

North Western Housing Neighbourhoods Design Code

DARGAVEL VILLAGE, BISHOPTON

OCTOBER 2016

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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, the broader design philosophy outlined in the contextual masterplan and the Design Code for Phase One of the development.

Design Vision

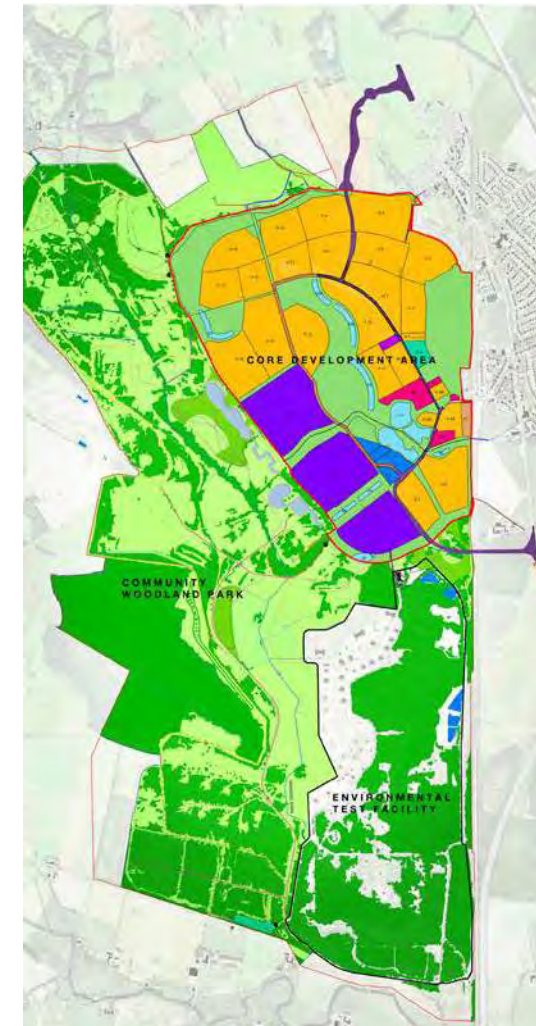
The design vision for the site is to create a place where housing neighbourhoods, greenspaces, community and commercial uses can be brought together in an integrated and co-ordinated way. This place will be a response to the particular qualities of the landscape. It will evolve as a managed expansion 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.



Sub Division of the Site

2.0 Masterplan Principles

DARGAVEL VILLAGE, 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 new housing neighbourhoods at the north west of the Core Development Area. These neighbourhoods follow Phases One/Two of the development. These have been shaped by the Phase One Design Code and subsequent Addendums, such as the Village Centre Design Code.



Former Royal Ordnance Bishopton contextual masterplan

2.0 Masterplan / Strategic Principles

2.2.2 The first phases of development have been positioned along the eastern margin where there is an interface with the established village of Bishopton. Housing has been constructed alongside the northern access road (Slateford Road) and the southern access road (Barrangary Road). The next stages of activity will be at the area between the two access roads now that the linking road (Craigton Drive) is complete. This will bring forward development at the core of Dargavel Village which includes market housing, affordable housing, retail, commercial and community facilities. The core is adjacent to Bishopton rail station. Links for pedestrians and cyclists between the first phases of development and the rail station in particular are a strong feature of the early stages of Dargavel Village.

buildings are conceived.

2.3.3 The Design Code provides 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 at national and local level.

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.

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 character areas which comprise the north western housing neighbourhoods..

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 but, at the same time, it gives individual designers flexibility in the way in which layouts and individual

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 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
- 2.3.6 When taken together these eight aspirations give the essential context for each of the design codes.
- 2.3.7 This particular Design Code takes the eight aspirations as a point of reference and shows how a distinct character and identity can be established at the north western housing neighbourhoods.
- 2.3.8 The significance of the Design Code is heightened because the development is likely to 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.
- 2.3.9 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.
- 2.3.10 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

DARGAVEL VILLAGE, BISHOPTON DESIGN CODE




3.0 Character Areas

3.1 Overview





- 3.1.1 The objective of this Design Code is to lead to a character of development which builds on what has been achieved in the early stages of Dargavel Village.
- 3.1.2 There will need to be an affinity with the Northern Gateway. The character area to the west of Slateford Road should be shaped by many of the design principles that have been adopted already at the Northern Gateway, particularly along the primary road frontages
- 3.1.3 It will be important to ensure that housing in this north western sector is linked to the key routes through the Northern Gateway towards the services and facilities at the heart of Bishopton. However, the north-west character areas are at the interface with open countryside. It is therefore equally important for links to be formed with the countryside. Because of this the Design Code embraces the plots included in the original planning permission in principle and the expansion land at the periphery of these plots. The expansion land will be subject to a separate planning application. Pre-application public consultation in relation to the expansion land has already taken place.
- 3.1.4 At the point in this Design Code when the housing neighbourhoods are explored in detail there is a specific description of the landscape zones at the margin of the housing. These are the Cordite Burn corridor and the peripheral route. These will influence design decisions and are important. They are addressed in Chapter 10.0 of the Design Code.

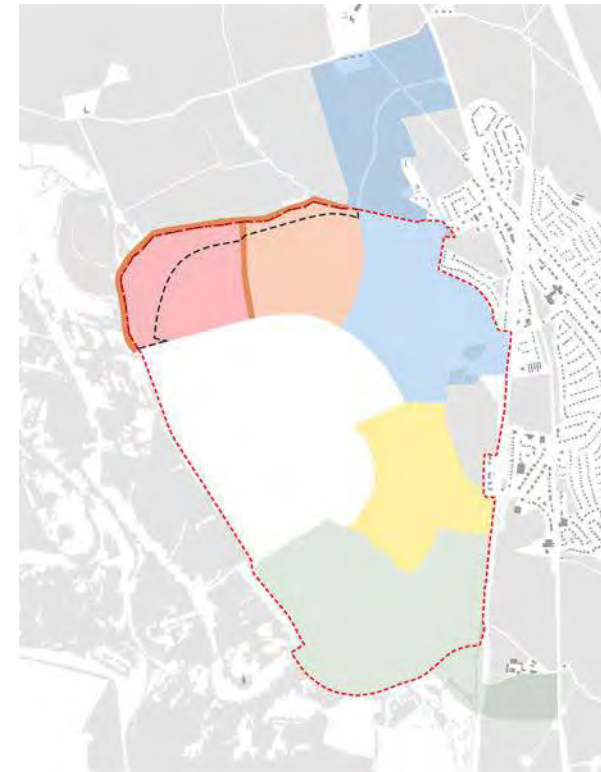
3.1 Character Areas

PHASE ONE DESIGN CODE

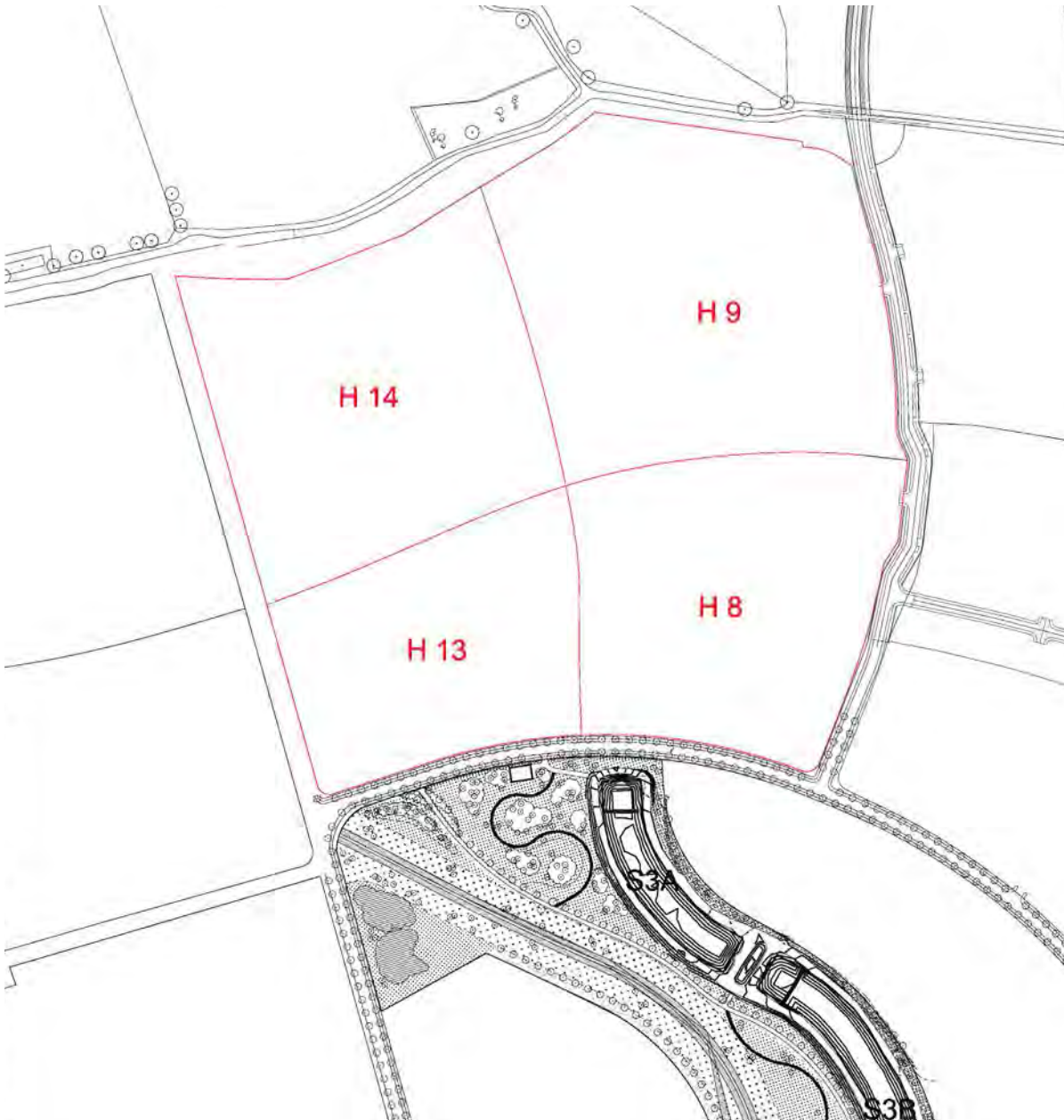
Northern Gateway	
Village Centre	
Southern Gateway	

NORTH WESTERN HOUSING NEIGHBOURHOODS

West of Slateford Road	
North West Corner	
Cordite Burn Corridor and Peripheral Route	
Expansion Land	



3.0 Character Areas

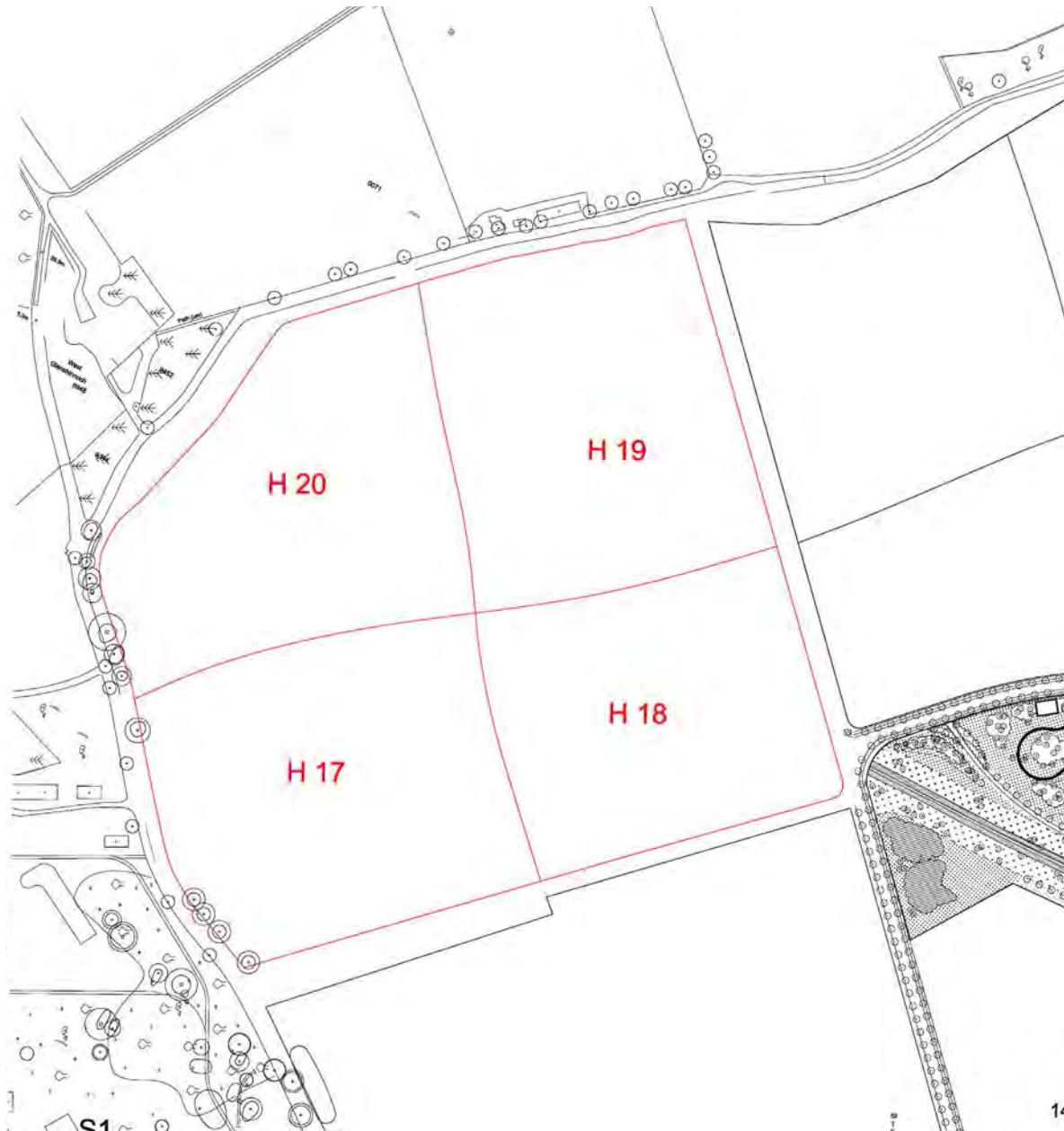


3.2 West of Slateford Road

3.2.1 The neighbourhood to the west of Slateford Road will be contained by a varying character of development along its edges. To the north there is an interface with open countryside. To the south new housing will be orientated towards the more formal greenspace of Central Park. The eastern boundary is formed by Slateford Road itself which is the main access corridor when approaching Dargavel Village from the north. To the west there is a boundary with the Cordite Burn corridor.



3.0 Character Areas



The north western corner with individual plots shown.

3.3 The North Western Corner

3.3.1 The north western corner is the area of the development which is most closely associated with open countryside. A looser and slightly less dense arrangement of building is anticipated. It is important that a transition is achieved between built development and open countryside with account taken of the elevated topography beyond the northern margin of this neighbourhood.



Site Wide Design Strategies

4.0 Green Infrastructure & Open Space Network

DARGAVEL VILLAGE, 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 for development.
- 4.1.2 The structural landscape comprises a number of park spaces (incorporating water bodies and water courses), public squares, gateways, distinct clusters of woodland and peripheral landscape corridors.
- 4.1.3 The principal elements which will give a structure to the development are:
- Parks + open spaces
 - Structured play spaces
 - Woodland + tree groups

4.0 Green Infrastructure & Open Space



Key



Tree/woodland groups



Village Squares and primary open spaces



Existing and proposed ponds and SuDS features



Core Development Area (CDA)

4.0 Green Infrastructure & Open Space Network



4.2 Parks

4.2.1 There is a linked network of open spaces which weave through the development. The focal point for this network of open spaces is Central Park which is at a scale to accommodate sport pitches, play areas and amenity space at a location which is highly accessible. Central Park also harbours 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 also more formal public space within the development. The village squares provide a formal hub and the setting for a part of the development where there is a mix of uses and activities. A variety of other public spaces punctuate the residential neighbourhoods.



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 Dargavel Village. Other routes lead from the new development to the established village of Bishopton where there are local services and facilities.

4.0 Green Infrastructure & Open Space



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 ends of Central 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 will be strategically located throughout Dargavel Village to provide easy access across a range of residential areas. The LEAPs will be located to optimise passive surveillance.

4.7 Local Area of Play (LAP):

4.7.1 Informal play spaces will be located within each housing neighbourhood. Each space should be overlooked and easily accessible for all surrounding houses and located on pedestrian and cycle routes.

4.0 Green Infrastructure & Open Space



4.0 Green Infrastructure & Open Space Network



4.8 Existing & Proposed Woodland

4.8.1 There are areas of existing woodland, stands of mature trees and individual specimens within the development site that provide the foundation for the landscape. New tree planting will provide enhancement and strengthen the landscape structure. A management strategy for all trees and woodland will be put in place. One example 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 Formal and informal tree planting will be used to define street and neighbourhood frontages.

5.0 Road, Cycle & Pedestrian Network

DARGAVEL VILLAGE, BISHOPTON DESIGN CODE

5.0 Road, Cycle & Pedestrian Network



5.1 Overview

5.1.1 The Scottish Government's Designing Streets sets out a series of design ideas 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. The end result is a safe, overlooked public environment that provides amenity as well as linkage and access. Designing Streets provides a point of reference for the approach to the road, cycle and pedestrian network at Dargavel Village.

5.1.2 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.

5.1.3 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 north and west of the development area.

5.0 Road, Cycle & Pedestrian Network



Key

- ■ ■ ■ ■ Strategic Pedestrian Routes
- Dedicated Cycle/Pedestrian Paths
- Key Roads

5.0 Road, Cycle & Pedestrian Network



permeable network of routes with different ways of gaining access to neighbourhoods in Dargavel Village.

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 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.

5.2.3 This Design Code takes a lead from Designing Streets:

- Requires developers to adopt the document fully and to consider the creation of successful places over the movement of the car. This involves the incorporation 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.
- Building orientation needs to be considered alongside the form of any road to create distinctive gateway 'nodes' at each significant junction, signalling a slow-down and arrival point.
- Designing Streets does not favour a rigid street hierarchy. The emphasis should be placed on a

5.0 Road, Cycle & Pedestrian Network



5.3 Pedestrian & Cycle Network

5.3.1 Cycle and pedestrian routes have also been influenced by the guidance in Designing Streets. All key spaces and areas are linked by dedicated footways or cycleways and through carefully considered shared/calmed streets within the development areas.

5.3.2 Pedestrian and cycle linkages to the established community of Bishopton are integrated wherever possible.

5.3.3 The Design Code requires individual residential developers to come forward with layouts that are integrated with the strategic pedestrian and cycle network.

5.3.4 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 makes provision for pedestrians and cyclists in a way which is clear and direct. Many of the routes converge on Central Park. 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.

5.3.5 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.

5.3.6 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 landscape.

5.0 Road, Cycle & Pedestrian Network

5.4 Early Phase Pedestrian & Cycle Network

5.4.1 The early phases of Dargavel Village have included some key parts of the pedestrian and cycle network. The strong emphasis has been on linking new development to the amenities and facilities at the established village of Bishopton, including the rail station. These links include:

- A dedicated cycleway/footpath route which runs from the A8 (Greenock Road) at the south of Dargavel Village along the south access road (Barnnagary Road) to the village core and rail station and then to the northern housing neighbourhoods via Birch Road.
- Footpath links through and around the Northern Gateway to established routes in Bishopton.
- Footpath links from the southern housing neighbourhoods to adjacent open space and beyond towards the rail station.
- A key pedestrian link through the centre of Dargavel Village from the rail station along public squares towards the edge of the long established ponds.

Key

- ■ ■ ■ ■ Strategic Pedestrian Routes
- Dedicated Cycle/Pedestrian Paths
- Key Roads



6.0 Water Management Design Principles

DARGAVEL VILLAGE, 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 Burn and Dargavel Burn. Drawing SK35 shows the layout of the strategic network of SUDS ponds.
- 6.1.2 There are five separate discharges into Craigton Burn and Dargavel Burn, identified on drawing SK36. The contributing development plots to each SUDS pond are identified in Table 2.
- 6.1.3 Strategic SUDS pond, associated interlinking pipework, structures, bypass pipework and discharge points will be adopted and maintained by either Renfrewshire Council or Scottish Water. Discharge points 1 & 2 and associated strategic SUDS ponds will be adopted by Renfrewshire Council with discharge points 3, 4 & 5 and associated SUDS ponds 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 Attenuation assessment has been based upon greenfield runoff rates calculated in accordance with the methods set out in CIRIA C697 and CIRCA 753 and in particular the Institute of Hydrology Report No.124.



- 6.1.6 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 at 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 has 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 Commercial Development Plots

- 6.5.1 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.
- 6.5.2 The individual developer is required 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.
- 6.5.3 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.

6.0 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

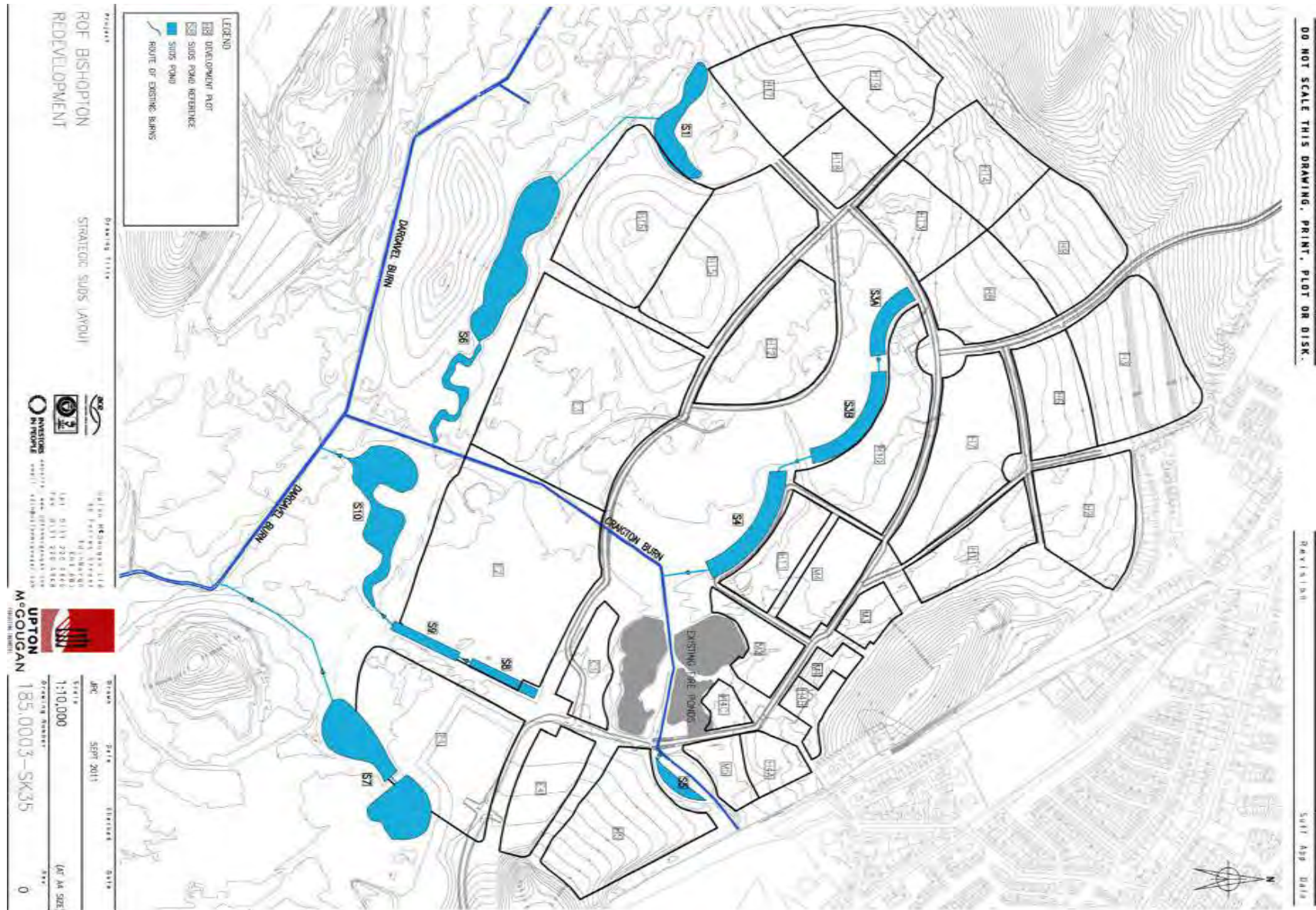
Pond Ref	Contributing Plots
S1	H15,(50%), H16(50%), H17, H18, H19
S3A/ S3B	H2, H3, H6, H7(50%), H8, H9, H10(50%) H13, H14,
S4	H1 H13,H11, M1, M2, M3, M4, H7(50%), H10(50%), H12, WORSHIP
S5	H5
S6	H15(50%), H16(50%), E3
S7	E1
S8/ S9	LRC, H4a, H4c, M5, E4
S10	C1, E2

Table 2: Contributing Development Plots

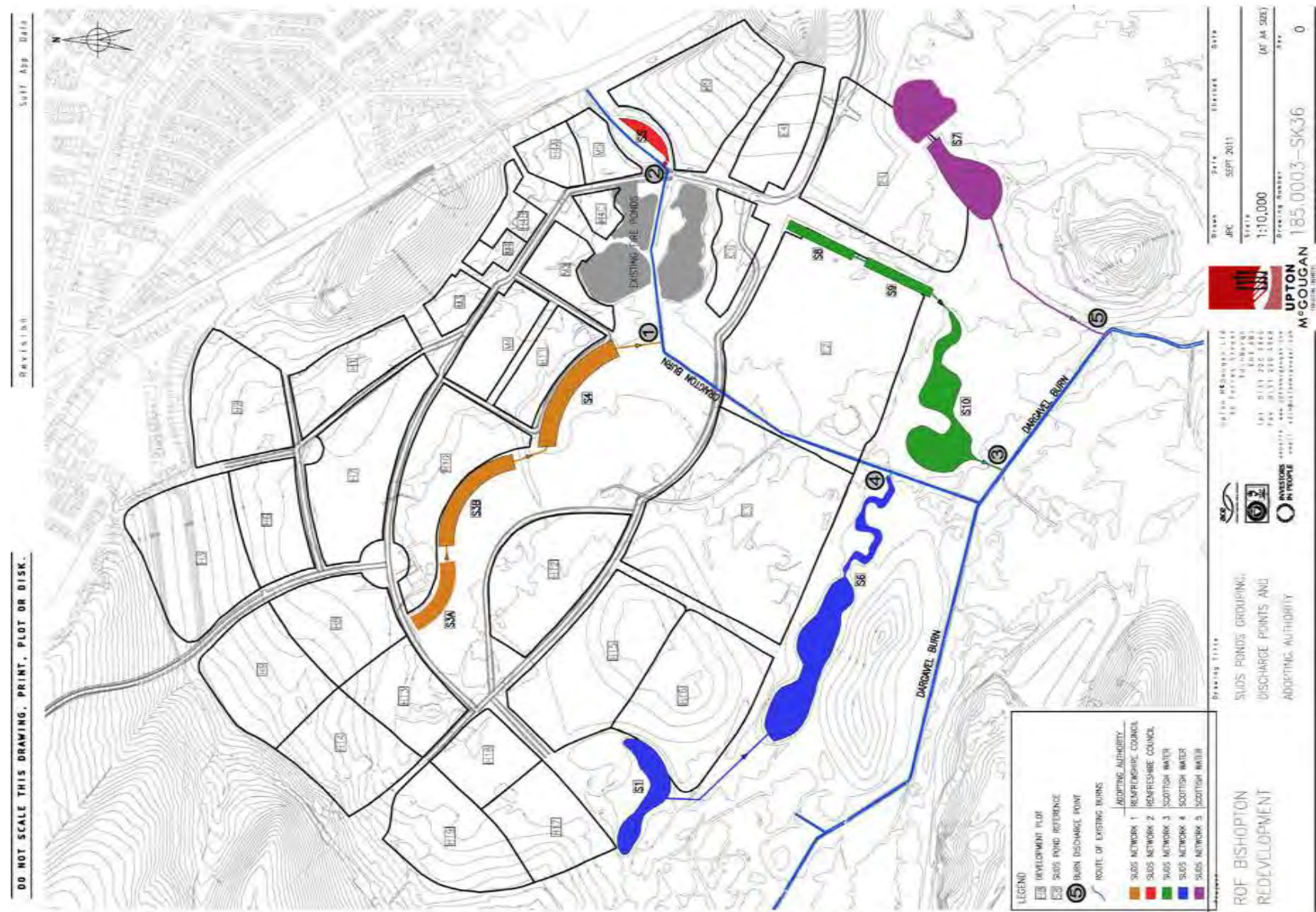
Pond Ref	Treatment Levels (Total)
S1	1 Level
S3A & S3B	1 Level (combined between ponds)
S4	1 Level
S5	1 Level
S6	1 Level
S7	1 Level
S8 & S9	1 Level (combined between ponds)
S10	1 Level

Table 3: Treatment Levels from Strategic SUDS Ponds

6.0 Water management design principles



6.0 Water management design principles



7.0 Ecology

DARGAVEL VILLAGE, 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 is affecting some of this wildlife. To accommodate these animals the community woodland park is being enhanced in parallel as a suitable habitat.
- 7.1.3 On completion, Dargavel Village 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 provide habitat for a number of species. The masterplanning and engineering has taken care to integrate environmentally sensitive resources that represent valuable habitat to wildlife.
- 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



Tree/woodland groups



Village Squares and primary open space



Existing and proposed ponds and SuDS features



Core Development Area (CDA)



Ecologically Sensitive Area

7.0 Ecology Strategy



7.2 Ecologically Sensitive Areas

- 7.2.1 The former Fire Ponds are frequented by otters venturing into the site.
- 7.2.2 The European Otter largely feeds on fish, small mammals, amphibians, birds and their eggs. The ponds are a natural feeding location.
- 7.2.3 Dedicated otter surveys indicate that the ponds are the 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 has been 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 at the margins of the ponds has been minimised and where there is to be disturbance for engineering reasons this will

be licensed.

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

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 In addition to the main otter habitat and travelling routes it is likely that 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 to 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, where they can gain access unobserved.
- 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, badger tunnels 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

DARGAVEL VILLAGE, BISHOPTON DESIGN CODE

8.0 Buildings, Materials & Boundaries



8.1 Overview

8.1.1 There are design elements that could be consistently applied across the development to provide continuity. The choice of materials, lighting, signage and boundary treatments for each character area should be made with the aim of creating a unified and legible overall development.

8.2 General Principles

8.2.1 These guidelines are intended as a clear framework for the development, but there is some flexibility in the way they are interpreted at individual character areas.



8.0 Buildings, Materials & Boundaries



8.3 Street Scale

8.3.1 This Design Code recognises that the residential areas will be created with predominantly standard developer house types, typically detached or semi detached with separate garages or with integral garages, or possibly terraced formats. It is not the intent of this document to be prescriptive about the scale, size or internal configuration of these houses. Instead the images which have been incorporated are intended to subtly influence the aesthetic of house design and establish a set of rules with regard to the orientation of these buildings along the street, particularly at street corners.

8.3.2 In order to create living streets the Design Code does seek to influence the quality and visual strength of boundary walls provided by the

developers.

8.3.3 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.

8.3.4 Occasionally, buildings should be combined to form semi detached and terraced groups. In these instances consideration should be given to:

- The use of terraces to provide variety and continuity in the streetscapes.
- The modelling of terrace and townhouse units to provide rhythm and interest at the street scale.

8.0 Buildings, Materials & Boundaries



- Townhouses when combined with the principles in Designing Streets can form the basis of intimate and safe streetscapes.
- The creation of distinctive places using townhouses and terraced units is encouraged.
- The considered orientation of all buildings relative to the street frontage helps to create surprising and imaginative sequences of spaces.
- A variety of scales enriches the streetscape, but the intent should have some considered structure for all groups of buildings.

8.0 Buildings, Materials & Boundaries



8.4 The gable and 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 to give a particular identity to the development.

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 including stone, good quality brick, reconstituted stone, tiles and natural slate.
- 8.5.3 Higher quality materials which echo the vernacular of Scottish architecture should be particularly focussed at key buildings and along key frontages.
- 8.5.4 Variety is of course encouraged to create distinct residential neighbourhoods but a Scottish 'feel' should predominate. The example images shown in this chapter give an indication of this palette and character.
- 8.5.5 Simplicity and quality of construction are the key drivers for 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

- Principal squares – block or natural stone sett paving. Colour range from silver grey to burnt ochre
- Tree planting to be located along the street edge and within public spaces

8.0 Buildings, Materials & Boundaries



8.8 Residential 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 accent 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.

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 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 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 interrupt 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 along primary streets.
- A common traditional Scottish village vernacular feature is the use of strong walls to define public, semi public and private space.
- The wall creates privacy close to the street edge and integrates with building material and form.
- The wall clearly defines the boundary and helps to unite disparate forms along 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, where higher quality boundary treatment is needed.



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 non-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. If this is not possible native hedge 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.

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.



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.

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.
- Signage along the streets within the site should be minimised. This will reduce sign clutter.

8.23 Pedestrian Signage

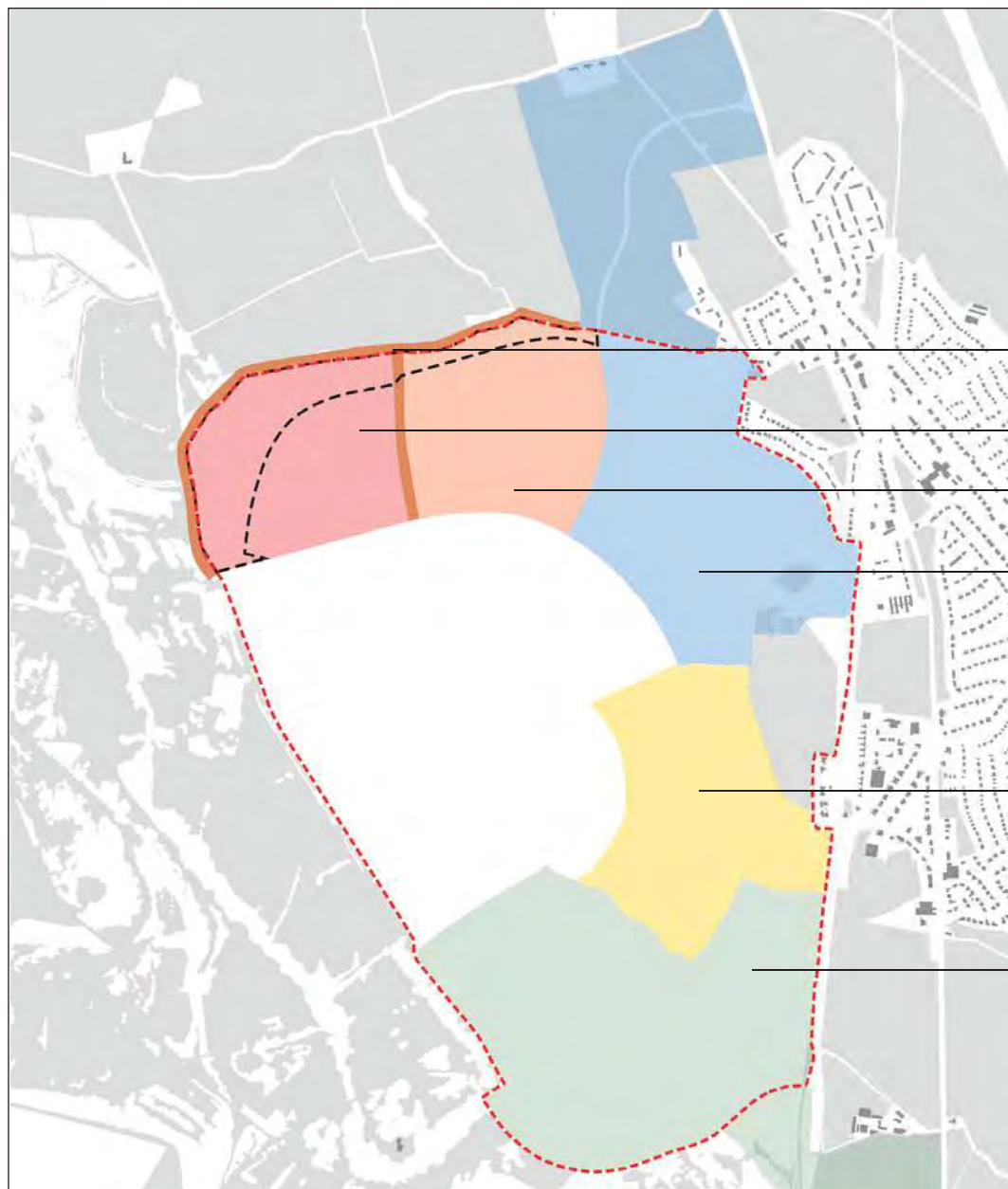
- A clear pedestrian signage strategy should be designed that places signage columns at key locations throughout the development.
- All signage should be distinct with the same materials used throughout.



Character Areas

The remaining parts of the Design Code relate to the character areas at the north western housing neighbourhood. The guidelines are informed by the site wide design strategies in the earlier chapters of this document.

The drawing on the opposite page shows the location of the north western housing neighbourhood character areas in the context of the overall development and the community of Bishopton to the east. The guidelines for each character area address streetscapes, boundaries, built form and public open space.



Cordite Burn Corridor and Peripheral Route

North West Corner

West of Slateford Road

Northern Gateway

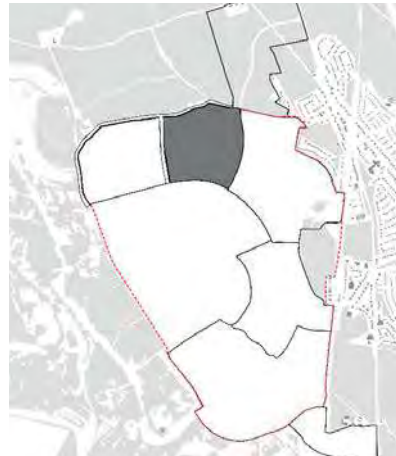
Village Centre

Southern Gateway

9.0 West of Slateford Road

DARGAVEL VILLAGE, BISHOPTON DESIGN CODE

9.0 West of Slateford Road - Overview



9.1 Overview

- 9.1.1 The northern gateway development addressed in the Phase One Design Code is substantially complete. It comprises clusters of housing development which are linked by roads, lanes, pedestrian routes and cycle routes. The northern gateway is connected to the established village of Bishopton through pedestrian and cycle links at Newton Road and along the Birch Road/Rossland Crescent corridor. The latter provides a safe and convenient route to the rail station.
- 9.1.2 There is already a character of development on the eastern edge of Slateford Road. This has been informed by the guidelines set out in the Phase One Design Code. It is anticipated that the western edge of Slateford Road will incorporate design principles already adopted on the eastern side of this key corridor.
- 9.1.3 A comprehensive and high quality approach to the Slateford Road corridor is significant as

this is the threshold to Dargavel Village as a whole when it is approached from the north.

- 9.1.4 The northern margin of the new housing neighbourhood to the west of Slateford Road has an interface with open countryside. This presents an opportunity to link the new housing to recreational routes through open fields towards the exceptional landscape in the broad vicinity of the Formakin Estate. Links will be facilitated by a peripheral cycle and pedestrian circuit which will run around Dargavel Village. The first section of this circuit has been completed. It provides a clear route at the edge of the northern gateway housing to link Slateford Road with Newton Road and, beyond, to the facilities and activities in the established village of Bishopton. The new development to the west of Slateford Road will enable the construction of the next section of this circuit.
- 9.1.5 The process of land remediation and bulk earthworks will result in a clear development platform which falls from north to south. This is an intrusive process which involves the clearance of trees and small groups of woodland but every effort will be made to retain the trees which line the peripheral track along the northern margin. This will help in the transition from built development to the open countryside beyond.
- 9.1.6 Land to the west of Slateford Road extends across a substantial area which is around 20 hectares in extent. In this neighbourhood there is an opportunity for a mix of house sizes and types. Diversity of house type and house size will be encouraged. This Design Code provides protocols to assist in achieving a coherent framework to accommodate this diverse range of houses.

9.0 West of Slateford Road - Overview



9.1.7 There is a particularly significant node point where Slateford Road meets Craigton Drive. This is Ingliston Square. Housing layouts have been approved at the south and east of this node. It is anticipated that the approach to the western side of this node will take the approved designs as a point of reference and result in development which fully embraces this important point at Dargavel Village. The node should form a public space intersected by roads and framed by new housing. Beyond Ingliston Square (heading west) there is a long frontage along Craigton Drive. This is as significant as the Slateford Road corridor and the design principles set out for Slateford Road should be applied to housing fronting onto Craigton Drive. For a significant length this housing will look onto northern parts of Central Park.

9.1.8 There is another nodal space at the point where the development along Slateford Road starts. At this point a crescent of houses to



the east of the road has been constructed. It is expected that this arrangement of public space and houses will be repeated on the opposing side of Slateford Road, providing an appropriate gateway to Dargavel Village.

9.1.9 The matrix of roads will extend through the new housing neighbourhoods. There are already two junctions onto Slateford Road. These will influence the form of the road network. There is also the potential to provide a new junction on to the part of Craigton Drive which runs to the west of Ingliston Square towards the north western corner of the development. This

section of Craigton Drive will form one edge to Central Park. Housing should be orientated towards Craigton Drive. Some of the housing will face towards Central Park and should be conceived in a way which accounts for this significant position in the development.

9.1.10 House designs should respond to the context in which they are placed. In some locations, at the node point for instance, standard house types should be amended to include higher quality materials and distinct 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.

9.1.11 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 landscape spaces will be addressed using green landscape fingers and 'fishtail' roadways. Unrelieved lengths of fencing along paths or cycle routes 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.



Key



Primary Frontage



Craighton Drive



Slateford Road



Peripheral Route



Cordite Burn



Greenspace Corridor

9.0 West of Slateford Road - Routes & Links



9.2 Routes and Linkages

- 9.2.1 There is an extensive route network throughout Dargavel Village providing primary vehicular routes from the A8 into the development, primary pedestrian and cycle routes, links into the established community at Bishopton and a high degree of permeability into the surrounding landscape.
- 9.2.2 The primary route from the north is Slateford Road which terminates at Ingliston Square. Other routes spring off Slateford Road.
- 9.2.3 All routes should will be designed to have a distinct character. The layout of development should be permeable. The use of cul-de-sacs should generally be avoided. It is vital that new housing to the west of Slateford Road is integrated with the strategic movement network for Dargavel Village.



North western housing area - Routes and Linkages

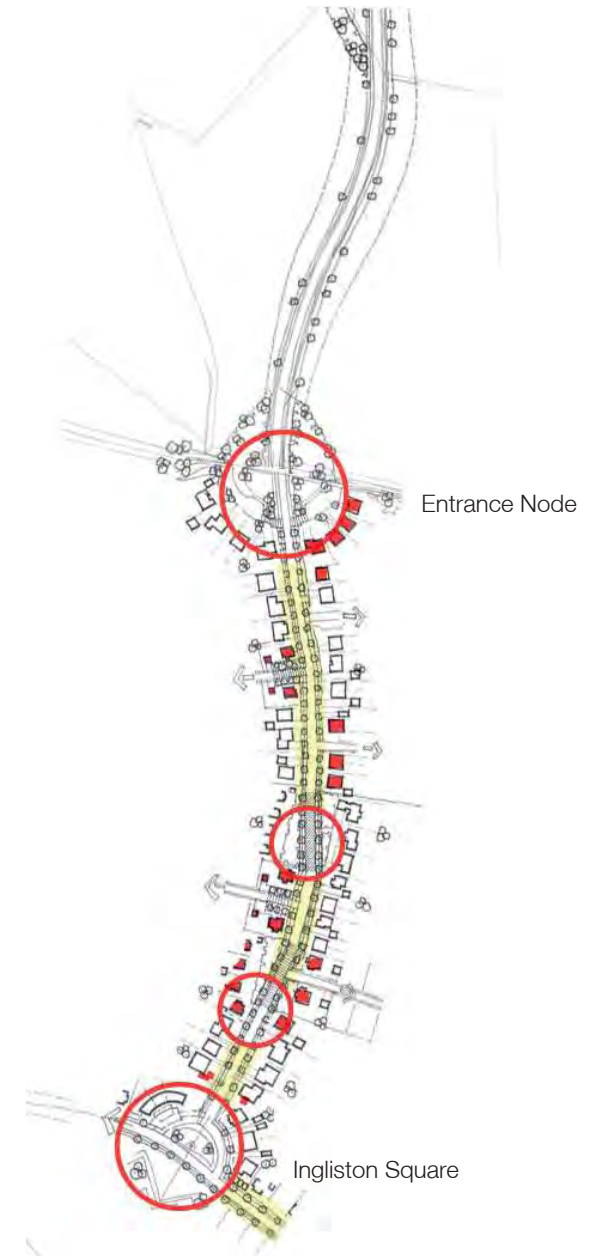
- Key Roads
- Dedicated Cycle/Pedestrian Paths
- - - - Strategic Pedestrian Routes
- Intermediate Roads With Footpaths On Both Sides (6.0-6.5m)
- Local Roads With Footpaths On One Or Both Sides (5.0-5.5m)
- Shared Surfaces (3.8-5.5m)
- Local Pedestrian Route

9.0 West of Slateford Road - Frontages, Spaces, Buildings

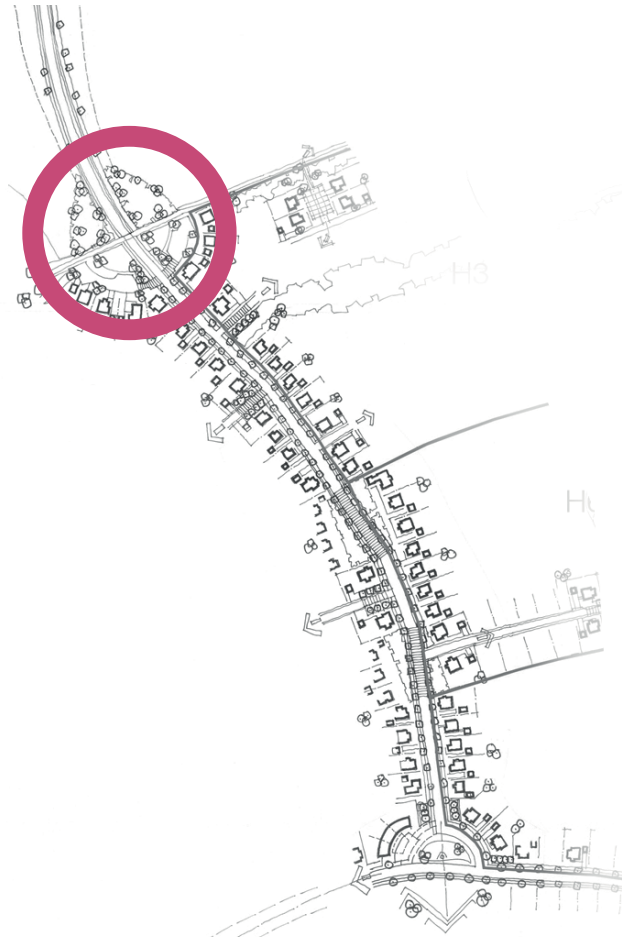


9.3 Frontages, Spaces and Buildings

- 9.3.1 There are two primary nodes along Slateford Road. One is at the entrance crescent on the north boundary and the other is Ingliston Square at the termination of Slateford Road.
- 9.3.2 Ingliston Square acts as an important hub and public space.
- 9.3.3 Buildings along Slateford Road should be given greater attention to provide a distinct character along its length.
- 9.3.4 A number of secondary hubs will need to be incorporated at junctions along Slateford Road and within the development plots along key street frontages.



9.0 West of Slateford Road - Primary Frontage



9.4 Entrance Node

- 9.4.1 Slateford Road drops down to grade at the point where it crosses into the housing neighbourhood.
- 9.4.2 At this point the transition is clearly marked by the creation of a crescent of residential units forming a clear gateway to the development set within an attractive landscape setting.



9.0 West of Slateford Road - Primary Frontage



Diagram: Indicative plan of the entrance node.

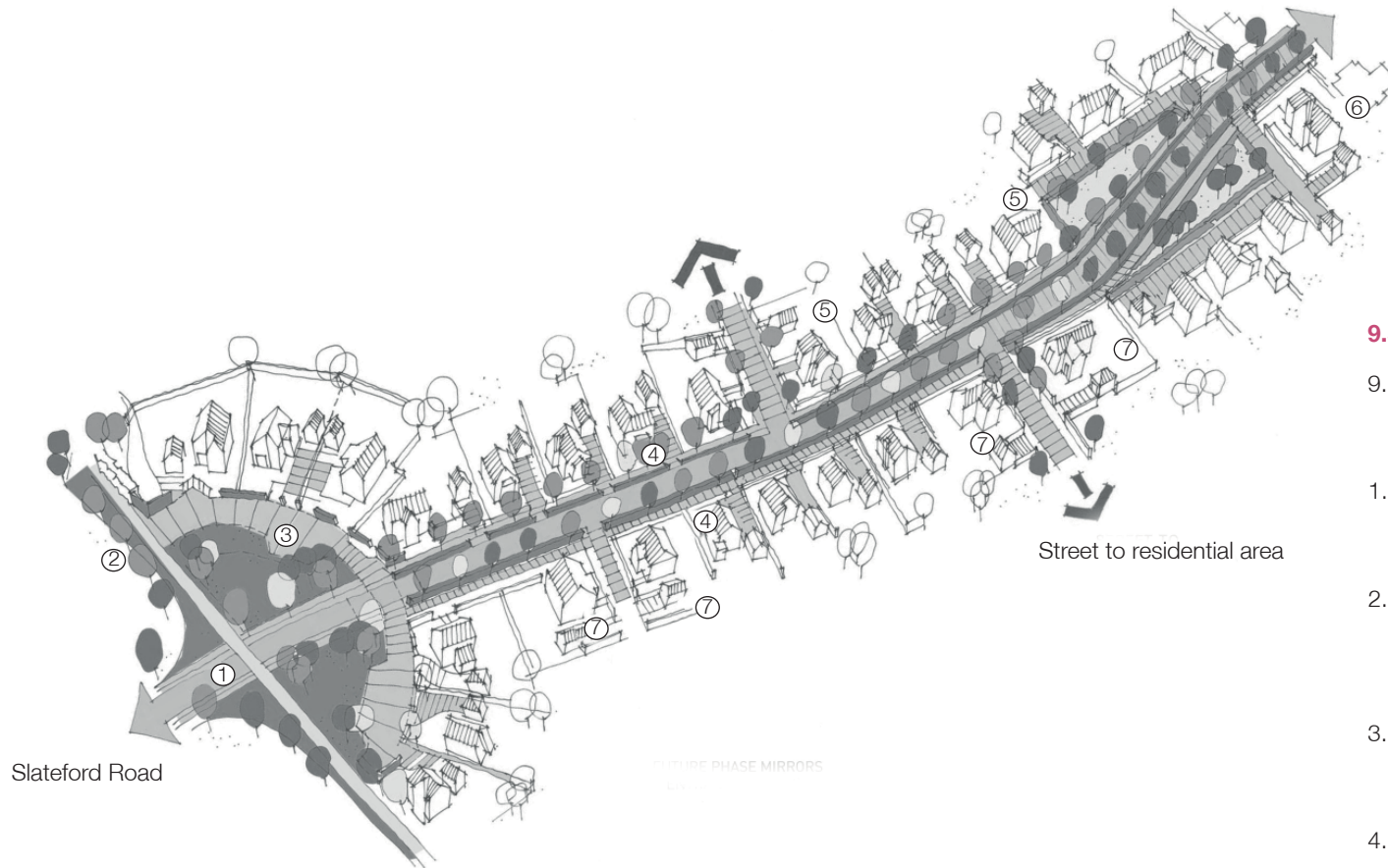
9.4.3 The crescent is intended to set the scene and establish the visual character and quality of Dargavel Village.

- A shared surface crescent will provide both pedestrian and vehicular access to housing .
- The peripheral (circuit) footpath continues through the crescent and around the northern edge of new housing.
- Feature walling boundary treatments will be used for housing with rear gardens returning onto Slateford Road.
- The open amenity space should be characterised by a mixture of hard and soft landscape materials and contouring of the ground.

9.0 West of Slateford Road - Primary Frontage



9.0 West of Slateford Road - Primary Frontage



9.5 Axonometric View Slateford Road

9.5.1 The annotated sketch shows the key design principles proposed along the Slateford Road corridor:

1. Arrival at the development boundary at grade to allow direct driveway access from that point on.
2. Natural landscape to ground modelling at entrance to Dargavel Village where road drops to the neighbourhood boundary.
3. Entrance gateway formed by grouping of houses in formal crescent around gateway landscape.
4. Street character is augmented with the addition of trees close to the kerb edge. High quality walls to residential plot boundaries is vital.
5. Subtle enhancement to layout and provision of dual fronted buildings is important.
6. Where offset traffic calmed nodes are created, houses can close the vista and contribute to traffic calming.
7. Corner orientated houses (dual aspect) should help to define key junctions.

9.0 West of Slateford Road - Primary Frontage



9.6 Slateford Road

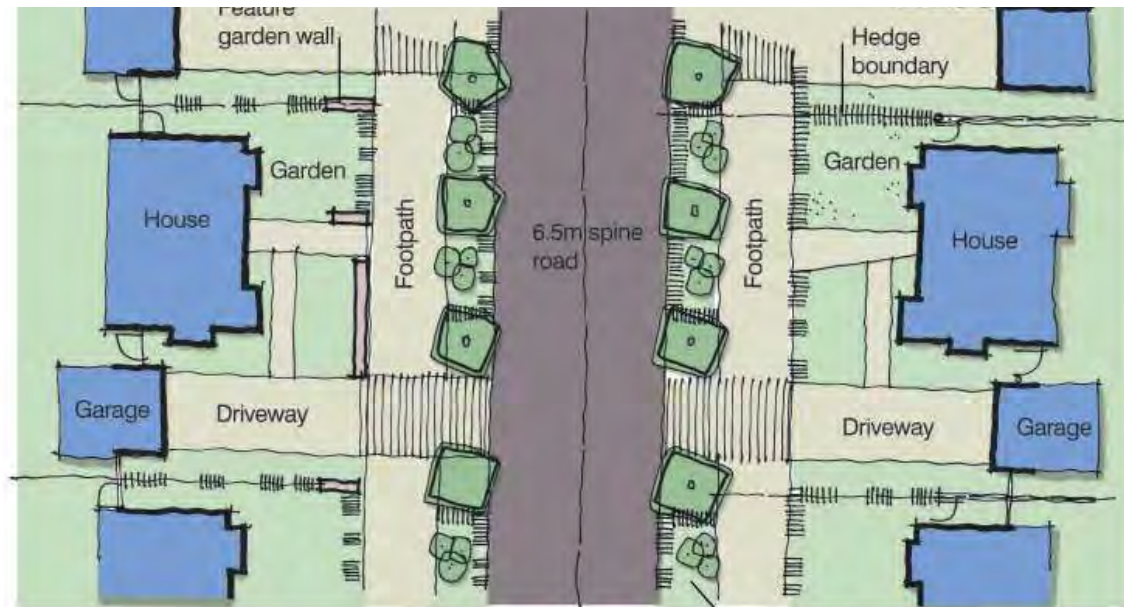
- 9.6.1 The intention is to use a simple palette of quality materials in an economical manner to provide a distinct character to the Slateford Road corridor.
- 9.6.2 From the gateway the character is established by trees and boundary walls, which create separation of paths and the visual narrowing of the road. The Design Code seeks to combine



residential driveways where possible so that they occur approximately every 30 metres along the road rather than at 15 metre spacing. This provides for a more continuous landscape structure along the street and improves on street visitor parking potential.

- 9.6.3 Residential plot boundaries themselves should be set back from the kerb edge 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.
- 9.6.4 All of these visual signals within the streetscape will assist in reducing speeds on the road.

9.0 West of Slateford Road - Primary Frontage



Formal tree planting
with double hedges & around cover

- Slateford Road will be bounded on either side by semi mature feature trees evenly spaced between driveways.
- Housing with garages set back and direct access to Slateford Road will provide both an attractive frontage but also passive supervision.
- Housing build 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 but not dominate the visual impression of the road corridor.

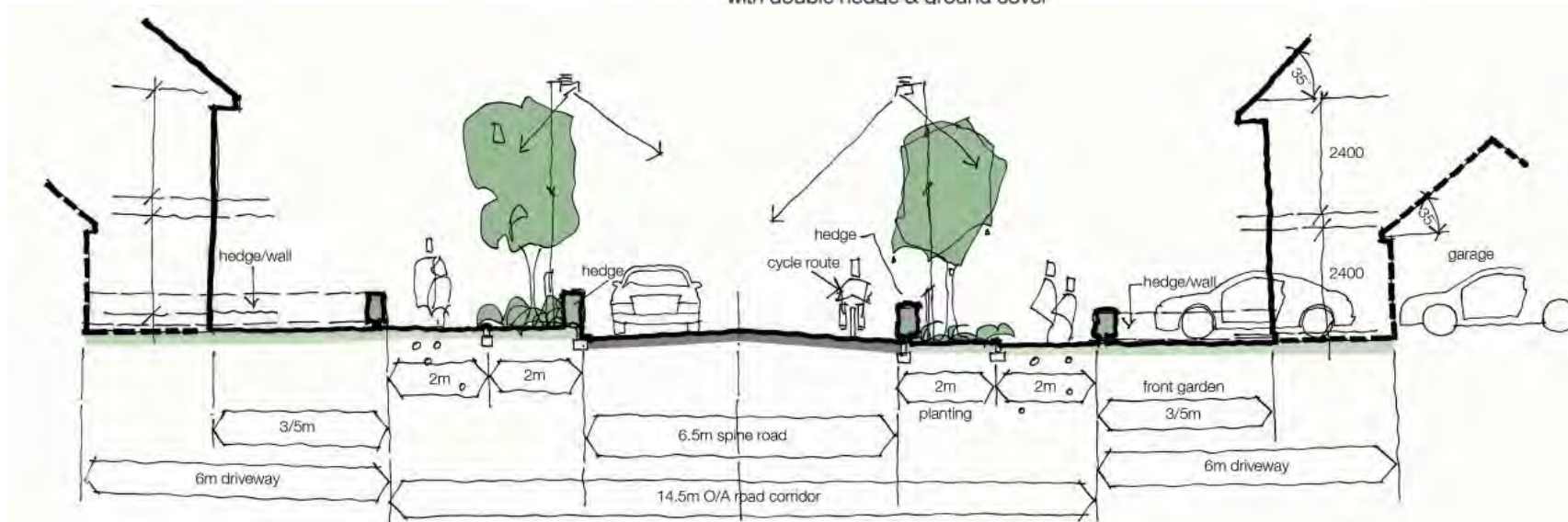


Diagram: Typical plan and section of the Slateford Road corridor

9.0 West of Slateford Road - Primary Frontage



Proposed view along Slateford Road looking south



9.0 West of Slateford Road - Primary Frontage

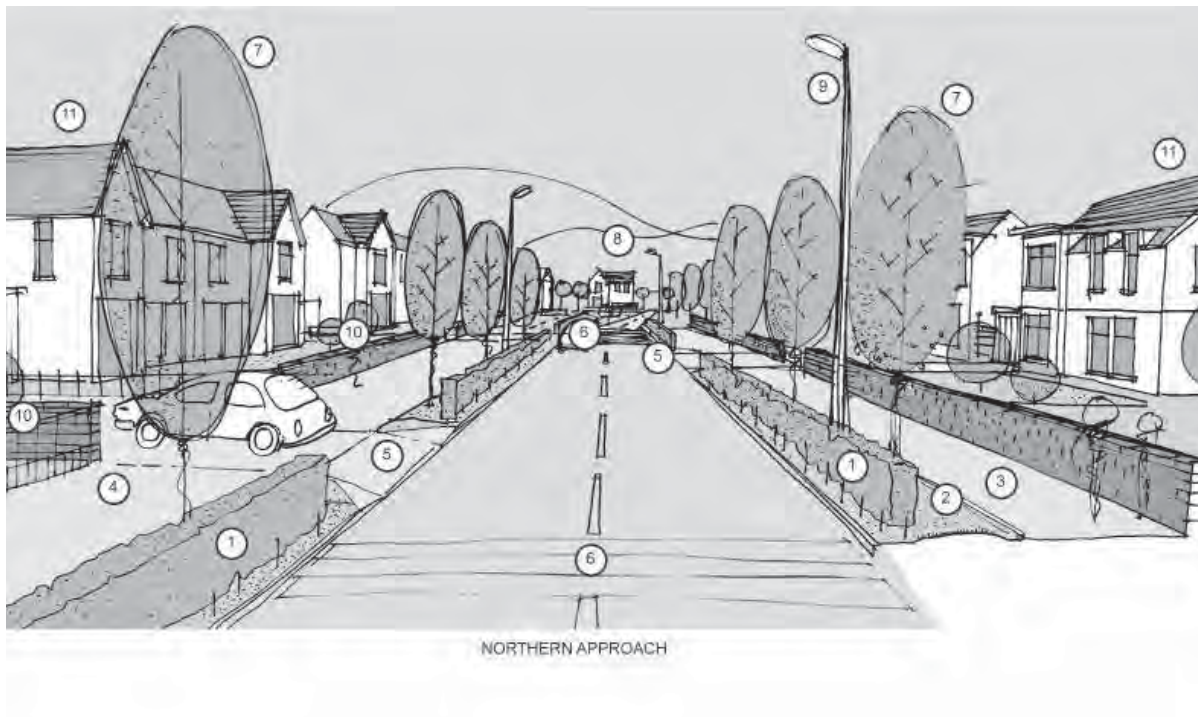


Diagram demonstrating a number of key principles relating to the northern access road

9.7 Slateford Road approach

9.7.1 The annotated sketch illustrates some key design principles:

1. Option of 'hedgerow' line on back of kerb to add a particular character to the corridor.
2. Soft landscaped margin.
3. Pavement.
4. Footway.
5. Residential driveways.
6. Granite setts to help slow traffic located at key points.
7. Formally planted avenue of trees.
8. Where offset housing is positioned at secondary nodes the impact will be to slow traffic down.
9. Street lighting.
10. Enhanced walls to residential plot boundaries, constructed in high quality materials.
11. Housing with enhanced elevational treatment and high quality materials. 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 West of Slateford Road - Primary Frontage



9.8 Buildings

- 9.8.1 The requirement to deliver a simplified vernacular aesthetic includes a paring down of standard types along with the use of an appropriate palette of materials.
- 9.8.2 Random features on facades do not necessarily create a convincing, rich and varied streetscape. Variety works where a change of unit type or scale properly signifies a key point on the plan, such as a corner or a vista termination. Within the wider streetscape, a degree of rhythm and order will be appropriate.

- 9.8.3 Scottish traditional streetscapes often exhibit a degree of planned order in their composition.

9.9 Plot Configuration

- 9.9.1 Active frontages passively 'supervise' the streets. It is also important that corner blocks address both streets and so a subtle modification to the standard house type is proposed to allow an active gable to be incorporated.
- 9.9.2 This Design Code also proposes that the house is brought forward on the plot. Front gardens are generally used as a privacy buffer, not as an amenity space. They often do not have a strong enough boundary. Stone walls or hedging are encouraged to increase the sense of privacy and enclosure. This does

increase the size of the more private and useable rear garden.

- 9.9.3 The diagram below introduces the concept of a Scottish unifying wall along the pavement. A suitable material should be used for the garden boundary. Where possible and appropriate building elements such as garages or wings of the building should extend to the boundary



9.0 West of Slateford Road - Primary Frontage



and be integrated with walls along the street frontage.

9.10 Garages

9.10.1 A further consideration is the location of the garage. Integral garages are generally discouraged and would only be appropriate if they minimise the impact of vehicles at the front of buildings and are subservient to the architecture of the house, set back from the front elevation.

9.10.2 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. This is not encouraged.

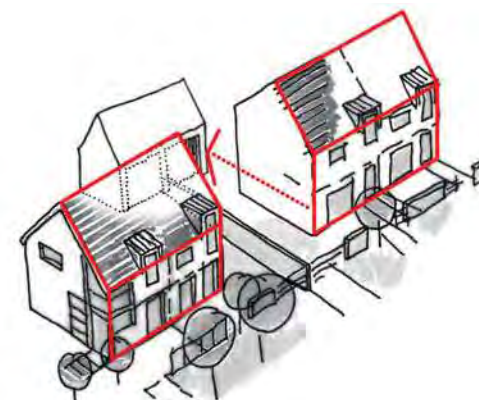
9.10.3 Set back car parking provision within driveways will have a reduced visual impact on the street allowing the house to dominate.

9.10.4 The diagrams on the right illustrate the

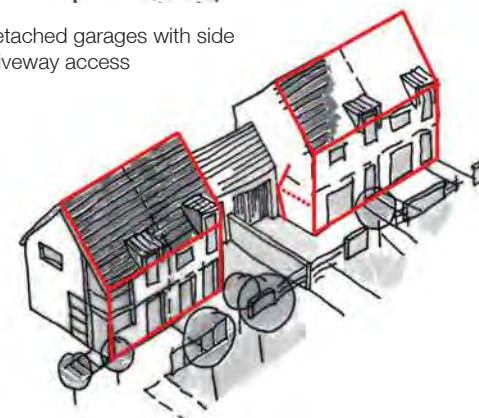


approach that should be followed regarding the positioning of garaging in relation to individual houses and the street frontage.

- Garages set back behind the front elevation.
- Detached garages are encouraged along Slateford Road.
- Integrated garages can be contained in one or two storey elements and should be designed to relate to the architecture of the house and 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 West of Slateford Road - Primary Frontage



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



9.11 Junctions and Squares

- At points in the development of the new housing the alignment of the road can be deflected to provide interest, to assist in slowing traffic speeds and to provide an interesting opportunity for the layout of frontage housing.
- A deflection of road alignment 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.
- Housing orientated to suit individual plots ensuring active streetscapes with garages set back, subservient to housing.
- Enrichment of all road and footpath finishes around the junction.

9.0 West of Slateford Road - Primary Frontage



9.12 Ingliston Square

- 9.12.1 The main nodal point at the end of Slateford Road is Ingliston Square.
- 9.12.2 The square provides a community focal point.
- 9.12.3 The character of the space will be more formal with development frontage on three sides, the main road and an area of civic space. The road access should be fully integrated within the public realm through sensitive use of materials and street lighting.
- 9.12.4 Higher buildings at the edge of Ingliston Square will be encouraged.

9.13 Spaces

- 9.13.1 The space at Ingliston Square will act as a landmark within Dargavel Village defined by a distinct character, the use of high quality materials, specimen tree planting and elements of natural stone paving.

9.0 West of Slateford Road - Primary Frontage



Diagram: Sketch impression of Ingliston Square

9.0 West of Slateford Road - Intermediate Roads



9.14 Overview

- 9.14.1 The intermediate roads within the neighbourhood are a key component within the route network.
- 9.14.2 All intermediate roads will have housing fronting on to them.
- 9.14.3 There will be a number of nodal points that form key junctions, entrances to smaller residential streets and public spaces.



West of Intermediate Roads -

Intermediate Roads

Intermediate roads 

9.0 West of Slateford Road - Intermediate Roads

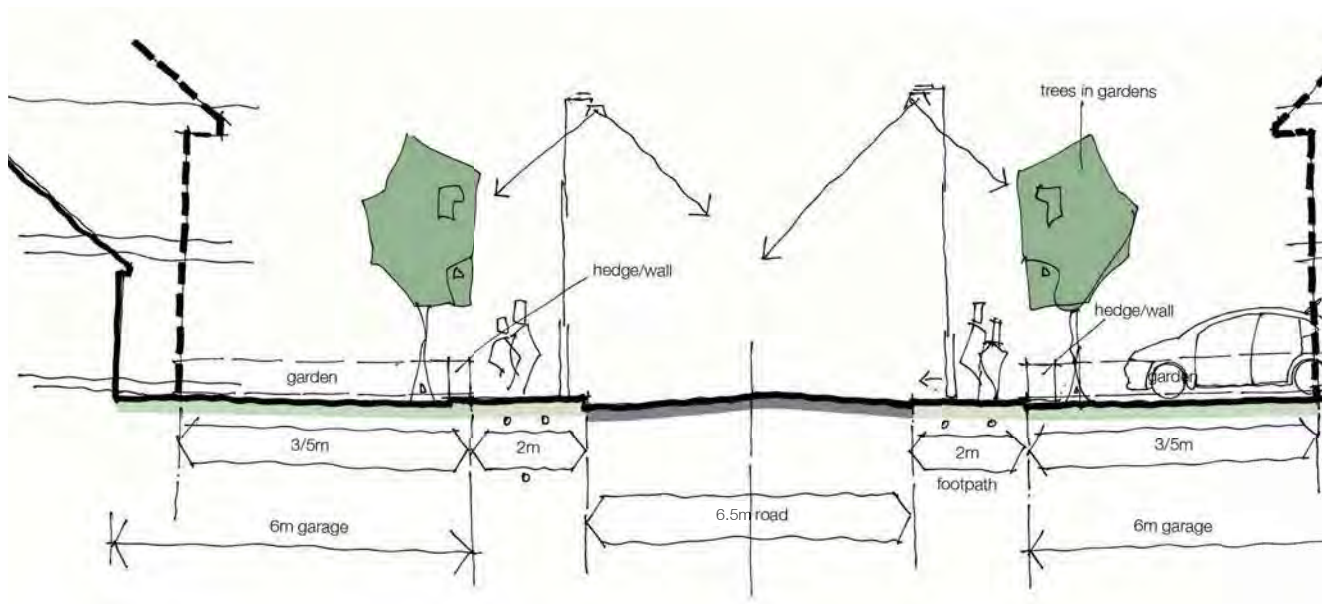


Diagram: Typical Section of an Intermediate Road

9.0 West of Slateford Road - Intermediate Roads

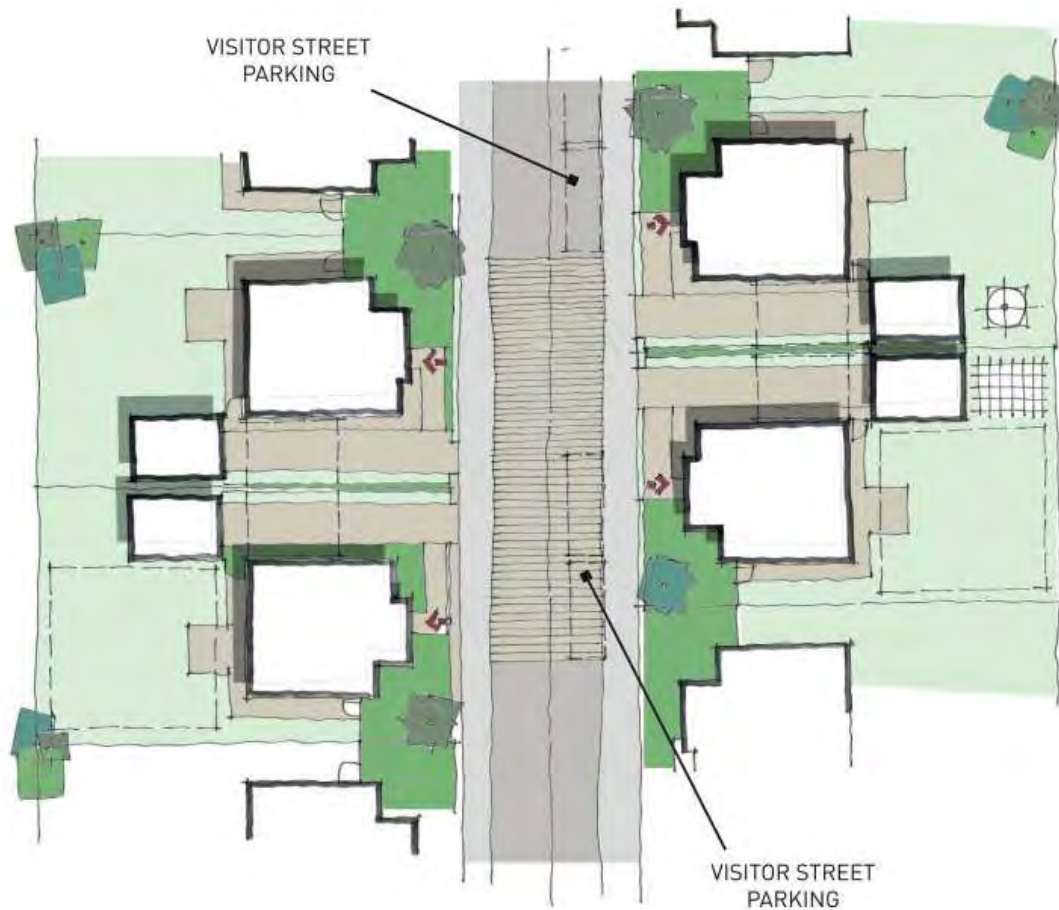


Diagram: Typical Plan of an Intermediate Road

9.15 Intermediate Roads

- 9.15.1 Intermediate roads should be set out in accordance with Designing Streets and integrate driveway access and pedestrian routes.
- 9.15.2 Housing layouts should be designed to provide passive surveillance of the street with limited setback distances from the footway.
- 9.15.3 The intermediate roads should be designed with a 5.5 - 6.5m wide carriageway width that incorporates visitor parking parallel to the kerb.

9.0 West of Slateford Road - Intermediate Roads

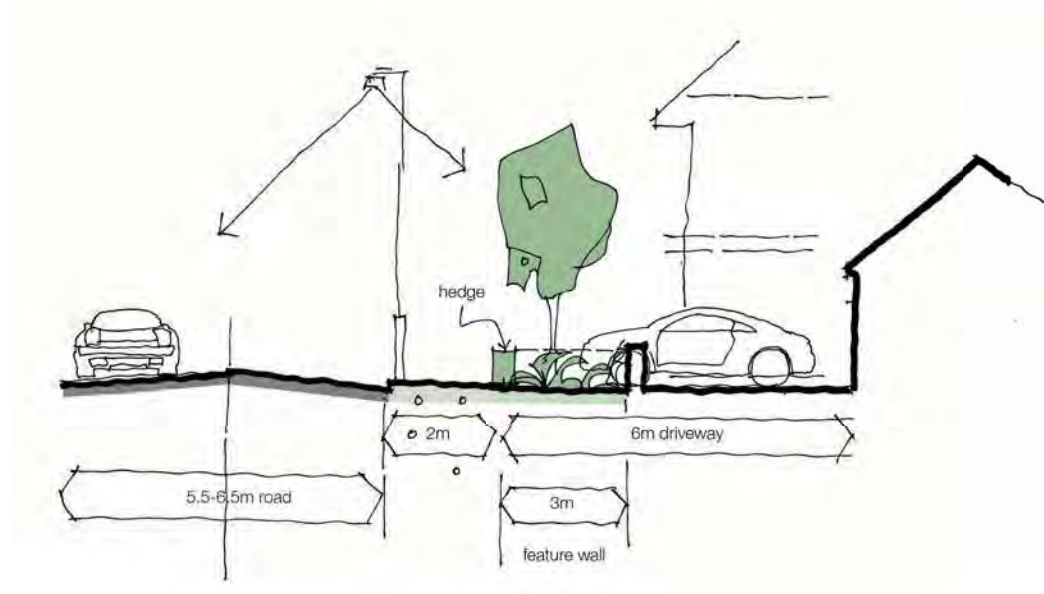


Diagram: Typical Section of an Intermediate Road

9.0 West of Slateford Road - Intermediate Roads

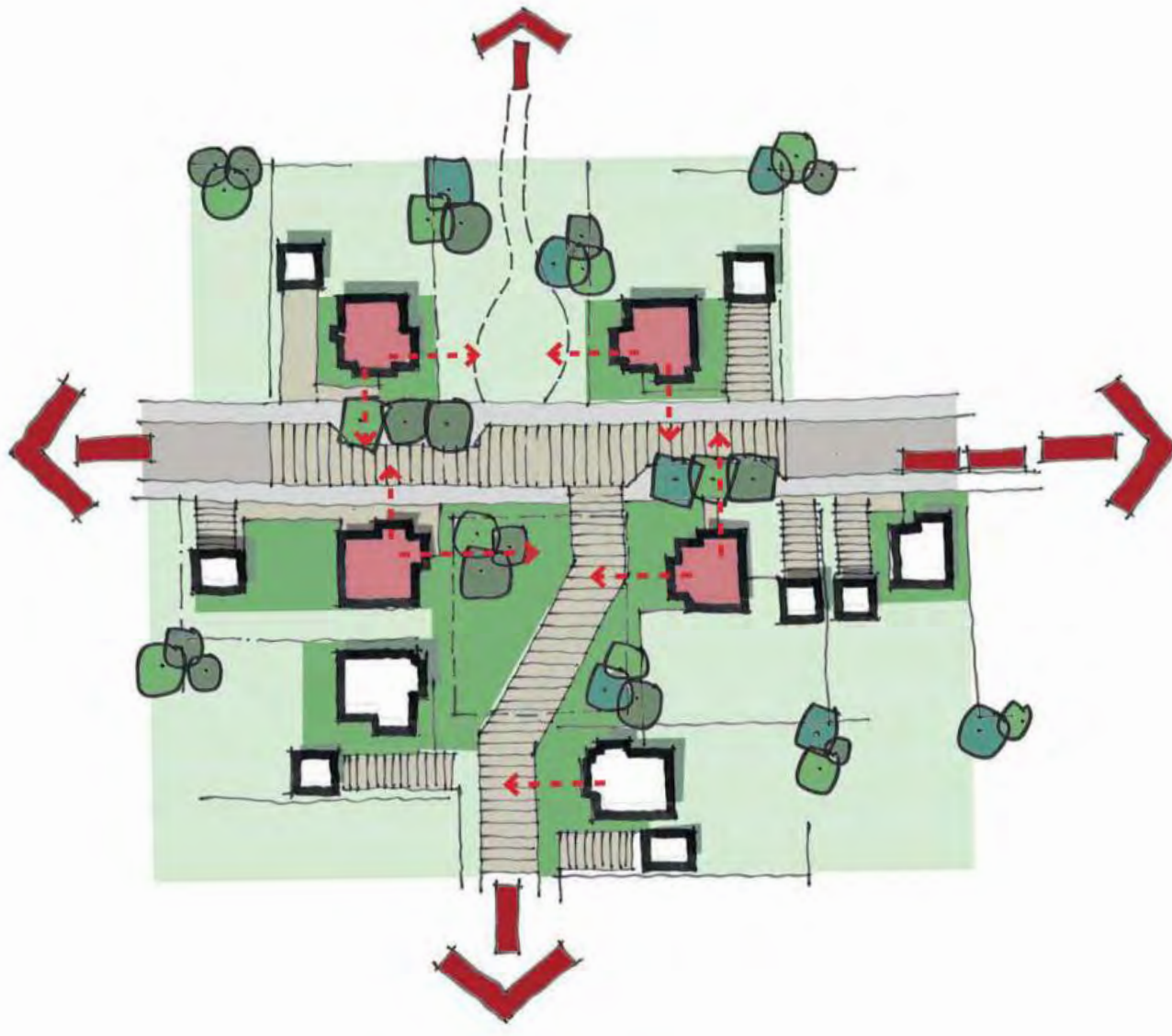


Diagram: Typical junction a'long the Intermediate Road corridor (Streets, Urban lane, Pedestrian route)

9.16 Junctions

- 9.16.1 Junctions should be designed to define a particular character for the adjacent development area.
- 9.16.2 Junctions should be designed to integrate vehicular and pedestrian routes within the space using shared surface materials and enhanced frontage design to key buildings.
- 9.16.3 All buildings should be designed to have good passive surveillance over the surrounding spaces and routes.
- 9.16.4 Tree and hedge planting should be utilised within gardens to further enhance the character of the spaces.

9.0 West of Slateford Road - Streets, Urban Lanes + Courtyards



9.17 Overview

- 9.17.1 A matrix of streets and spaces will form a permeable network of routes that allow pedestrians and vehicles to move through the development in a number of different ways.
- 9.17.2 Streets within the development plots should be designed to include shared surfaces where appropriate. There will be opportunities to include informal streets with separated footways in places or narrow urban lane links.



West of Slateford Road

- Streets, Urban Lanes and Courtyards

Local roads with footpath on one or both sides
Shared surfaces

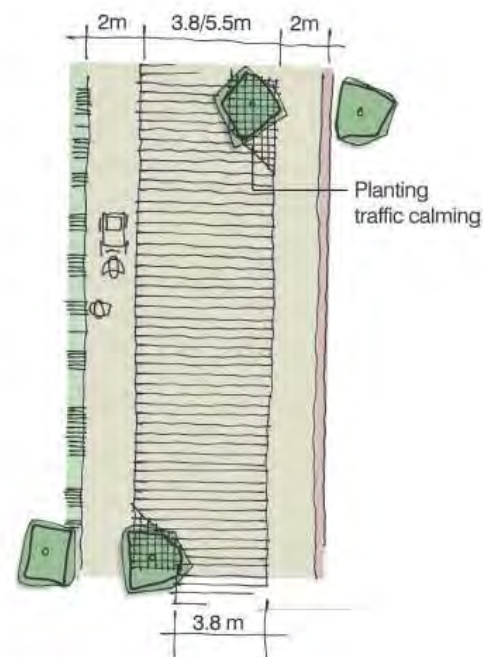


9.0 West of Slateford Road - Streets, Urban Lanes + Courtyards

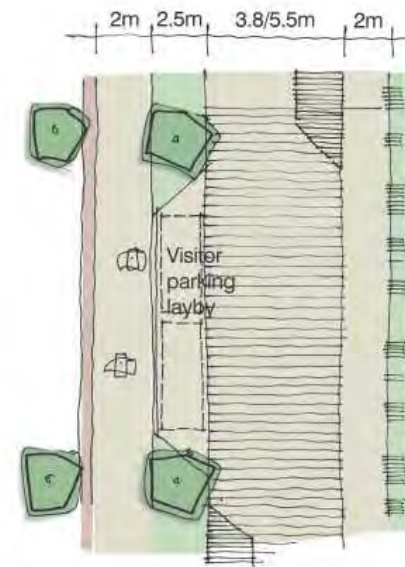


9.18 Typical roadways and footpath types

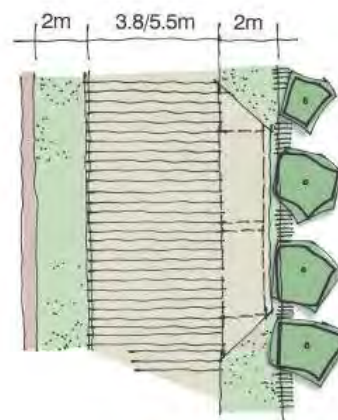
- Shared surface roads within residential developments with block paving defining road surfaces and grassed service strips either side incorporating visitor parking spaces.
- Areas of roads and footpaths should reflect Designing Streets standards with varying surface finishes and textures to delineate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



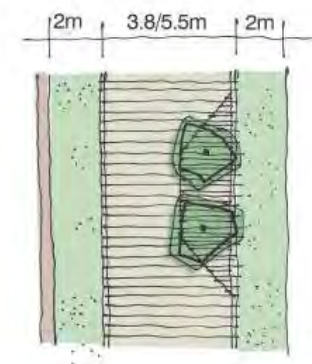
Street with footways



Street with visitor parking



Urban lane with visitor parking (shared surface)



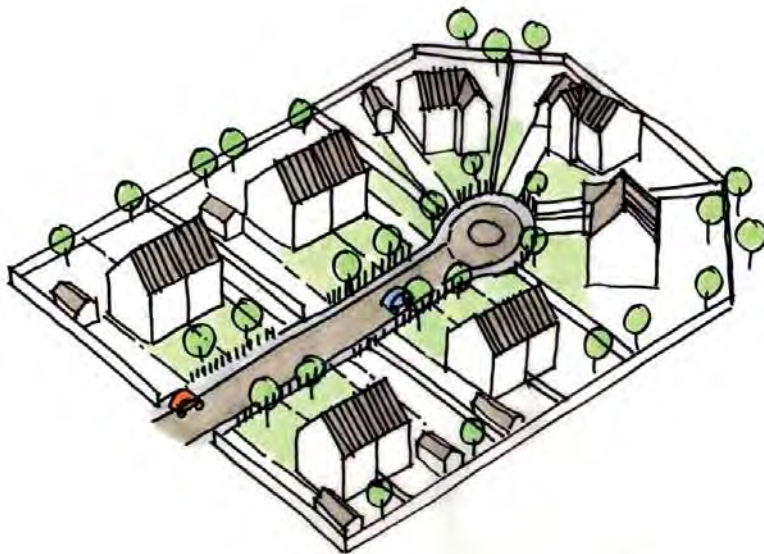
Urban lane with verge edge (shared surface)

9.0 West of Slateford Road - Streets, Urban Lanes + Courtyards

9.19 Shared Surface Courtyard Design

9.19.1 Traditional cul-de sacs will not be encouraged. In the spirit of Designing Streets courtyards should be treated as a shared surface zone with vehicular or pedestrian / cycles urban lane links to the other parts of the development.

9.19.2 In this regard the diagrams below 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)



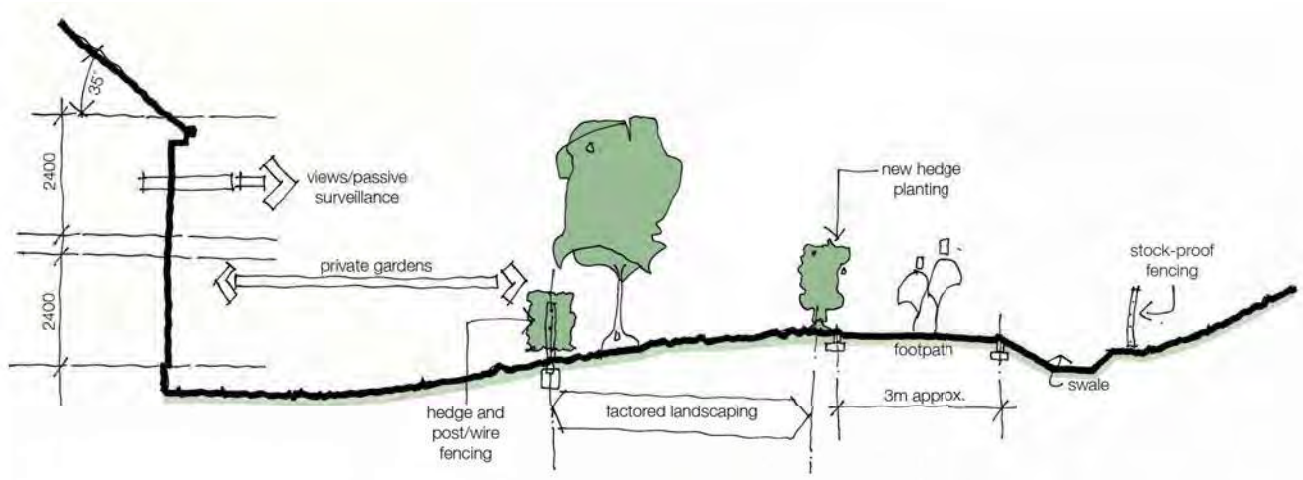
Sketch: Designing Streets shared surface courtyard with urban lane link
(ACCEPTABLE)

9.0 West of Slateford Road - Interface with Peripheral Route



9.20 Housing Adjacent to Peripheral Route

- The existing perimeter footpath will be retained and enhanced (see chapter 10). Housing will be positioned at a lower level.
- Housing should be orientated towards this footpath where practical ensuring some passive supervision.
- Any rear facing gardens should have a high quality boundary treatment as detailed in Chapter 8 and should be integrated within the tree and meadow grassland slope.



Typical section showing a garden boundary and structural landscape planting interface with the peripheral route

9.0 West of Slateford Road - Parks & Recreation



9.21 In Plot - LAPS

- 9.21.1 Space should be provided within individual development plots for a Local Area for Play (LAP).
- 9.21.2 LAP spaces should be positioned centrally to the development with residential units overlooking the spaces providing good quality passive surveillance.
- 9.21.3 Each LAP space should be easily accessible with clear links from all parts of the development plot and from the wider development.
- 9.21.4 The design of LAP spaces should relate to the character of the surrounding residential area and the surrounding landscape of the development with strong natural forms and a diverse native planting palette.



9.22 Parks and Recreation

- 9.22.1 There is a wide range of recreation spaces and routes planned for Dargavel Village, providing for a broad cross section of users.
- 9.22.2 The route network throughout the development plots should all link to the spaces in the wider landscape and to the established community of Bishopton.
- 9.22.3 The key recreational spaces in proximity to the housing neighbourhood to the west of Slateford Road is Central Park which sits at its southern margin. This provides a focal point for the development and is a multi-functional public space with footpaths penetrating through it to link with key facilities and activity areas including the intended primary school, the Village Centre and the rail station.
- 9.22.4 The peripheral footpath / cycleway (see chapter 10) also forms a key part of the neighbourhood linking to the Bishopton Core Footpaths, the



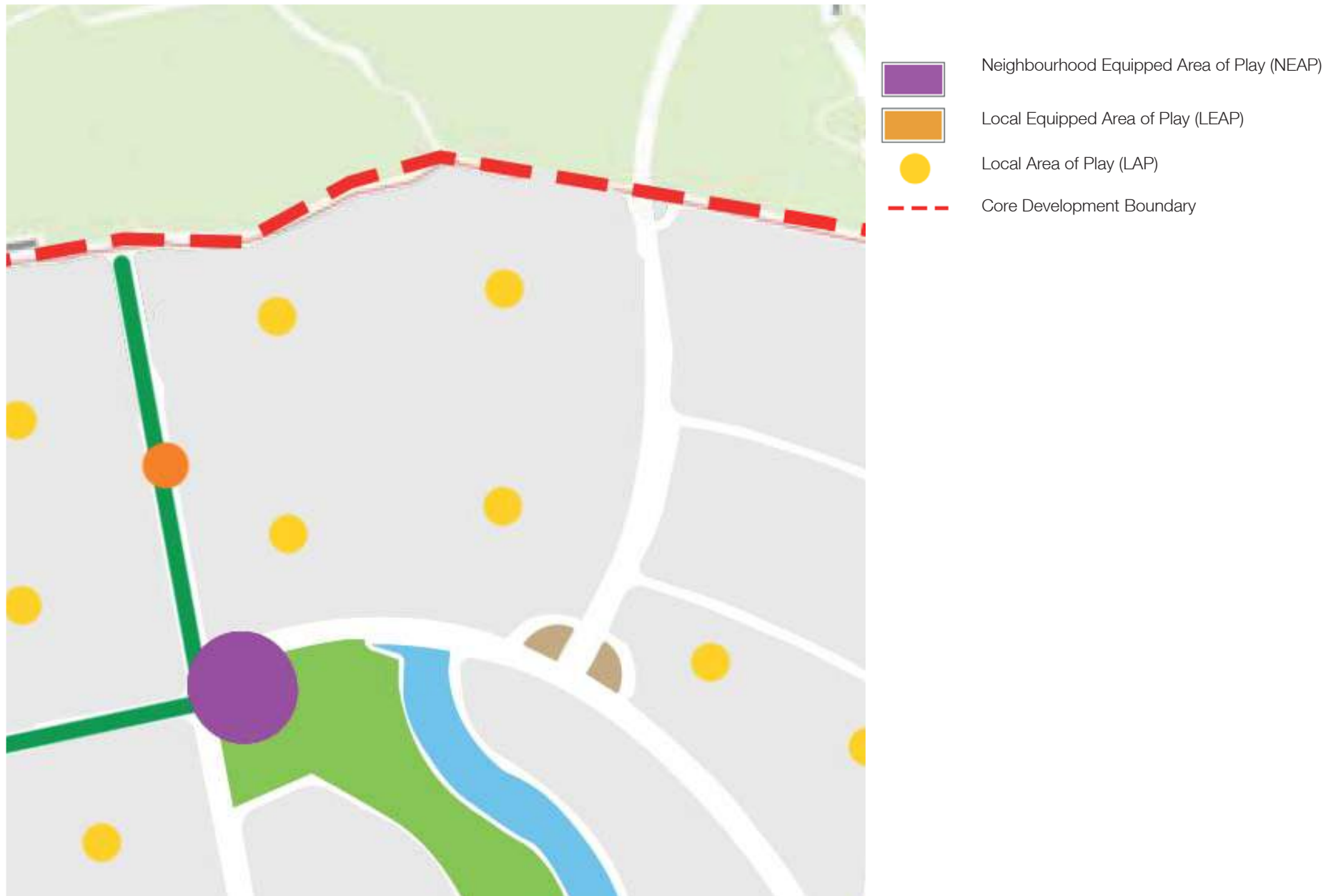
future country park to the west and the broader countryside to the north of Dargavel Village.

9.0 West of Slateford Road - Parks & Recreation



Greenspace at the edge of the housing neighbourhood
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9.0 West of Slateford Road - Parks & Recreation



Play areas












10.0 The Cordite Burn Corridor and the Peripheral Route

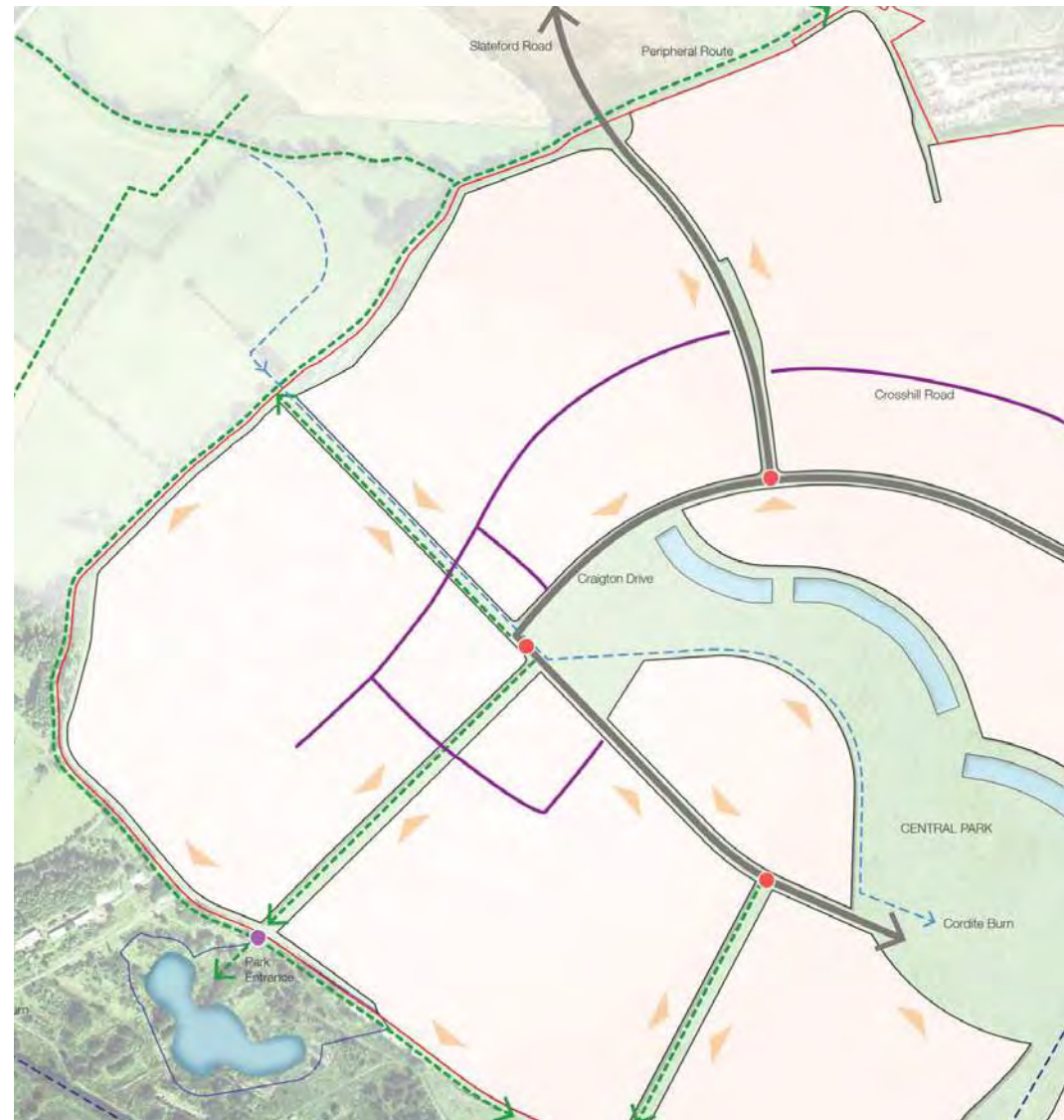
10.0 The Cordite Burn Corridor and the Peripheral Route

10.1 Overview: The Cordite Burn Corridor

10.1.1 The Cordite Burn is a watercourse with its source on the sloping open land to the north of the Core Development Area. To facilitate land reclamation and to accommodate new development the Cordite Burn has been diverted on an alignment which traverses the gradient of the open land before entering the Core Development Area at a cascade. Within the Core Development Area the watercourse runs in an open channel between the West of Slateford Road and North Western Corner neighbourhoods and then through Central Park before it forms a confluence with Craigton Burn.

10.1.2 The Cordite Burn is a key part of the landscape and a key part of the character of the north western housing neighbourhoods and Central Park.

-  Core Development Area
-  Existing SUDS Pond
-  Proposed SUDS Pond
-  Development Plots
-  Primary Road Network
-  Intermediate Road Network
-  Strategic Pedestrian/Cycle Routes
-  Proposed Cordite Burn Alignment
-  Development Frontage
-  Node Points
-  Primary Entrance to Community Woodland Park











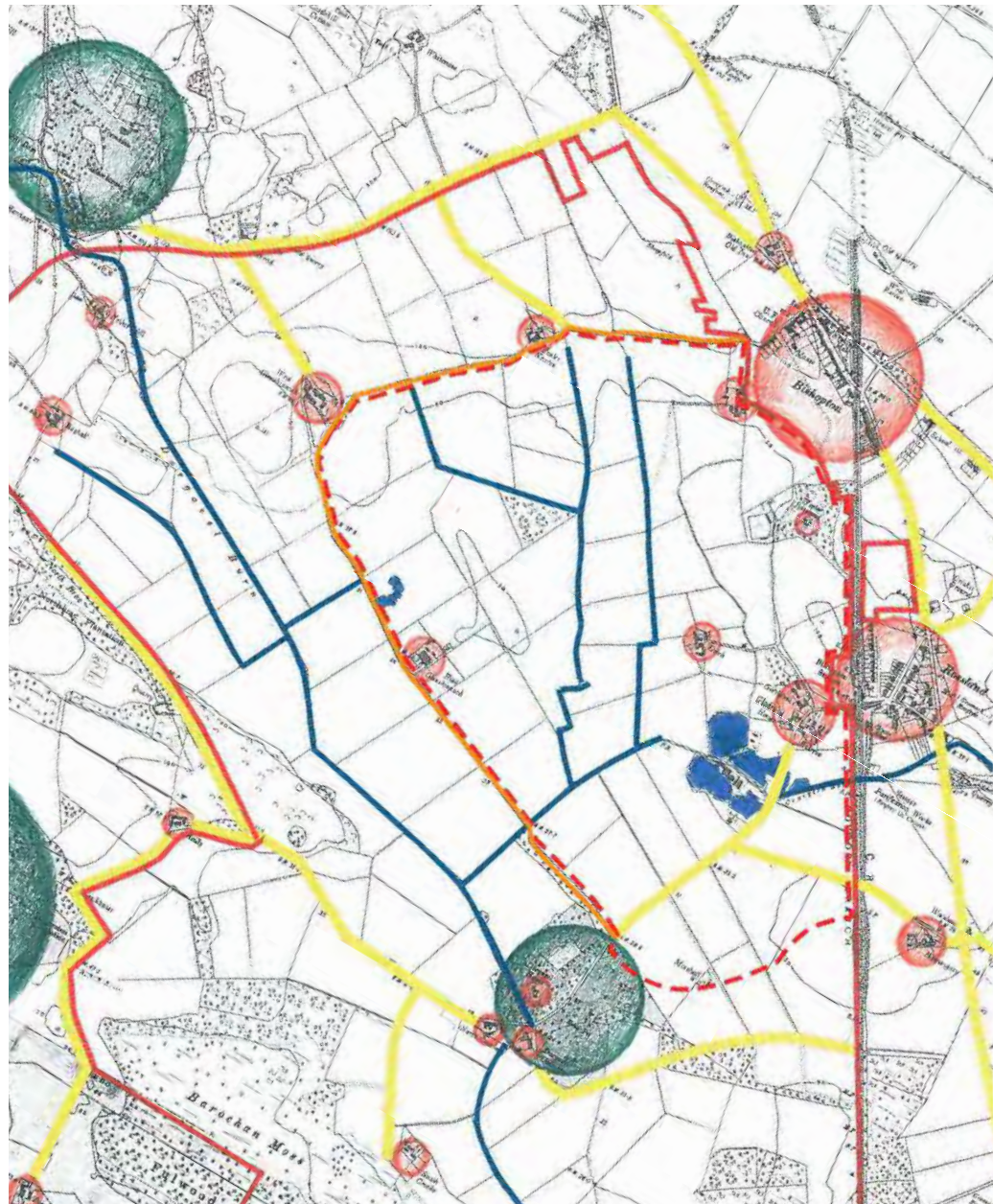
The Cordite Burn Corridor and the Peripheral Route in context

10.2 Overview: The Peripheral Route

10.2 Overview: The Peripheral Route

- 10.2.1 The peripheral route follows country tracks that existed before the Royal Ordnance factory was built. They formed a link between Dargavel House (south west of the Core Development Area) along Glenshinnoch Road to West Glenshinnoch Farm and then on a west-east alignment to Easter Newton Farm before connecting with the original hamlet of Bishopton, along Newton Road.
- 10.2.2 The character of the peripheral route reflects its provenance. It is flanked by mature trees which give it a distinct and high value character.
- 10.2.3 The peripheral route has played a key role in shaping the overall masterplan for Dargavel Village. It represents the outer extent of the Core Development Area and it provides a continuous footpath and cycle route around it's edge. The peripheral route forms a link to the established community of Bishopton at Newton Road. In turn, Newton Road connects to Greenock Road where many facilities and services are located.
- 10.2.4 Dargavel Village is connected to the peripheral route at multiple points along its length. This provides a clear and legible footpath and cycle network which has a particular value for leisure and recreation.

-  Peripheral Route
-  Core Development Area
-  BAE Systems Ownership Boundary
-  Estate
-  Settlement
-  Farmstead
-  Road/Track
-  Waterbody/Watercourse



Historical context showing alignment of the Peripheral Route

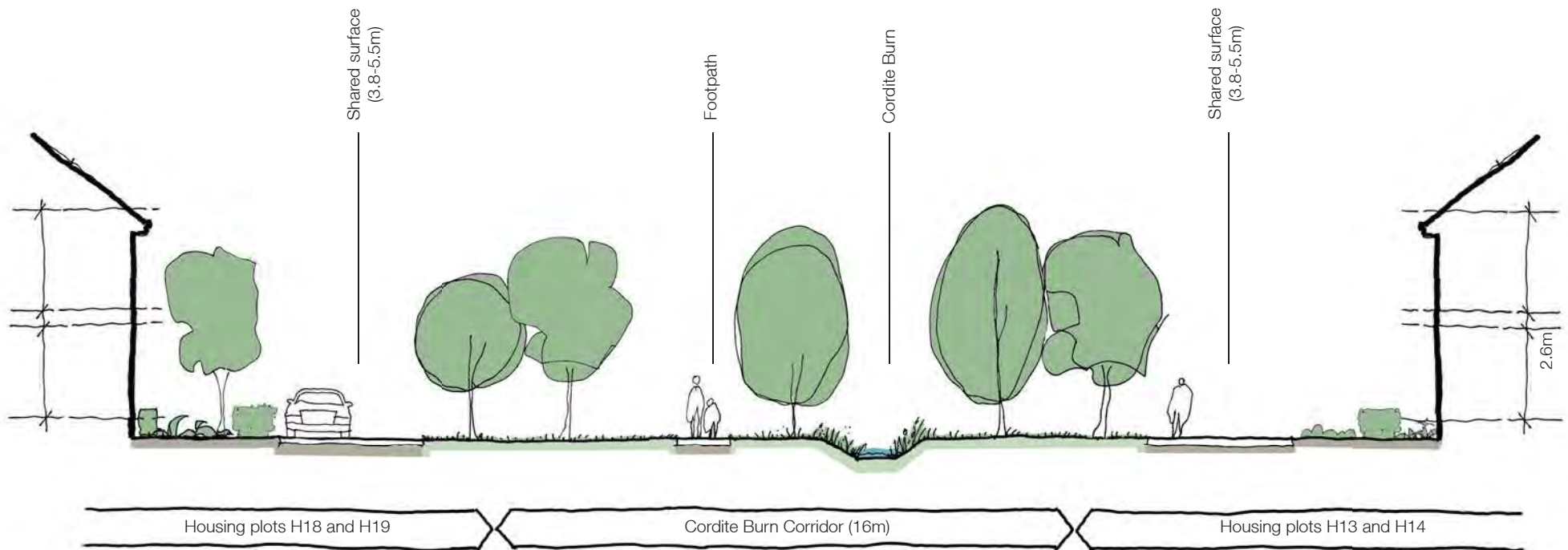
10.3 Treatment of the Cordite Burn Corridor

10.3 Treatment of the Cordite Burn Corridor

10.3.1 The Cordite Burn corridor bisects the neighbourhoods in the north western housing area. It is set in a greenspace corridor. It enters the Core Development Area with a cascade. At the base of the cascade is a plunge pool and beyond this the burn meanders in a greenspace corridor.

10.3.2 The greenspace corridor will be characterised by informal planting along its length. An informal pedestrian route will also run through the greenspace corridor. The shared surface routes within the housing plots at the immediate edge of the corridor will provide for pedestrians and cyclists.

10.3.3 At the northern end of the greenspace corridor the pedestrian route will climb the slope at a reasonable gradient to form a link onto the peripheral route. At its southern end it is important for footpath routes to be directed towards the route network in Central Park.



Indicative section through the Cordite Burn corridor as it traverses the north western housing area.

10.4 Development adjacent to the Peripheral Route and the Cordite Burn Corridor.

10.4 Development adjacent to the Peripheral Route and the Cordite Burn Corridor.

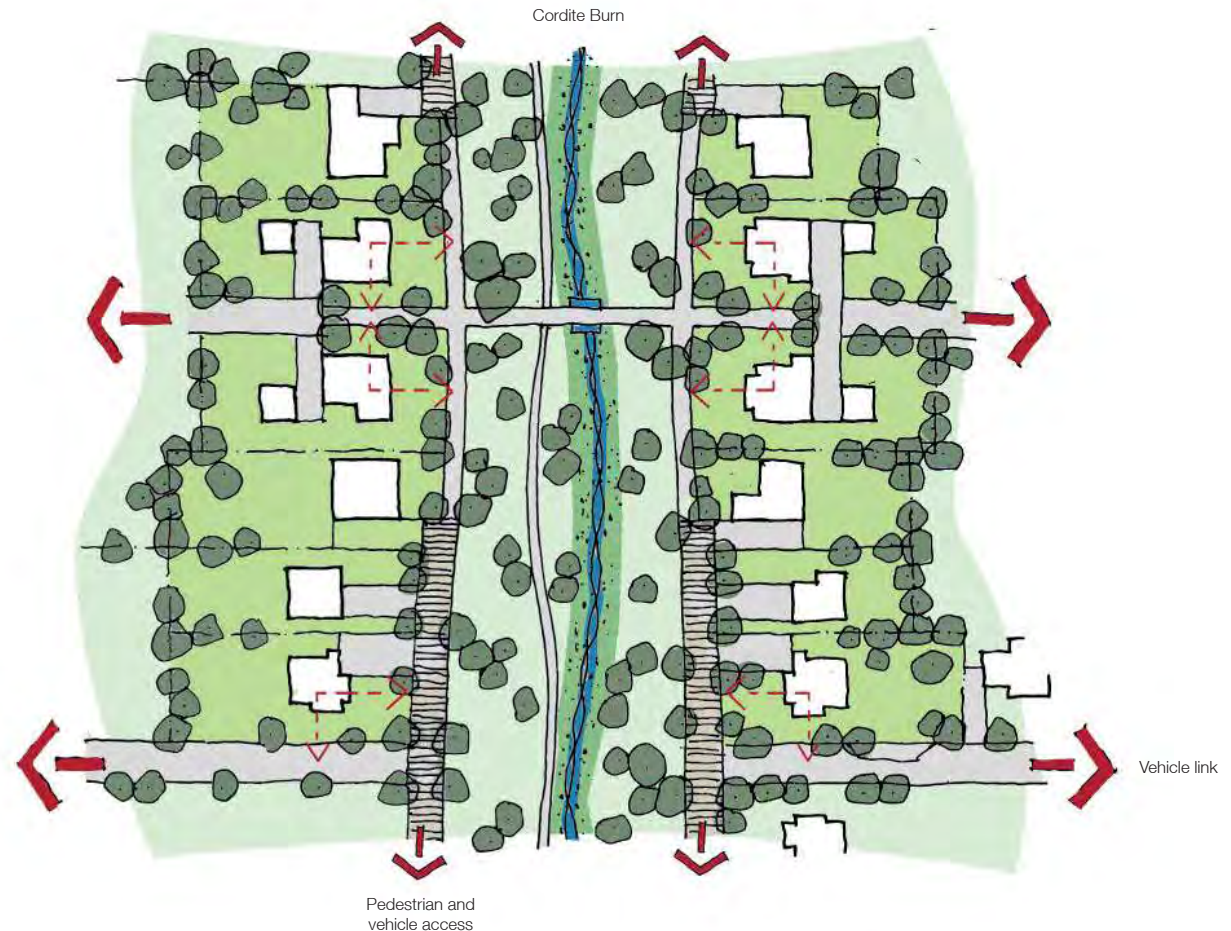
10.4.1 An informal approach to housing layout is needed where it is adjacent to either the peripheral route or the Cordite Burn corridor. A regimented layout with standard estate roads should be avoided.

10.4.2 It is important for housing to address the route and the greenspace corridor. Housing needs to be orientated to face towards these key features in the landscape. (The exception could be where there is a distinct change in level between the housing platform and the peripheral route. In this situation it might be appropriate to place rear walls or hedges at the base of the slope but in accordance with the principles set out in Chapter 9.0 of this Design Code.)

10.4.3 To achieve an appropriate frontage at the margins of these housing areas it will be necessary to incorporate informal shared access routes and to position development on one side looking forwards either the greenspace or the broader landscape of the community woodland park.

10.4.4 Along the Cordite Burn corridor the shared access routes on either side should allow continuous pedestrian and cycle links through the full breadth of the north western housing area. These will need to tie into the more strategic network of paths and cycle routes for Dargavel Village as a whole.

10.4.5 In order to achieve links between the neighbourhood to the west of Slateford Road and the northwest corner housing neighbourhood it will be necessary to form a culvert crossing of the Cordite Burn corridor at two points: one to create a link for vehicles and another link for pedestrians. The housing layouts will need to incorporate and embrace these key links across the greenspace corridor.



Illustrative layout: Development adjacent to the peripheral route and the greenspace corridor.

11.0 The North Western Corner

11.0 North Western Corner – Overview



11.1 Overview

- 11.1.1 There is an opportunity to create a distinct housing neighbourhood at the north west corner of the site based on lower density and a looser structure. This is appropriate because this neighbourhood is at the edge of Dargavel Village in a countryside setting.
- 11.1.2 The north western corner is separated from the adjacent character area (west of Slateford Road) by a landscape corridor that harbours the realigned Cordite Burn, pedestrian routes and tree planting. (See chapter 10.0)
- 11.1.3 Many of the housing layout principles for the neighbourhood to the west of Slateford Road are applicable to this neighbourhood but the spaces between housing are likely to be greater giving the opportunity for a richer approach to landscape and tree planting in particular. At a lower density it is possible to orientate houses to main routes in a less formal way and to provide parking and garaging that is inconspicuous in individual

plots.

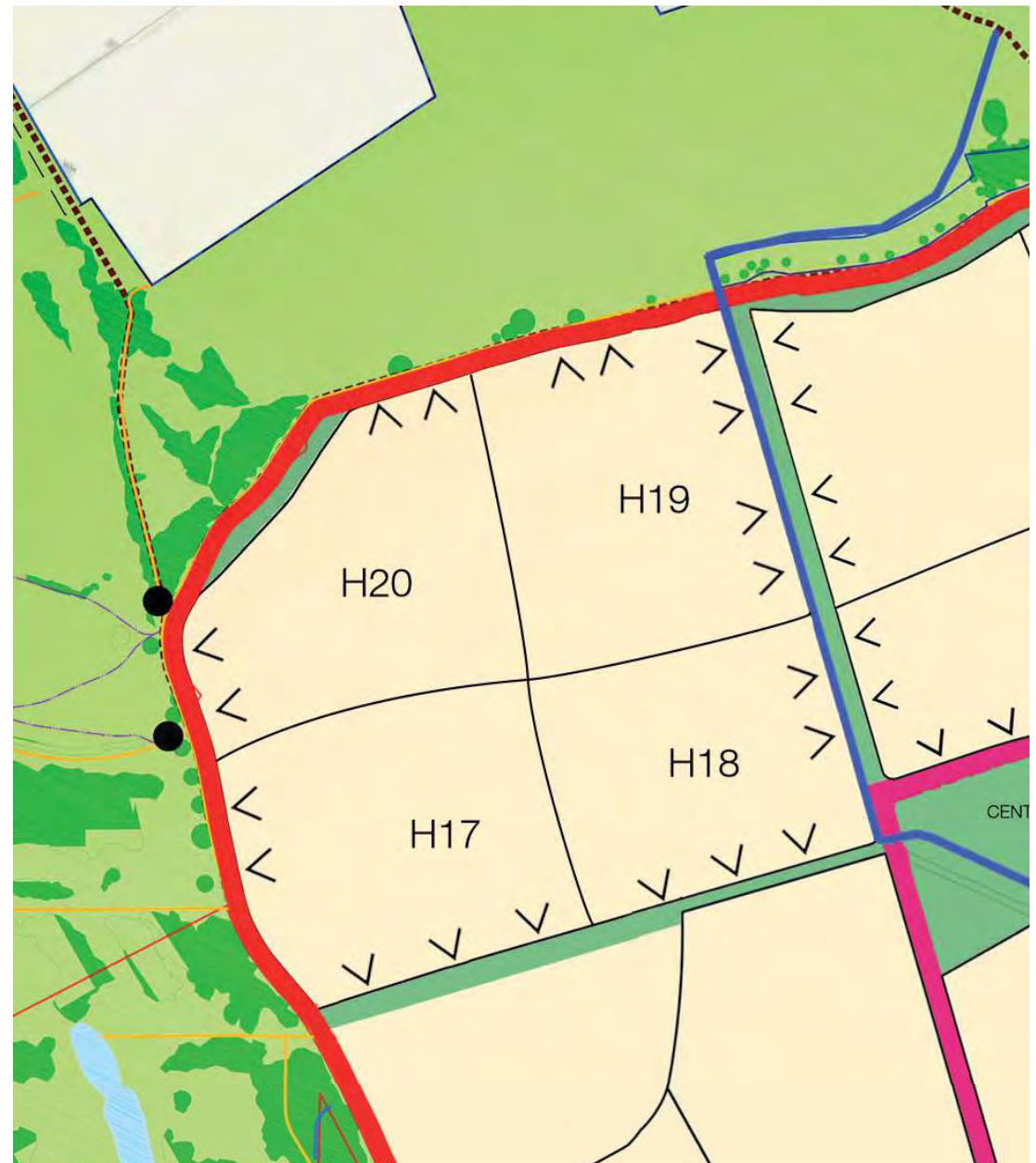
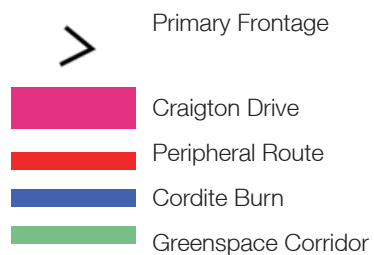
- 11.1.4 Primary access to the neighbourhood will be taken from the extension of Craigton Drive to the west of Ingliston Square but to be consistent with the principle of a matrix of routes it is also important that this neighbourhood connects to the adjacent housing areas including that to the west of Slateford Road. Towards the edge of this neighbourhood where there is a long interface with open countryside and established woodland the use of informal lanes should be employed. At the edge traffic volumes should be lower and so shared surface lanes are appropriate. The carriageway could vary in width along the length of a lane (from 3.8m to 5.5m). They will be free of visual clutter. Landscape elements including informal tree planting and verges of varying width will predominate. The lanes will complement a looser, more organic approach to housing layout, located particularly at the long open edge of the neighbourhood.
- 11.1.5 The looser structure, the use of informal lanes where appropriate and the creation

of opportunities for tree planting will help to provide a distinctive character to this neighbourhood.

- 11.1.6 It is anticipated that the journey through this neighbourhood will show a transition from urban streets at the core, to informal lanes at the edge.
- 11.1.7 Housing layouts will exhibit an increasingly looser and less dense structure along the journey from core to edge. Housing at the edge will be laid out at some of the lowest densities at Dargavel Village to give a sense of openness at the point where built development meets the countryside.
- 11.1.8 The peripheral footway and cycleway circuit described in Chapter 10.0 will be continued around the outer edge of the north west corner neighbourhood. It will provide a direct route to the established village of Bishopton (via the Newton Road Gate) but will also link to an expanded network of recreational routes in the countryside to the north of Dargavel Village and, over time, to the community woodland park.

11.0 North Western Corner – Overview

- 11.1.9 The decontamination of buildings, the demolition of buildings and structures, the remediation and regrading of the land (necessitating considerable tree removal) will be both extensive and intrusive. Only mature, broad leaf trees and the northern and western edges of the neighbourhood will be retained but these provide a strong setting for new development and the starting point for a new programme of tree planting amongst the housing. The retained trees also signify the location of the peripheral pedestrian and cycle route adding legibility to the development.
- 11.1.10 There is an important point along the southern edge of this neighbourhood marking the point where the extended Craigton Drive turns from its east-west alignment to become the western road heading towards the southern neighbourhoods of Dargavel Village. At this turning point there is an opportunity to create a distinct space with housing appropriately orientated around it. The space will bleed into Central Park which lies to the immediate south east of the neighbourhood.



North west housing neighbourhood

11.0 North Western Corner – Routes and Linkages








11.2 Routes and Linkages

11.2.1 The north western corner has a limited frontage to Craigton Drive at the point where Craigton Drive turns through ninety degrees to become the western link road. This is a primary frontage. The design guidance for primary frontage development provided in Chapter 9.0 applies.

11.2.2 There will be adjacent housing neighbourhoods to the east (west of Slateford Road) and the south. These, in turn, will connect to Slateford Road, Craigton Drive and the western link road. The advice in Chapter 9.0 on development along the intermediate road corridors applies and will influence the layout and detail of the north western corner neighbourhood.

11.2.3 Streets, urban lanes and courtyards will be fed from the intermediate routes. Again the advice in Chapter 9.0 is relevant. The network of streets, urban lanes and courtyards will provide the essential grain of new housing in this neighbourhood. The opportunity should be taken to create a looser, more informal structure of routes particularly at the margin of the neighbourhood where there is an interface with open countryside.

11.2.4 Pedestrian linkages will be formed to permeate this neighbourhood and form links to the peripheral path (see Chapter 10.0), the Cordite Burn corridor (see Chapter 10.0) and the adjacent housing neighbourhoods.

-  Key Roads (Craigton Drive)
-  Dedicated Cycle/Pedestrian Paths
-  Strategic Pedestrian Routes
-  Intermediate Roads With Footpaths On Both Sides (6.0-6.5m)
-  Local Roads With Footpaths On One Or Both Sides (5.0-5.5m)
-  Shared Surfaces (3.8-5.5m)
-  Local Pedestrian Route



11.0 North Western Corner – Frontages, Spaces and Buildings

11.3 Frontages, Spaces and Buildings

11.3.1 The key frontages and the significant spaces are at the edge of this neighbourhood. To the east is the Cordite Burn corridor where the advice in Chapter 10.0 is relevant. To the south is the landscape corridor leading ultimately to the community woodland park. To the west and north is the peripheral path which has also been examined in detail in Chapter 10.0. It is anticipated that new housing will front onto these significant spaces providing interest and passive surveillance. The exception is where there is a steep slope rising up to the peripheral path. Where this occurs the rear boundaries of the new housing can be positioned at the base of the slope but adopting the design principles outlined in Chapter 9.0 for comparable locations within the neighbourhood to the west of Slateford Road.

11.3.2 The site-wide guidance on green infrastructure (Chapter 4.0) and buildings, materials and boundaries (Chapter 8.0) will influence the approach to development but in this neighbourhood the aim is to create identity by providing a looser layout at a lower density with tree and woodland planting to ease the transition from housing to open countryside. Building form and building layout should reflect this particularly at the edge of the neighbourhood, alongside open space and open countryside. The illustrations on this page and the next shows how a distinctive character can be achieved by employing:

- shared surface roads
- trees and hedges along house plot boundaries
- varied alignment of houses
- discrete positioning of garaging and parking within plots



Housing at the margin of the north west corner housing neighbourhood

11.0 North Western Corner – Frontages, Spaces and Buildings



Housing at the margin of the north west corner housing neighbourhood

11.0 North Western Corner

11.4 Parks and Recreation

- 11.4.1 The existing landscape around the edge of this neighbourhood will provide an important setting for the housing. The prominent aspect of this landscape is the tree lined peripheral route and then the woodland and open fields beyond. Pedestrian routes through the development will link to the peripheral path and the landscape character of this path should be extended into the development plot.
- 11.4.2 New parts of the landscape structure will be created by way of the Cordite Burn corridor to the east (Chapter 10.0) and the greenspace corridor to the south. These provide an amenity and setting for the housing but they also harbour key pedestrian routes which link the peripheral path to the north west corner of the Central Park. It is a site-wide objective that many of the key footpath routes converge on Central Park.
- 11.4.3 At Central Park Neighbourhood Equipped Areas of Play (NEAPs) are proposed to provide high quality children's play facilities. A Local Equipped Area of Play (LEAP) should be positioned alongside the Cordite Burn corridor to give more immediate access to residents in the north western corridor neighbourhood and the neighbourhood to the west of Slateford Road.
- 11.4.4 Within the north western corner neighbourhood provision should be made for Local Areas of Play (LAPs). These should be positioned centrally, should be easily accessible, should be overlooked by surrounding houses and should have a character which resonates with the informal landscape of this part of the development.

-  Neighbourhood Equipped Area of Play (NEAP)
-  Local Equipped Area of Play (LEAP)
-  Local Area of Play (LAP)
-  Woodland parks and linear corridors
-  Amenity based parkland
-  Core Development Area

