

ema



BARRATT
HOMES



DAVID WILSON HOMES
WHERE QUALITY LIVES

Robroyston Phase 3 South
DESIGN CODE

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INTRODUCTION

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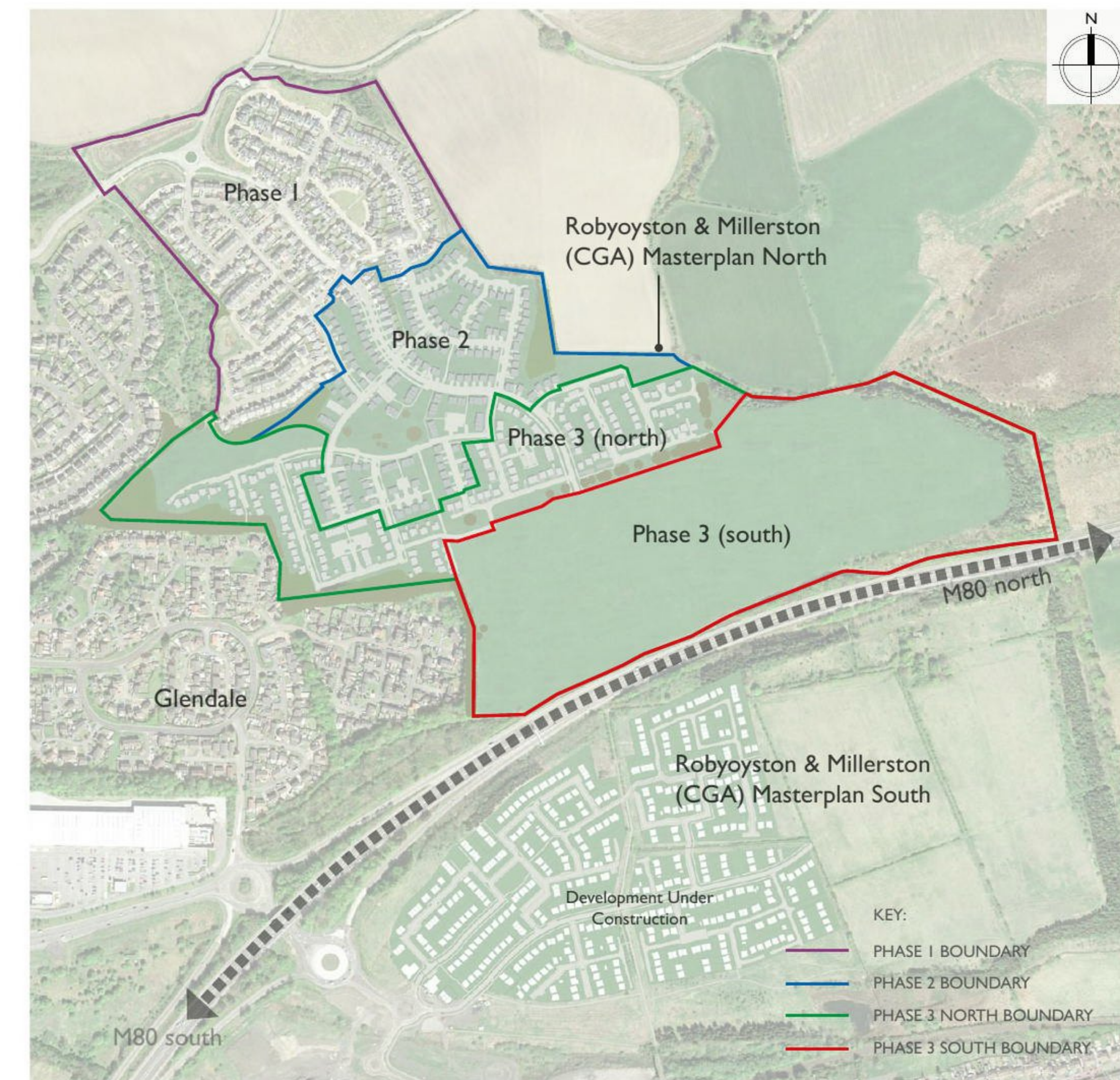
EXECUTIVE SUMMARY

Barratt Homes is bringing forward the next phase of the *Robroyston & Millerston Community Growth Area (CGA) Masterplan*. The site is located immediately to the north of the M80 extends to around 18.35 ha. It forms the southern half of Phase 3, within the northern half of the wider approved *Robroyston & Millerston CGA Masterplan*.

As with previous phases, to satisfy the requirements of Condition 5b of the PPP consent of the *Robroyston & Millerston CGA Masterplan*, the Council have required a Design Code. The purpose of the Design Code is to ensure that the proposals brought forward meet with the requirements of the Approved Masterplan and associated Design Guide.

This Design Code responds to the design principles set out in the approved masterplan, and the design criteria of *Designing Streets*. It also responds to the Glasgow City Council Supplementary Guidance SGI *Placemaking and Design Guide - New Residential Areas*.

The Design Code sets out the key principles that forthcoming applications will adhere to, and shows how Phase 3 will connect and respond to earlier phases which it adjoins.



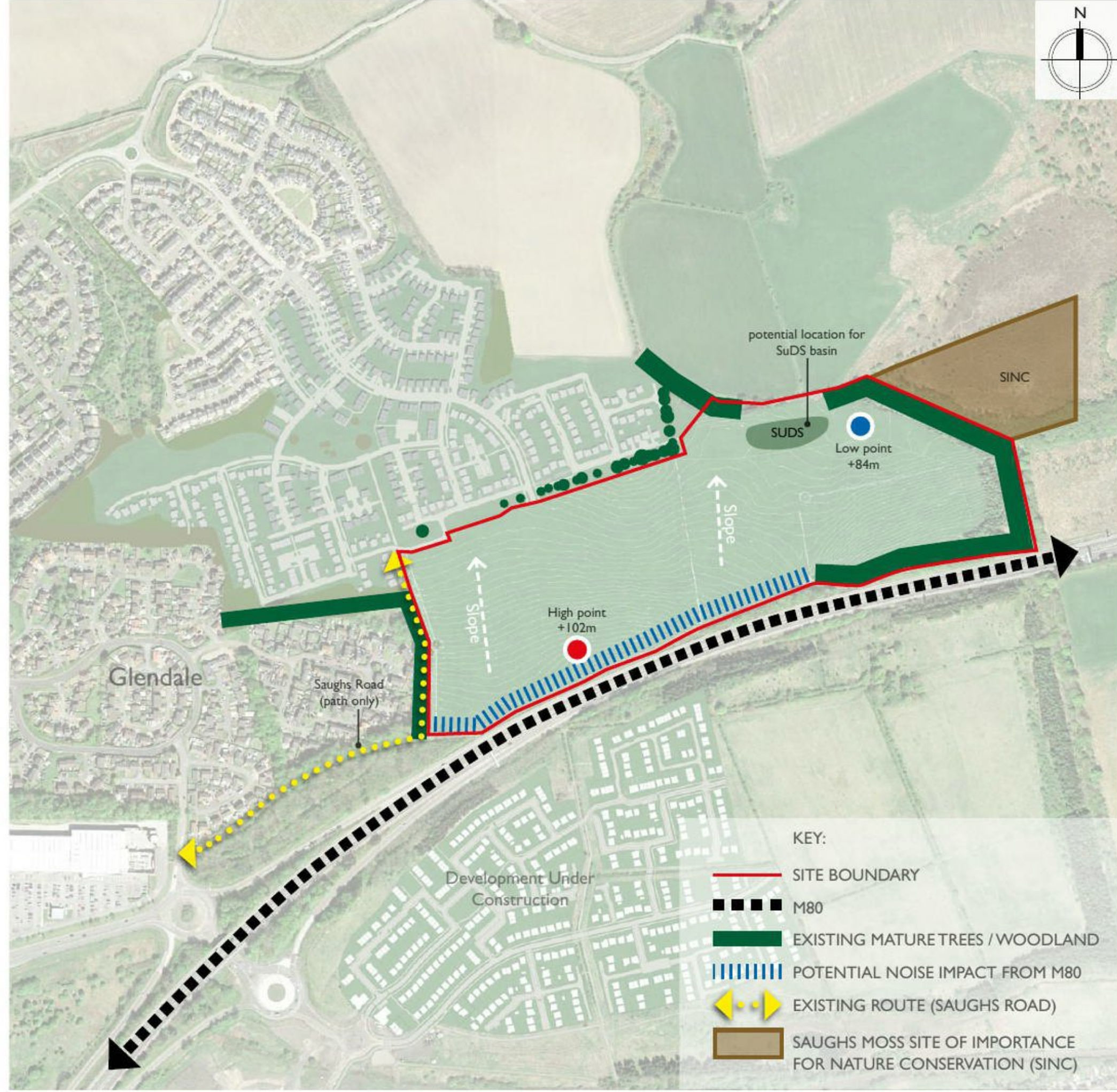
KEY PRINCIPLES

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SITE CONSTRAINTS

There are a number of site constraints which have been identified both within the Approved PPP Masterplan and through the process of designing the third phase of development. The primary constraints include:

- Existing motorway to south-eastern boundary and associated noise impact.
- Existing mature woodland to the north east and south east boundary.
- Mature scattered trees along northern boundary which separate Phase 3 north and south.
- Existing housing to west of site beyond an existing woodland belt.
- Existing path connection to west (Saughs Road) and south of site.
- Sloping topography - land falls from southern to northern boundary by around 18m. A high point of +102m is located to the south west and the lowest point is located to the north-east at +84m.
- Existing SINC to north-east of site, and potential standoff and landscape mitigation.



DESIGN CONCEPT

The design concept has been informed by the site constraints, the approved PPP Masterplan, and Council design guidance.

The spine road has been altered via a Section 42 approval and no longer crosses the motorway. This has been replaced with a new foot/cycle bridge which retains the connection to the south and nearby railway station. The Spine Road provides the main access into the wider development, forming a loop as it terminates within this site. A clear hierarchy of streets, lanes and paths will prioritise pedestrian and cycle movement, encouraging active modes of transport and provide a varied and permeable layout.

Existing areas of woodland which enclose the site to the south, east and west will be enhanced with additional planting providing a robust landscape framework.

The proposal addresses existing open space in the adjacent phase to the north, just beyond the site boundary, creating a green arrival into the proposal and continued as a journey around the site. Multi-functional, high quality and accessible green spaces will be designed to improve quality of living and amenity value.

Feature nodes will enhance the sense of place and form character areas within the site. The use of differing building forms, material and boundary treatments will add to the character of the place and enhance streetscape.



LANDSCAPE FRAMEWORK

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GREEN NETWORK

The landscape strategy has been prepared in the wider context of Robroyston and, in particular, the recent new development to the north of the site. It also takes cognisance of the previous landscape strategy prepared by Brindley Associates Landscape Architects for this wider development area, and seeks to adapt and enhance the information to meet the requirements of the current development layout.

Glasgow City Council's SG7: *Natural Environment* has also been considered, which states that the purpose of areas of local landscape value should be to:

- a) safeguard and enhance the character and quality of a landscape which is important or particularly valued locally or regionally; or
- b) promote understanding and awareness of the distinctive character and special qualities of local landscapes; or
- c) safeguard and promote important local settings for outdoor recreation and tourism.

The landscape strategy has incorporated a large amount of structural woodland and hedgerow style planting around the perimeter of the development area. Much of this is existing on the eastern and southern edge of the site. This is with the intention of creating a natural setting for the development which links to the wider landscape, setting up green links and corridors which enhance the existing tree cover and add to it through infill planting to the rear fences of the new plot boundaries.

A footpath is proposed through this area to allow access for recreation and maintenance.

The southern boundary to the site is adjacent to the corridor of the M80 road which passes through a depressed channel. An acoustic bund is proposed along this boundary and the woodland and hedgerow structural planting would be extended along this bund. Hedgerow style planting would be proposed around the smaller spaces adjacent to the acoustic fence which in turn integrates with the ramps access path to a footpath across the M80 to the land on the southern side.

Structural planting would be comprised of native species appropriate to the location with the majority being deciduous species, and some conifers. The mix would include a mix of species to provide a diverse coverage at different canopy heights and a range of habitat opportunities to encourage a thriving and diverse ecology can establish.

The landscape strategy for the site provides green links throughout the site which also tie into the existing green network beyond the site boundary. These links are active, providing attractive amenity whilst also aiding i enhancing local biodiversity.



STRENGTHENED WOODLAND PLANTING



WALKING ROUTE THROUGH WOODLAND



KIDS PLAY AREAS/WOODLAND TRAIL



LANDSCAPE PROPOSALS

Character Areas

Within the site, there are a number of key areas of open space which will form focal points within the landscape for the community. These have been given particular consideration in order to provide greater visual amenity and usable outdoor spaces.

Open Spaces

Larger parkland or feature trees will be proposed for these areas where space permits which will provide a structure and setting for the development in the landscape and help to establish the new residential area within the wider landscape. These will also establish a hierarchy of space within the site. Large areas of open amenity space will provide opportunity for residents to use the open spaces as the wish. Grassland can be used for walking, playing or sitting out and it is important not to be overly prescriptive and simply offer opportunities to residents for outdoor activity.

Node Points

The points are areas of greater space, often at the meeting of roads or paths, which form a focal point within the residential area. These would be planted with feature trees for visual amenity and defined by hedges and shrub planting to subtly mark areas of communal space where residents can meet or spend time.

Central Avenue

The central footpath crossing the site will form an important link through the development and to the wider area with links to the bridge to the south. This linear open space allows a green corridor to be formed within the development, away from transport links, which will be planted to form a tree lined avenue.

Pocket Parks

There are two pocket park areas within the development one between phases 1 and 2 to the north and one within the development area itself. Again, larger trees where possible will provide structure to the landscape design and indicate the importance of these spaces within the landscape. Opportunities for formal or informal play would be provided within the pocket parks and hedging and shrub planting would provide partial enclosure whilst allowing natural surveillance to occur.

SuDs Area

The SuDs are to the north of the development phase will provide and opportunity for biodiversity and habitat creation through the planting of riparian species and sowing of meadow grass. Its location also links with the structural landscape around the periphery of the site providing wider benefits to the network of green spaces.

Garden Areas

Garden areas within the site will be planted, where space allows, with smaller more decorative tree species such as apple, cherry, plum or rowan with some larger species in a few locations where possible. These will be planted in sections of the site, following subdivided streetscapes, to reinforce localised character areas, and give a degree of individuality to areas of the development.

Garden spaces will also, in many cases be lined with appropriate species of hedge. This allows a continuity of the street frontage to be established and a soft boundary between public and private spaces to be established. Differing species of hedge can also reinforce the local character areas and bring benefits of greenery and biodiversity within the development.

Shrub planting would be proposed in key locations to give seasonal colour and visual interest. Species would also be selected for their suitability to a residential planting scheme and to promote biodiversity, with particular attention to plants that will encourage bees to thrive in the area.



CONNECTIVITY

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VEHICULAR MOVEMENT

The vehicular movement strategy has been informed by both the approved PPP Masterplan, and the earlier development phases to the north of the site. The spine road which connects through Phases 1, 2 and 3 will form the primary route through the site, providing access to a number of secondary streets, shared drives and parking courts.

The proposal adheres to guidance set out within *Designing Streets* as well as Glasgow Council's *SGI Policy: Placemaking, and Design Guide - New Residential Areas*, by providing the following:

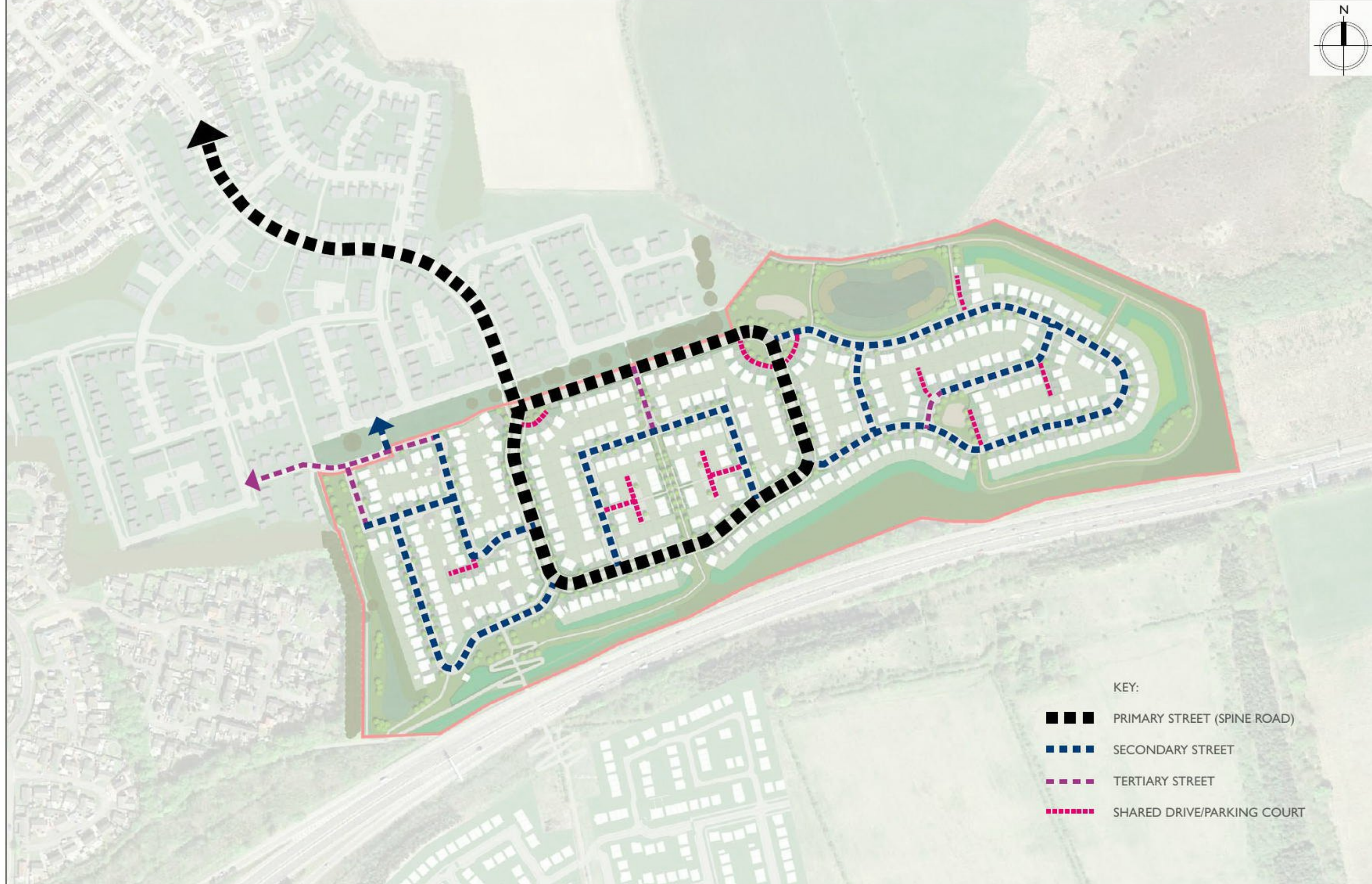
- A mix of primary and secondary streets which incorporate footways, nodes and surface treatments.
- Incorporation of traffic calming features including sections of road narrowing and street tree planting to reduce vehicular speeds and maximise pedestrian safety.
- Varied parking throughout the development which includes on-street visitor bays, parking courts and parking within the curtilage of the dwelling (driveways and garages). Parking has been designed to fully comply with Glasgow City Councils planning policy.
- Creation of a coherent street order by establishing a clear hierarchy in terms of buildings, spaces and routes.



INDICATIVE EXAMPLE OF PRIMARY STREET



INDICATIVE EXAMPLE OF SECONDARY STREET



PEDESTRIAN MOVEMENT

The provision of pedestrian movement has been prioritised throughout the site, through the introduction of dedicated footpath links, footways, shared surface and a new cycle path link. Primary roads and secondary streets will incorporate footways on one or both sides, allowing ease of movement throughout the site and providing a clear hierarchy between vehicular and pedestrian surfaces. Surface materials will also vary between streets, nodes and footpaths to provide visual contrast and enhance navigation.

Designing Streets States that:

'Streets should be designed, not only to allow for walking, but to actively encourage it to take place and.. should offer a pleasant walking experience with sight lines and visibility towards destinations or intermediate points of interest.'

Clear visibility will be established along walking routes and footpaths within the development will be overlooked by housing to enhance pedestrian safety. A perimeter footpath network will also ensure the development offers a range of walking routes which make use of the existing landscape.

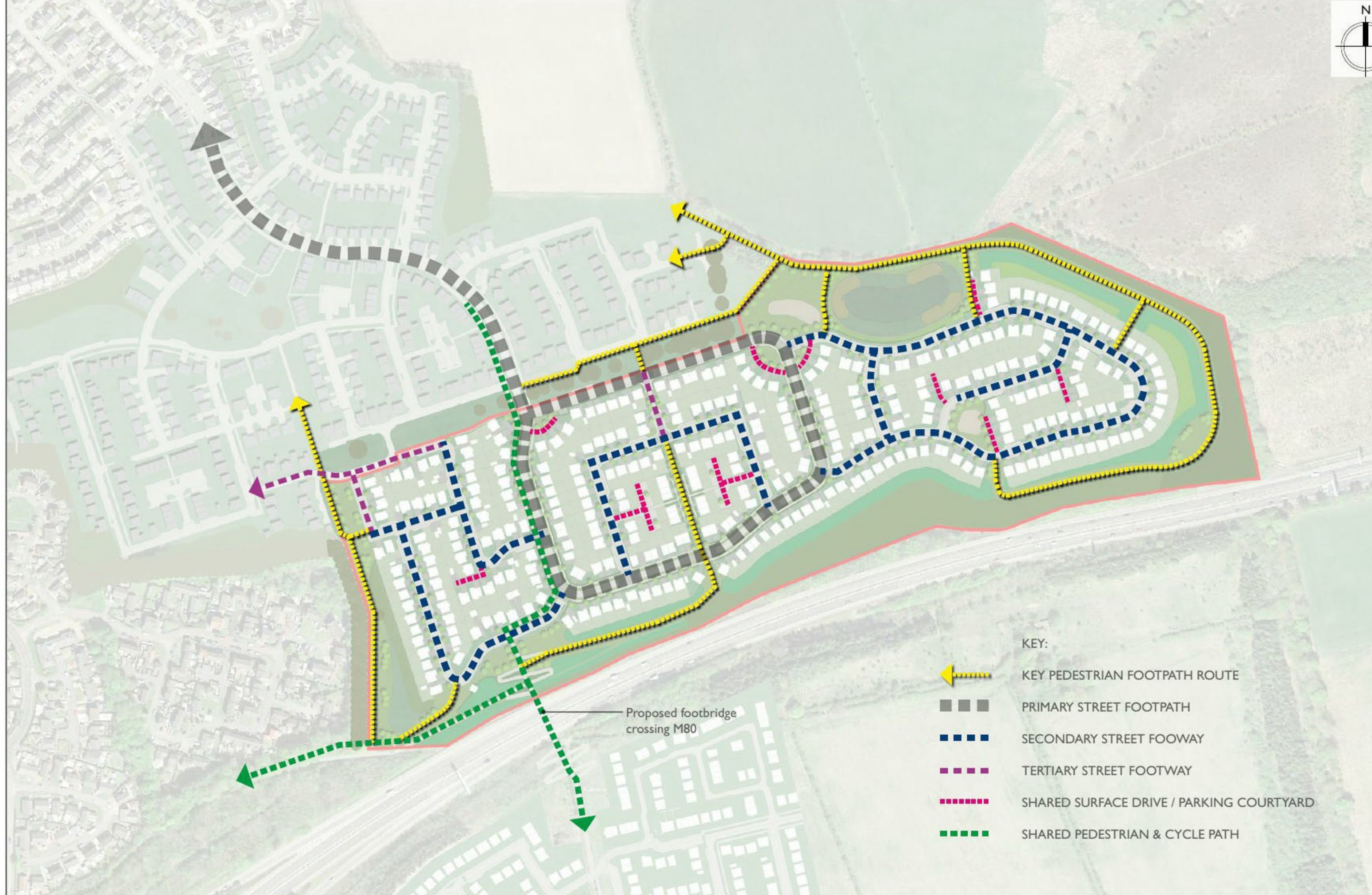
Links to the surrounding path network will also be enabled by creating informal footpath links to the existing phases of development to the north, links to the west of the site and a new foot/cycle bridge to the south, which allows for connections over the M80.



NEW FOOTPATH CONNECTIONS THROUGH OPEN SPACE



CYCLE PATH CONNECTION TO WIDER MASTERPLAN



STREET DETAILS

The design of the streets within the proposed development will reflect the street pattern established within the existing phases of the overall masterplan, as well as adhering to current Glasgow City Council and national design guidelines.

The primary spine road will be characterised by a central 6.5m carriageway, with a 2m footpath either side, separated by a landscape verge. A 3m wide foot path/cycle path will also form part of this route into the site and connect south over the proposed bridge to the south and to the west, into the existing settlement of Glendale.

Secondary streets will be less formal and will generally feature 4.8m wide carriageway, with a 2m footway on either side. Tertiary streets will generally feature 4.8m wide carriageway, with a 2m footway on one side and 2m service strip on the other. Shared drives and parking courtyards will generally be a shared surface and feature a 5.5m wide carriageway with no footways. Parking courtyards will also provide direct footpath connections from parking bays to the rear of properties. This flexible arrangement will again ensure that the pedestrian movement is prioritised.

On street parking will be provided along secondary streets in accordance with Glasgow City Council Guidelines. Sections of road narrowing will be located strategically throughout the site where connections are established between a secondary street and the primary route. This will ensure that vehicular speeds are reduced and pedestrian safety is maintained.



DETAIL OF PRIMARY STREET / SPINE ROAD



DETAIL OF SECONDARY STREET / PARKING COURT



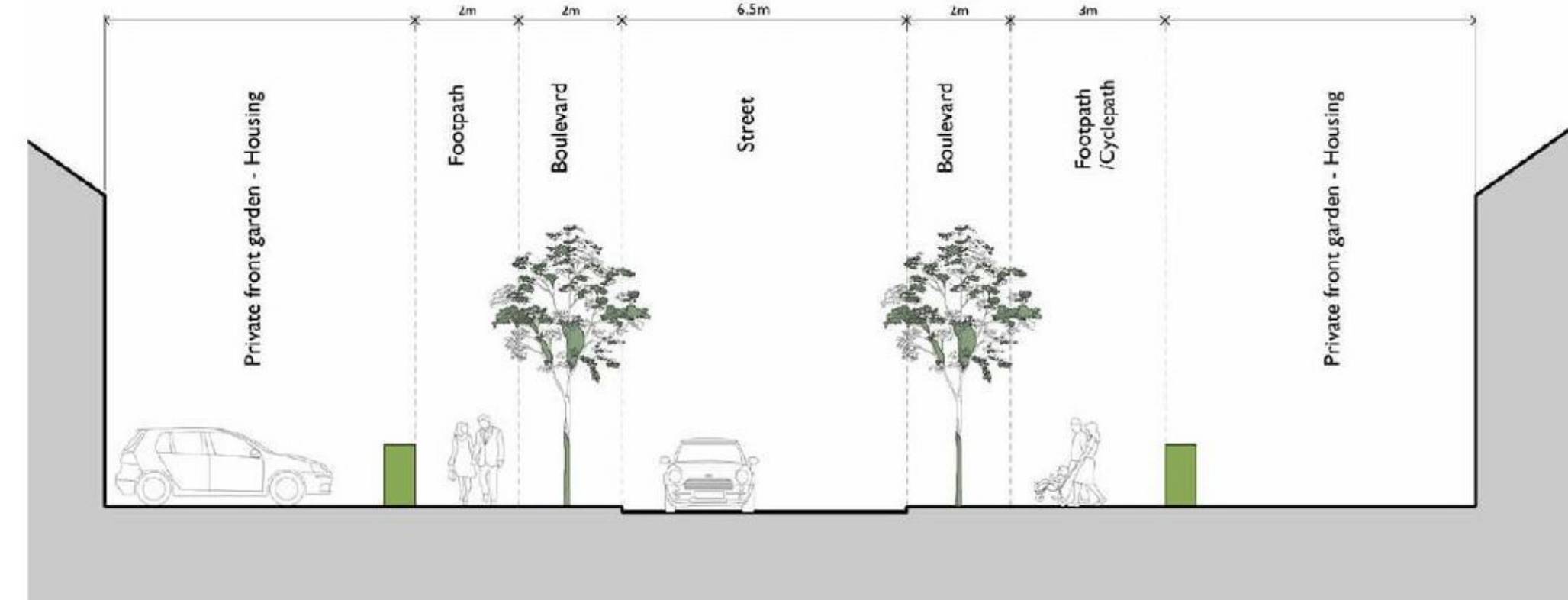
EXAMPLE OF PRIMARY STREET



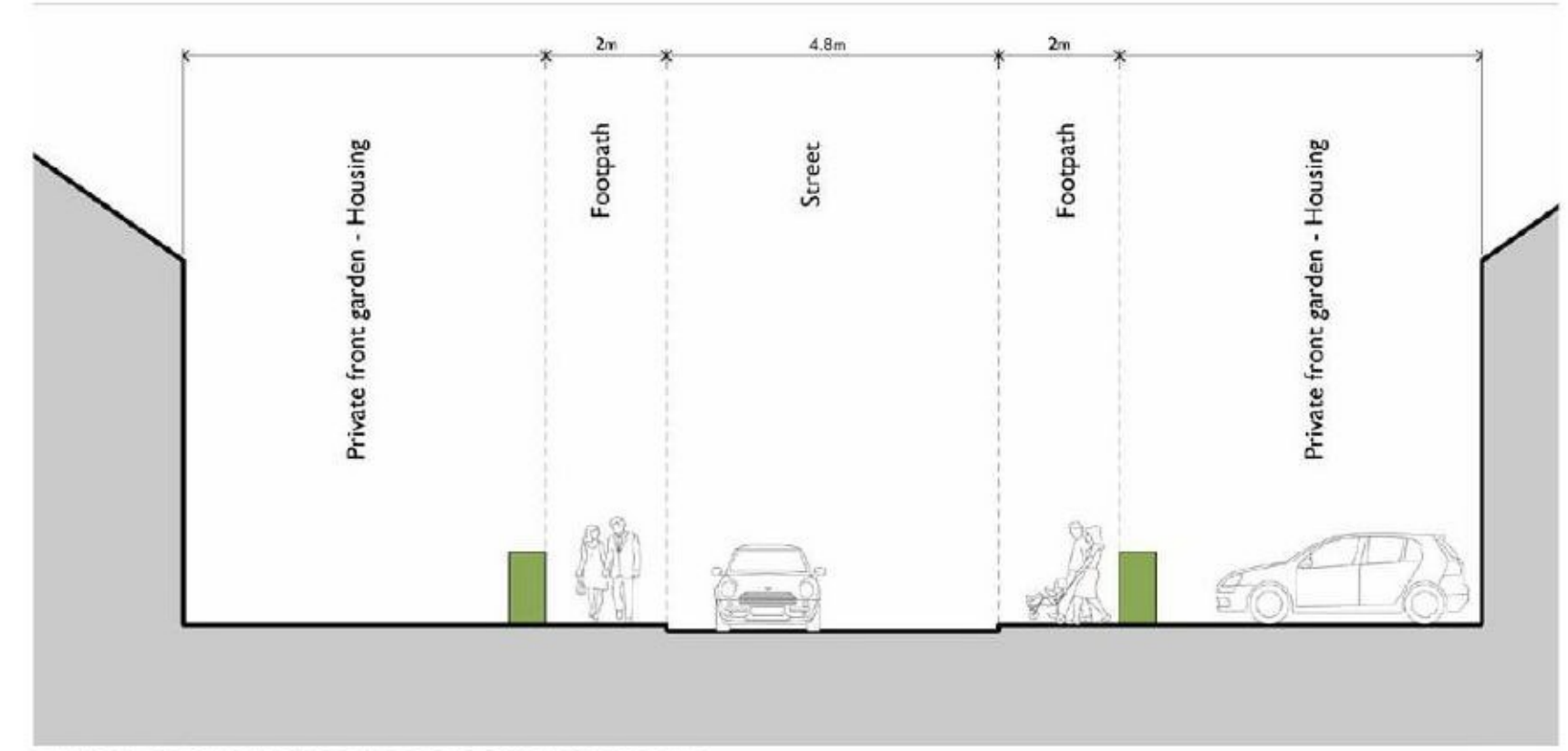
EXAMPLE OF SECONDARY STREET



EXAMPLE OF PARKING COURT / SHARED SURFACE



TYPICAL SECTION THROUGH PRIMARY STREET



TYPICAL SECTION THROUGH SECONDARY STREET

DEVELOPMENT PARCELS

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DENSITY

Development density has been informed by a range of factors, and will respond to the existing site constraints, areas of open space, the proposed phases of development to the north and existing/proposed areas of woodland.

Medium density housing is located around the centre of the site, in the form of semi-detached and terraced house types which generally front onto the primary route, secondary street or the central green corridor. Plots are narrower, and the building frontage is located closer to the street edge. Terraced housing along the green corridor will have direct access onto a shared footpath. Parking for terraces has been contained within parking courts to the rear curtilage. Semi-detached housing will incorporate a driveway to the side of each curtilage to reduce the visual presence of parked cars along streets.

Lower density housing is generally located within western section of the site, fronting onto areas of open space and backing onto the site boundary. A mix of detached homes with detached and integral garages characterise the housing within these areas. These dwellings are also set back further from the street to allow for driveways and larger front gardens.



KEY FRONTAGES & VIEWS

The proposal follows the design principles established within the Design Code in terms of how buildings relate to open space and the surrounding woodland. The key development frontages will exist around areas of open space, particularly to the northern boundary onto the existing mature trees, onto the open space, SUDS and play area.

Positive frontages will be established onto the southern open space and enable direct access to the footbridge crossing the M80. The small pocket park will also be overlooked, to ensure maximum visibility onto the play area and streets,

Housing around the perimeter of the site to the south, east and west, will back onto areas of existing and proposed woodland. This will protect the setting of the existing landscape, and improve levels of privacy to rear gardens.

In general, development blocks and streets have been aligned in accordance with the principles of the Design Code, to enable views north towards existing areas of landscape and the Campsie Hills.



DEVELOPMENT SECTIONS

The site sections opposite illustrate the relationship of proposed housing in relation to open space, primary streets and existing areas of landscape/woodland. The existing woodland to the southern boundary will be retained and enhanced to provide containment from the M80, and the existing mature trees within the open space to the north will provide a natural buffer between phases of development.

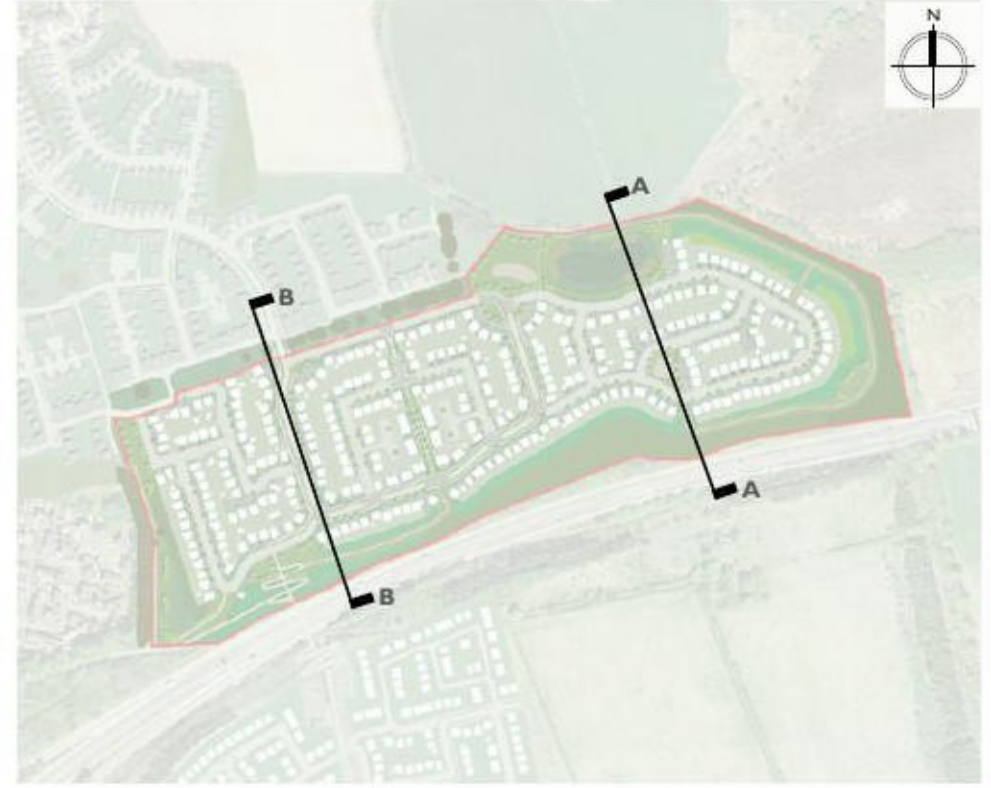
Changes in level will be sensitively addressed, with plots following the natural contours of the site. This will also allow for the creation of pleasant vistas through the development to the north and will offer views towards the Campsie Hills.



SECTION A-A THROUGH SUDS, OPEN SPACE AND WOODLAND



SECTION B-B ALONG PRIMARY STREET



SECTION KEY

CHARACTER & MATERIALITY

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DEVELOPMENT CHARACTER

A number of character areas are located in four key areas within the proposal. These areas are formed around specific features of the proposal, creating a well defined neighbourhood and sense of place.

1. ARRIVAL GATEWAY

The arrival gateway defines the entrance into the site from Phase 3 (north) and forms part of the primary spine road. Housing is set back from the street and forms a crescent, with small pockets of green space and planting providing definition and a focal point along this route.

2. SETTING TO NORTHERN OPEN SPACE

Development will front onto the open space to the north of the site, providing a pleasant outlook for new residents and allowing for easy access to the proposed play area and perimeter footpath. Tree planting will define the edge of the green space, and the SUDS basin will incorporate robust new planting to encourage biodiversity.

3. GREEN CORRIDOR

A footpath connection links through the heart of the site, connecting the open space on the northern and southern boundaries. Housing will front onto this route, and new landscape planting will provide definition and structure to the route.

4. POCKET PARK

A pocket park within the eastern area of the site has been designed to provide a focal point and amenity space, including a play area. A footpath connection will also link into this space and provide access to the perimeter woodland walk.



CHARACTER AREA LOCATION PLAN



1. ARRIVAL GATEWAY



2. SETTING TO NORTHERN OPEN SPACE



3. GREEN CORRIDOR / PEDESTRIAN LINK



4. CENTRAL OPEN SPACE / PLAY AREA

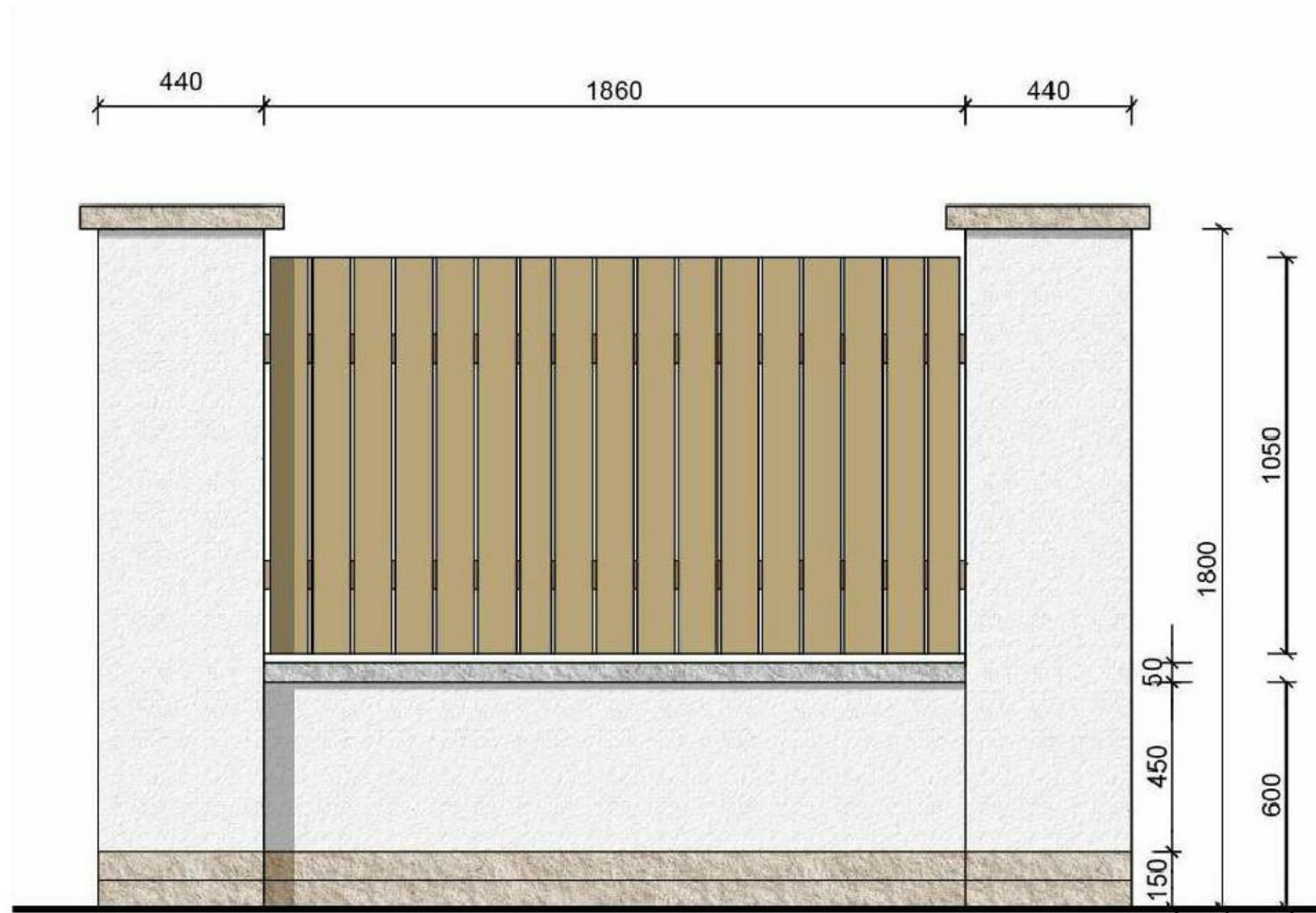
BOUNDARY TREATMENTS

Boundary treatments will provide additional structure and privacy to the proposed streets & areas of open space and will enhance key building corners and frontages throughout the site. 1.8m high feature wall / fence is proposed at all key corners and between properties which front onto areas of open space - for example along sections of the central green link. This could potentially feature split faced stone and render; which reflects the material palette of the base course on proposed house types.

Boundaries to rear gardens are formed using 1.8m high timber fencing. In more prominent locations, 1.8m high feature fence / wall with render finish is proposed to key corners and around key junctions.

In addition to hard boundary treatments, a number of soft boundaries will be introduced as part of the landscape strategy. This will include native tree, hedgerow and shrub planting in and around areas of open space, to front gardens and along key road, pedestrian and cycle routes.

Further details of boundary treatments, including fencing and walling, can be found on the materials and boundary treatments plan which will be submitted as part of further MSC applications. Soft boundary treatments will be listed separately within the landscape proposals submitted by DWA.



DETAIL OF PROPOSED BOUNDARY WALL



ILLUSTRATIVE EXAMPLE OF HEDGEROW PLANTING



NEW WOODLAND PLANTING DEFINES SITE BOUNDARIES

MATERIALS

The choice of material palette will be in line with the Design Guide, and will reflect the general character of housing within the surrounding area. Natural tones will be used where possible through the use of materials such as brick, stone and render.

SGI supplementary Guidance: Placemaking states that development proposals should:

- a) employ high quality facing and roofing materials that complement and, where appropriate, enhance the architectural character and townscape quality of the surrounding area;
- b) use robust and durable materials that fit their context and are capable of retaining their appearance over time and in Glasgow's climate; and
- c) acknowledge the local architectural and historic context through the use of appropriate materials.

In response to this, (and the masterplan Design Code) prominent housing will also be positioned to maximise street presence and will incorporate enhanced material treatments. Houses will be positioned at the end of streets and lanes to enable closed vistas and enhance the sense of place. Materials within streets will also vary to improve navigation and enhance the architectural character and identity of the site.



EXAMPLE OF SEMI-DETACHED HOUSE TYPE



WHITE WINDOWS CAST STONE (BUFF) SPLIT FACED STONE DRY DASH RENDER GREY ROOF TILE

HOUSE TYPES & ROOFSCAPE

Glasgow City Council's *SGI Guidance: Placemaking* states that development proposals should:

- Seek to build something that is recognisable, distinctive and connected.
- Consider roofscape, both in terms of individual buildings and the City's urban environment as a whole.

Careful consideration has been made to the location and type of housing within the site, as well as introducing varied roof forms. In terms of accommodation, the new neighbourhood will comprise of two-storey detached, semi-detached and terraced housing, ranging in size from 2 bed to 4 bed.

Housing will also be carefully arranged around key nodes and squares within the site, to enable active frontages and closed vistas to the end of streets and lanes. For example, semi-detached dwellings have been located around a number of nodes to provide enhanced definition at key junctions. House types with dual or activated gables will also be located on key corners throughout the site, to allow for continuation of streetscapes and also improve surveillance from within the home.



DETAIL OF ROOFSCAPE IN RELATION TO THE STREET



EXAMPLE OF TERRACED HOUSETYPE



EXAMPLE OF DUAL FRONTAGE DETACHED HOUSETYPE

MICRO CLIMATE & PLOT TYPES

Homes will be positioned so as to maximise solar gains, with a large proportion of streets orientated on an east-west axis.

A range of plot types will be provided, allowing for a varied street scene and providing a wide range of different homes to meet with differing needs.

Plot types include terraces, semi detached and detached homes, with a range of parking arrangements. A number of homes will have integral garages with driveways to the front and some will have separate garages to the rear of plots. Homes without garages will have a range of driveway options, some to the side of properties and some to the front.

Parking courtyards will be provided to some properties, allowing for a pedestrian priority zone to frontages in areas such as the central avenue



DETAIL OF PRIMARY STREET / SPINE ROAD



DETAIL OF CENTRAL AVENUE AND VARIED PLOT STYLE PALETTE

CONCLUSIONS

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PROPOSAL SUMMARY

The proposal for Robroyston Phase 3 North has been designed to comply with the approved masterplan, connect to the previous adjacent phases and to create a distinct new neighbourhood.

Key features of the proposal have been identified and detailed. The proposal provides a clear design concept and landscape frameworks, creating new green networks which link into existing features of the landscape. A movement hierarchy, including pedestrian and cycle connections has been set out.

Character areas have been built around distinctive features such as the gateway arrival and central avenue, ensuring that the proposal has a sense of place. Open spaces are located throughout, and overlooked by new homes, offering an attractive, safe and pleasant place.

This Design Code provides a clear framework and palette for future MSC applications to be designed around.



INDICATIVE STREET SCENE IMAGE



INDICATIVE STREET SCENE IMAGE



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