



## Supplement to the Phase One Design Code relating to Plot H10

ROYAL ORDNANCE BISHOPTON

JANUARY 2015



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# **1.0 Introduction to this Supplementary Report**

ROYAL ORDNANCE BISHOPTON DESIGN CODE

## 1.0 Introduction

### 1.1 Introduction to this Supplementary Report

- 1.1.1 The Design Code for Phase One of the mixed use development at the BAE Systems site in Bishopton was agreed with Renfrewshire Council in 2012. This provides guidance for development along the eastern edge of the site, including the new access roads. It relates to three character areas: the Northern Gateway, the Village Centre and the Southern Gateway.
- 1.1.2 This supplementary report relates to Plot H10 which falls to the immediate west of the Northern Gateway character area. This plot is contained by the principal access road which bisects Phase One and the central parkland.



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

Northern Gateway



Village Centre

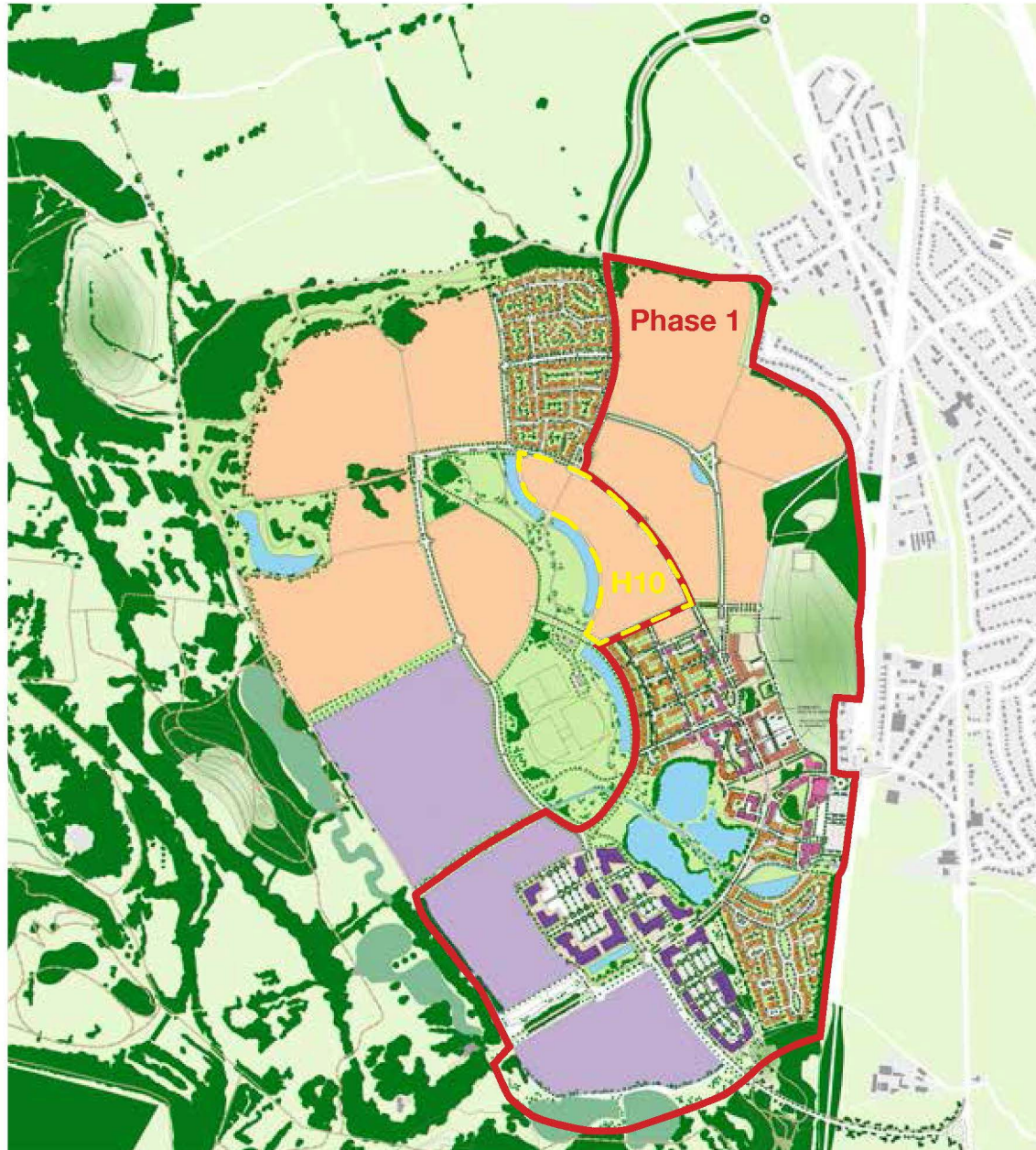


Southern Gateway





## 1.0 Introduction



Former Royal Ordnance Bishopton contextual masterplan

1.1.3 It is important that this supplementary report is read alongside the Phase One Design Code. There are many site wide design issues that are described in the Phase One Design Code that are relevant to development at Plot H10.

1.1.4 The next section of this supplementary report will provide a summary of the site wide design issues that will have a particular bearing on the development of Plot H10. It is followed by specific guidance for Plot H10 itself, always bearing in mind that development at this plot will form an integral part of the Northern Gateway residential neighbourhood.





## **2.0 Site Wide Design Issues of Particular Relevance**

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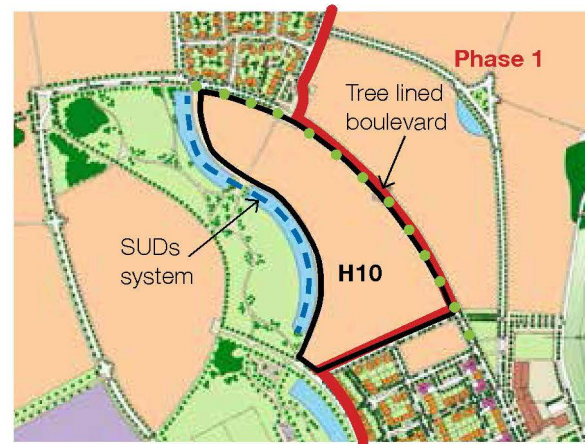
## 2.0 Site Wide Design Issues

### 2.1 Site Wide Design Issues of Particular Relevance

2.1.1 There is a range of site wide design issues that impact on the approach to design and design decisions for Plot H10. These are:

- Green infrastructure and open space network
- Road, cycle and pedestrian network
- Water management
- Ecology
- Buildings, materials and boundaries.

2.1.2 Full guidance on these site wide design issues can be found in the Design Code for Phase One. For the purpose of this supplementary report, a summary is provided with a focus on what is relevant for Plot H10.



#### Green Infrastructure and open space network

2.1.3 To a great extent, open space and other components of the green infrastructure will provide the context and setting for new development on Plot H10.

2.1.4 Central Park weaves through the heart of the development as a whole. Large surface water attenuation ponds are within Central Park. Plot H10 has a long (western) boundary to Central Park and the attenuation ponds. It is important that the interface of developed area and parkland is addressed in a sensitive way to facilitate transition from new housing to open space. Housing should orientate towards the open space to provide overlooking and passive surveillance and to remove the need for obtrusive barriers.



2.1.5 The long eastern boundary of Plot H10 is contiguous with the primary route running through the Phase One area. This acts as a green route with trees in the road verge on both sides. New housing on Plot H10 will need to account for the ambition to create a boulevard along the road corridor.

## 2.0 Site Wide Design Issues

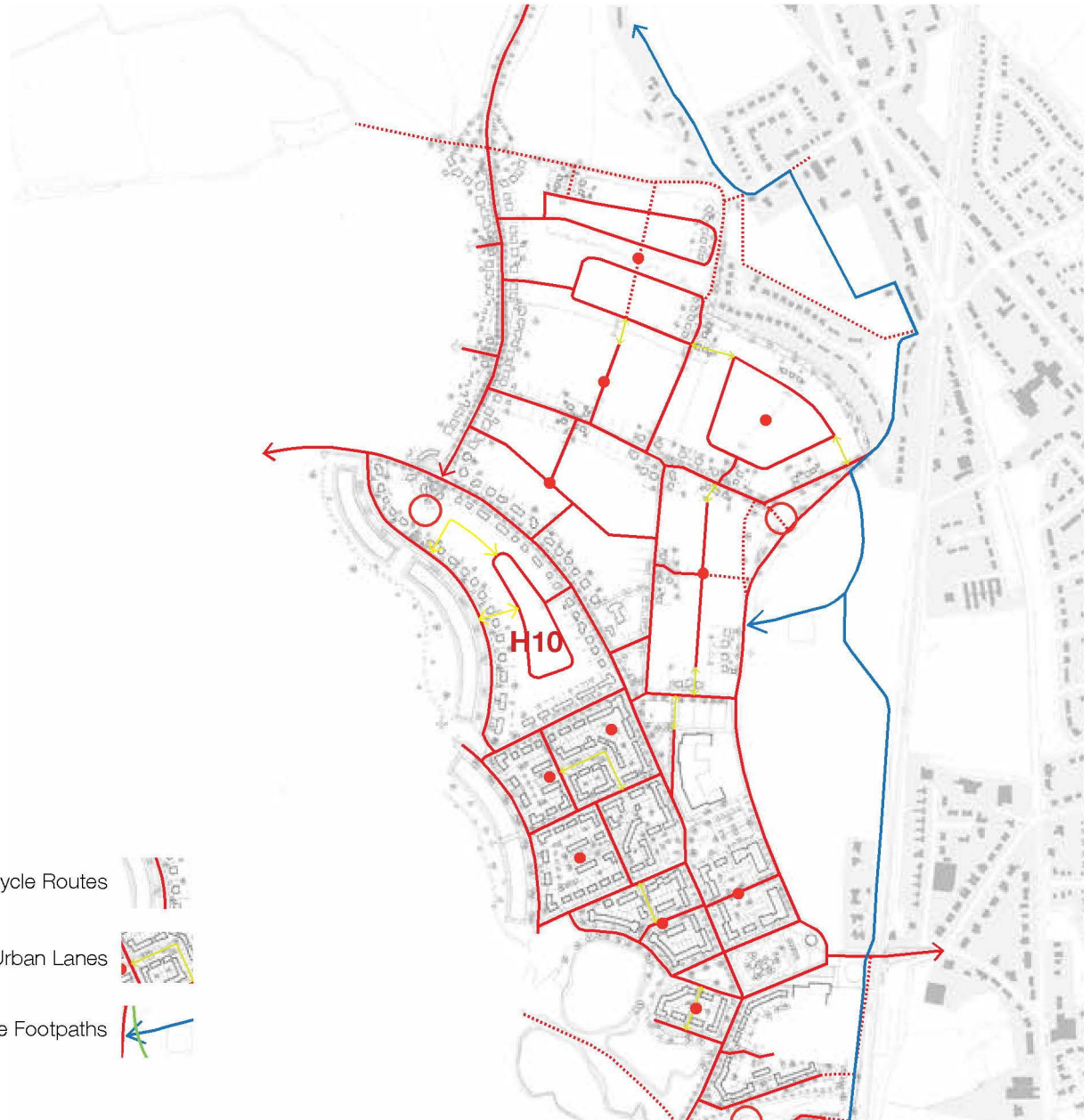
### Road, cycle and pedestrian network

- 2.1.6 The overall aim of the Phase One Design Code is to create a network of streets throughout the development where the movement route itself, buildings and public spaces are considered together. Designing Streets is a core reference document which supports this approach.
- 2.1.7 To complement the network of streets commodious cycle and pedestrian routes are important. These will link key spaces and different functional areas. They will be routed around and through Plot H10 to give clear and safe linkages to Central Park.

Vehicular, Pedestrian and Cycle Routes

Urban Lanes

Bishopton Core Footpaths

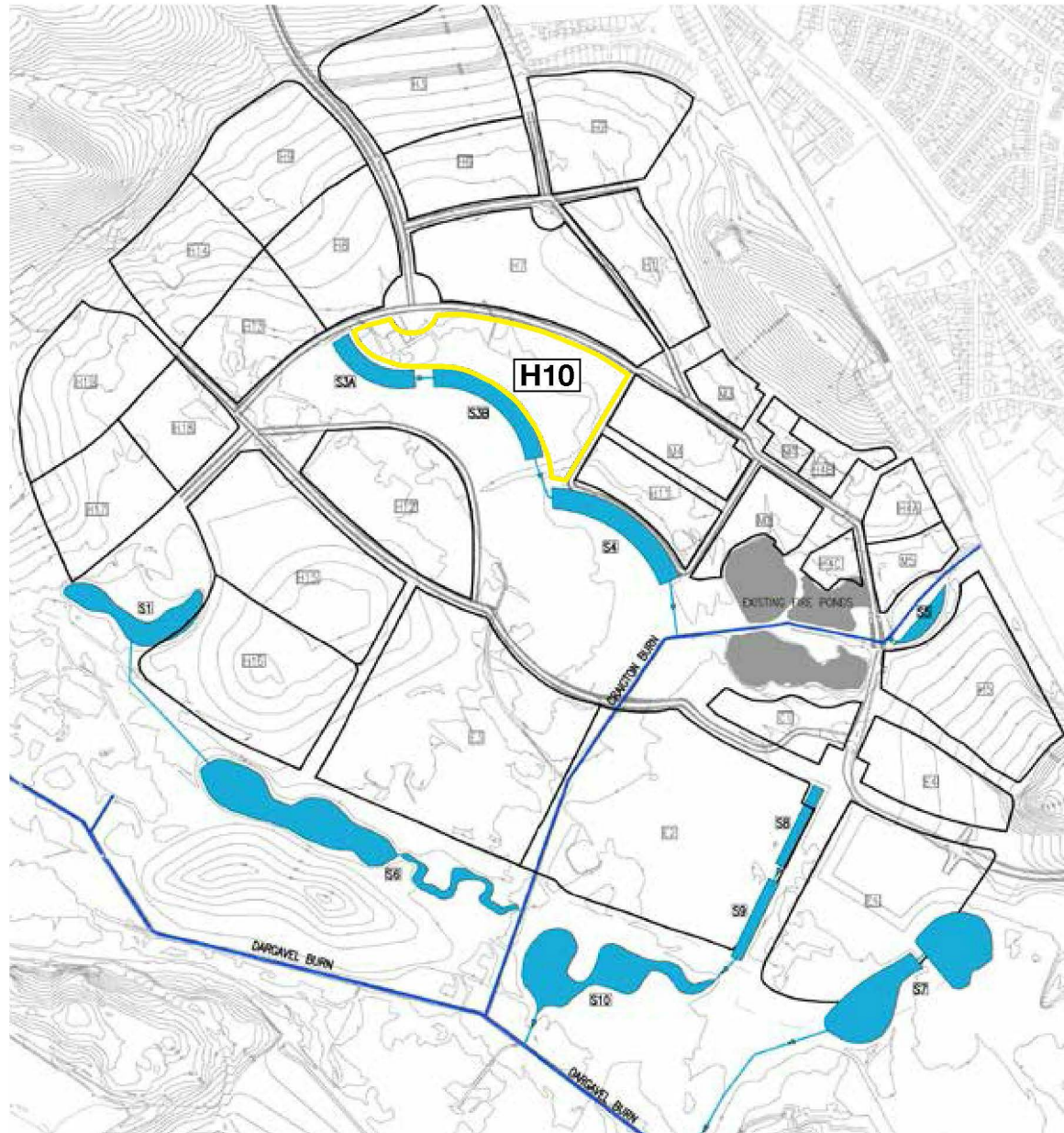




## 2.0 Site Wide Design Issues

### Water management

- 2.1.8 There is a strategic approach to surface water drainage which extends across the site as a whole. It is based on a network of surface water sewers discharging through SUDs ponds into Craighton Burn and Dargavel Burn.
- 2.1.9 The strategic SUDs ponds have been sized to provide treatment and attenuation volumes for the development plots that discharge to them. At least one level of treatment for surface water is provided through the SUDs management train
- 2.1.10 For Plot H10 the drainage strategy makes the assumption that surface water will discharge to SUDS pond S3A/S3B (50%) and S4 (50%). The developer for Plot H10 will provide a statement (including calculations) setting out the run-off from the proposed development and confirming that this does not exceed the defined, acceptable flow rate for the two discharge points.



## 2.0 Site Wide Design Issues

### Ecology

- 2.1.11 The transformation of the former Royal Ordnance site to create a mixed use development brings disturbance to wildlife. To address this, new habitats are being created as site reclamation and new development proceeds and a new landscape structure is being put in place which will be of benefit to nature conservation. SUDs ponds, for instance, can provide valuable habitat for otters and bats, both protected species.
- 2.1.12 There are no ecologically sensitive areas in the vicinity of Plot H10 but there will be opportunities through the approach to landscape to enhance biodiversity. This can be achieved, for instance, through the inclusion of a range of native species in grass mixes and the selection of berried trees and shrubs.



### Buildings, materials and boundaries

- 2.1.13 The Design Code for Phase One provides guidance on the choice of materials, lighting, signage and boundary treatment. The overall aim is to create a unified and legible development.
- 2.1.14 There are site wide objectives that are of particular relevance to new development on Plot H10.
- It is envisaged that there will be a gradual increase in the density of residential development from the less intensive peripheral neighbourhoods to the more urban form of the Village Centre. Groups of semi-detached and terraced buildings, perhaps incorporating higher townhouses, could be used to give the sense of transition.

- The emphasis should be on creating distinctive and animated streets. Orientation of buildings to the street is important and some variation in scale can enrich the streetscape. The predominance of integral garages along primary streets will be discouraged. Consideration needs to be given to forms of parking which lessen the impact of cars on the street scene.
- A range of materials can be used in the external finish of buildings including good quality brick, reconstituted stone and concrete tiles. Higher quality materials may be appropriate for key buildings.
- The material palette for the public realm should be informed by the guidance for different parts of the development on Plot H10 given in the Design Code for Phase One. This document should also inform the approach to lighting the residential streets.
- The approach to boundary treatment should be coherent and consistent. On primary streets, brick, stone or hedges can be used. Boundaries should be integrated with

buildings and be seen as an important part of the landscape. Close boarded timber fencing can be used for the majority of rear gardens. Rear fences or walls adjacent to public open space or woodland should be designed out.





## **3.0 Specific Design Guidance for Plot H10**

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## 3.0 Plot H10

### 3.1 Specific Design Guidance for Plot H10 (as part of the Northern Gateway Character Area)

- 3.1.1 Plot H10 will form another part of the Northern Gateway character area. In this respect it should be considered alongside the developments already built or proposed on Plots H1, H2, H3, H6 and H7 with the overall objective of creating an integrated housing area. Development at Plot H10 has a particular role in helping to define the punctuation point at the end of the North Access Road (Slateford Road) as well as presenting a key frontage to the route leading to the Village Centre and an important frontage to Central Park.

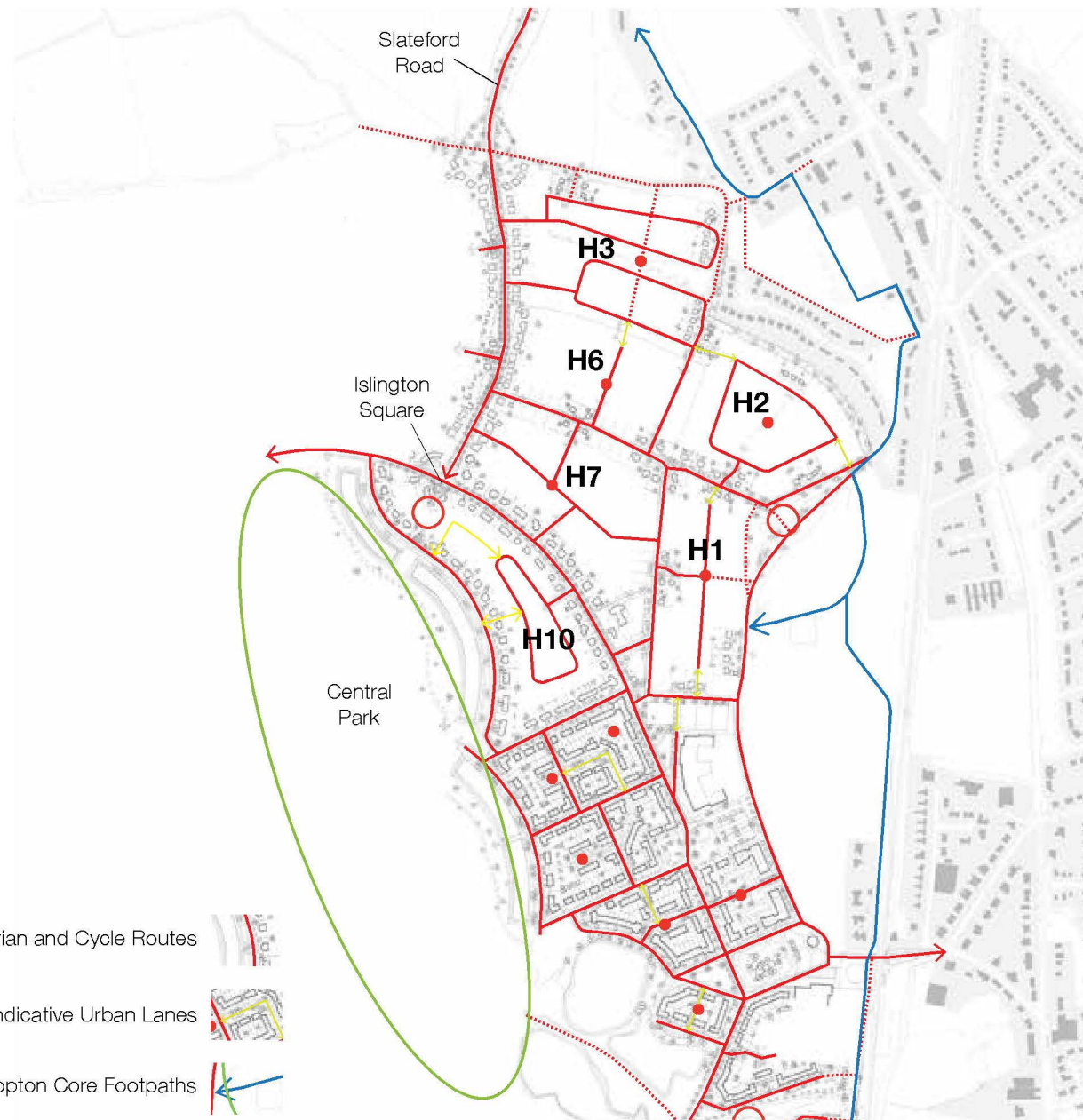
#### Routes and Linkage

- 3.1.2 The roads, footpaths and cycleways which will run through and around Plot H10 need to be integrated with the network, either implemented or planned, for both the Northern Gateway and the Village Centre.

Indicative Vehicular, Pedestrian and Cycle Routes

Indicative Urban Lanes

Bishopton Core Footpaths



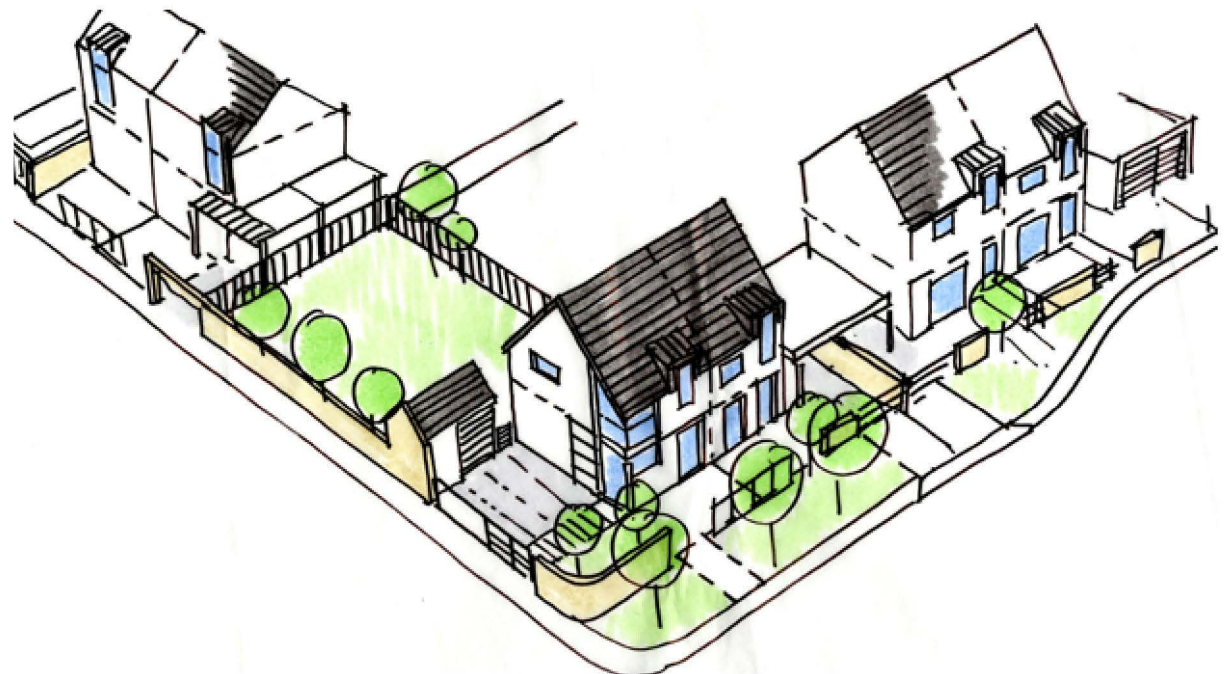
## 3.0 Plot H10

- 3.1.3 There is a key nodal point within Plot H10 where the Northern Access Road meets the route which bisects the Phase One area. In the Design Code for Phase One this is referred to as Ingliston Square. The orientation, design and external materials of the housing at this key junction needs to help in defining the particular character and status of Ingliston Square as a focal point for the whole of the Northern Gateway residential neighbourhood.
- 3.1.4 The key route along the northern boundary of Plot H10 is the main approach to the Village Centre. This route will provide access to the Plot H10 development in the form of residential estate roads and points of access to individual houses or groups of houses.
- 3.1.5 Another key route will be a continuous pedestrian and cycle link at the edge of Plot H10 where there is a boundary with Central Park. This will give a clear route towards the Village Centre to the south and Ingliston Square to the north. Links will need to be formed with the routes planned within Central Park to allow ease of access from the housing to this main recreational area.

### Frontages, Spaces and Buildings

- 3.1.6 The housing that will front onto the Village Centre route and Central Park require greater attention in order to present a distinct, high quality character. It is important that housing is orientated towards these frontages to create interest and animation.
- 3.1.7 Where the housing layout is broken or less continuous along these significant frontages consideration should be given to the use of walls or hedges between buildings to create a sense of continuity and a strong distinction between public and private space.

- 3.1.8 The housing itself along the key frontages should be based on a simplified aesthetic with a degree of rhythm and order in the detailing and the use of an appropriate palette of materials.
- 3.1.9 At corners buildings should address both streets where appropriate and so a subtle modification to a standard approach is needed to introduce an active gable. It is also appropriate to move houses forward, treating front gardens as a buffer rather than an amenity space. Facing brick walls or hedges should be used to increase the sense of enclosure and privacy. The diagram below illustrates these principles and also shows how boundary treatment can be used as a way of unifying the development.

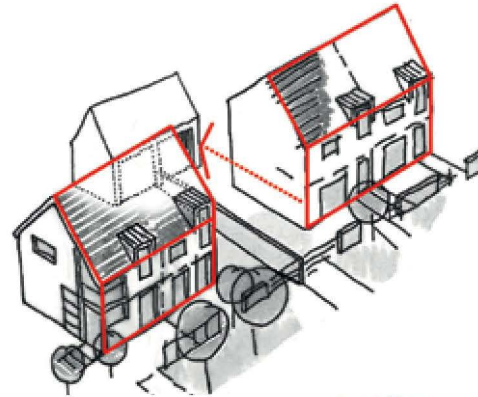




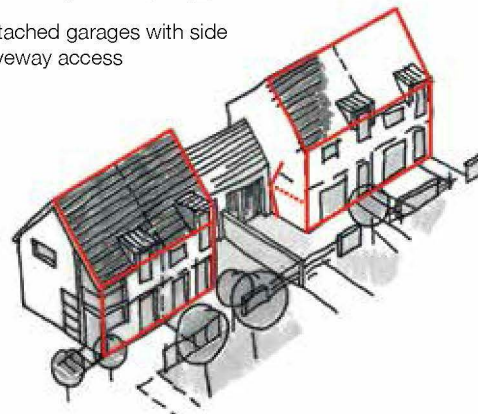
### 3.0 Plot H10



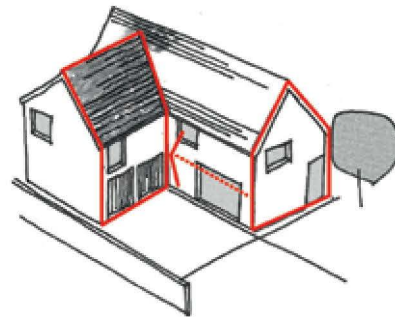
- 3.1.10 The location of the garage on key frontages is important. Integral garages are not the best approach but could be used if they are subservient to the architecture of the house, set back from the front elevation. If houses are moved forward then the opportunity is created to set back any parking provision from the street frontage. The diagrams that follow illustrate how garaging can be positioned to reduce the impact of parking on the street scene.



Detached garages with side driveway access



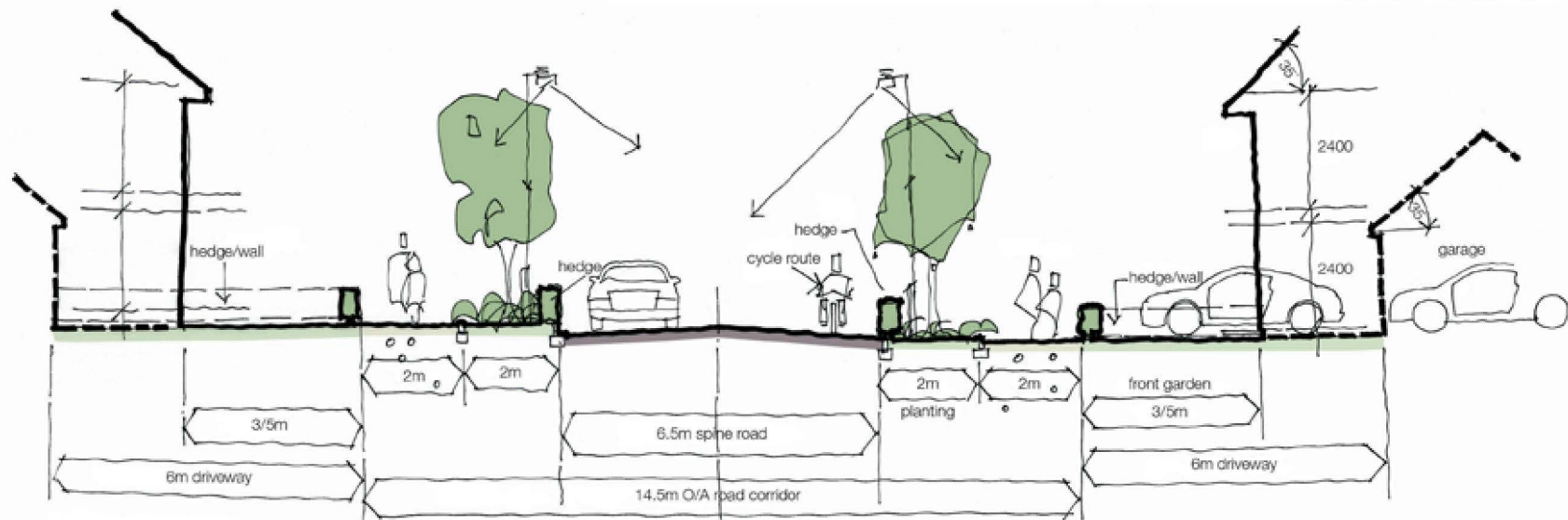
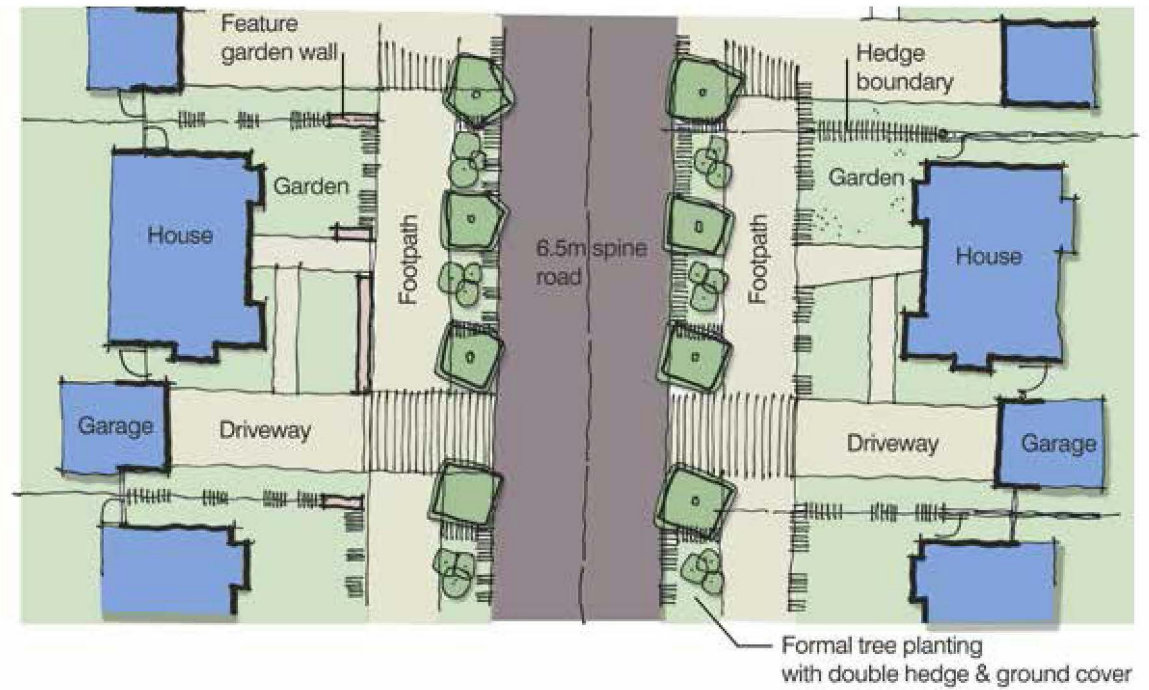
Integrated garages set back from adjacent houses



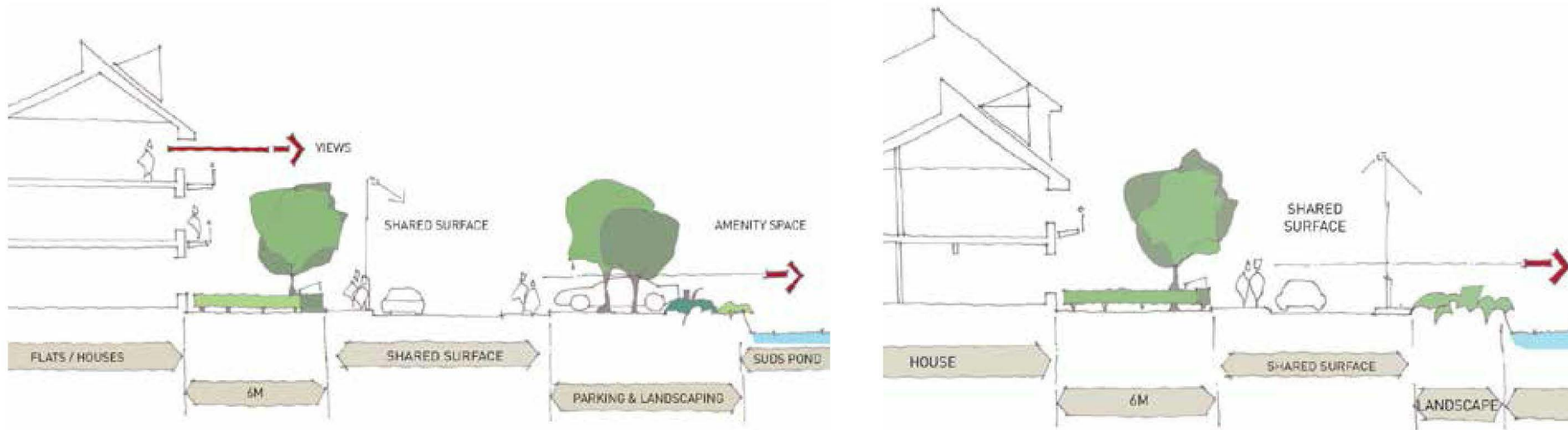
Integrated garages within the form of the house, set back from the street

### 3.0 Plot H10

- 3.1.11 Along the northern frontage (the access to the Village Centre) the principles relating to the position of houses and meeting the need for car parking or garaging are shown on the typical plan and section below.



### 3.0 Plot H10



3.1.12 Along the frontage to the public open space the approach will be less formal. Encouragement will be given to the use of a shared surface so that the road provides a continuous route for vehicles, cyclists and pedestrians at the interface of housing and Central Park. Where appropriate, car parking should be incorporated into the streetscape design in a way that allows for the free movement of pedestrians and cyclists.

3.1.13 The node point at Ingliston Square needs to be marked by buildings which relate to this key junction. To the north of Plot H10 there is potential to create a neighbourhood hub, perhaps incorporating commercial uses. Within Plot H10 buildings will be arranged and orientated so that they make a positive contribution to this important urban space. The space needs to be defined with a distinct character including the use of high quality surface materials and specimen trees in the areas of public open space.

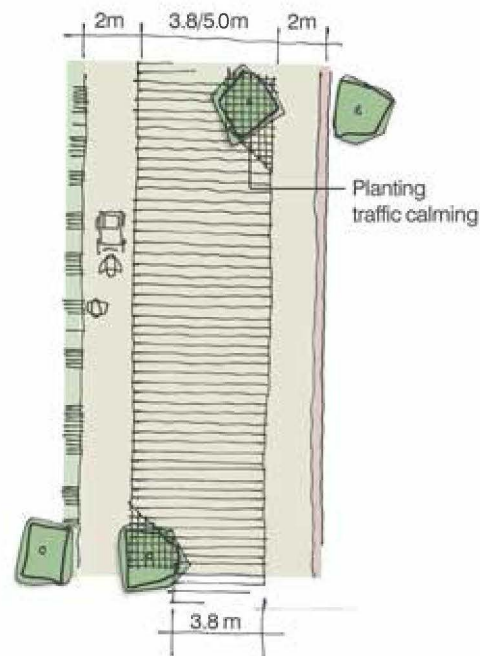
3.1.14 There is an opportunity to use buildings to frame Ingliston Square which are distinct from those used elsewhere along the northern boundary of plot H10. The layout of buildings around this node needs to allow for the discrete parking of vehicles. Garaging that is subservant to the house could be used as long as external areas of parking hardstanding does not dominate the appearance of the space.



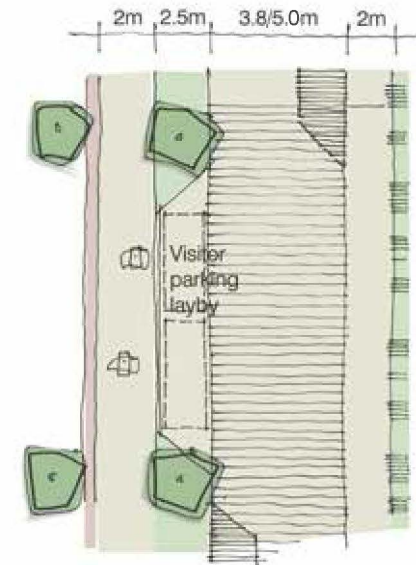
## 3.0 Plot H10

### Streets, Lanes and Courtyards

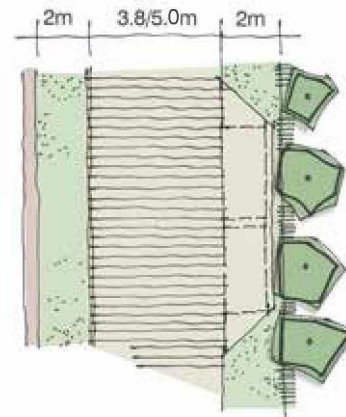
- 3.1.15 Local streets, lanes and courtyards within Plot H10 will form a key component of the pattern of routes across the Northern Gateway. They will form part of a permeable and legible network.
- 3.1.16 Streets within Plot H10 should be conceived in accord with Designing Streets. They could be shared surfaces but could also include informal streets with separate footways or narrow urban lanes. It is important for streets to be connected. The use of dead end streets should be minimised.
- 3.1.17 Streets can take on many different forms. They can incorporate changes to surface finishes and textures to delineate parking and pedestrian areas and they can include verge zones to act as service strips. They are also likely to vary in width dependent on location and function – from 3.8m for urban lane links to 5.0m for more heavily used streets.



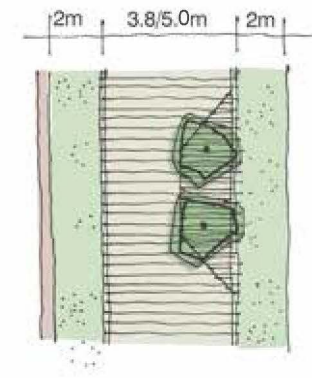
Shared surface street with separate footways



Shared surface street with visitor parking

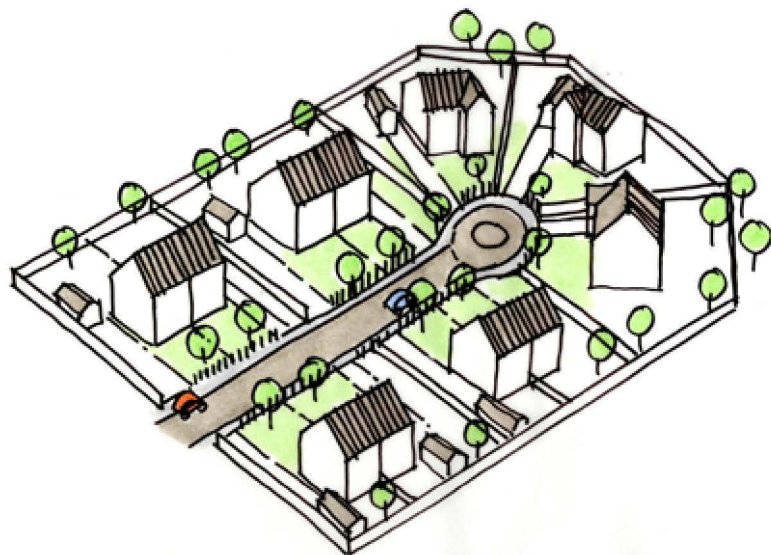


Urban lane with visitor parking

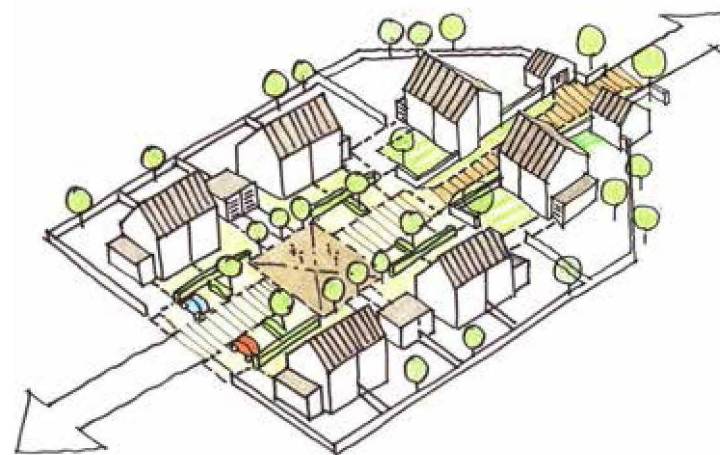


Urban lane with verge edge

### 3.0 Plot H10



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



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

- 3.1.18 Traditional cul-de-sacs should be avoided. Instead, shared surface courtyards should be used where vehicular or pedestrian/cycle urban lanes form links with other parts of the development on Plot H10.

## 3.0 Plot H10

### Parks and Recreation

- 3.1.19 There are play areas planned for Central Park to the immediate west of Plot H10. At the southern and northern extremes of Central Park there are Neighbourhood Equipped Areas of Play (NEAPs) to be incorporated. Between the two NEAPs a Local Equipped Area of Play (LEAP) is planned. The LEAP will be easily accessible to the residents on Plot H10. This leaves a requirement for a small Local Area for Play (LAP) on Plot H10 to be located in a reasonably central place. The housing around the LAP should provide passive surveillance of the facility. The design should relate to the character of the surrounding residential area and its landscape incorporating strong natural forms and a diverse natural planting palette.





## 3.0 Plot H10

- 3.1.20 Pedestrian and cycle routes running through and around Plot H10 should form safe and commodious connections with the network of open space and recreational paths across the development site as a whole. The diagram below shows the context for this.



