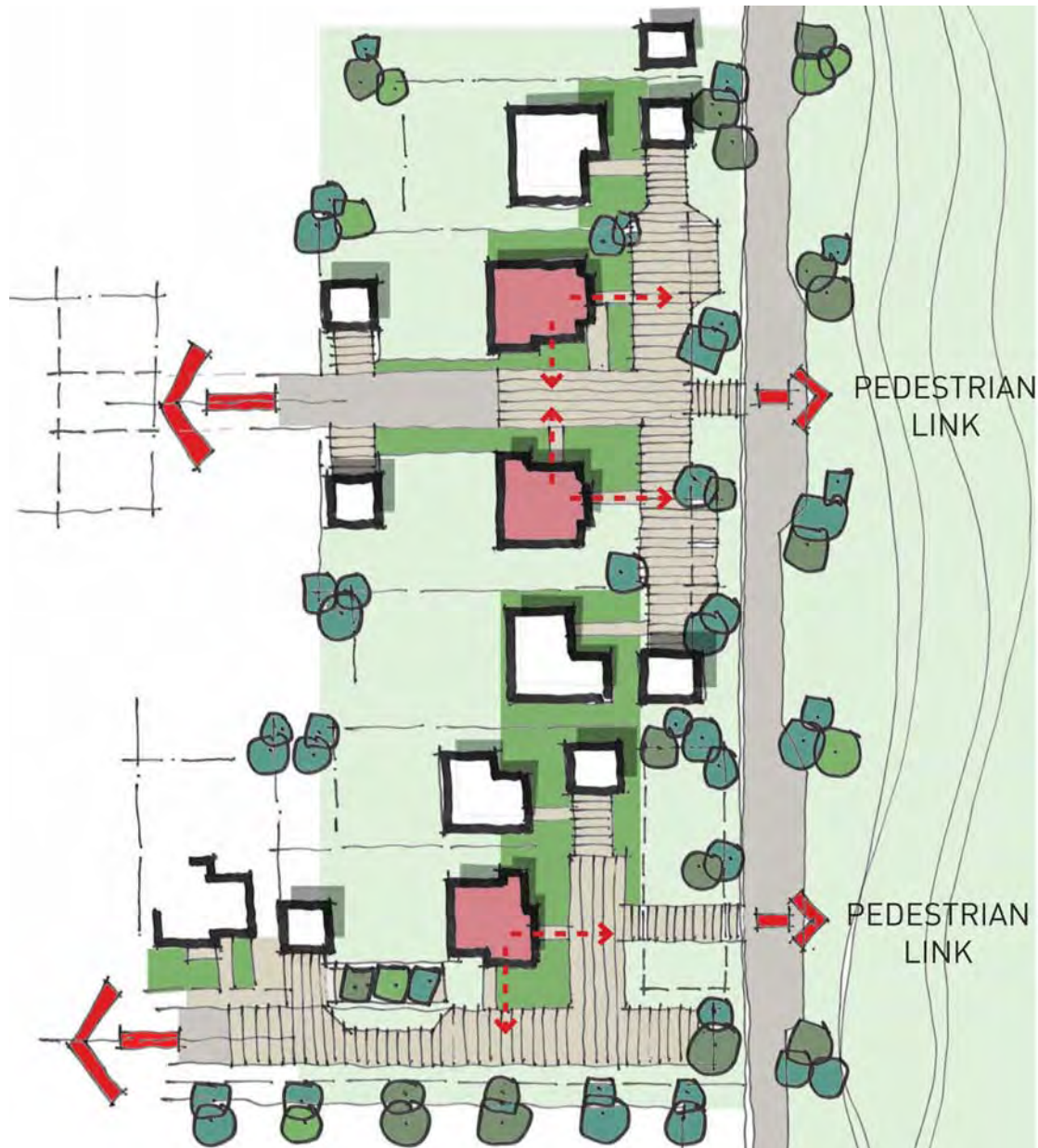


Diagram: Typical Section showing a front garden boundary interface with a shared surface street and the access road through Wester Rossland Park



## 9.0 Northern Gateway - Streets, Urban Lanes + Courtyards



### 9.27 Boundary housing overlooking common amenity space and Core Footpaths

- Housing within plot H1 will be designed to provide passive supervision of the landscape amenity space along its eastern flank.
- It could be possible for new housing to overlook existing open amenity space with pedestrian access only, vehicle access to be maintained within the development or a peripheral road could be introduced to allow a limited number of houses to access directly onto the local road network via Rossland Crescent. If this approach is adopted there should be no through route for vehicles from Rossland Crescent into the development.
- Dual frontage to all corner houses ensuring active streetscapes, location of garages to rear gardens applicable in this instance with 6 metre driveway.
- Pedestrian connections provided to existing amenity space from shared surface hammerhead junctions.



## 9.0 Northern Gateway - Streets, Urban Lanes + Courtyards

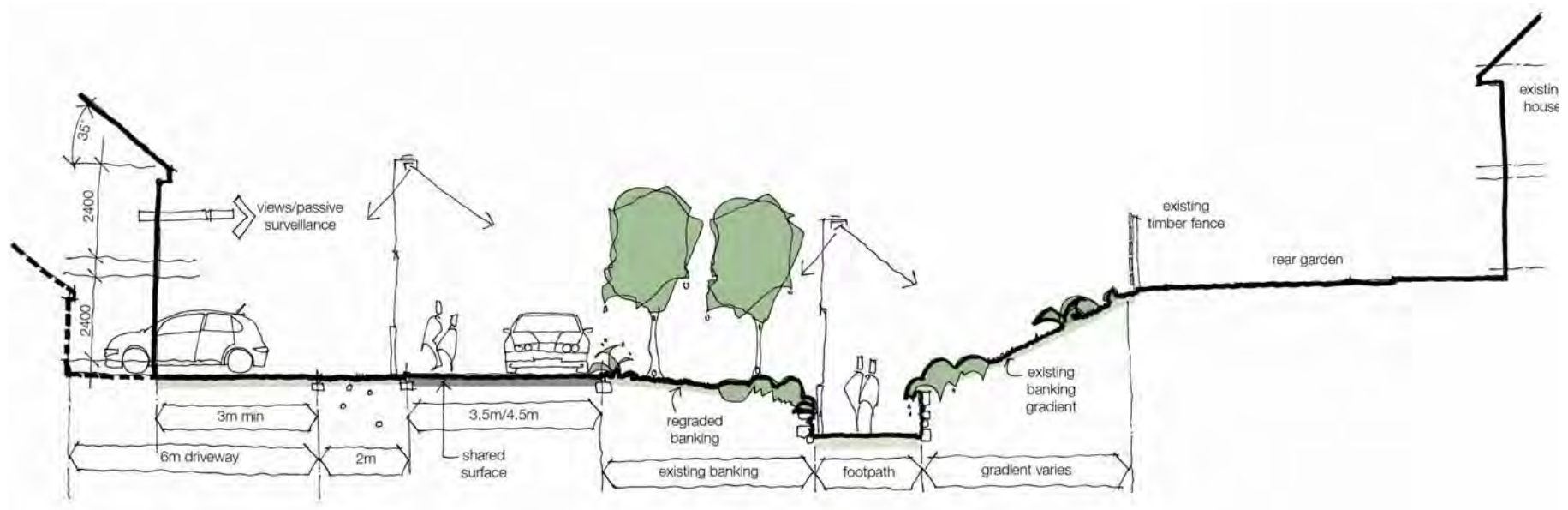


Diagram: Typical Section showing a front garden boundary over looking the strategic footpath link connecting with Newton Road

## 9.0 Northern Gateway - Streets, Urban Lanes + Courtyards



### 9.28 Boundary housing overlooking north perimeter footpath

- The existing perimeter footpath requires to be retained and enhanced where necessary. Existing levels determine the setting out of the slope within housing plot H3 .
- Housing should actively view this boundary where practical ensuring passive supervision of the footpath
- Any rear facing gardens should have a high quality boundary treatment as detailed in Chapter 8 and should be integrated within the tree and native grassland slope.
- Private gardens should be extended to include an area of sloping ground, however the wider slope will be maintained as general amenity landscape.

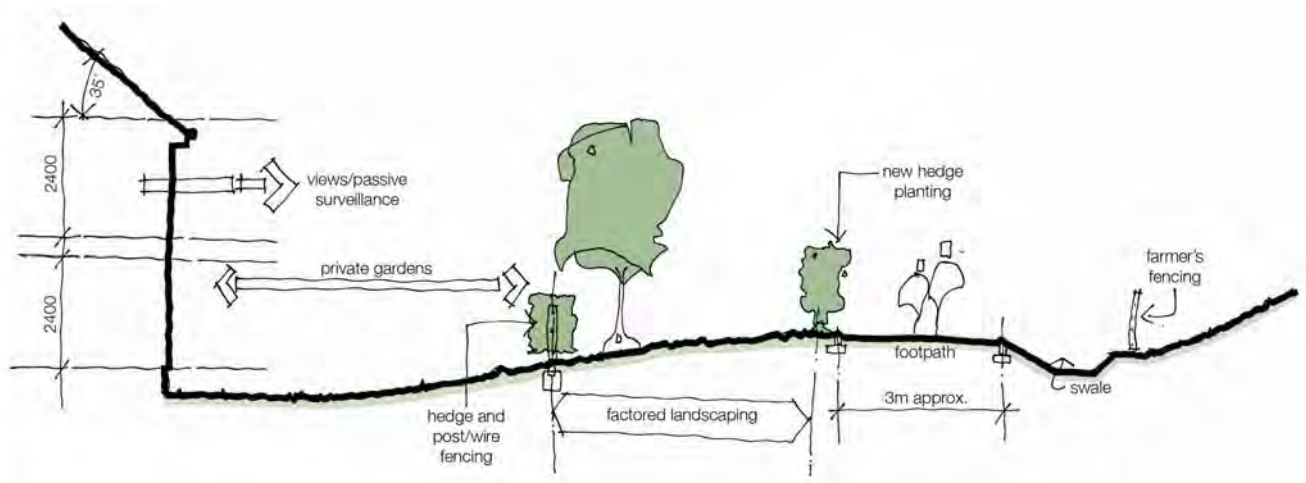


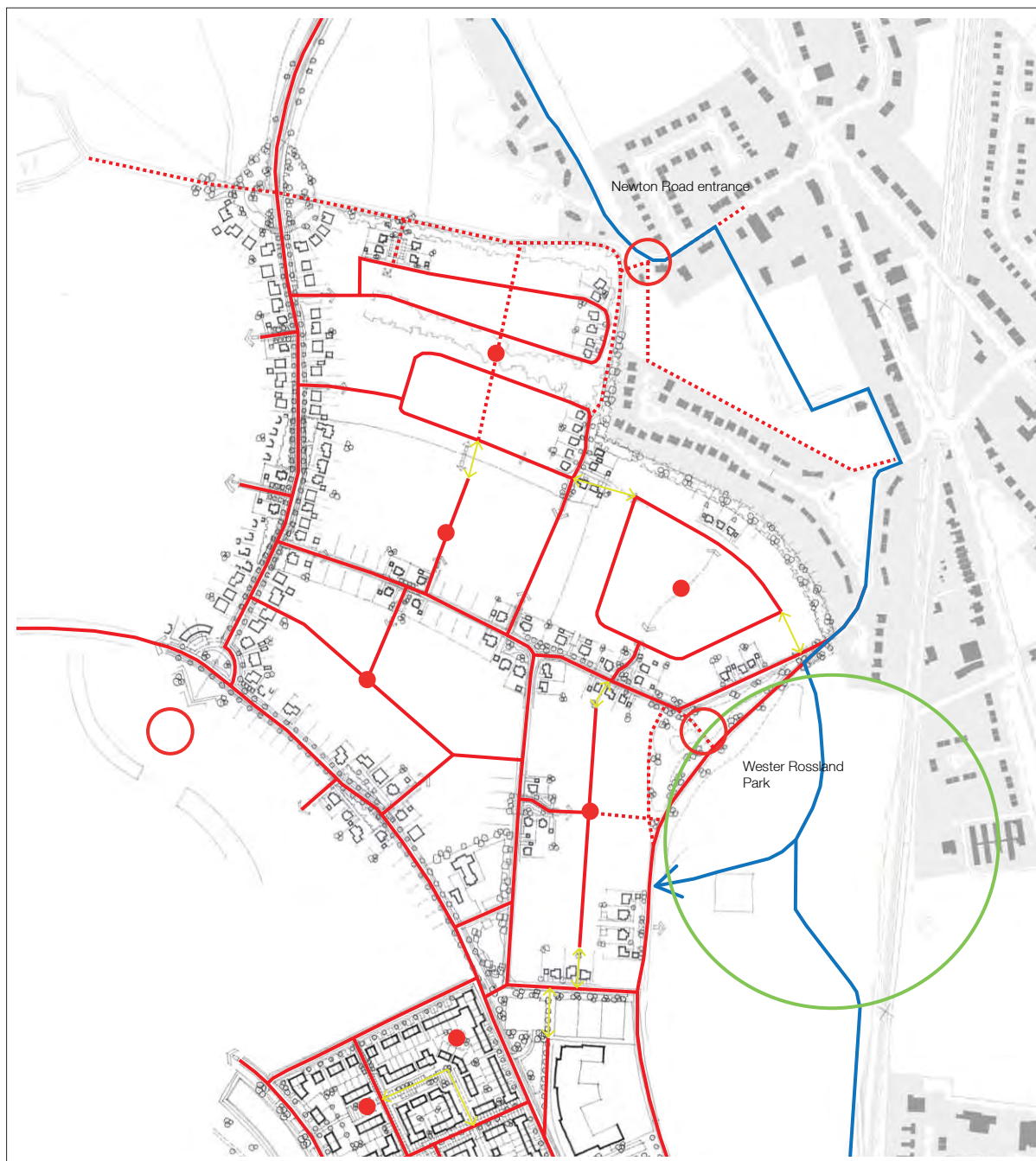
Diagram: Typical Section showing a garden boundary and structural landscape planting interface with the north boundary of development plot H3 and the strategic footpath / cycleway link to Newton Road

## 9.0 Northern Gateway - Parks & Recreation



### 9.29 Overview

- 9.29.1 There are a number of important landscape spaces within the Northern Gateway that form focal points for the development.
- 9.29.2 Wester Rossland Park forms a key boundary to the east of the area with recreational walks, links to the station and Bishopton and structured play space.
- 9.29.3 The pedestrian and cycle entrance at Newton Road provides a key interface with the existing community with structured play space and links to community playing fields, recreational walks and the Bishopton Core Footpaths.
- 9.29.4 The following pages set out the extent of play and recreation space within the Northern Gateway and guidelines for their design.



## Northern Gateway - Parks and Recreation

Vehicular, Pedestrian and Cycle Routes



LAPS



LEAPS



Key Landscape Spaces





## 9.0 Northern Gateway - Parks & Recreation



### 9.30 In Plot - LAPS

- 9.30.1 Recreation space should be provided within all development plots with the provision of a Local Area for Play (LAP)
- 9.30.2 LAP spaces should be positioned centrally to the development with residential units overlooking the spaces providing good quality passive surveillance.
- 9.30.3 Each LAP space should be easily accessible with clear links from all parts of the development plot and from the wider development.
- 9.30.4 The design of LAP spaces 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.



### 9.31 Parks and Recreation

- 9.31.1 There are a wide range of recreation spaces and routes throughout the Northern Gateway area providing for a broad cross section of users.
- 9.31.2 The route network throughout the development plots should all link into the spaces within the wider landscape and the surrounding community of Bishopton at Newton Road, Rossland Crescent and links to the station in the south.
- 9.31.3 The key recreational spaces within the Northern Gateway are Wester Rossland Park, Newton Road and Ingliston Square.
- 9.31.4 The strategic footpath / cycleway also forms a key part of the area defining the north and east boundaries of development plot H3 and linking to the Bishopton Core Footpaths and the future country park to the West.



- 9.31.5 There are two Local Equipped Areas for Play (LEAPS) in the Northern Gateway.
- 9.31.6 One LEAP space is located on the western edge of Wester Rossland Park overlooked by the residential streets on the east side of development plots H2 and H1.
- 9.31.7 A second LEAP space is located at the pedestrian and cycle entrance from Newton Road providing additional recreational space for the new development and the existing community.
- 9.31.8 The space will be overlooked by residential streets on the east side of development plot H3 and the existing houses along Newton Road.

## 9.0 Northern Gateway - Parks & Recreation



### 9.32 Newton Road Entrance

- 9.32.1 The Newton Road entrance is a key pedestrian and cycle threshold into the site. The entrance creates permeability for the new development and opportunity for the existing community to access the new pedestrian / cycle network and country park to the west.
- 9.32.2 The entrance space will be defined by elements of the existing landscape, the adjacent playing fields, a new local equipped area of play (LEAP) and the frontage of development in development plot H3.
- 9.32.3 The entrance will integrate with the existing lane that runs around the perimeter of the development site providing access to the west and to the Village Centre in the south.

### 9.33 Routes

- 9.33.1 The Newton Road entrance joins a strategic pedestrian and cycle route that provides access to all parts of the development site and the existing village to the east. The route follows the historic rural lane which will be retained with its current character. Existing trees and hedgerows will be managed to form the structure for the route.
- 9.33.2 The new entrance route will be defined by a high quality threshold from Newton Road into the development site.
- 9.33.3 A less formal route may also be provided from the adjacent housing and sports fields to the east.

### 9.34 Spaces

- 9.34.1 A key addition to the Newton Road entrance is a new LEAP space. The space has been located to be close to the existing residential community on Newton Road, the existing sports fields and the new residential community in development plot H3.

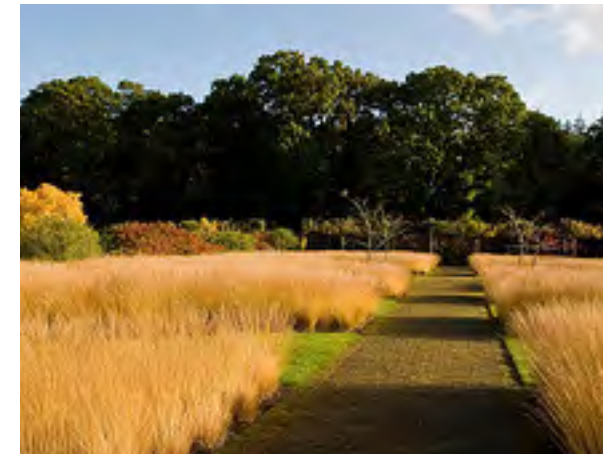
- 9.34.2 The LEAP will be designed using materials to fully integrate the space within the entrance design and the existing landscape character of the historic lane.

### 9.35 Landscape & Ecology

- 9.35.1 Elements of the existing landscape will be retained to enhance the character and setting of the entrance into the site.
- 9.35.2 A number of mature deciduous trees both in the development site and along Newton Road will form important landmarks at the entrance with existing hedgerows and stone walling used to define the main routes.
- 9.35.3 New development within plot H3 will be sensitively sited around the existing landscape to retain the character of the lane and the surrounding rural landscape.



## 9.0 Northern Gateway - Parks & Recreation



### 9.36 Wester Rossland Park

- 9.36.1 Wester Rossland park provides a major threshold into the development and a major park space for the existing and new communities of Bishopton. The park space is populated with a diverse arboretum of mature tree planting that has a rich character derived from the historic setting of a past country house.
- 9.36.2 The space requires a management plan to reinstate areas of the park over a number of years and to provide clear access routes through the space for pedestrians and cyclists. The existing bowling club will also be better integrated within the park.
- 9.36.3 Road access interacts with the space with two design options. One provides development frontage from plots H1 and H2 onto the park and the second provides road access through the park separate from the development plots.
- 9.36.4 In each scenario the road treatment will be sensitively integrated with pedestrian / cycle routes and with the overall park character.

### 9.37 Routes

- 9.37.1 Vehicular routes within the park will be designed to complement the character and setting of the space.
- 9.37.2 The two options for the road access next to Wester Rossland Park allow for either direct access from the development plots or for the existing road route to be upgraded as it passes through the park.
- 9.37.3 In each scenario the carriageways will be designed to encourage low speeds and pedestrian priority.
- 9.37.4 A network of pedestrian and cycle routes will be designed to allow walks and routes through the park as well as to provide quick and clear access to the centre of the village to the south and Rossland Crescent to the north.
- 9.37.5 The materials of the footpaths and cycle routes will be sensitively designed to fit within the character of the park.

### 9.38 Spaces

- 9.38.1 The overall structure of the park space that exists will not be altered dramatically in the final design. Areas of mature woodland coupled with woodland clearings will provide the main elements of the park.
- 9.38.2 The existing clearings to the east of the park will be enhanced with native meadow grass planting, seating areas and general amenity space. The scale and arrangement of space within the park will provide for large and small groups or individuals.

### 9.39 Landscape & Ecology

- 9.39.1 The quality of the landscape within the park sets the character for the space. This character will be enhanced with a management strategy for replacement planting, enhancement of biodiversity and areas of new woodland planting.
- 9.39.2 A key requirement of the park design is to maintain and enhance the richness of its setting and character.







# 10.0 Southern Gateway

ROYAL ORDNANCE BISHOPTON 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 (residential) and to a degree E4 (care village)
- 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 Notwithstanding the use of standard house types, house builders will be required to properly consider the creation of successful streets in line with Designing Streets policy. At street corners, housing should be designed as dual frontage units. Certain non-road boundaries comprising pedestrian/cycle lanes or landscapes will be addressed using green landscape fingers, 'fishtail' roadways and the like. Extensive lengths of rear gardens with high timber fences will not be permitted at the interface of roads or open space.

### 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, E2 and E4 has been informed by a range of factors including points of access, permeability, landscape structure, car parking and servicing.



## 10.0 Southern Gateway - Overview

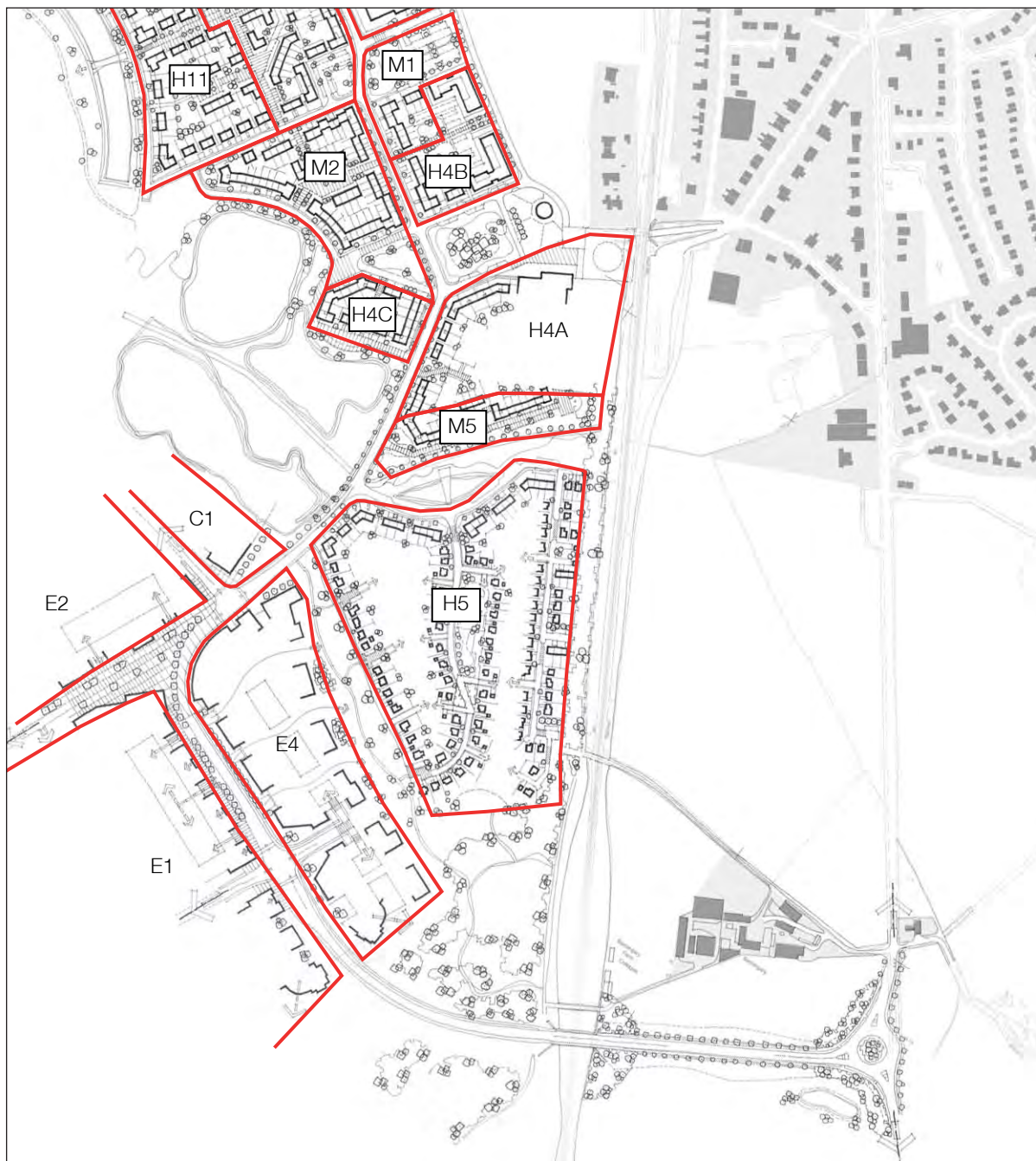


- 10.3.3 The overall aim is to create a clear public realm environment in this part of the development where people can navigate around in a confident and safe way. This is facilitated through the use of perimeter employment blocks with frontage towards main movement routes and car parking / servicing 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.
- 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 one residential plot.
- 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 an employment site which gives a primary frontage onto Dargavel Square on the southern access road to the east and onto Craigton Park to the west.
- 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

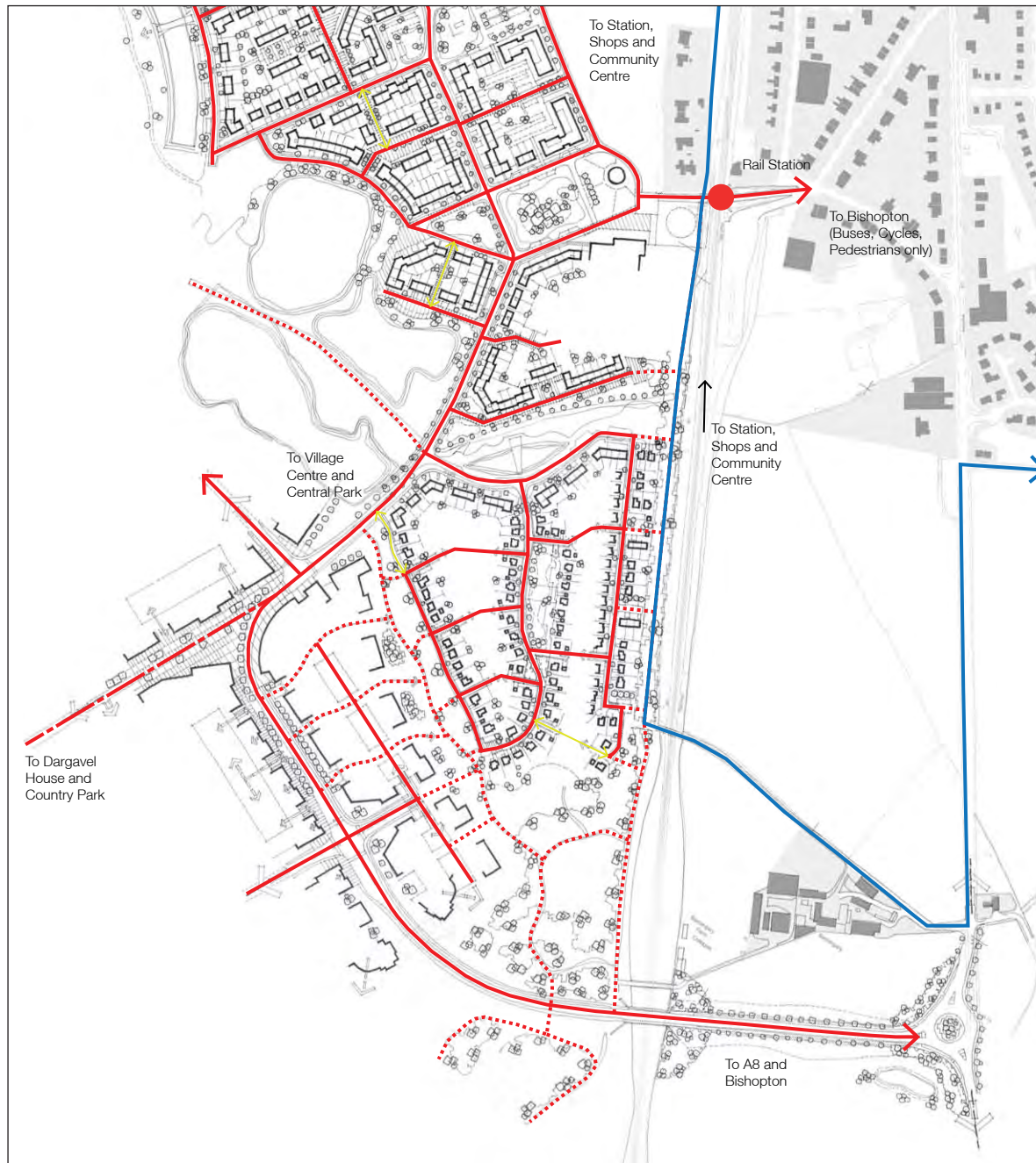


### 10.5 Routes and Linkages

- 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 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 cycles 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 for access from the residential plots and to the employment areas of the site.





## Southern Gateway - Routes and Linkages

Vehicular, Pedestrian and Cycle Routes



Urban Lanes



Pedestrian and Cycle Routes



Bishopton 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 South 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 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 a minimum of 2 storeys 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



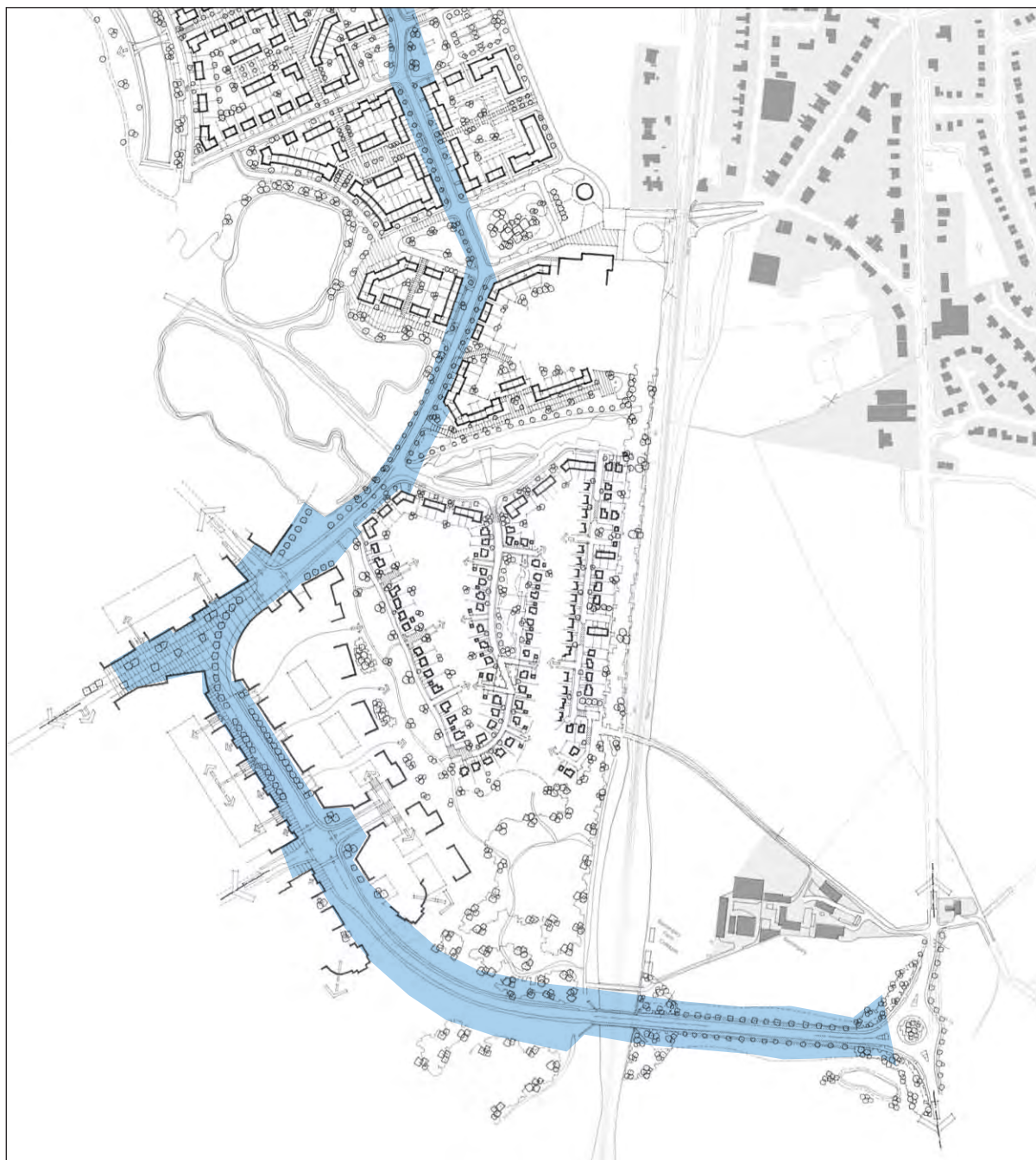
## 9.0 Southern Gateway - South Access Road



### 10.7 Overview

- 10.7.1 The South Access Road provides a primary link into the development.
- 10.7.2 The route provides 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 employment plots 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.





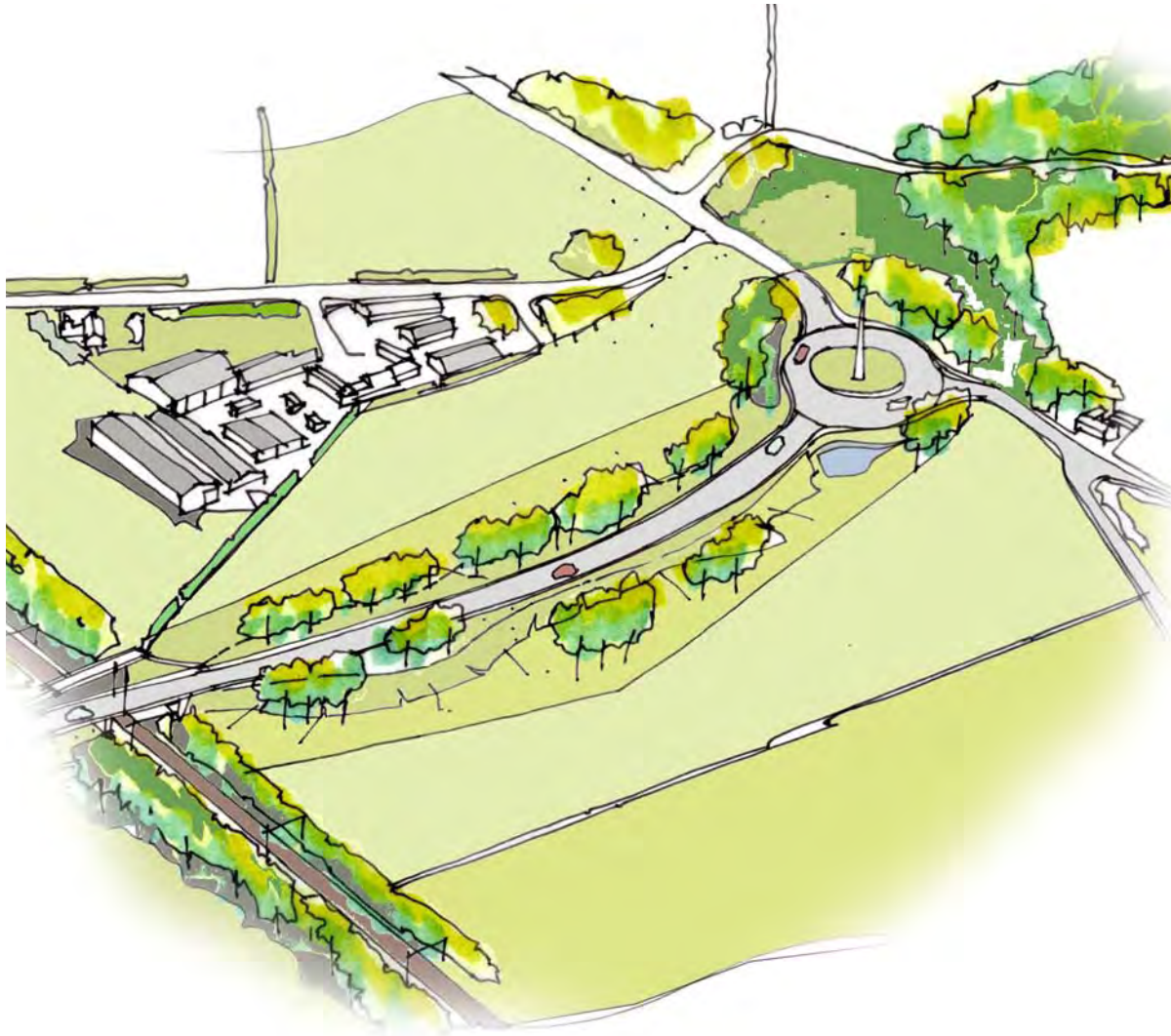
## Southern Gateway - South Access Road

South Access Road





## 10.0 Southern Gateway - South Access Road



### 10.8 Southern Access Road

- 10.8.1 The primary approach from the south provides access from the A8 and M8 motorway. The proposed 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 care 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 will be integrated within the surrounding agricultural landscape with gradients to match the surrounding rolling landform.
- 10.8.3 After crossing the rail line a significant junction is encountered which gives access to the employment uses. The junction and adjacent buildings are configured in the manner of a 'front door' to business uses, 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 on as possible.
- 10.8.5 The road passes through a significant 'south node' or square where business park amenities are proposed to be congregated 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 - South 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 - South Access Road



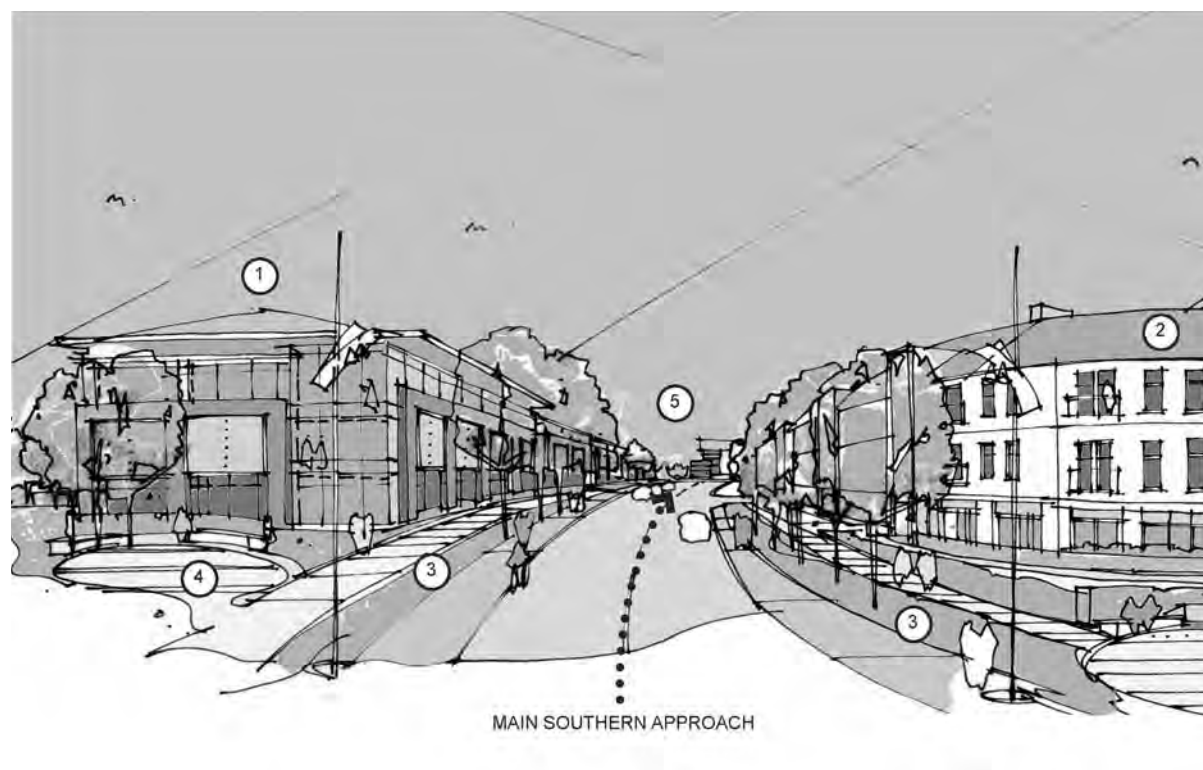
Proposed view of the southern access road approach to Dargavel Square

### 10.11 Southern Gateway Approach

- 10.11.1 The approach into the nodal point at Dargavel Square is defined by the employment building frontages and formal street tree planting that 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.



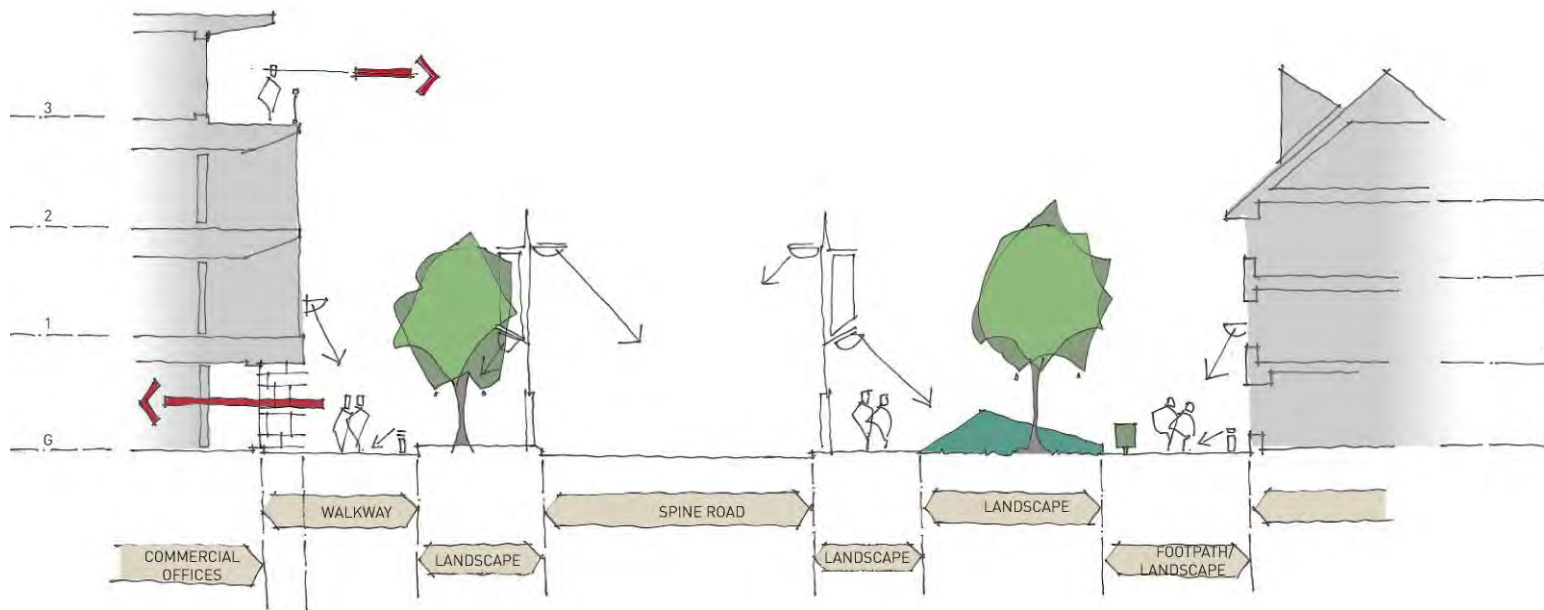
## 10.0 Southern Gateway - South Access Road



1. Gateway business unit with enhanced gable features to create distinctive entrance to development.
2. Gateway Building.
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 Southern Node

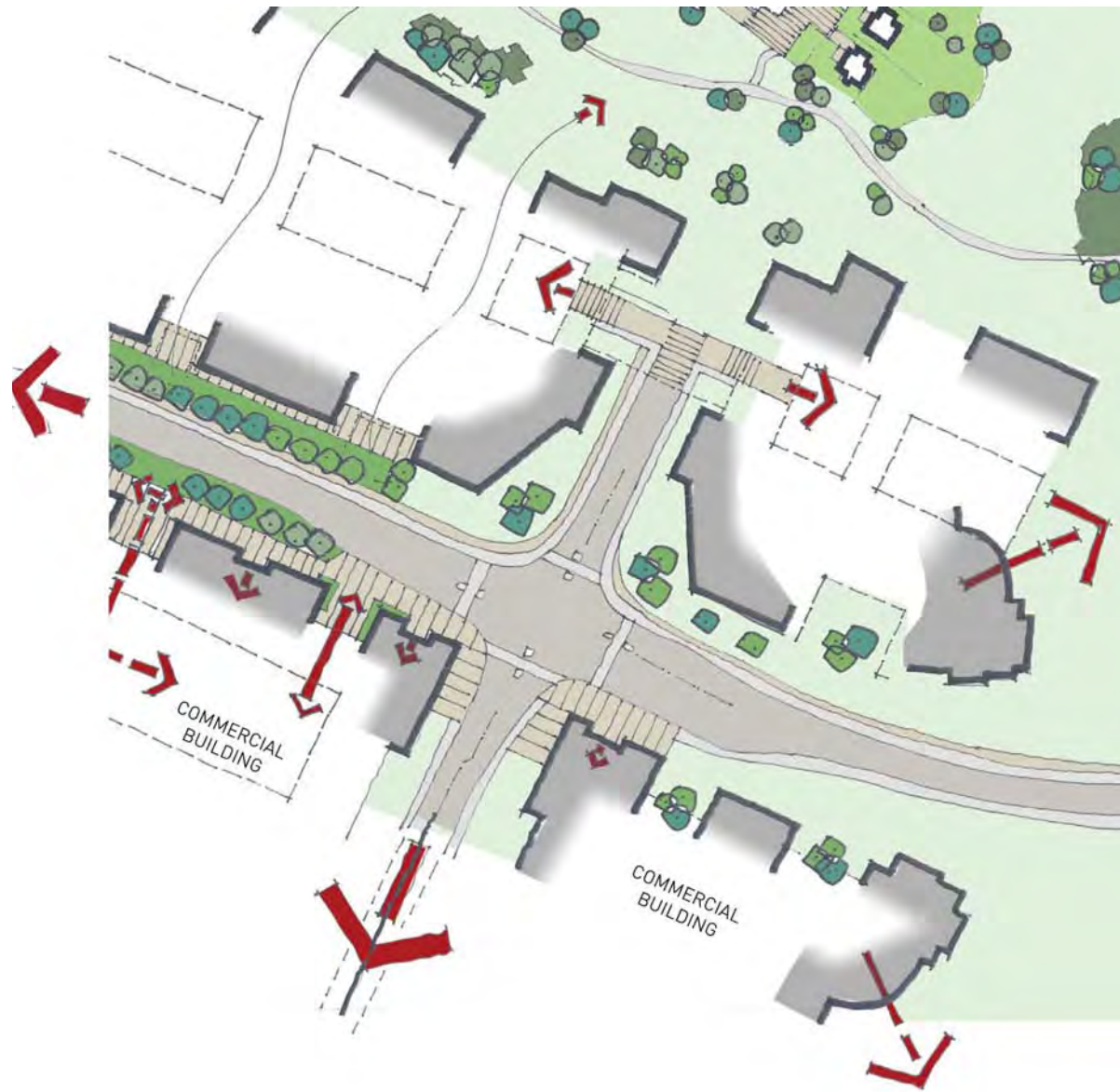


## 10.0 Southern Gateway - South Access Road



Section: South Access Road streetscape

## 10.0 Southern Gateway - South Access Road

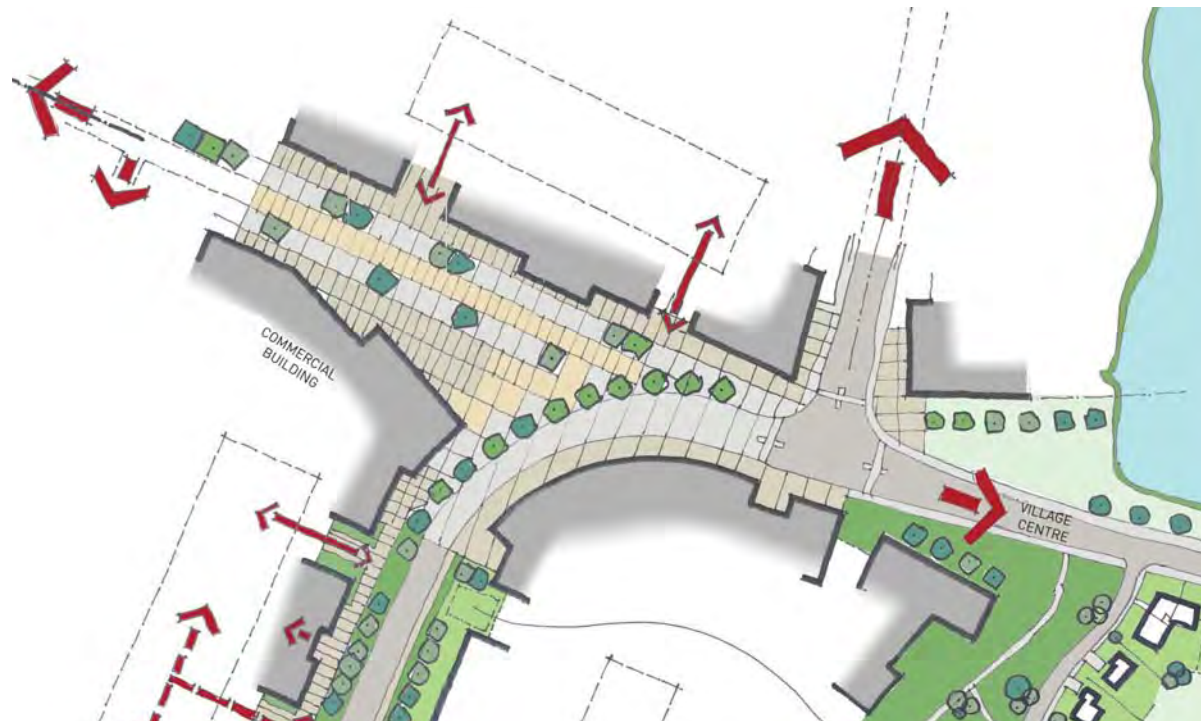


### 10.12 E1 - E4 Gateway junction

- 10.12.1 The junction that leads into development plots E4 and E1 defines a key gateway of building frontages and streetscapes on the approach towards Dargavel Square.
- 10.12.2 Buildings should be set close to the roadway creating a defined streetscape enhanced with formal boulevard tree planting and pedestrian cycle routes.
- 10.12.3 Buildings should increase in scale at key junctions defining a hierarchy of scale within the street and on the approach to Dargavel Square.
- 10.12.4 Development plots should face onto public park spaces providing clear passive surveillance and activation of the groundplane.
- 10.12.5 Car parking areas should be set back behind buildings away from the street frontage and public park spaces as illustrated on the sketch plan opposite.

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

### 10.13 Dargavel Square

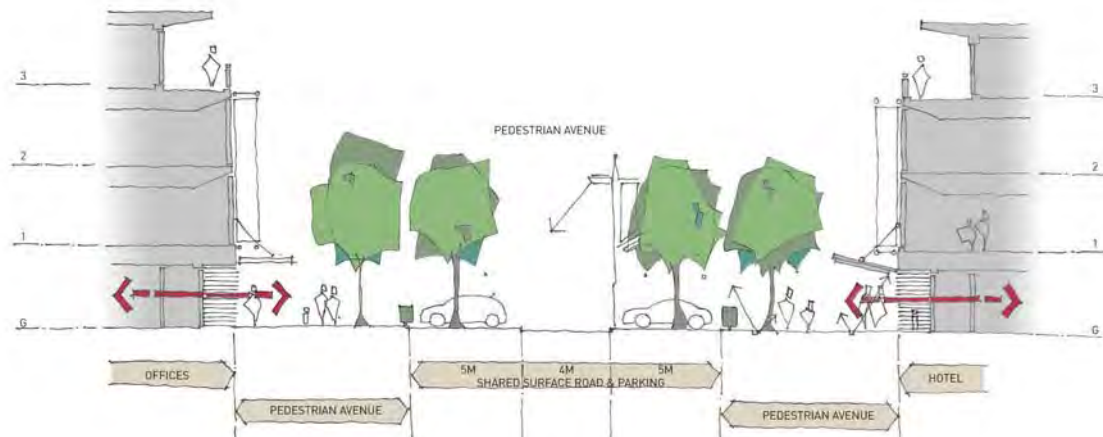
- 10.13.1 Dargavel Square defines the key nodal point to the southern access road. The square defines the entrance into the core of the village and the access to Dargavel House and the country park beyond.
- 10.13.2 The space incorporates the southern access road, key junctions and public realm with commercial frontages and access to the Central Ponds
- 10.13.3 It will be designed to provide a clear hierarchy of routes for vehicles and pedestrians.
- 10.13.4 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.

### 10.14 Routes

- 10.14.1 A number of key vehicular and pedestrian routes pass through the square and link to the Village and Central Ponds beyond. Within the space each route will be integrated with a shared use of materials allowing the integrity of the space to be retained.
- 10.14.2 The primary southern access road carriageway will be integrated into the public realm with the removal of traffic barriers and islands and the provision of wide pedestrian routes.
- 10.14.3 The pedestrian and cycle route from the village to Dargavel House will be emphasised and given increased significance within the space.
- 10.14.4 A restricted vehicular route will provide access to Dargavel House from the space.



## 10.0 Southern Gateway - Dargavel Square + Central Ponds



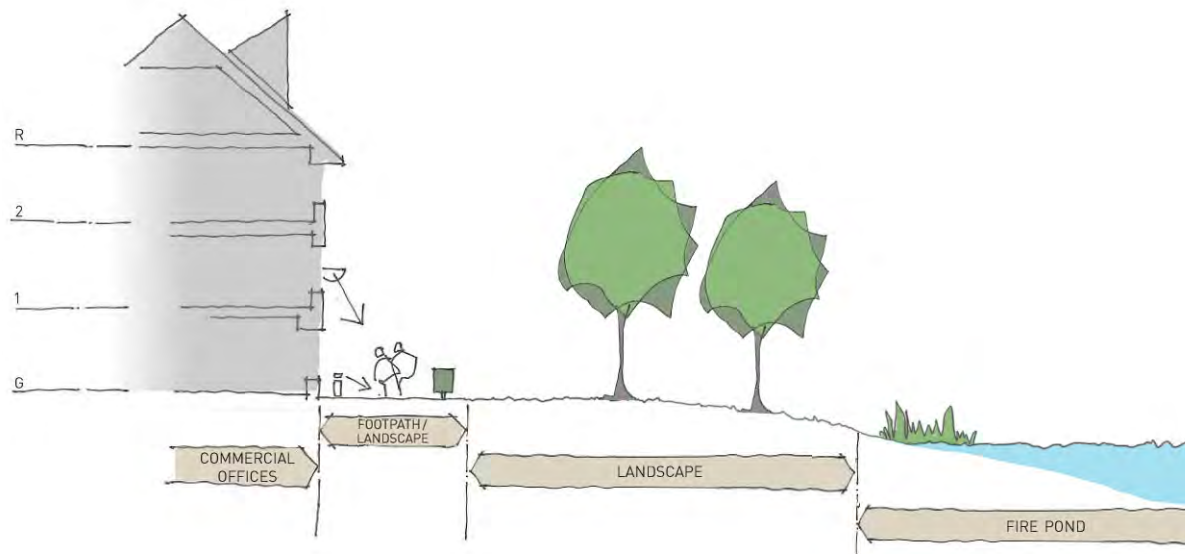
Section: Pedestrian / Cycle shared surface route to Dargavel House

10.14.5 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 care village or other with active frontage
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. Buildings overlook parkland.
10. Amenity spaces provides permeability to parkland.
11. Craigton Park
12. Residential development overlooks parkland.
13. Business Park parking set back behind pavilions to allow road frontage to be tighter.
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



### 10.15 Spaces

- 10.15.1 The principal aim of the square and the surrounding spaces and links is to provide a gateway into the overall development.
- 10.15.2 Each of the vehicular and pedestrian routes will be combined and integrated into an overall area of public realm defined by commercial building frontages and structure tree planting.
- 10.15.3 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.
- 10.15.4 All commercial plots should have active frontages onto public spaces and public parks spaces.
- 10.15.5 Materials will be an important consideration within the spaces with the use of high quality products. Natural stone paving will be used to emphasise the importance of the space.

### 10.16 Landscape + Ecology

- 10.16.1 Dargavel Square is a key node with links to the Central Ponds and extensive areas of important landscape space.
- 10.16.2 The square will be designed with formal tree planting relating to the historic avenue leading to Dargavel House and controlled views to the diverse habitats surrounding the ponds and Craigton Park to the east.

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

## 10.0 Southern Gateway - Residential Area



### 10.17 Overview

- 10.17.1 The residential development plot of H5 will be fully integrated into the development masterplan through a comprehensive network routes and a defining character associated with the surrounding landscape.
- 10.17.2 All roads will be designed as local roads, streets or urban lanes with active frontages.
- 10.17.3 Housing should be designed to front onto public spaces and routes providing clear passive surveillance of the surrounding area.
- 10.17.4 The residential development has a number of key entrances and nodal points that form the interface with smaller scale streets and public spaces.
- 10.17.5 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.
- 10.17.6 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.
- 10.17.7 Car parking and garaging solutions should be considered in relation to the street and clear permeability through the residential area should be created.
- 10.17.8 The following pages set out a number of key boundary treatments for the residential development within plot H5.



## 10.0 Southern Gateway - Residential Area

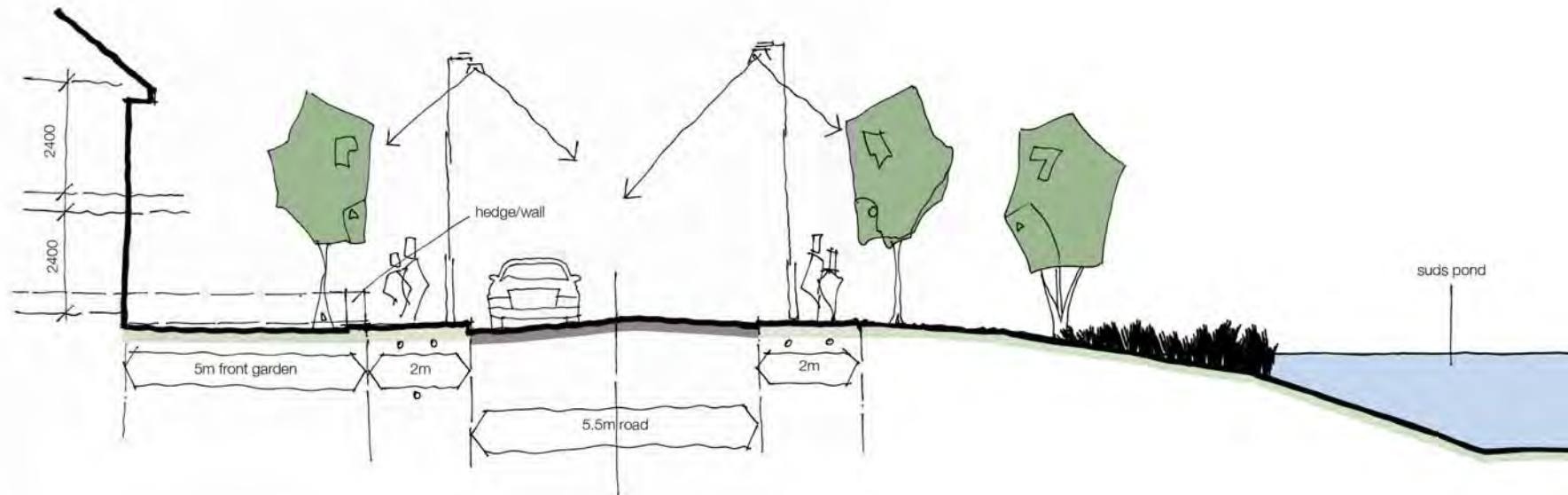


### 10.18 Residential streets overlooking public space

- 10.18.1 Residential units should face onto the open space associated with the SUDS pond and Craigton Burn corridor.
- 10.18.2 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.
- 10.18.3 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.
- 10.18.4 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

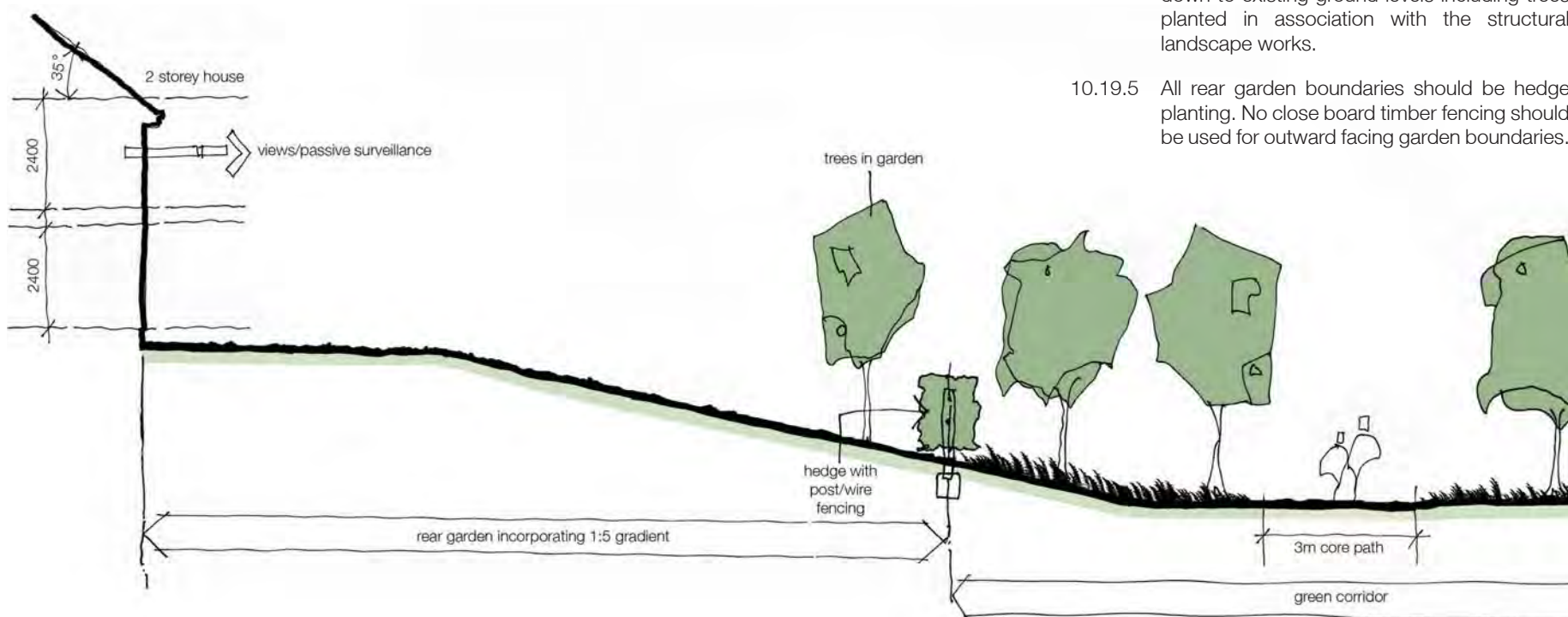


## 10.0 Southern Gateway - Shared Surface Streets + Courtyards



### 10.19 Residential interface with structural landscape and Core Footpaths

- 10.19.1 The structural landscape boundary to the east of plot H5 integrates a connection into the Bishopton Core Footpath to the rail station.
- 10.19.2 Corner plots should provide an active elevation onto the core footpath corridor as well as the adjacent street.
- 10.19.3 Rear and side facing gardens will provide visual surveillance of the footpath with views out to the east of Bishopton.
- 10.19.4 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.
- 10.19.5 All rear garden boundaries should be hedge planting. No close board timber fencing should be used for outward facing garden boundaries.

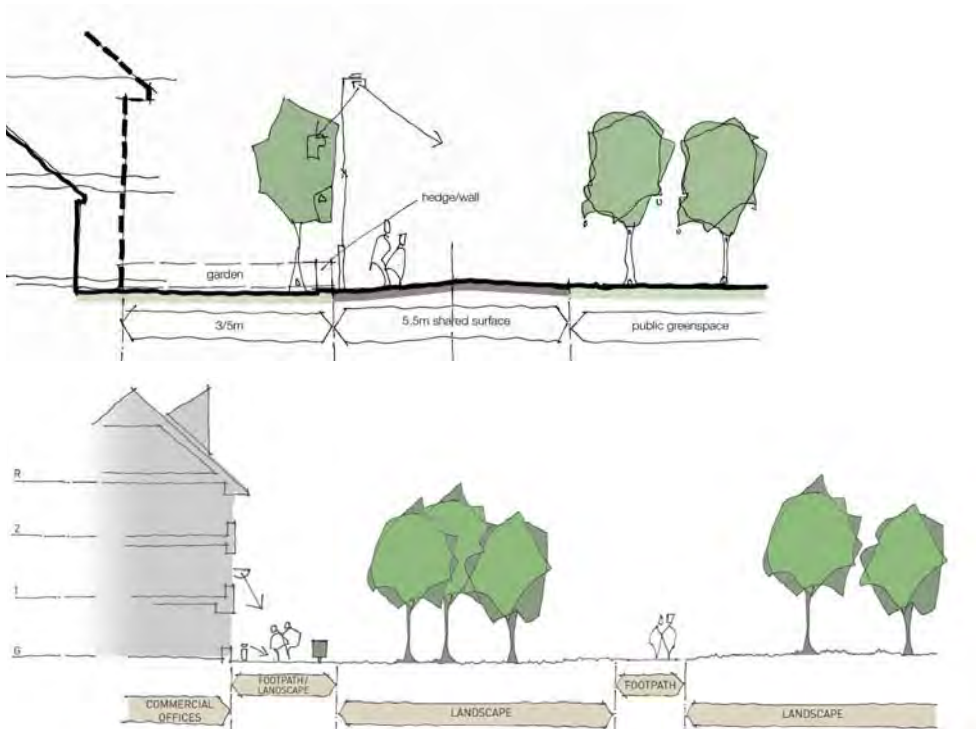


## 10.0 Southern Gateway - Shared Surface Streets + Courtyards



### 10.20 Streetscape interface with Craigton Park

- 10.20.1 The west boundary of plot H5 should provide clear passive surveillance of the park space.
- 10.20.2 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.
- 10.20.3 Commercial frontages should form active edges to the park with break out space, entrances and pedestrian routes integrated within the design.
- 10.20.4 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)

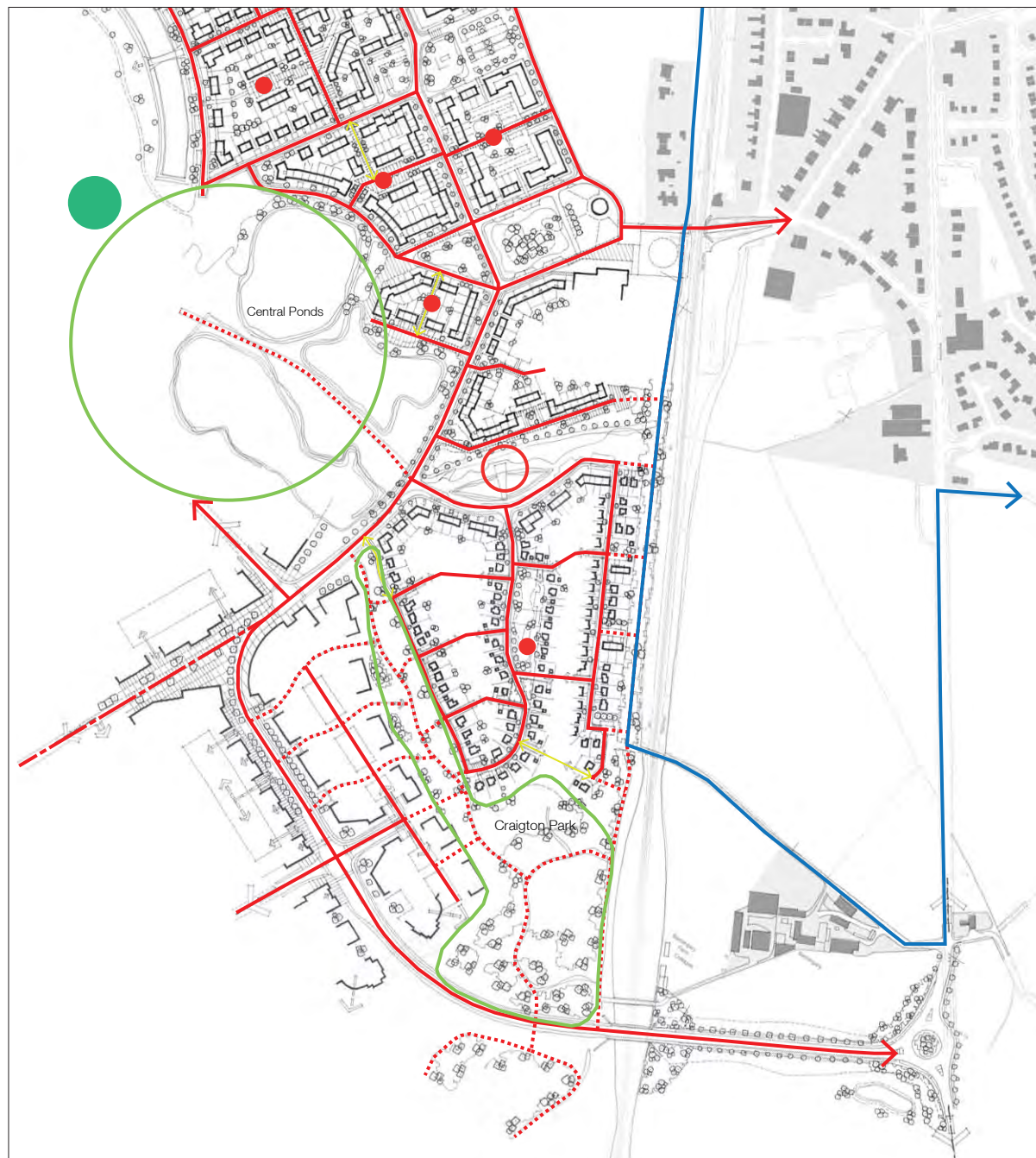
## 10.0 Southern Gateway - Parks & Recreation



### 10.21 Overview

- 10.21.1 The landscape surrounding the development plots within the Southern Gateway provides an important setting.
- 10.21.2 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.
- 10.21.3 Craigton Park is a key space that surrounds the south and west boundaries of development plot H5.
- 10.21.4 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.
- 10.21.5 There are a number of additional play and amenity spaces located within the area with the wider Central Park landscape located to the north.
- 10.21.6 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



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

### 10.22 In Plot - LAPS

- 10.22.1 Recreation space should be provided within the residential development plot with the provision of a Local Area for Play (LAP)
- 10.22.2 LAP spaces should be positioned centrally to the development with residential units overlooking the spaces providing good quality passive surveillance.
- 10.22.3 The LAP space should be easily accessible with clear links from all parts of the development plot and from the wider development.
- 10.22.4 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.

### 10.23 Parks and Recreation

- 10.23.1 There is a wide range of landscape spaces within the Southern Gateway that provide for a range of users from the employment areas to residential developments.
- 10.23.2 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 to the north and the formal Dargavel Square.
- 10.23.3 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.
- 10.23.4 A key part of the pedestrian network is the link into the Bishopton Core Footpath that runs along the east boundary of the development.

## 10.0 Southern Gateway - Parks & Recreation



### 10.24 Craigton Park

- 10.24.1 Craigton Park is a key piece of landscape that links the residential development in plot H5 to the rich landscape of the central ponds, the Craigton burn corridor and the mixed woodland to the south.
- 10.24.2 The park contains two major elements of water infrastructure, Craigton burn and a SUDs pond. Each of these water elements will be integrated into the green infrastructure of the site with the development of diverse habitats and pedestrian routes.
- 10.24.3 Development plot H5 has a frontage with the park landscape on its northern and western boundary. Each of these boundaries will have active frontages with passive surveillance across all areas of open space.
- 10.24.4 A local equipped area of play (LEAP) has been located within the park landscape at a key interface between development plots H5 and M5.



### 10.25 Routes

- 10.25.1 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.
- 10.25.2 A number of these key routes follow formal development frontages with good passive surveillance and active spaces.
- 10.25.3 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 neighbourhoods in plot H5.

### 10.26 Spaces

- 10.26.1 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.
- 10.26.2 A key space on the north boundary of plot H5 combines an open space and LEAP with the Craigton burn corridor and a major SUDs pond. This is an important space with direct frontage from the adjacent residential neighbourhoods.

### 10.27 Landscape + Ecology

- 10.27.1 The character of the landscape within the park is an important consideration for its design.
- 10.27.2 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.
- 10.27.3 These different landscapes will form the structure for the overall park design



# 11.0 Village Centre

ROYAL ORDNANCE BISHOPTON DESIGN CODE





## 11.0 Village Centre - Overview



### 11.1 Overview

11.1.1 Development Plots; M1, M2, M3, M4, H4a, H4b, H4c, H11

11.1.2 The village centre defines the core of the new development with a character founded on the strength of the existing landscape, a thorough understanding of Scottish rural settlements and a vibrant mix of development. The importance of the link between the village, the existing landscape and the mixed land uses is most strongly defined by the sequence of spaces running from the existing Bishopton centre to the ecologically sensitive ponds adjacent to the village square. This is a significant threshold into the development. Within this sequence, mature deciduous trees and sensitive ecological environments have been carefully woven into a mix of residential and commercial land uses to create a rich and diverse urban environment.

11.1.3 The mixed use village centre in plots M1-4, H4a-c and H11 is a higher density amalgam of uses and activities orientated around quality public spaces. These spaces create a civic heart to the community as a whole. They will be enclosed by different uses within building blocks giving a reasonably continuous frontage. There is an opportunity to front these spaces with housing, retail, small services uses and community buildings.

11.1.4 For the village centre there is a set of urban design guidelines that define how house builders should capitalise on design opportunities arising from a gradual increase in density introducing terraced, flatted and mixed use building forms.

11.1.5 There are a number of key design and development principles which will define the particular character of the village centre:

- The perimeter blocks, which provide the essential grain to the urban area, are more continuous in this core. The size of the blocks allows a range of uses and buildings to be accommodated.
- The urban blocks are large enough to enable mews parking courts within them. Parked vehicles will not overwhelm the public spaces or the frontage zones of buildings.

## 11.0 Village Centre - Overview



- There is a primary vehicular route running through the village centre which is one part of an informal grid layout of roads offering a choice of routes. The primary route provides for a bus service into and out of the public spaces at the heart of the development. The primary route also passes through or alongside pedestrian / cyclist favoured spaces. Where this occurs the road will be raised to the level of footpaths.
- Along the Village Road there are places where the carriageway is offset to allow the planting of street trees. Elsewhere there is localised widening of the road corridor to accommodate lay-by parking
- The most valuable trees in the centre (image above right), including trees around the central ponds, are retained where possible and have been incorporated into the design of the public realm
- The use of perimeter blocks has the distinct advantage of creating a safe and secure landscape where there is clear demarcation of public and private realm.
- Passive surveillance of public spaces and minimal locations where exposed garden boundaries define the edge of public areas
- Building heights will vary from two storey housing to three or four storey buildings at key points. The higher elevation of buildings will be used to accentuate thresholds and turning points and to provide the termination of long vistas. Higher landmark buildings will provide important visual reference points and aid the legibility of this part of the development. The location of higher buildings will add surprise and character to the village centre
- Gateway buildings, particularly along the Station Road approach, will need to be carefully designed to engage with the street at groundfloor level with entrances and break out spaces. They should create a sense of arrival by their increased scale and form but, in turn, they will also need to add to the continuity of the street in which they are placed through the shared use of materials, architectural form and proportion.



## 11.2 Overview of Development Plots

- 11.2.1 The eight development plots within this character area create the core of the new development with residential and mixed use buildings set around public squares, streets and overlooking open spaces.
- 11.2.2 The diagram opposite sets out the position of each development plot in relation to the Village Centre. Each plot can be described as follows.
- 11.2.3 Plots H11 and M4 provide a key gateway into the Village Centre from the north. H11 has an important frontage onto the Central Park space looking west. Plot M4 defines the west edge of the Village Road corridor into the centre of the development.
- 11.2.4 Plot M3 contains the proposed school site which will be a key community facility within the centre of the development. The plot defines the east edge to the Village Road entrance from the north.
- 11.2.5 Plot M2 defines a key frontage onto the Central Ponds and open space to the west. The plot creates a formal street frontage with the Village Square to the south.
- 11.2.6 Plots M1 and H4B contain important community facilities. The community buildings have a dual frontage defining the east edge of the plots as well as the main street. A residential street frontage defines the west edge of the plots and the north western edge of the Village Square
- 11.2.7 Plots H4A and H4C form the south edge to the Village Square with important residential and mixed use frontages.
- 11.2.8 Plot M5 defines a south facing residential frontage onto Craigton Burn and the adjacent SUDS pond.



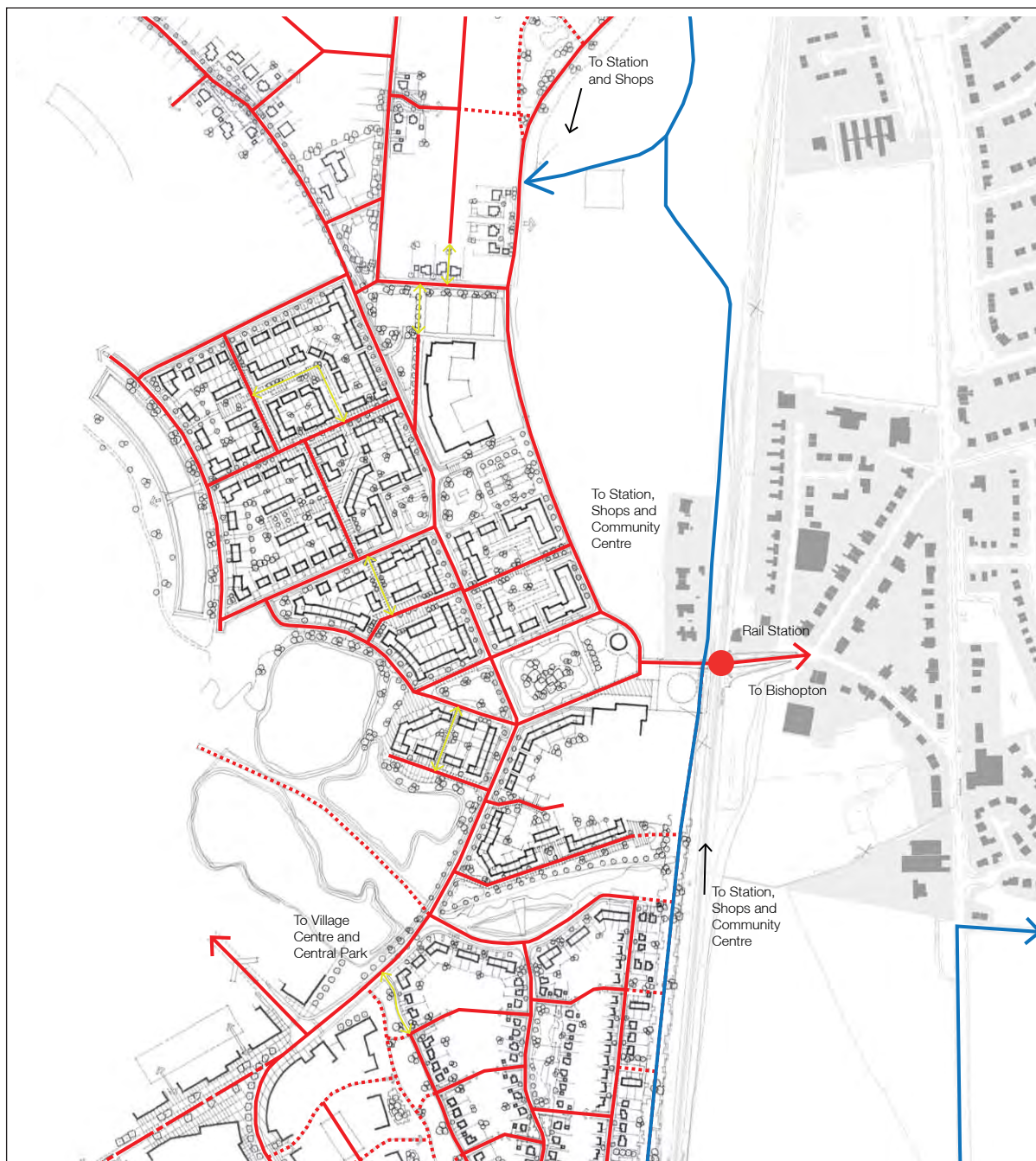
## 11.0 Village Centre - Routes & Linkages



### 11.3 Routes and Linkages

- 11.3.1 The Village Centre is penetrated by a wide range of different routes enabling a high degree of permeability through the area.
- 11.3.2 The diagram on the right illustrates the permeability of the Village Centre and the connectivity to the existing village of Bishopton and the station.
- 11.3.3 A strong movement network for all modes of travel types sets out clear links to the existing village in the east, the public spaces in the west and the rest of the development in the north and south.
- 11.3.4 The main route through the village centre is the north – south Village Road which links the Northern and Southern gateways.

- 11.3.5 The Village Road is defined through the centre of the village by formal street frontages and an urban character.
- 11.3.6 The focal point of the road is the Village Square set at the entrance from Station Road.
- 11.3.7 A number of secondary routes and urban lanes provide access into the residential neighbourhoods. These secondary routes are made up of local roads and a series of shared surface streets and courtyards.
- 11.3.8 All routes should provide for pedestrian and cycle access throughout the area with a key connection into the Bishopton Core Footpath to the east.



## Village Centre - Routes and Linkages

Vehicular, Pedestrian and Cycle Routes



Urban Lanes



Pedestrian and Cycle Routes



Bishopton Core Footpaths



## 11.0 Village Centre - Frontages, Spaces, Buildings



### 11.4 Frontages, Spaces, Buildings

- 11.4.1 The Village Centre is defined by a series of key spaces aligned on the north south Village Road that dissects the area.
- 11.4.2 Overall there is a medium to high density of development in the area to create an urban character within the Village Centre.
- 11.4.3 A key consideration of the Village Centre is the threshold between the urban core and the wider landscape, most notably the habitat surrounding the Central Ponds to the west.
- 11.4.4 The primary centre within the Village is formed by the Village Square that lies between Station Road to the east and the central ponds to the west.
- 11.4.5 The Village Square will act as the focal point for the whole development area and creates an important interface with the existing village of Bishopston.

- 11.4.6 There are a number of secondary centres that provide focal points within the residential and mixed use plots that surround the village centre.
- 11.4.7 Each of these centres either define public spaces or entrances to key access routes through the development.
- 11.4.8 The treatment of building frontages should be defined at each focal point to address the importance of the spaces they overlook.
- 11.4.9 The character of key buildings and frontages within the Village Centre should be defined by their position on the street or public space with either a formal or informal character.
- 11.4.10 There is the key landscape space of the Central Ponds within the area that provides a significant outlook from the Village Square.
- 11.4.11 The ponds are an important ecological resource for the development and provide a backdrop to the amenity spaces that surround the Village Centre.





## Village Centre - Frontages, Spaces, Buildings

Key Development Spaces



Key Landscape Spaces



Key Frontages



Key Buildings



Dargavel  
Square



## 11.0 Village Centre - Village Road



### 11.5 Overview

- 11.5.1 The Village Road provides the link into the Village Centre from the Northern and Southern Gateways.
- 11.5.2 The road also provides an important interface with the existing community in Bishopton via the Village Square and Station Road.
- 11.5.3 The road is defined by a number of important street frontages and public space nodal points creating an urban character.
- 11.5.4 The road provides access to all residential areas, mixed use areas and public spaces through a variety of local roads and shared surface streets.
- 11.5.5 The following pages set out detailed guidelines for the main components of the Village Road including the key spaces, street sections, junctions and architectural treatments.



## Village Centre - Village Road

Village Road



## 11.0 Village Centre - Village Road



Sketch: View from the south looking towards the village square

### 11.6 Village Gateway (South)

11.6.1 The gateway into the Village Centre from the south is defined by residential streets overlooking the landscape spaces surrounding the Central Ponds.

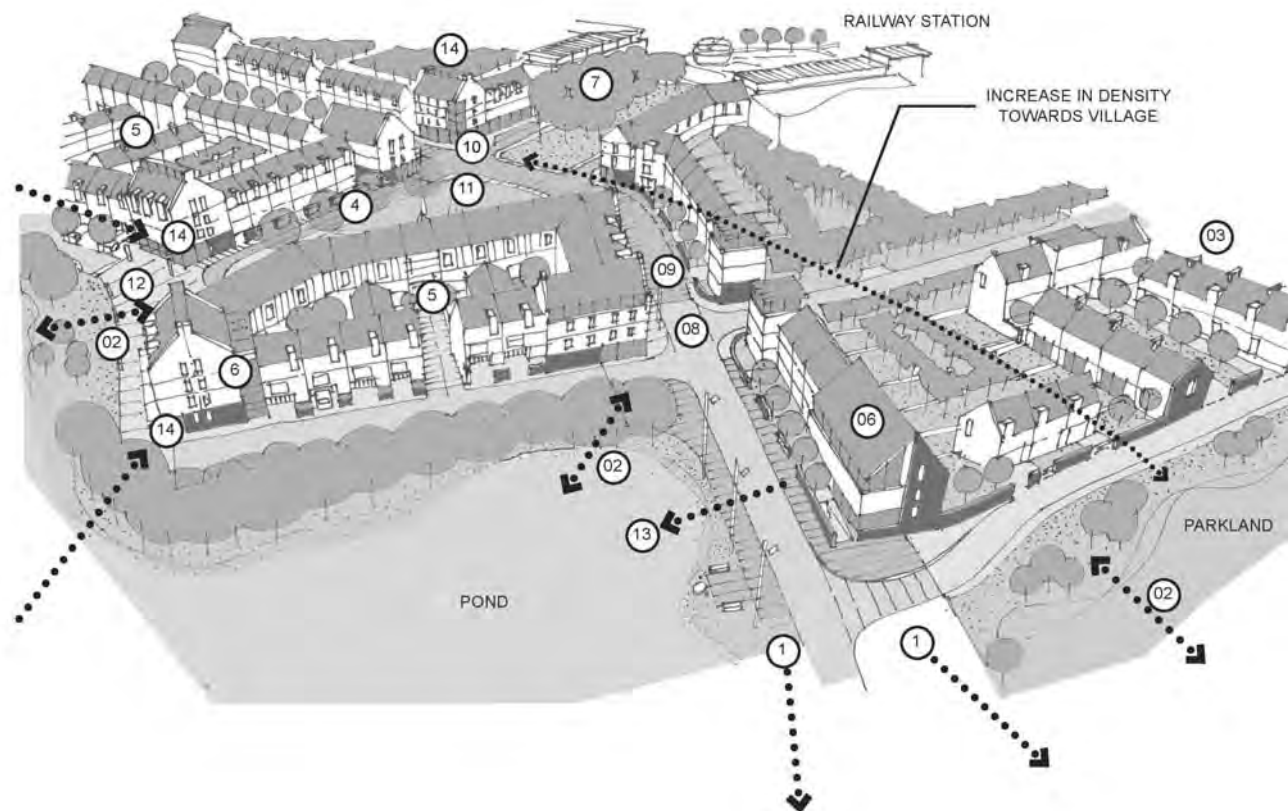
11.6.2 The following points set out the key guidelines associated with this southern approach:

1. Strong connectivity to Southern Node for pedestrians.
2. Strong green linkage to existing landscape.
3. A variety of residential scales, creatively organised such as urban lane / courtyard development which creates a series of intimate semi public spaces as a buffer to public park
4. Townhouses in streetscape mix give three storey scale to key streets.
5. Major residential blocks are bisected by urban lanes and pedestrian routes creating internal 2 storey mews development potential.
6. Key landmark building.
7. Central grove of mature trees retained as a focus, set out on new lawn.
8. Entrance to park and ride facility.
9. Shared surface/traffic calming of Village Centre begins.



## 11.0 Village Centre - Village Road

10. A balance of active retail frontages and appropriately designed residential frontages.
11. Village Square
12. Hard landscaped space close to water provides facility for farmers markets and other village functions.
13. Excellent views towards retained and enhanced ponds.
14. Key landmark buildings are made taller with distinctive features to capture long views towards the Village Centre.





## 11.0 Village Centre - Village Road



Sketch: View from the Station Road entrance looking over the Village Square

### 11.7 Village Square + Station Road

- 11.7.1 The entrance from the centre of Bishopton into the Village Centre is a key threshold. This threshold will be enhanced to provide a new entrance with improved stepped and ramped access to the station platforms and a clear route into the development and village square.
- 11.7.2 The extent and quality of the public realm will be improved to provide a clear priority for pedestrian movement whilst allowing for a regular bus service in and out of the Village Centre.

### 11.7.3 Routes

- 11.7.4 A clear hierarchy of pedestrian routes will be provided for access into the development and the rail station. The route along Station Road will be clearly de-marked with the use of high quality materials including some natural stone paving to provide safe and generous pedestrian access.
- 11.7.5 A reduced road carriageway will be provided for local bus access. Clear pedestrian routes to the rail station and bus interchange hubs will be created at key points with stepped and ramped access.

### 11.8 Spaces

- 11.8.1 The overall cohesion of the Station Road entrance will be improved with a combination of high quality hard paving to pedestrian routes, access points and enhanced tree and low level shrub planting.
- 11.8.2 Formal lines of tree planting and street lighting will flank the road providing an enhanced setting for the station and the development that will develop over future years.

## 11.0 Village Centre - Village Road



### 11.9 Village Square

- 11.9.1 The Village Square defines the core of the village and the development. The square provides an important role in supporting and enhancing the vibrancy of the mixed use development that surrounds it. Development plots M2, H4a, H4b and H4c provide frontage onto the square with a mix of residential and commercial land uses.
- 11.9.2 A number of important landscape elements exert influence on the layout of the square. A major stand of existing trees will be retained to the east providing a mature scale and character to the space. The ponds to the west have been used to define the end point of the space.
- 11.9.3 The square has been designed as a flexible perimeter of spaces able to accommodate events, markets and shop front commercial activity.
- 11.9.4 Quiet grassed park spaces will be provided in the centre of the square under the existing trees to the east and in a separate park space to the west.



### 11.10 Routes

- 11.10.1 Access within the square is an important consideration to allow flexibility of movement and use as the community develops.
- 11.10.2 Specific pedestrian routes will be integrated into the hard paved area that forms a generous perimeter to the space. Formal routes will cross the square at the east and west and along the access road. Informal routes will cross the grassed park spaces in the centre of the square.
- 11.10.3 The Village Road runs through the centre of the square. The road will be fully integrated within the public realm with level kerbs, matching materials and street lighting.
- 11.10.4 Short stay on street visitor parking will be provided alongside off road parking.

### 11.11 Spaces

- 11.11.1 The principal spaces within the square will be the hard paved perimeter areas and the grassed central parkland spaces. High quality materials including some natural stone will be used. Materials to be agreed with Local Planning Authority.
- 11.11.2 The perimeter spaces provide for flexible use with a continuous paved surface that accommodates pedestrian movement, events and outdoor shop front areas. Street lighting will be provided from building elevations to minimise street furniture within the ground plane.
- 11.11.3 The central parkland spaces provide a link to the ponds and parks in the west through the use of rolling grassland, tree planting and the existing stand of mature deciduous trees. These spaces provide a quiet location at the heart of the village for local residents and visitors.



## 11.0 Village Centre - Village Road

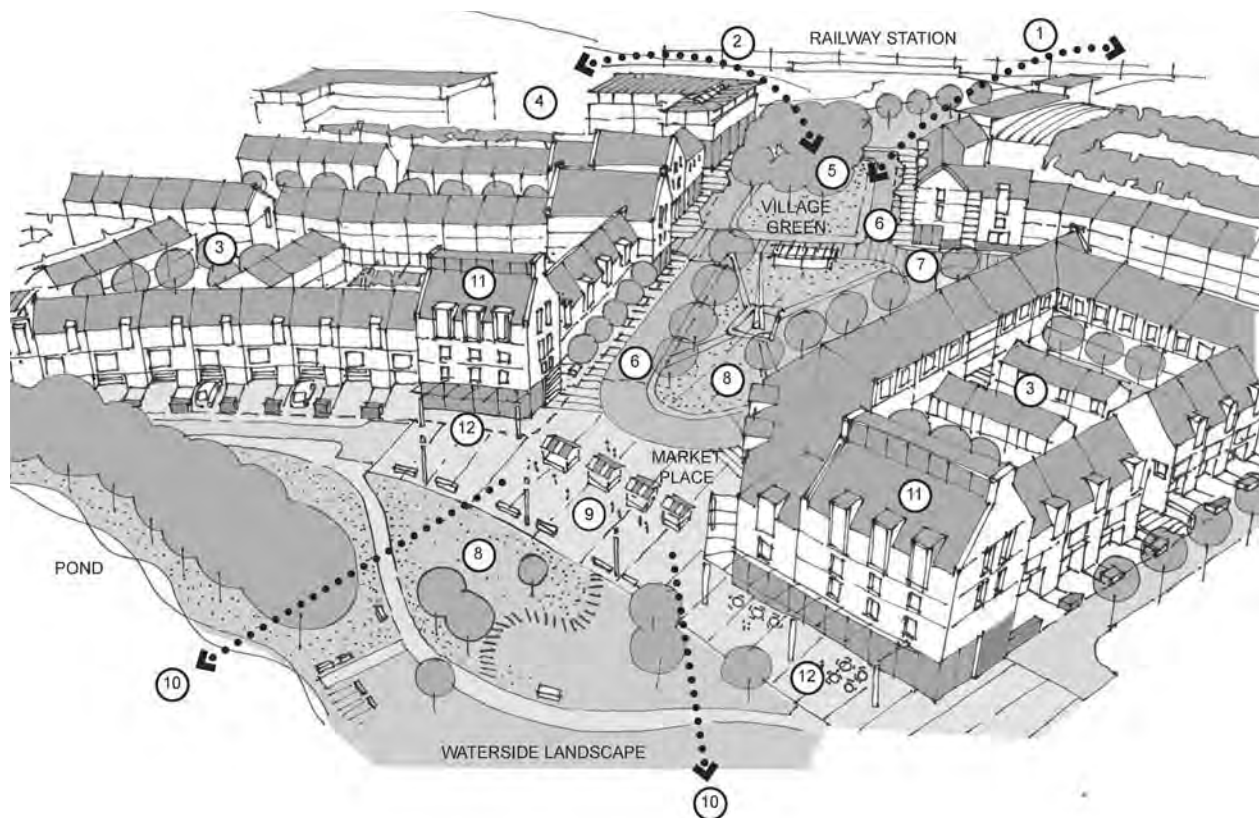


### 11.12 Landscape & Ecology

- 11.12.1 The key component of the landscape within the square is the stand of mature deciduous trees to the east of the space. The trees will be retained and protected to provide a major focal point for the centre of the village.
- 11.12.2 The ground plane and levels will be retained within the centre of the square to provide a rolling landscape that slopes towards the ponds providing views out to the west.
- 11.12.3 Tree planting will be used to provide a formal and informal structure to the space with the latter drawing influence from the character of the pond habitats to the west.



## 11.0 Village Centre - Village Road



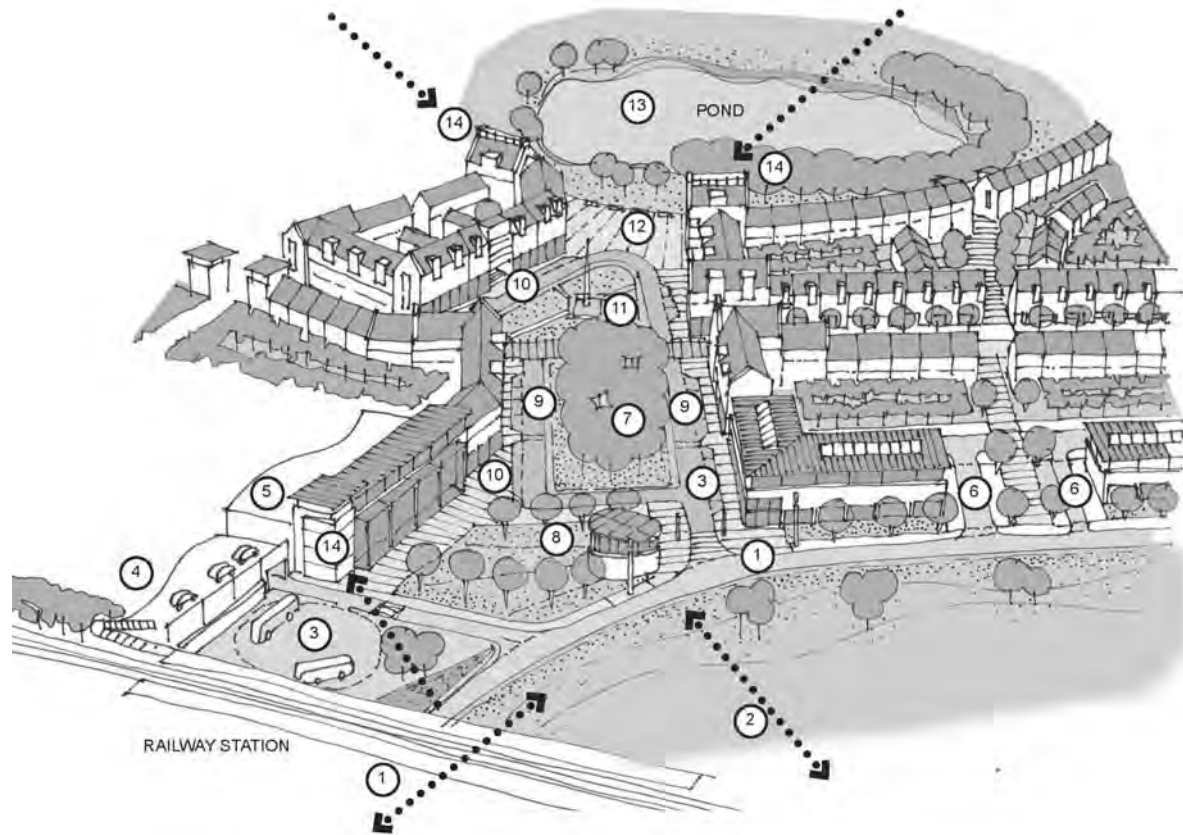
### 11.13 Village Square View

11.13.1 View towards Village centre from south west looking over ponds

1. Strong connectivity to Bishopton for pedestrians and cyclists
2. Strong green linkage to existing routes.
3. Major residential blocks are bisected by pedestrian routes creating internal 2 storey mews development potential.
4. Well located public buildings accessible by vehicle from Bishopton and from the new settlement with adjacent parking.
5. Existing mature trees retained as a focus, set out on new lawn.
6. Spaces designed for pedestrian priority but with narrow carriageways and parking bays
7. A balance of active retail frontages and appropriately designed residential frontages.
8. Green amenity space.
9. Paved space with limited vehicular access close to water provides facility for farmers markets and other village functions.
10. Excellent views towards retained and enhanced ponds.
11. Key landmark buildings are made taller with distinctive features to capture long views towards the Village Centre.
12. Arrival point marked with provision of ground floor leisure uses.



## 11.0 Village Centre - Village Road

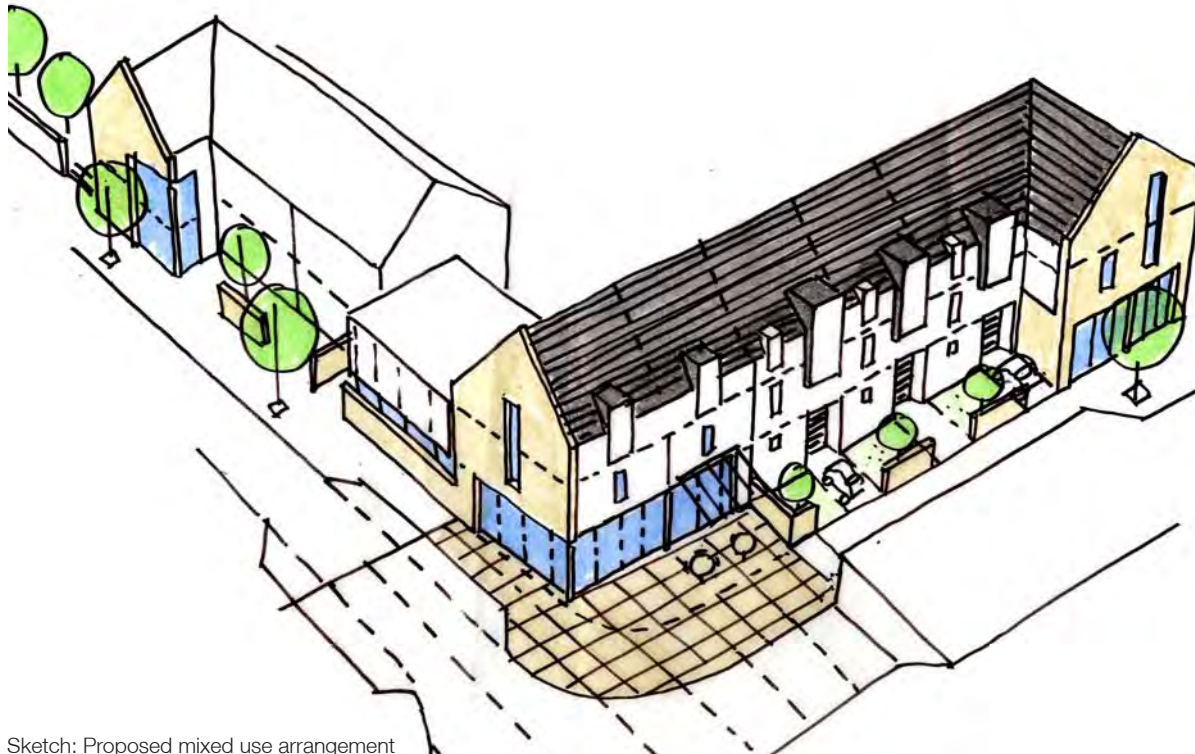


### 11.14 Village Square View

11.14.1 View towards village green from east looking over existing railway line.

1. Strong connectivity to Bishopton for pedestrians.
2. Strong visual linkage to existing landscape.
3. Good bus accessibility via bus gate and well located bus parking/turning
4. Park and ride parking
5. Mixed use frontage integrated into village square frontage.
6. Well located public buildings accessible by vehicle from Bishopton and from the new settlement with adjacent parking.
7. Existing mature trees retained as a focus, set out on new lawn.
8. Possible new pavilion used initially for sales and to tell the Bishopton Story.
9. Spaces designed for pedestrian priority with narrow carriageways and short stay parking bays located alongside retail units.
10. A balance of active retail frontages and appropriately designed residential frontages.
11. Green amenity space
12. Hard landscaped space close to water provides facility for farmers markets and other village functions.
13. Excellent views towards retained and enhanced ponds.
14. Key landmark buildings are made taller with distinctive features to capture long views towards the Village Centre.

## 11.0 Village Centre - Formal Village Buildings



Sketch: Proposed mixed use arrangement

### 11.15 Building Mass and Hierarchy

- 11.15.1 The creation of a street width with a building frontage set back 2-4 metres for small front gardens or townhouse parking presents an opportunity to create small neighbourhood retail or cafe units at strategic corners within the village grain. At these strategic corners the pavement can widen to provide for cafe seating or external produce display in a highly traditional manner.
- 11.15.2 In the case of terraced houses or flats proposed within the heart of the Village Centre the Design Code requires their frontages to be generally hard onto the back of the pavement to create a suitable urban streetscape. Due to the Disability Discrimination Act (DDA) and Barrier Free legislation, it is no longer possible to create residential accommodation on a raised ground floor plinth (Sketch top left). This was traditionally created using external staircases and more recently via internal staircases.
- 11.15.3 For this reason the Design Code and accompanying indicative layouts propose that an apartment corner block can utilise important Village Centre street corners. This has the benefit of making the active frontage 'wrap around' and also allows for elevated ground floors to be created in accordance with current legislation by ramping from a common 'close' entrance to this raised floor level and an internally located common staircase.



## 11.0 Village Centre - Formal Village Buildings



11.15.4 The overall ambition is to create significant business and employment opportunities of all sizes. The Village Centre should be a genuine opportunity to create a sustainable environment where residents can 'live, work and play'. Therefore an appropriately scaled element of business space will be provided within the village.

11.15.5 Possible uses such as banks, travel and other agencies and the like can make use of the ground floor. Other business uses that do not require a 'front door' location may be better suited at first floor locations.

11.15.6 The incorporation of public houses, cafes and restaurants directly below residential accommodation can prove difficult in some places and indeed contrary to planning guidance. Therefore an intermediate use within a block can be required in this instance. An office use is ideal.

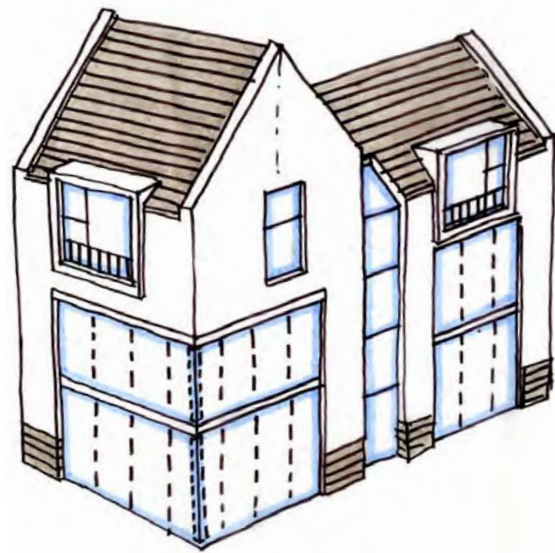


Sketch: Proposed corner apartment access

## 11.0 Village Centre - Formal Village Buildings



Sketch: Proposed corner block arrangement 01



Sketch: Proposed corner block arrangement 02



- 11.15.7 Aligned with the 'live work and play' concept is the evolving 'live-work' concept which suits small scale startup businesses plus artisan type businesses who require an ability to sell their produce.
- 11.15.8 The corner block has another key role within the overall masterplan. It should be used strategically to respond to significant vistas towards and through the Village Centre. The scale of the Village Centre is shown to be generally 2-3 storeys but there is historical Scottish small town and village precedent to suggest that 4 storeys is an appropriate scale for Bishopton within distinct blocks.



## 11.0 Village Centre - Village Road



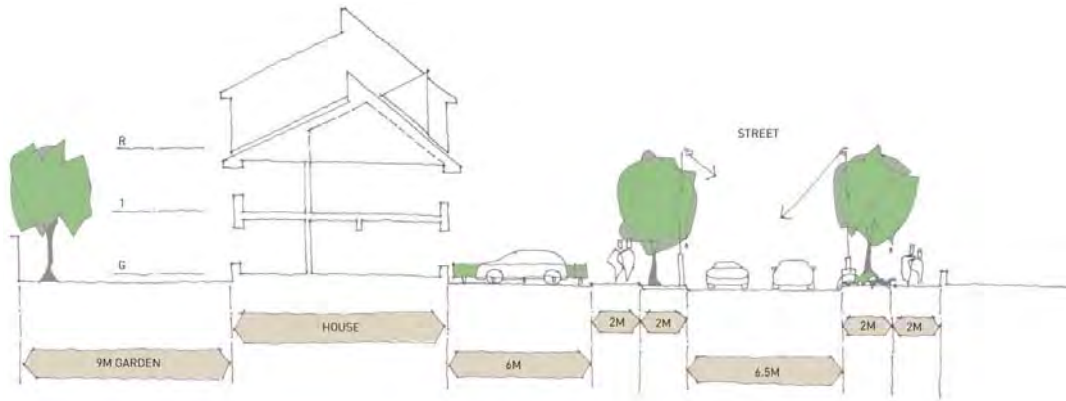
### 11.16 Village Gateway (North)

11.16.1 The approach into the Village Centre from the north is defined by a secondary public space adjacent to the road.

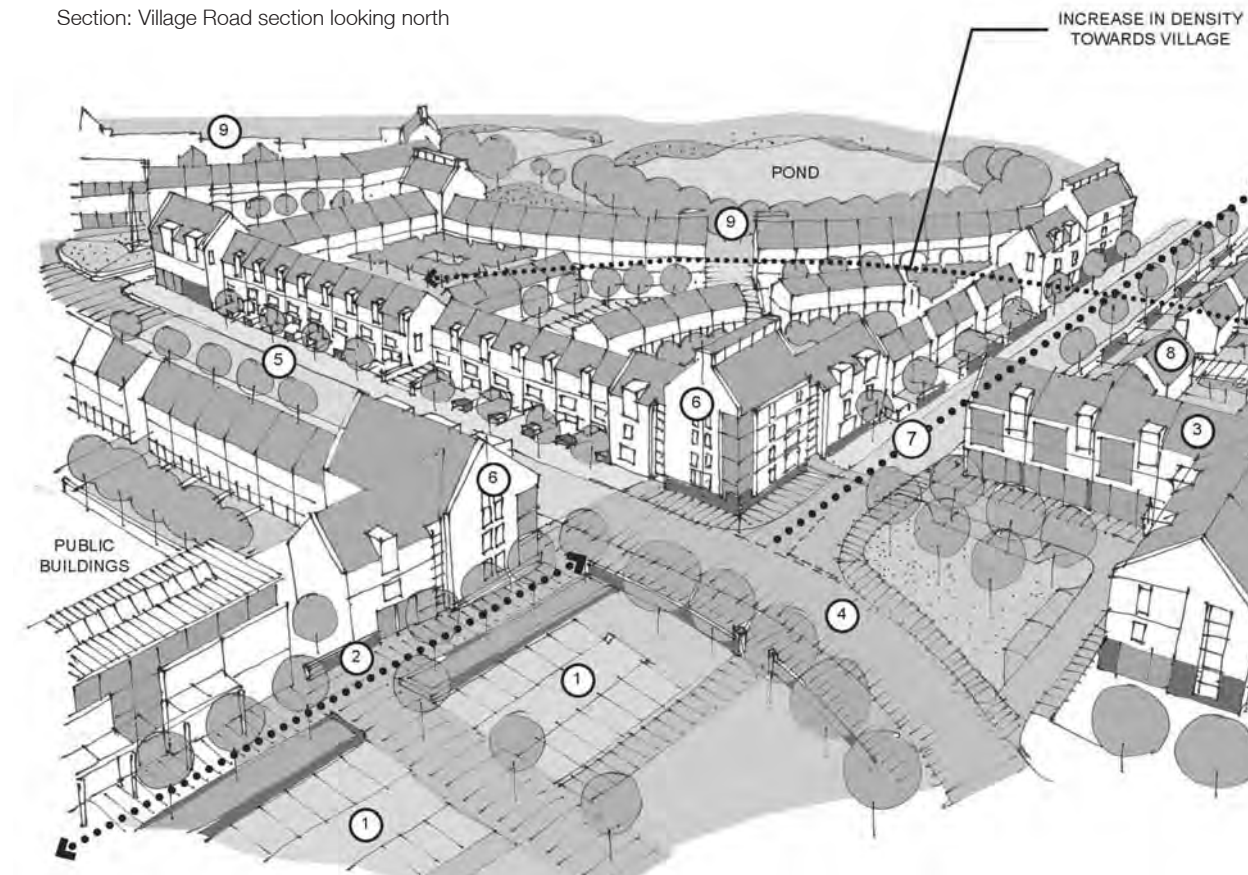
11.16.2 The section on the right indicates the arrangement of public and private space and the definition of the streetscape scale and character.

1. Parking for school and for adjacent community uses is accessible from new and old communities, but does not present an opportunity to 'rat run'.
2. Strong pedestrian linkage to existing community.
3. Potential location for live-work or artisan units with provision of short term visitor parking bays.
4. Key junctions within Village Centre articulated with change of road surface, such as granite cobbles to produce a slowing rumble zone, emphasising pedestrian priority at crossing points.

## 11.0 Village Centre - Village Road



Section: Village Road section looking north



5. Townhouses in streetscape mix give three storey scale to key streets.
6. Gateway to inner core of the Village Centre marked by significant buildings. This should not be symmetrical or too formally planned, but be articulated by the subtle enhancement of differently orientated/articulated gabled corner blocks, echoing the more organic development of historical Scottish town and village centres.
7. East/west running streets provide excellent access to the amenity of the Central Park.
8. Semi detached house types can be accommodated within the Village Centre but they are discouraged within the heart of the Village Square area. It is particularly important that the Design Code guidelines for frontage, linkage of features, reduced gardens and defined boundary walls are utilised to provide a degree of cohesion to these key central streets.
9. Major residential blocks are bisected by pedestrian routes creating internal 2 storey mews development potential.

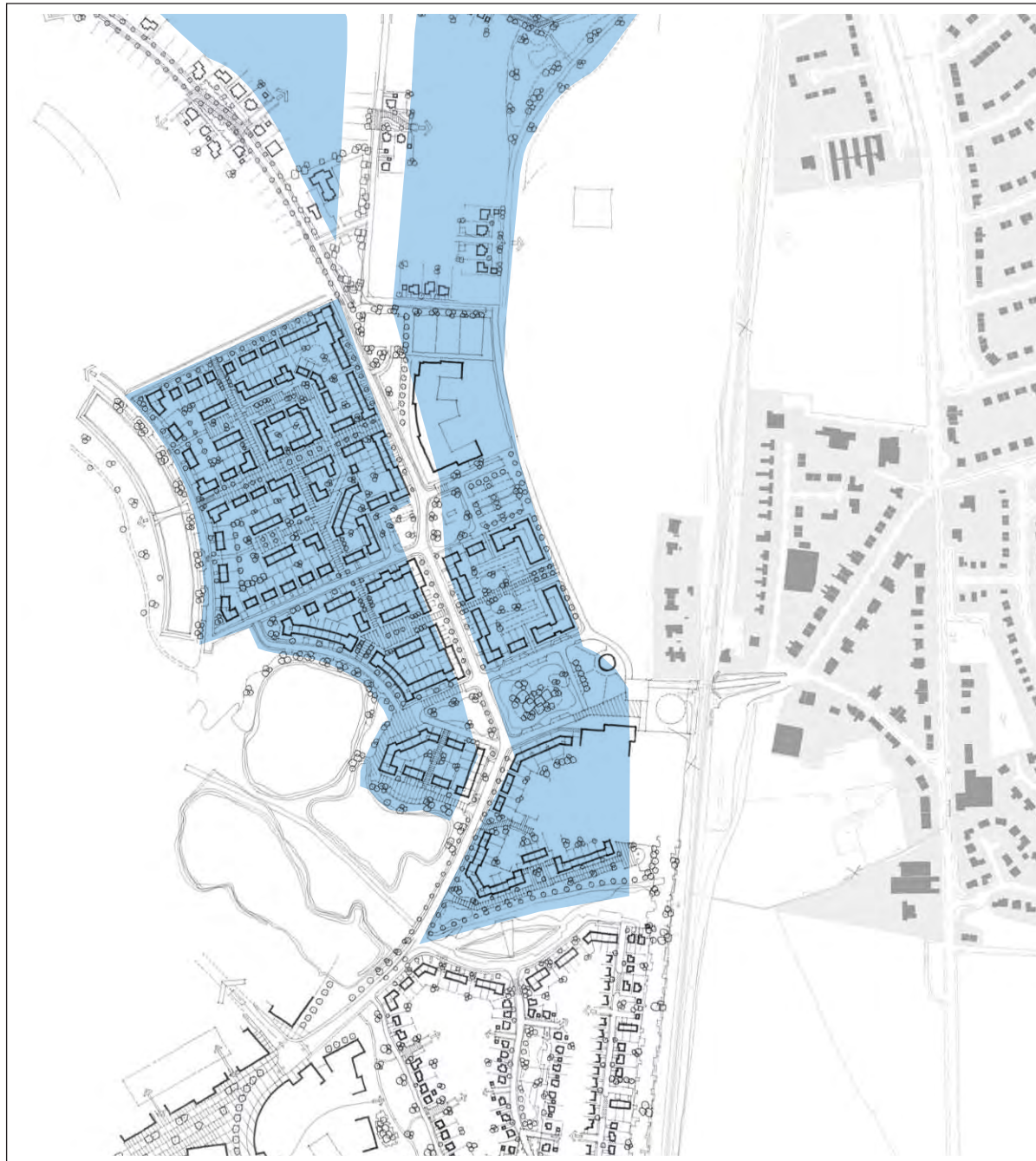


## 11.0 Village Centre - Local Roads, Streets, Urban Lanes + Courtyards



### 11.17 Overview

- 11.17.1 The character of the Village Centre is defined by a wide ranging network of routes throughout each development plot.
- 11.17.2 Away from the Village Road the residential and mixed use areas should be layed out with shared surface streets and courtyards that provide links between the community facilities in the east and the open spaces to the west.
- 11.17.3 All streets should be designed according to Designing Streets with pedestrian and cyclist movement a priority and car parking integrated into the streetscape.
- 11.17.4 The following pages set out the guidelines for the linking streets within the Village Centre with a number of street sections and supplementary imagery:



## Village Centre - Local Roads, Streets, Urban Lanes + Courtyards

Local Roads, Shared Streets, Urban Lanes +  
Courtyards



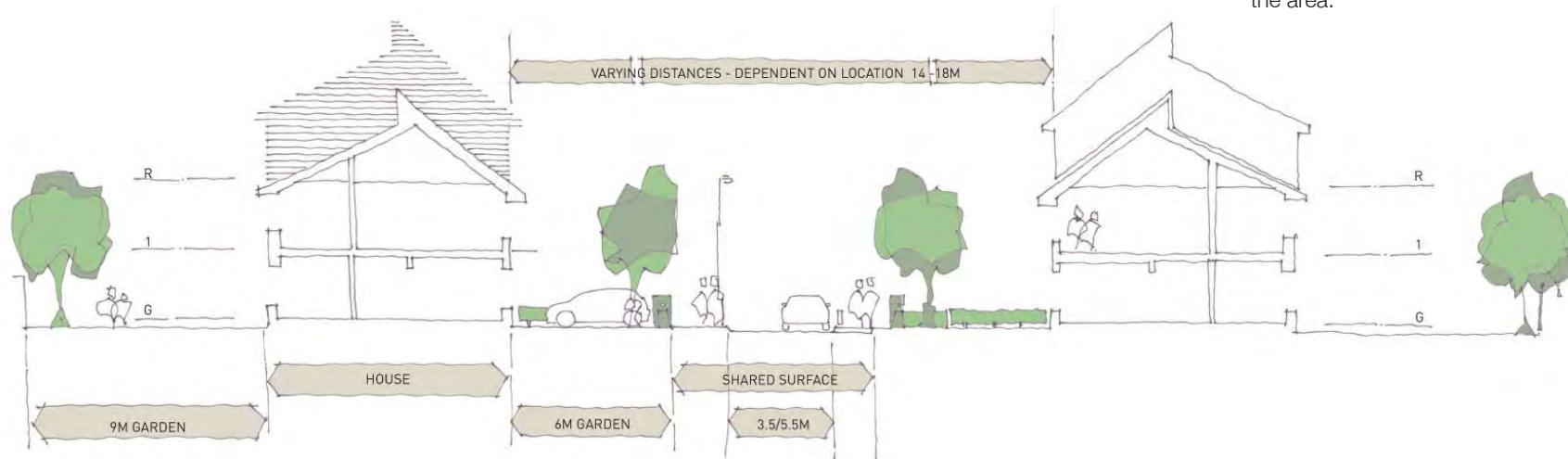


## 11.0 Village Centre - Local Roads, Streets, Urban Lanes + Courtyards



### 11.18 Streets + Urban Lanes

- 11.18.1 Streets should be designed to provide an integrated streetscape with private garden space, shared surface routes, street tree planting and car parking.
- 11.18.2 All streets should be designed according to Designing Streets with a clear connectivity between streets and spaces
- 11.18.3 Streets should vary in scale from informal urban lane links to more formal shared surface streetscapes.
- 11.18.4 Buildings and frontages should provide clear surveillance of the street from ground and first floor windows.
- 11.18.5 Private rear gardens should be incorporated into the development. Any garden boundaries facing onto public space should be treated with a hedge or wall that enhances the character of the area.

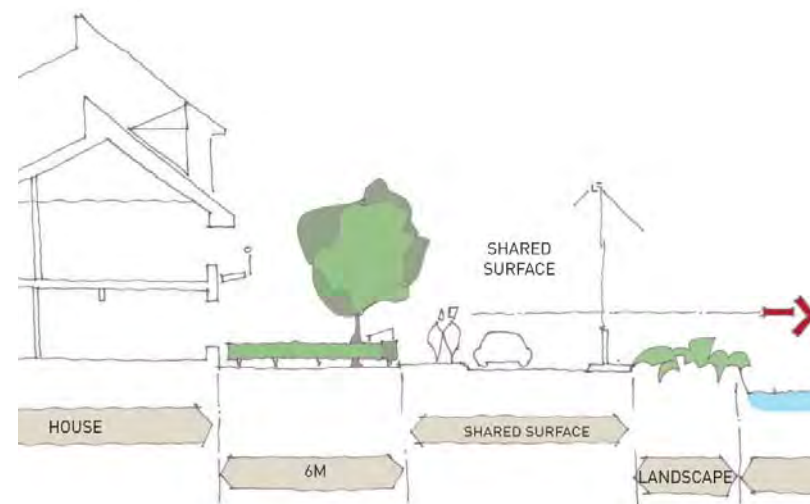
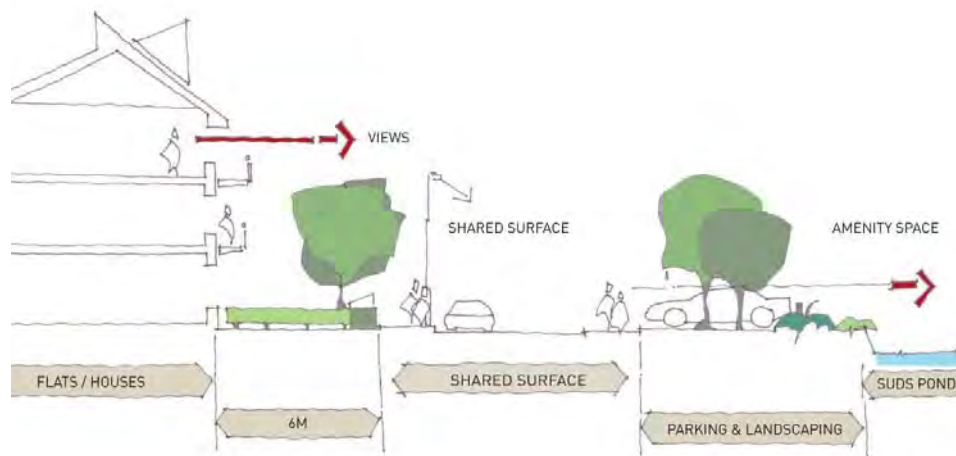


## 11.0 Village Centre - Local Roads, Streets, Urban Lanes + Courtyards



### 11.19 Residential street overlooking public space

- 11.19.1 Residential streets that overlook public space should follow the same principles established for shared surface streets.
- 11.19.2 In addition, all building frontages should provide good surveillance of the adjacent space from all levels.
- 11.19.3 Road frontages should provide a shared surface route for pedestrians and cyclists and connect into the wider network of public routes within the development.
- 11.19.4 Car parking should be incorporated into the streetscape design to allow clear pedestrian and cycle routes to be protected.

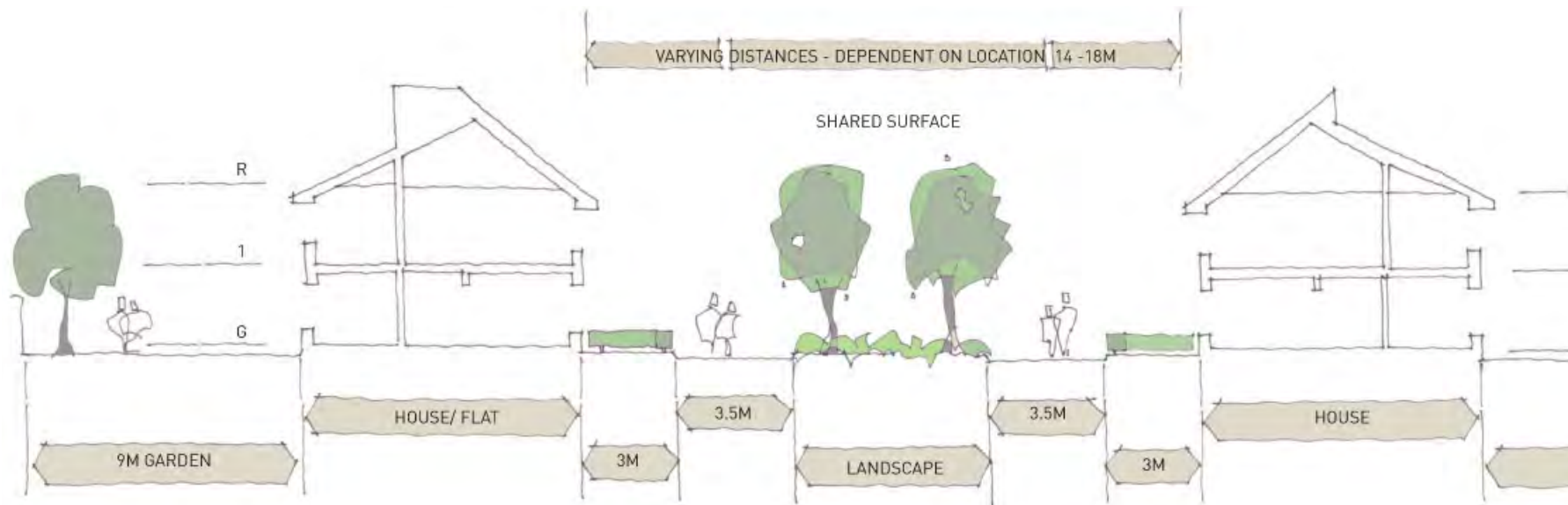


## 11.0 Village Centre - Local Roads, Streets, Urban Lanes + Courtyards



### 11.20 Shared surface courtyards

- 11.20.1 Courtyard spaces within the Village Centre should reflect the urban character of the surrounding buildings.
- 11.20.2 Courtyards should be designed to have a variety of characters ranging from hard paved spaces to spaces with tree planting and more extensive private gardens.
- 11.20.3 The section below illustrates an edge of private defensible space that contributes to the character of the overall courtyard with an area of public landscape in the heart of the space accessible by the local residents.

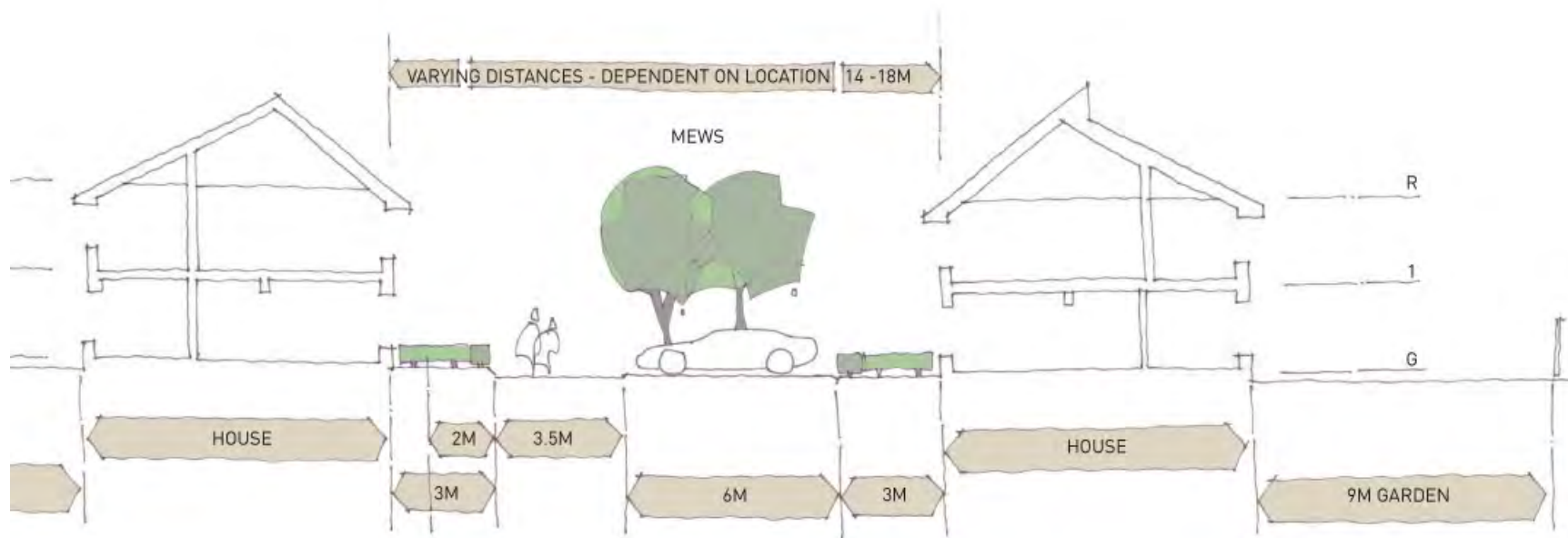




## 11.0 Village Centre - Local Roads, Streets, Urban Lanes + Courtyards



- 11.20.4 The principles of Designing Streets apply. Connectivity to other streets through urban lanes and good surveillance will provide passive security of the space.
- 11.20.5 Courtyard spaces can also be used to provide mews parking with a shared surface design integrating amenity space.
- 11.20.6 Vehicular access into courtyard spaces should be designed to be fully integrated with pedestrian and cycle routes.
- 11.20.7 All courtyards should provide pedestrian and cycle thru-routes into adjacent streets and spaces.





## 11.0 Village Centre - Informal Village Buildings



Sketch: Proposed housing plot configuration

### 11.21 Residential Streetscapes

- 11.21.1 Conventional residential streetscape design does not consider the frontage properly as a positive contributor to the streetscape. Edges are weak and the frontage acts as a privacy barrier.
- 11.21.2 There are other ways of achieving the same thing. The sketch on the left proposes that the building is moved forward but that the essential buffer zone is strengthened with the use of the unifying wall or hedge. Moving the building forward and using devices such as canopies linking garages starts to create a unified townscape with what are essentially the same standard house types.
- 11.21.3 The relocation of garages helps to maximise the potential of the more private rear gardens within the same plot configuration. Above is an example of garages, entrance canopies and boundary walls/ screens being combined to create streetscape interest.
- 11.21.4 With an increase of density comes the opportunity to group semi detached units into terraces, and this is where it is essential to consider gables in the context of the boundary wall and to ensure those gables are visually solid but not blind.
- 11.21.5 The boundary wall should be used in imaginative ways, lining pedestrian routes that lead into the heart of the block so signifying these as an extension of the public realm and creating stronger definition of corner gardens.

## 11.0 Village Centre - Informal Village Buildings



Sketch: Proposed increase in density and active gables

- 11.21.6 It is not possible to fully 'turn the corner' by simply using 'front and back door' house types, and so this wall element must be used in conjunction with a strong landscape to provide a defined edge to any exposed back gardens. Standard timber fences are not acceptable in this location, although an attractively designed stone wall with timber panel infill detail may be.
- 11.21.7 The building setback from back of pavement here is proposed to be circa 3-4 metres, tightening the street visually.
- 11.21.8 It is very important that the terrace garden is well defined by a wall that is harmonious with the architecture and streetscape as per the images opposite, so that the gardens contribute to the streetscape and do not become an unused zone which visually detracts from the street scene.
- 11.21.9 Further increasing the scale of the development, it is possible to introduce three storey townhouses into the mix. Again these require a semi-private zone between building and street, which could be narrow because habitable rooms are generally elevated onto the first floor.
- 11.21.10 The semi private zone can reduce to 2-3 metres provided the plan form allows for fully off street parking via a recessed garage/covered entrance as shown in the images and diagram above or is accommodated within a suitable Designing Streets environment.

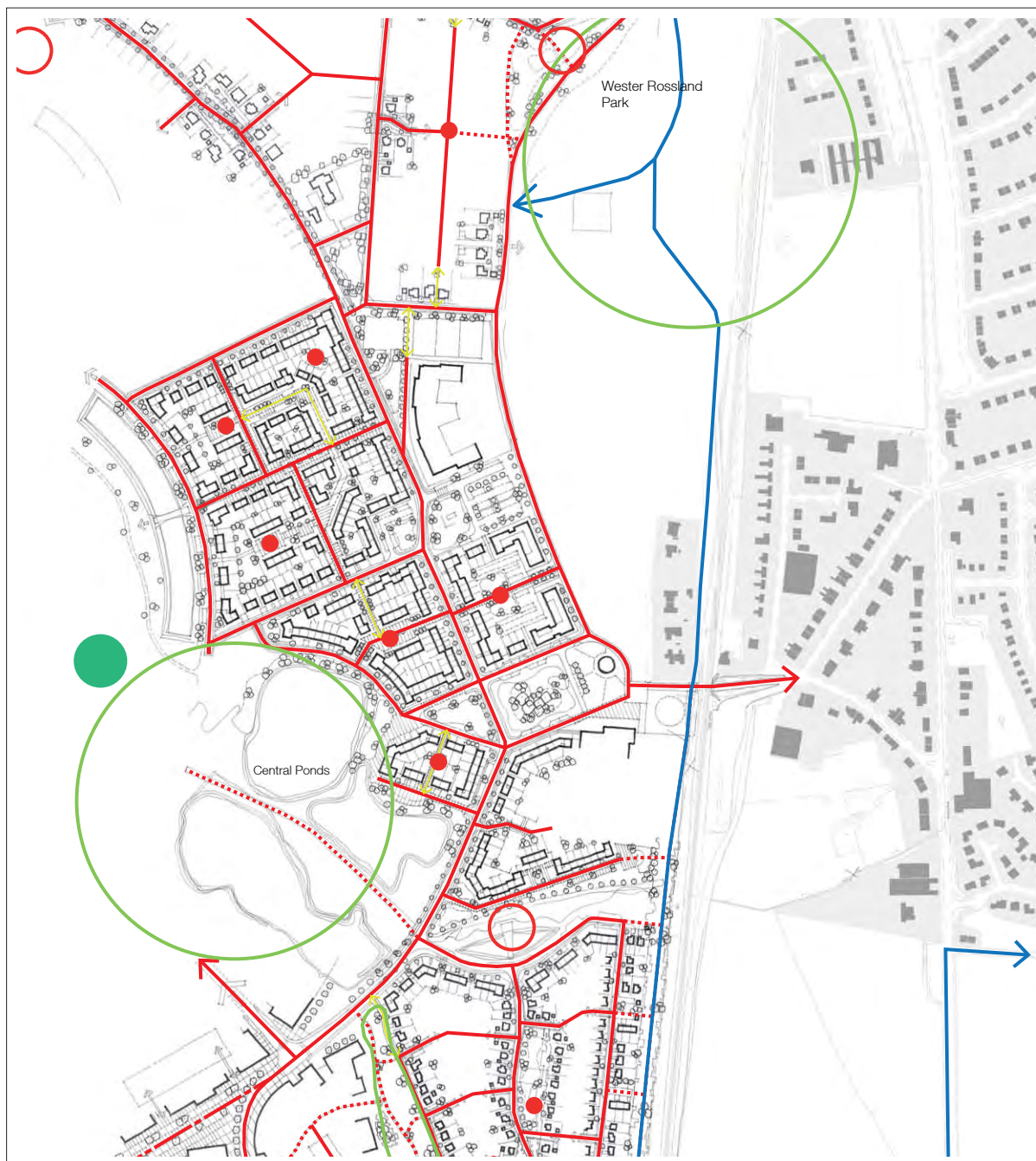


## 11.0 Village Centre - Parks & Recreation



### 11.22 Overview

- 11.22.1 There are a number of key landscape spaces in or adjacent to the Village Centre. Each space either provides a key amenity space or setting for the development.
- 11.22.2 The Central Ponds create a focal point at the southern end of Central Park providing a key backdrop to the Village Square and an important ecological resource within the development.
- 11.22.3 The Central Park also provides an important backdrop and amenity resource for the residential neighbourhoods within the Village Centre.
- 11.22.4 Gladstone Hill, although not accessible or part of the development overlooks the Village Centre providing an important setting for views towards Bishopston in the east.
- 11.22.5 The following pages set out more detail on the spaces discussed above as well as the extent of play and recreation space within the Village Centre:



## Village Centre - Parks and Recreation

Vehicular, Pedestrian and Cycle Routes



LAPS



LEAPS



NEAP



Key Landscape Spaces





## 11.0 Village Centre - Parks & Recreation



### 11.23 In Plot - LAPS

- 11.23.1 Recreation space should be provided within all development plots with the provision of a Local Area for Play (LAP)
- 11.23.2 LAP spaces should be positioned centrally to the development with residential units overlooking the spaces providing good quality passive surveillance.
- 11.23.3 Each LAP space should be easily accessible with clear links from all parts of the development plot and from the wider village centre.
- 11.23.4 The design of LAP spaces should relate to the character of the surrounding village development and the surrounding landscape of the development site with strong natural forms and a diverse native planting palette.



### 11.24 Parks and Recreation

- 11.24.1 There are a wide range of recreation spaces and routes throughout the Village Centre providing for a broad cross section of users.
- 11.24.2 The routes throughout the Village Centre create a permeable network that connects all the key spaces and buildings to each other and to the wider development.
- 11.24.3 There is one Neighbourhood Area for Play (NEAP) located in the Central Park to the west of the Village Centre.
- 11.24.4 The NEAP space will create a focal point to the east edge of the park with pedestrian and cycle routes connecting to it.



- 11.24.5 The space will derive its character from the natural forms of the adjacent ponds and SUDS features and Craigton Burn.
- 11.24.6 The space will be overlooked by residential streets that front onto the Central Ponds and Central Park.

## 11.0 Village Centre - Parks & Recreation



### 11.25 Central ponds

- 11.25.1 The ponds will provide a rich and diverse habitat at the heart of the village. The area is made up of three ponds each with a strong perimeter of successional habitat and the Craigton Burn corridor that is also home to a wide range of flora and fauna. The habitats within the fire ponds are delicate and therefore public access will be limited to a number of designated routes that provide access to the central park to the west, the village square to the east and the residential areas to the south.
- 11.25.2 Residential development will front onto the eastern perimeters of the ponds at development plots M2 and H4c. The residential frontages will provide passive surveillance of the area with active frontages and dramatic views over the water. Public routes will be sensitively provided in front of each development plot.
- 11.25.3 Commercial plot C1 will front onto the ponds with an active frontage providing passive surveillance and views of the ponds and the village to the west.

### 11.26 Routes

- 11.26.1 A number of key pedestrian and cycle routes will be provided within the ponds space. Primary routes will be provided to the front of development plots M2, H4c and C1 as they navigate the perimeter of the space.
- 11.26.2 A more sensitive nature trail route could be provided to the east of the most westerly pond. This route will provide a main route into the central park with the opportunity for minor nature trails off it to allow limited access to the waterfront and allow observation of the surrounding habitats.

### 11.27 Spaces

- 11.27.1 The primary space within the area is the ponds themselves. The water space and habitat provides a rich setting for the village centre and surrounding residential neighbourhoods.
- 11.27.2 A number of key public spaces can be accessed from the pond area. Central park, the village square, the Craigton Burn corridor and the residential parkland of development plot H5 are all important spaces within the development site.

### 11.28 Landscape & Ecology

- 11.28.1 The water edge habitat and Craigton Burn corridor will be sensitively dealt with. A minimum amount of construction work will be carried out within the area to allow the continued development of the habitats.
- 11.28.2 A number of key protected species including otter are present within the ponds. Further detail and information can be found in the Ecological Design and Management Plan.