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ROYAL ORDNANCE, BISHOPTON  
**CONTEXTUAL MASTERPLAN, STRUCTURAL  
LANDSCAPE AND DEVELOPMENT SUB AREAS**

on behalf of **BAE SYSTEMS**

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# 1 Introduction

- 1.1 This document provides a design framework for the redevelopment of the Royal Ordnance site at Bishopton. It is an important component in the process of establishing the Bishopton Community Growth Area.
- 1.2 The document builds on the information that lies behind the outline planning permission for the “regeneration of the site for to form a mixed use community growth area” (planning permission reference 06/0602/PP). Specifically, the document responds to the requirements set out in condition 7(e) and (f) of this planning permission.
- 1.3 The structure of the document is based on three key aspects of the design framework :
  1. The contextual masterplan
  2. Structural landscape
  3. Development sub areas.
- 1.4 The **contextual masterplan** gives an explanation of how the character and setting of the site will influence the approach to the development. The natural resources of the site exert a particular influence. There are intrinsic features that can be harnessed to create a more sustainable form of development. Beyond the natural features of the site there are questions of integration, movement and community building which all need to be addressed. This understanding of context provides an essential backdrop for the design of a new place. In turn, this new place will be a distinct response to the particular character and setting of the Bishopton site.
- 1.5 The **structural landscape** will provide an essential part of the green infrastructure framework for the development. The focus in this document will be on the linked network of open spaces which run through or around the development area together with the treatment of landscape along road corridors at different points.
- 1.6 The more detailed aspects of design are explored in sections of the report which address design and development principles in **development sub areas**. For the purpose of this document the overall development has been divided into four sub areas (Figure 1). Each will have distinct characteristics. The four development sub areas are :

1. Village centre
2. South east housing area
3. Business and commercial area
4. Northern housing neighbourhoods.

- 1.7 The early years of the development will be along the eastern margin of the development area, near to the existing built up area of Bishopton and served by new access roads forming links with the A8. At an early point this will bring into play development in the village centre, in the south-east housing area and in the northern housing neighbourhoods.
- 1.8 Given an anticipated development period of in excess of fifteen years, it is neither practical or desirable to be prescriptive on all aspects of design and layout. Therefore, this document seeks to provide a coherent framework around which the particular designed character of different parts of the development can evolve over time.

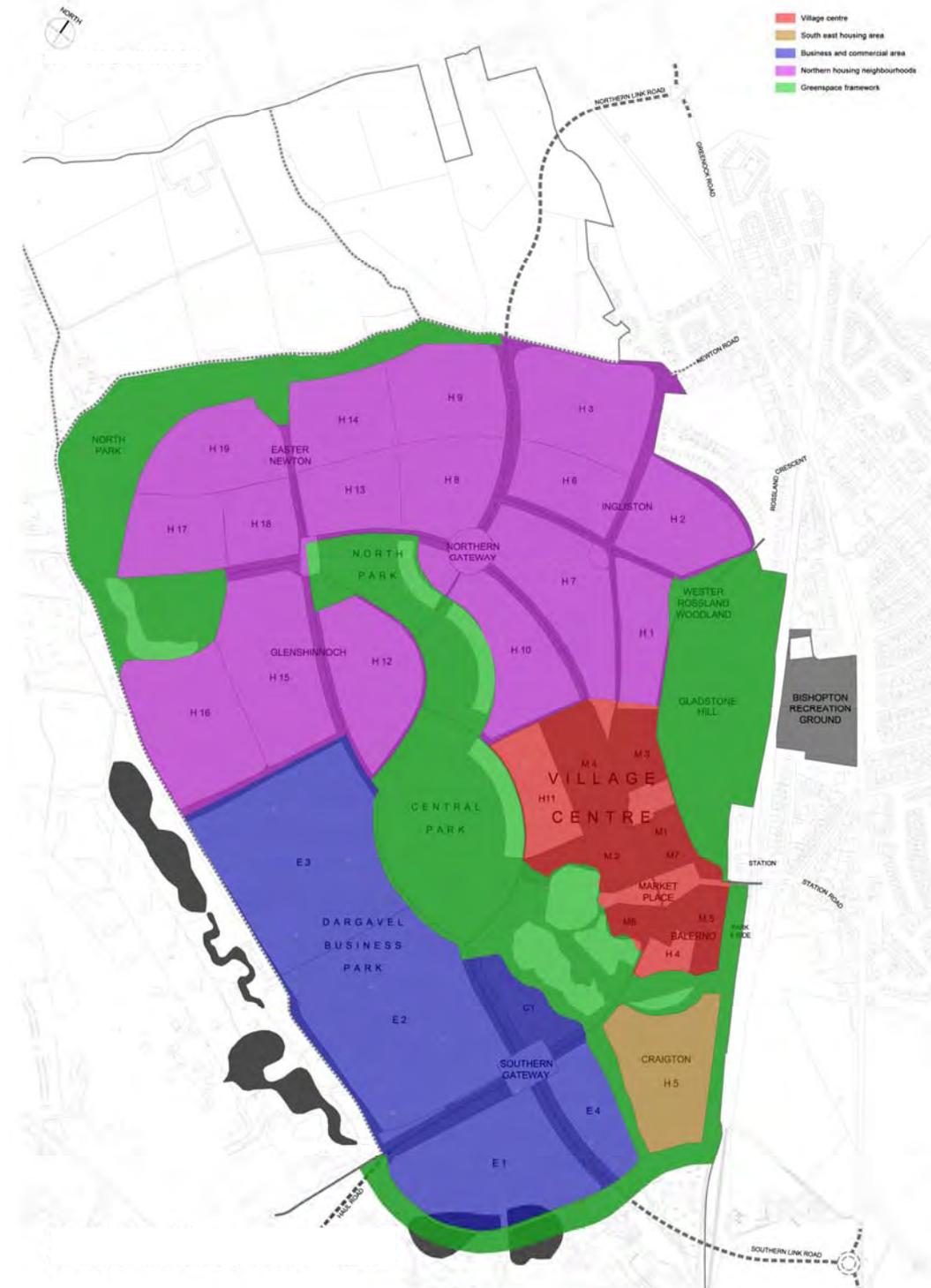


Figure 1 : Development Sub Areas

## 2 Contextual Masterplan

### Aspirations

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



Figure 2 : Contextual Masterplan

## Natural Resources and the Development

2.3 The natural resources on the site are critical to the contextual masterplan. They contribute to the essential green infrastructure for the development. The green infrastructure comprises open space, water space, woodland and road corridors. These features have a significant bearing on decisions about land use planning and the layout of development.

2.4 The green infrastructure has multiple functions as well as the important role it plays as a natural setting for the new development. These functions include :

- It gives an interconnected network of open spaces to meet the needs of recreation, amenity and habitat creation – it is a multi-functional asset
- More specifically it gives a network of natural ecosystems which will support long term sustainability and biodiversity
- The green infrastructure has an important role in water management incorporating sustainable drainage features as one part of an integrated approach to environmental resources
- It will act as a framework for the individual developments which will come forward over time.

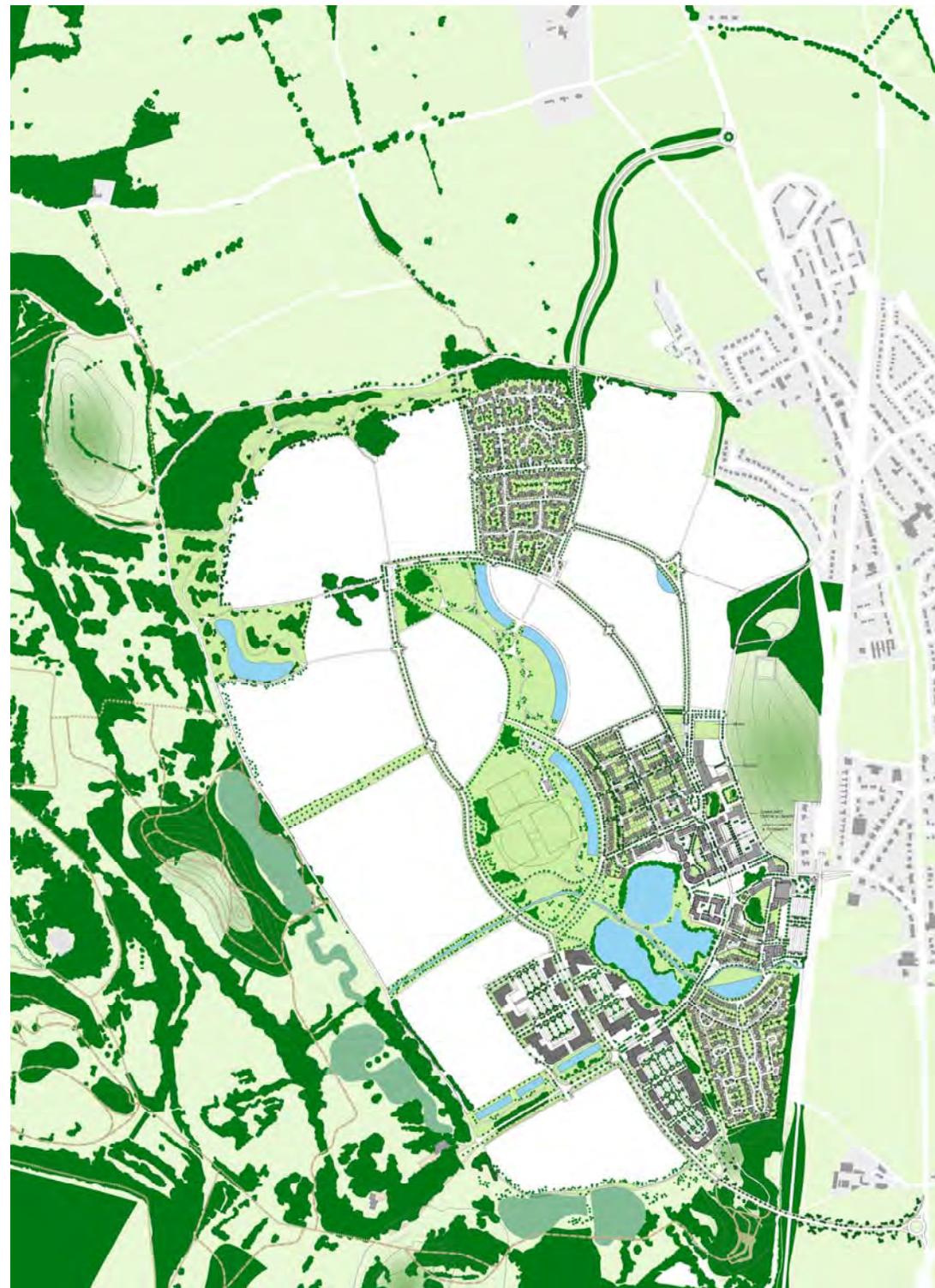


Figure 3: Green Infrastructure

## A Sense of Place

- 2.5 The contextual masterplan has an important role to play in ensuring that a place of distinct character is created. All components of the development need to contribute to the making of a new place which has resonance with this particular location.
- 2.6 The contextual masterplan needs to provide a framework which encourages a form of development where people can easily navigate around, where there is a sense of identity and where there is good reason to spend time at the location.
- 2.7 There are several key aspects of the masterplan which will engender a distinct sense of place :

### Incorporation of existing features

- 2.8 The remediation of the site will, of necessity, remove much of the industrial infrastructure at the site. Notwithstanding this, there are important physical attributes which can be addressed in a positive way so that they play a pivotal role in shaping the form of new development. Mature trees will be retained where practical and justified – these can give immediate maturity to the landscape. Water courses and water bodies are also critical to the form of the contextual masterplan and will provide a distinct strength of character to the development as a whole

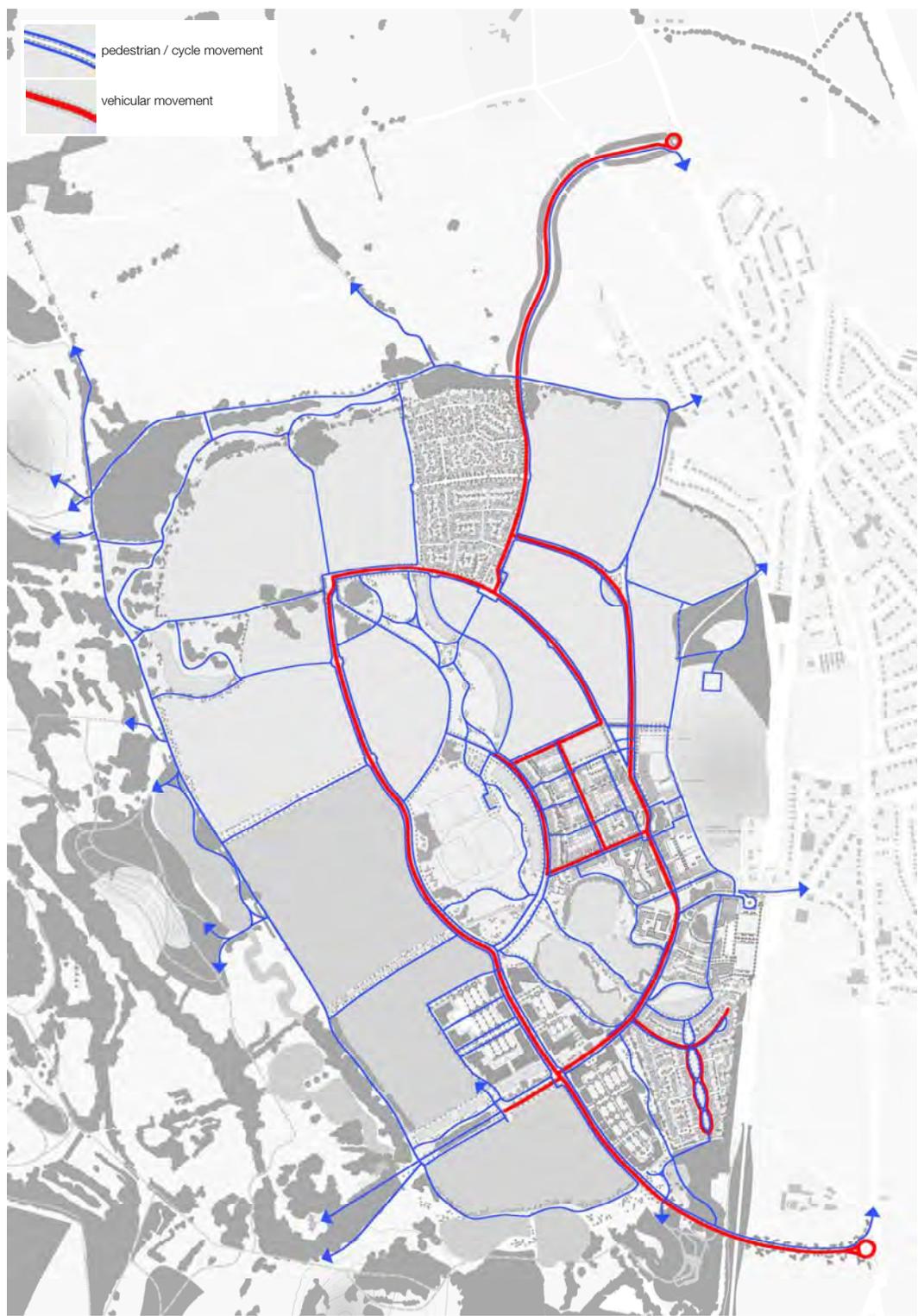
### High quality public realm and green spaces

- 2.9 In the creation of a sense of place and as a way of encouraging people to spend time at this location it is essential that the public realm and the network of green spaces is of high quality. The goal is to create a strong feeling of community. Well conceived public spaces can assist in meeting this goal. The way in which the core is conceived is particularly important. At this point the identity of the whole development will be established. The core is where activities and uses are inter-mixed – housing, retail, service activities and community facilities – and where a sense of community will be at its strongest. The public realm at the core needs to respond to this. A series of distinct and linked spaces has been designed. These provide a spine for the core area, encouraging movement from the area around Bishopton station into the development and towards the edge of water space. Stands of good quality trees will be incorporated into this public realm to establish a particular character at this threshold to the

development. There are other key points around the development where good quality urban spaces will reinforce the feeling of identity. For instance, the quality of the spaces at the primary approaches from the south and north will provide a signal to people entering the place about its particular character.



Figure 4 Development Integrated with Existing Features and with a Strong Public Realm Framework



A strong movement framework

2.10 The essence of a distinct urban environment is a pattern of routes which allows ease of movement by all modes of travel. The contextual masterplan integrates 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, providing direct and comfortable routes through different parts of the development which link to either established routes in and around Bishopton or to the wider landscape of the community woodland park which will emerge as part of the development

Figure 5 A strong movement framework

The wider movement framework for pedestrians and cyclists

2.11 In turn, the movement routes within the development area need to link with existing or proposed foot-paths and cycleways in the wider environment. This includes the Community Woodland Park which is to be created on that part of the former factory which lies to the immediate west of the development area and Core Paths. The network of Core Paths is defined on the Core Paths Plan issued by Renfrewshire Council.

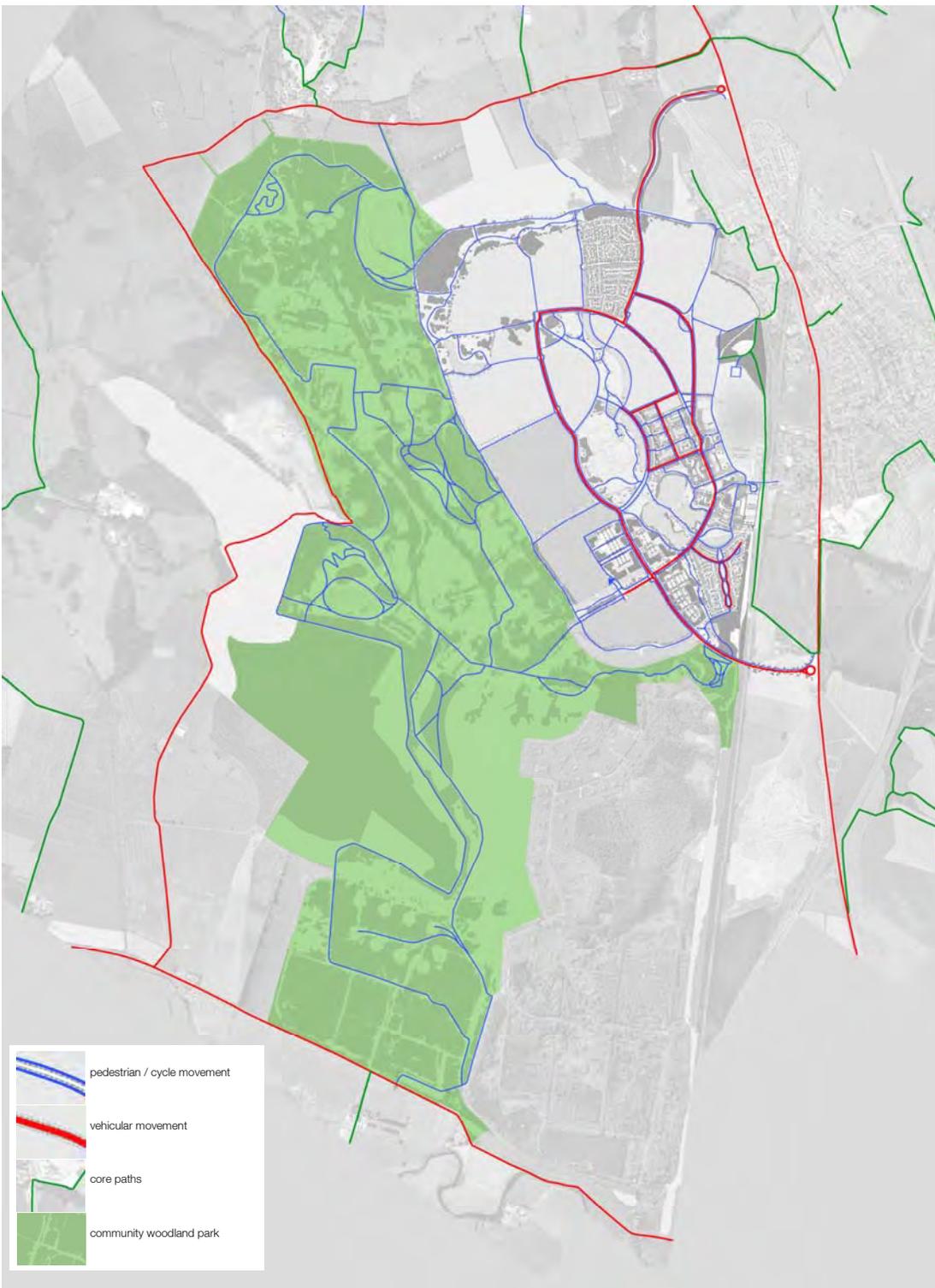


Figure 6 : The wider movement framework for pedestrians and cyclists

## Routes and Links

- 2.12 The contextual 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.
- 2.13 The layout of movement routes has a strong bearing on the urban grain and character of the development. For roads there is no intention to create a well defined hierarchy which places movement of motor traffic above the quality of the sense 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 of the development but overall there is a choice of routes as people move through the development.
- 2.14 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 conceptual masterplan makes provision for pedestrians and cyclists in a way which is clear and direct. Many of the routes centre on the greenspace at the core of the development. This strong feature, which permeates the development at its very core, will act as a focal point, ensuring that the place created is one that is easy to move around and easy to understand.
- 2.15 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.
- 2.16 The urban design character of movement routes is of importance to the identity of the development. The role taken by a route and its place in the development will influence its scale and its general character but there is a common theme to the road corridors provided by the treatment of its inherent landscape. The schematic sections for road corridors through different parts of the development illustrate the general palette of treatment for road corridors, showing that there are common elements which will thread through the design. (Figure 9)



Figure 8 : Movement Routes and Links at the Interface with the Existing Village

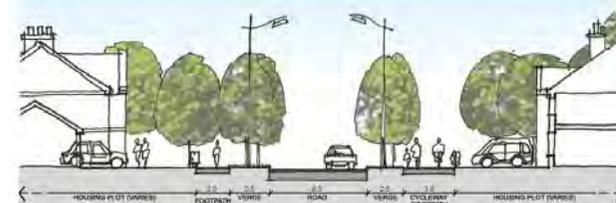
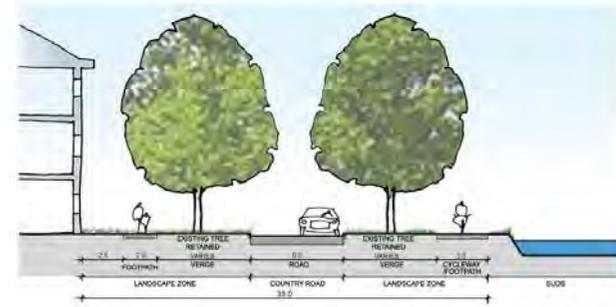
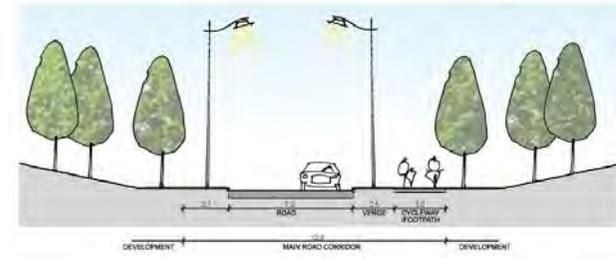


Figure 9 : The Character of Road Corridors





Environmentally sustainable design

2.17 There are many aspects of a sustainable approach to design which will assist in creating a distinct place. Building construction methods, energy efficiency and innovative approaches to sustainable energy generation are important facets of sustainable development but it is the way in which surface water is treated that will impact more significantly and give shape to the development. The comprehensive sustainable drainage network – most notably the regional water detention features – has had a considerable bearing on the way in which the contextual masterplan has evolved and will play a key role in establishing a distinct identity for the development

Figure 7 : Environmentally sustainable design

## Strengthening the Community

- 2.18 The rationale for the managed expansion of Bishopton is that it will result on a more self-sustaining community where there is a broader choice of housing, employment opportunities, community services and destinations for leisure and recreation.
- 2.19 The way in which community infrastructure is to be delivered is set out in the planning obligation. The contextual masterplan provides a spatial dimension and demonstrates how community services can be clustered so as to be accessible to residents of Bishopton and to residents of the new development. The linear block of health centre, community centre, library and primary school at the eastern edge of the mixed use core is effectively linked to the circulation routes already in existence in Bishopton and to the new network of routes associated with the development. This linear grouping of community uses provides a civic focus for Bishopton as a whole, extending the cluster of amenities that already congregate around Bishopton rail station.
- 2.20 The mixed use core will also be the location for neighbourhood retail, service and small scale employment uses. The combination of these commercial uses, the community facilities and housing provide the ingredients for a stimulating, sustainable and attractive urban place which will attract people, encourage interaction and engender a sense of community.
- 2.21 Beyond the mixed use core opportunities for larger scale employment will be presented. These opportunities are located towards the south-eastern margins where there is direct access – via the southern access route and the A8 – to the trunk road network. Whilst vehicular accessibility will be critical to the success of the employment zones, the conceptual masterplan demonstrates the direct links for pedestrians and cyclists from the employment zones towards the mixed use core and, ultimately, towards Bishopton and its resident population and amenities, particularly the rail station.
- 2.22 The variety of housing – in terms of its scale, type and tenure – to be delivered through this development will assist in creating a stronger and more diverse community. The planning obligation provides guidelines to ensure that affordable, lower cost and specialist housing are distributed through

the development. This will be achieved, however, whilst having regard to the principle of higher intensity and a more diverse range of housing in the mixed use core near to amenities, services and the nodes for public transport and a lower intensity of generally family housing towards the outer margins of the development, particularly along the northern fringe.



Figure 10 : The Community Core

2.23 Recreational and leisure facilities to meet the needs of Bishopton as it expands are an important stimulus for a stronger community. Within the development itself opportunities for both formal and informal recreation are to be incorporated. These opportunities will be within the network of green spaces. Pitches, courts and play areas are to be provided within the large central park at the very heart of the development.



Figure 11 : Opportunities for Leisure and Recreation at the Heart of the Development

### 3 Structural Landscape

- 3.1 There are different landscape components which, together, form the green infrastructure. The green infrastructure has the beneficial effect of providing an essential framework for the contextual masterplan.
- 3.2 The structural landscape comprises a number of distinct clusters of woodland, areas of open greenspace (incorporating water bodies and water courses) and peripheral landscape corridors.
- 3.3 The elements which, in combination, form the structural landscape for the development area are :
- (1) Wester Rossland Woodland
  - (2) Central Park
  - (3) North Park
  - (4) Peripheral Landscape Corridors.
- 3.4 Wester Rossland woodland falls at the eastern edge of the development area. It is a long established woodland block which was excluded from the secure factory site. Within the woodland is a bowling green and evidence of the remains of a historic house. The woodland will be subject to woodland restoration as there has been little active management for some time. Footpath routes will lead through the woodland to form links with neighbouring areas.
- 3.5 The fundamental component of green infrastructure for the development is the linked network of open spaces which weave through it. The focal point for this network of open spaces is Central Park which is at a scale to accommodate sport pitches, courts and play areas 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.
- 3.6 Central Park also incorporates the long established water bodies which served as a fire water resource for the factory. These are important natural assets with a particular function for nature conservation. Craigton Burn bisects the ponds, although they are not hydrologically linked. The opportunity has been taken to extend greenspace and water space

along the line of Craigton Burn through to where it enters the site on the eastern boundary of the site.

- 3.7 The greenspace network extends to the north and east of the development area to form North Park. This incorporates significant woodland blocks, surface water attenuation features and open grassland. The ambition is to establish semi-natural open space at this key interface with the community woodland park.
- 3.8 Road corridors and other movement routes will also form elements of the green infrastructure framework. On the periphery of the development area footpath and cycle routes are taken through wider corridors of landscape, most of which follow historic lanes which pre-date the establishment of the Royle Ordnance factory and are lined by long established trees which will provide a particularly strong character at the margins of the new development.

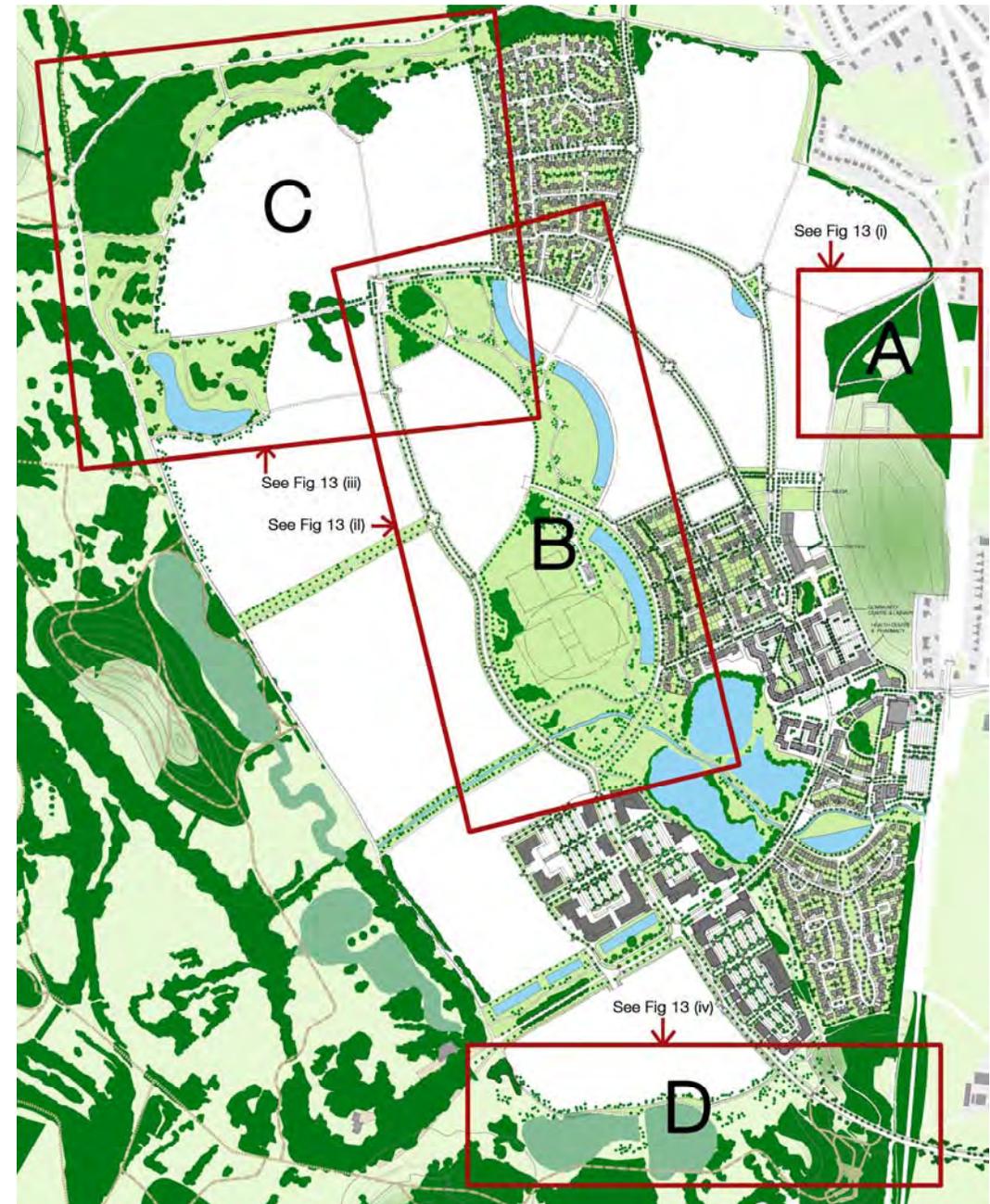
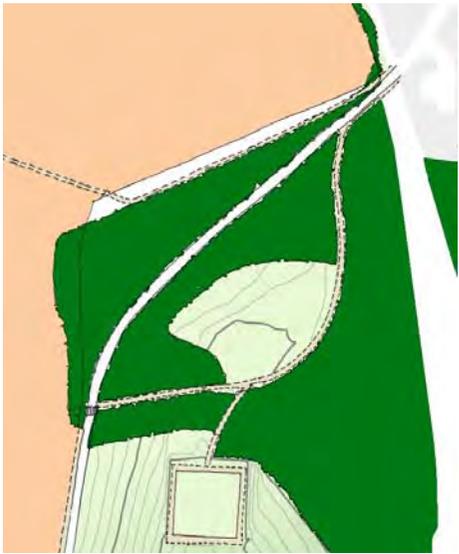


Figure 12 : Elements of the Structural Landscape

- A Wester Rossland Woodland**
- B Central Park**
- C North Park**
- D Peripheral Landscape Corridors**



(i) Wester Rossland Woodland



(ii) Central Park



(iii) North Park



(iv) Peripheral landscape corridors

Figure 13 : Key Features of the Structural Landscape

## 4 Development Sub Areas

### Introduction to the development sub areas

- 4.1 A project of this scale and complexity will continue to evolve over a long period of time. Any masterplan or design guidance will need to be flexible so as to enable adaptation. With this in mind, a key objective of this document is to provide a framework for development in sub areas which is robust but which is also able to accommodate change.
- 4.2 The early stages of the project are likely to touch all development sub areas. These are :
1. Village centre : the mixed use core of the project, nearest to the rail station and neighbouring facilities where a diverse range of activities will be accommodated in a dense but informal layout.
  2. South east housing area : a zone of housing in an area to the immediate south of the village centre where topography and tree belts present an opportunity to create a distinct residential neighbourhood.
  3. Business and commercial area : the significant areas for employment development which lie along the southern approach to the project and where the scale and form of buildings will help define the character of the development.
  4. Northern housing neighbourhoods : the concentration of predominantly family housing in an arc across the northern sectors of the development.

### Village Centre

- 4.3 The centre of the development falls at a location which is closest to the public transport and commercial hub of Bishopton. The link between the development and this hub is along Station Road which passes under the railway.
- 4.4 The Station Road approach to the site leads directly into the mixed use core. This is a significant threshold.
- 4.5 The mixed use core is a higher density amalgam of uses and activities orientated around high quality public spaces. There is a particularly important sequence of spaces running from the Station Road threshold to the former fire ponds. These spaces create a civic heart to the community as a whole. They will be enclosed by different uses within building blocks giving a reasonably continuous frontage. There is an opportunity to front these spaces with housing, retail, small services uses and community buildings.
- 4.6 There are key design and development principles which will define the particular character of the village centre :
- The perimeter blocks, which provide the essential grain to the urban area, are more continuous in this core. The size of the blocks allows a range of

uses and buildings to be accommodated ranging from a neighbourhood supermarket to groups of housing

- The urban blocks are large enough to enable mews parking courts within them. Parked vehicles will not overwhelm the public spaces or the frontage zones of buildings
- There is a primary vehicular route running through the village centre but this is one part of an informal grid layout of roads which offer choice of routes. The primary route provides for a bus service into and out of the public spaces at the heart of the development. The primary route also passes through or alongside pedestrian / cyclist favoured squares. Where this occurs the road will be raised to the level of footpaths – there will be no clear definition (such as raised kerbs) at the edges of these carriageways
- Along the primary route there are places where the carriageway is offset to allow the planting of street trees. Elsewhere there is localised widening of the road corridor to accommodate lay-by parking
- The most valuable trees in the centre, including trees around the former fire ponds, are retained where possible and have been incorporated into the design of the public realm
- The mix of residential, commercial and community uses in this village centre provides opportunities for variety in building type and scale but they will all conform to the discipline of the perimeter street block and the particular urban morphology that this provides
- The use of perimeter blocks has the distinct advantage of creating a safe and secure landscape where there is clear demarcation of public and private realm, passive surveillance of public spaces and minimal locations where exposed garden boundaries define the edge of public areas
- It is anticipated that building heights will vary from two storey housing to three storey buildings at key points. The higher elevation of buildings will be used to accentuate thresholds and turning points and to provide the termination of long vistas. Higher landmark buildings will provide important visual reference points and aid the legibility of this part of the development. The location of higher buildings will add surprise and character to the village centre
- Gateway buildings, particularly along the Station Road approach, will need to be carefully designed to create a sense of arrival but, in turn, they will also need to add to the continuity of the street in which they are placed

- The urban form for the central area responds to the objective of step by step improvements in terms of sustainable building design. The urban block principle gives good potential for passive solar gain. This will also assist in achieving a high target daylight factor. High levels of building insulation will be incorporated along with forms of ventilation which will reduce heat loss to give a healthy and pleasant indoor environment. In parts of the development, innovative energy systems will be incorporated in order to meet the objective of securing a level of power using low or zero carbon technology. The efficient use of water will be encouraged alongside the reuse of surface water runoff. The latter is particularly important as it will assist in the mix of measures designed to reduce the risk of flooding
- The utilities infrastructure to serve the central area (and the rest of the development) will be provided in an efficient and co-ordinated way where possible using multi-utility trench corridors. In order to reinforce the self-sustaining qualities of the development particular attention will be given to the incorporation of fibre optic cabling and other measures to support modern and evolving communication and information technology.

### South East Housing Area

- 4.7 Beyond the village centre this new community will comprise a series of neighbourhoods which will respond positively to their locations relative to the core and echo the physical characteristics at different locations within the site.
- 4.8 The neighbourhood to the immediate south of the village centre is a good example. It will harbour a medium intensity of development, reflecting the proximity to facilities and services but will also be integrated into a particular physical context – a significant change in levels rising from 10m AOD along the northern margin to 20m AOD at the southern boundary, woodland on the eastern and southern sides of this neighbourhood and a key water space along the northern edge.
- 4.9 This is a location for a mix of house types and tenure, creating opportunities to meet the needs of different households.
- 4.10 The structure of this neighbourhood is provided by a linear swathe of open space running along the spine of the housing. This acts as a focal point around which buildings are orientated as well as providing a movement route through the development to one of the high viewpoints in the landscape. There is a formality to the buildings fronting the open space. Beyond the frontage housing the pattern of development breaks down into a series of clusters which work with the slope of the land.

- 4.11 The buildings which address the water space along the northern margin of this neighbourhood are given a degree of formality. A reasonably continuous frontage is to be encouraged in order to give a strong and well defined edge to the area. This can be achieved through the use of linked blocks of housing.
- 4.12 There is an interface with woodland along the southern and eastern boundaries of the neighbourhood. At these locations the objective to achieve natural surveillance is not as strong. There is no need for direct frontage towards the woodland. Along the western side there is a common boundary with open space. Building layout and orientation along this margin will need to provide for some passive surveillance over the open space.
- 4.13 Similar sustainability principles to those outlined for the village core are applicable to this neighbourhood.



Figure 14 : The Village Centre



Figure 15 : South East Housing Area

## Business and Commercial Area

- 4.14 The employment and commercial zone falls in the south western sector of the development. It is the location for large scale enterprise of a type which cannot be accommodated in the mixed use central core.
- 4.15 The layout of buildings and interstitial spaces has been informed by a range of factors including points of access, permeability, landscape structure, car parking and servicing.
- 4.16 The overall aim is to create a clear public realm environment in this part of the development where people can navigate around in a confident and safe way. This is facilitated through the use of perimeter employment blocks with frontage towards main movement routes and car parking / servicing grouped within the core of each block.
- 4.17 Where building frontage will address streets or public realm there is a need for elevational treatment and landscape treatment which enhances the place. Main entrances to buildings should be located on these principal elevations in order to give vitality to the street or public space. These will provide legible and easily accessible points of access. Building design will bring interest and identity to the key southern access corridor. In addition, the character of the corridor will be strengthened by a quality of landscape treatment which is commensurate with its status as a main threshold to the development.
- 4.18 It is anticipated that the employment and commercial buildings where they are predominantly offices will be two or three storeys in height. The higher components of buildings will be used as key points such as corners or at thresholds. There are opportunities for larger floor plate industrial, process or logistics buildings. These should be positioned at locations where they do not detract from the quality of principal streets or the setting of public spaces.
- 4.19 The use of reasonably continuous frontage along the edge of perimeter blocks will serve to screen parking and servicing areas. These functions will be mainly at the rear of buildings, not within the environment of streets and public spaces.
- 4.20 The fulcrum of the employment and commercial area is at the intersection of routes – at the point where the southern access road meets the road leading to the village centre. This is a particularly important nodal point for the development as a whole. The area of public realm is widened to celebrate its status as a major threshold. Buildings will address this high quality public realm. At this intersection employment related traffic will tend to be diverted into the employment zones to the west whereas traffic leading to the village centre will travel to the east. Pedestrian movement along the west east axis will need to be given priority in the detailed design of the

intersection as this is a key movement corridor from the village centre to the employment zone and, beyond, to the community woodland park.

- 4.21 Sustainability measures will be embedded into the design of employment and commercial development. Design development solutions will include :
- Energy efficient design which recognises the importance of building orientation, window placement to avoid overheating, low U values to prevent unwanted heat loss, the use of natural ventilation and the use of sophisticated controls on heating and lighting to avoid waste
  - The efficient use of water through measures such as water efficient taps and rainwater harvesting systems
  - In construction, where possible, sustainable materials will be sourced. The selection of building materials will be influenced by, inter alia, the embodied energy, the recycled content and the potential to recycle in the future. The aim will be to achieve a high BREEAM rating
  - As part of the site-wide strategy for energy supply and use, the buildings within the employment and commercial area will secure up to 15% of their energy requirements using low or zero carbon equipment and technology.



Figure 16 : Business and Commercial Area

## Northern Housing Neighbourhoods

- 4.22 The arc of housing across the northern sectors of the site provides the opportunity to create distinct neighbourhoods within the framework provided by green infrastructure.
- 4.23 There is an opportunity to deliver a range of house types and sizes to meet the needs of a range of households. The residential neighbourhoods will be brought forward over a considerable period of time. This gives the chance to stamp a particular character on individual neighbourhoods so as to give diversity and interest to building form.
- 4.24 There will be small nodal points within each neighbourhood which will act as a fulcrum point. At these nodal points there could be a cluster of linked housing units to give definition to the space and, if there is a market opportunity, it might be possible to incorporate a small retail or service units to meet the immediate needs of the community.
- 4.25 The form and size of each residential neighbourhood will be influenced by the essential structure of the greenspace and movement infrastructure and the natural assets of the site which are to be retained. There are tree groups at the edge of all neighbourhoods. The layout of housing will need to be carefully conceived around trees and treat them as positive attributes to the character of the neighbourhood. A particularly important principle is to secure direct housing frontage to all roads. This is important to fostering an inclusive community and will create interest and animation along all road routes. It will also lessen the tendency towards an inflexible road hierarchy and will promote a matrix of routes which are similar in character and will give choice in the way people travel through the site.
- 4.26 There are also key pedestrian and cycle routes which run through the northern residential neighbourhoods. These are key corridors for public movement and, in a similar way to the treatment of roads, the block form around pedestrian and cycle links should be designed to ensure that dwelling frontages overlook them.
- 4.27 It is envisaged that each residential neighbourhood will comprise a linked series of perimeter blocks. This will give the essential morphology and urban grain of the neighbourhood. For significant parts of the neighbourhoods the built form within the urban blocks will be broken, with generally detached house types or short terraces. However, there is the opportunity for building form to be more continuous on the approach to and around the nodal points.
- 4.28 Where there is a more broken, or less continuous, urban form through these neighbourhoods it will be possible to provide continuity along the residential street through the use of high quality garden walls between individual houses. These would have the effect of providing a

strong distinction between public and private space and will be an echo of the identity found in many traditional Scottish villages and small towns. They would also provide cohesion to the layout as well as a strong sense of enclosure for some of the smaller public realm spaces.

- 4.29 The nodal points for each of the residential neighbourhoods should be marked by landmark or gateway feature buildings. These can be residential and can even be detached residential units but they will need to be designed to address the nodal point, possibly through a layout which uses "L" shaped houses with more than one principal elevation to assist in turning corners and better defining a public space.
- 4.30 The character and appearance of houses in each neighbourhood should be interpreted in a contemporary way. The formation of residential neighbourhoods allows variation of building styles across the full northern arc of housing. This will give visual diversity and choice. Residential design standards will have a significant bearing on the identity of each neighbourhood. House designs should respond to the context in which they are placed. In some locations, at nodal points for instance, individually generated designs will be necessary. Elsewhere, the template of 'standard' house types could 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 carefully located chimneys, for example, will be quickly add animation and interest to the street and bring a contemporary appearance to the development. In addition, the architectural approach for each neighbourhood should consider how a careful selection of finishing materials will reinforce identity and character.
- 4.31 Similar sustainability principles to those outlined for the village core are applicable to the northern residential neighbourhoods.

