GLADMAN
SCOTLAND

LAND SOUTH OF CAMPSIE ROAD

STRATHBLANE

Design Statement

LDA Design

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STRATHBLANE

Design Statement

May 2017

GLADMAN SCOTLAND

LDĀDESIGN

CONTENTS

ILLUSTRATIVE MASTERPLAN

VISION

Strathblane is designated as a Rural Village and Tier 4 settlement in the Local Development Plan Settlement Hierarchy; acknowledging that the settlement has potential for modest amounts of new development. The village is surrounded by designated Green Belt.

The first Stirling LDP allocated the land to the west of the promotion site (reference H106) as a site for residential development, and this has been substantially completed. The LDP also allocated part of the promotion site for a cemetery extension, under Primary Policy 3 (Infrastructure Provision). Both of these allocations, as well as the green-belt around Strathblane have been carried through to the Proposed LDP2.

Site H106 has now been substantially completed, and it is clear that the mitigation envisaged by that allocation has done little to reduce the visual impact of the development. In addition, LDP2 has retained the allocation of the promotion site for cemetery provision. This clearly establishes the principle of developing the site, as long as the visual impact is mitigated from the east.

This development proposal demonstrates that allocation and subsequent development of the site for residential use - making a necessary contribution to effective 5-year housing land supply; with the cemetery extension provided further to the west, can be carried out without harm to the character or setting of the settlement, the landscape character area, visual amenity or the character and purpose of the green belt. In addition, the site can be developed in a way which respects the historic environment, the setting and character of the village and the setting of the Blane Water and adjacent core path.

Infrastructure, both social and physical, is available to support the proposed allocation and any deficit can be remedied through appropriate developer contributions.

The design aims which have informed the development include:

- Integrating with the village
- Enhancing landscape quality
- Reinforcing local character
- Increasing biodiversity

Local distinctiveness can be delivered through the layout and structure of the development by reflecting the pattern - of houses enclosed by trees, enclosed by hills - which characterises Strathblane; through appropriate selection of materials; and via a landscape framework which retains and enhances the river corridor at the southern edge of the site.

Integration with the village has been informed by two key factors: Respecting the topographic setting of the village and staying within the 'containment' provided by the slightly higher ground to the east of the site; and ensuring that the apparent point of arrival into Strathblane and first views of the village remain close to their present positions so that the proposal does not appear to notably extend the village along Campsie Road. does not more

The proposed river corridor enhancements and woodland edge to the north and east of the residential area would create enhanced wildlife corridors for the benefit of both landscape quality and biodiversity.

FIGURE 1.1: SITE LOCATION

SECTION 1.0

INTRODUCTION

1.1. INTRODUCTION

This Design and Access Statement (DAS) has been prepared by LDA Design on behalf of Gladman Developments Ltd in respect of the proposed residential development at land south of Campsie Road, Strathblane ('the Site'). The Site location is shown on Figure 1.1 opposite.

This DAS forms part of a suite of documents supporting the planning application for this development proposal. LDA Design also prepared the development framework and masterplanning and have provided the Landscape and Visual Impact Assessment (LVIA) which accompanies the application and has informed the design of the proposal.

The proposal is for the planning permission in principle for up to 70 residential dwellings, provision of new internal access roads and footways, open space, sustainable urban drainage system and associated landscaping; and a new cemetery, access and parking.

1.2. THE PURPOSE OF THIS DOCUMENT

The aim of this DAS is to present a coherent explanation of the proposed development of the site, how the proposals have been conceived, and how the development is influenced by its context.

It explains the development objectives and site-specific design principles and includes an illustrative layout that demonstrates how development could be achieved.

1.3. DOCUMENT STRUCTURE

The structure of this document follows the objectives of CABE (2007) "Design and Access Statements: How to write, read and use them" and the Scottish Government Guidance (Pan 68) on Design Statements.

The document is structured under the following main headings:

- Section 1.0: Introduction - sets out the scope and aim of the document and provides information on the methodology followed.
- Section 2.0: Strategic Context - provides an overview of Site location and local context.
- Section 3.0: Site Analysis - appraises the current condition and character of the site, and identifies the main opportunities and constraints for development.
- Section 5.0: Design - explains the proposed development including information on layout, scale and appearance, and approach to green infrastructure. It explains principles of accessibility and sustainability that underpin the design and provides the land budget for the Site.
- Section 6.0: Conclusions - provides a brief summary and appraisal of the layout and explores the next steps in the delivery process.

The plan opposite shows the site location and 'Site Boundary'.

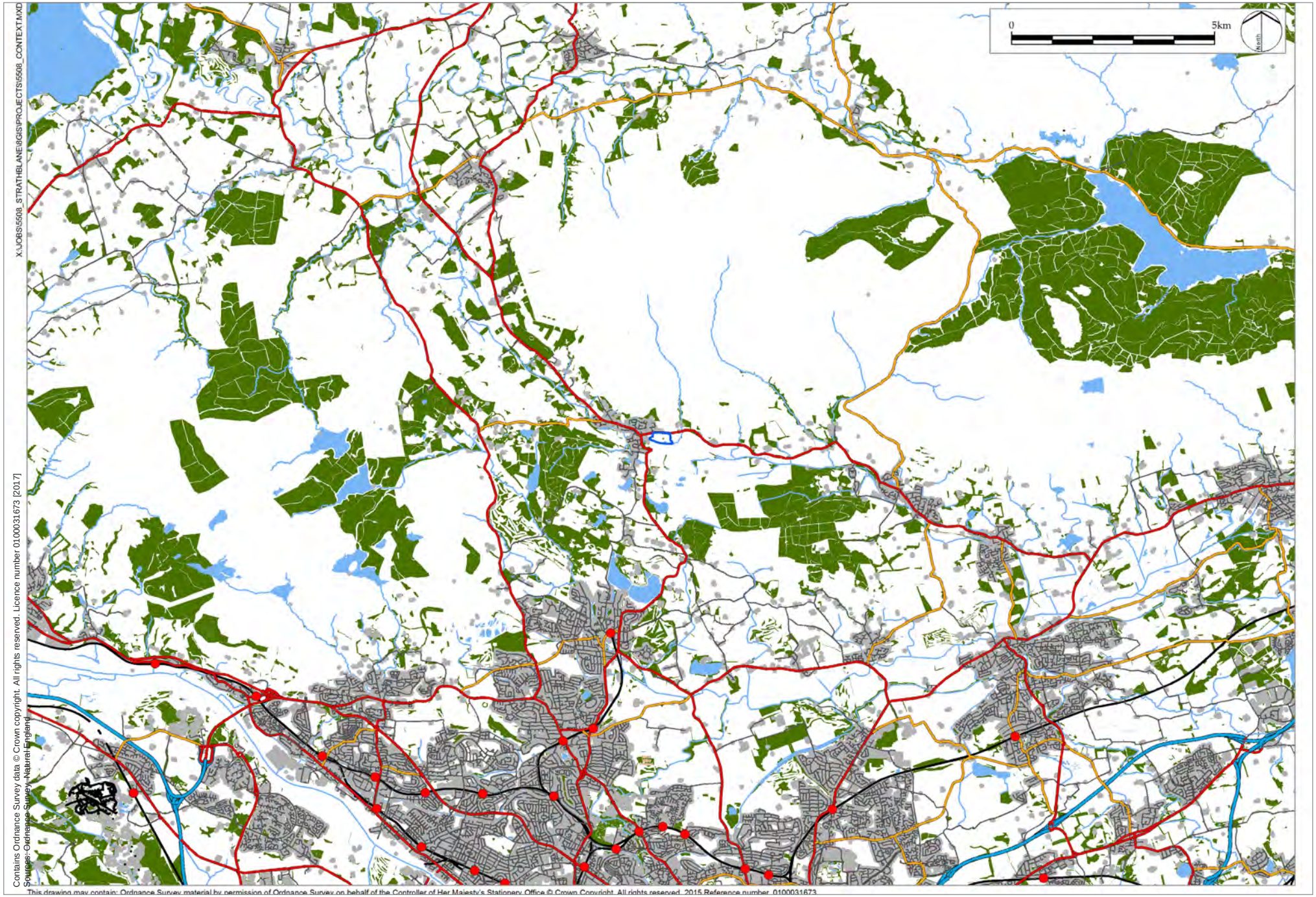


FIGURE 2.1: STRATEGIC SITE LOCATION

SECTION 2.0

STRATEGIC CONTEXT

2.1. SITE LOCATION

The site is located within Green Belt on the eastern edge of Strathblane and occupies an area of grazing land that slopes down from the A891 on its northern edge to the Blane Water which runs along the southern edge of the site.

Strathblane is one of a number of settlements situated at the foot of the Campsie Fells and is located directly to the north of Glasgow and is connected to the city by the A81.

The strategic location of the Site is shown in Figure 2.1 opposite.

2.2. ACCESS AND MOVEMENT

The proposed development is well positioned to encourage non motor vehicle generated trips. Existing bus routes are located just over 400m from the site on the A81 and provide regular services to Glasgow, Milngavie, Killearn and Balfron. There are also a range of local services, including doctor, primary school, bank and post office are within 800m (10 minute walk). The footpath on the south side of Campsie Road will be extended to the development site, to tie in with detailed designs.

The Strathkelvin Railway Path runs along the southern edge of the site, as shown by the orange dashed line on the access and local facilities diagram. This forms part of National Cycle Route 755 and connects through Lennoxtown etc to the east, and to John Muir Way and the West Highland Way to the west. The potential to provide a direct connection from the site to the railway path forms part of the proposals.

There are several potential junction locations for vehicles leaving the site to join Campsie Road. It is anticipated that the main vehicular and pedestrian access will be positioned close to the existing settlement to encourage integration. A second point of access can be provided as required to tie in with the development layout as required.

The road network in the vicinity of the site is relatively lightly trafficked, and it is not anticipated that the proposed scale of development would lead to transport issues on the surrounding road network. The scope of the Transport Assessment has been agreed with the local authority and is currently being undertaken with an examination of the capacity of the mini roundabout at the junction of Campsie Road and Milngavie Rd / Glasgow Rd.

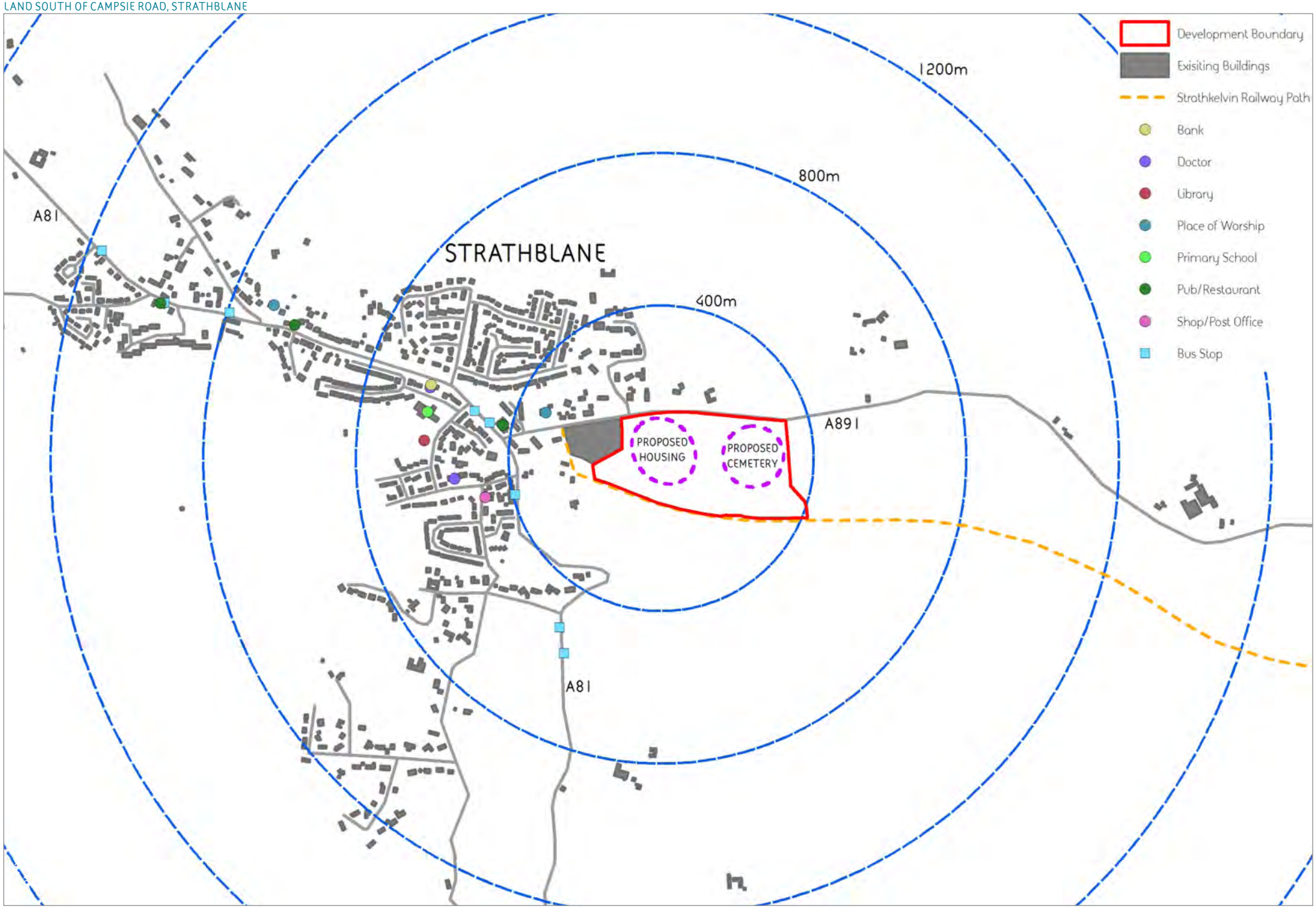


FIGURE 2.2: SERVICES AND INFRASTRUCTURE

2.3. LOCAL SERVICES AND AMENITIES

Figure 2.2 opposite demonstrates the spread of key service and amenities within Strahblane.

The Site benefits from a number of services and amenities which are within walking distance. These include:

- Strathblane Primary School
- Edenkiln Doctor's Surgery
- Strathblane Library
- Strathblane Parish Church
- Banking facilities
- Kirkhouse Inn
- Shops including a hairderesser and supermarket.

Other nearby amenities, including schools, colleges, banks, a hospital, a variety of shops, restaurants, pubs and sports and leisure facilities, as well as employment opportunities are available in Milngavie approximately 5km to the south and the wider Glasgow area approximatel 10km to the south. A secondary school is accessible by bus to Balfron to the north. The nearest railway station is at Milngavie.

2.4. GREEN INFRASTRUCTURE

The Stirling Local Plan identifies a strategy of working towards the establishment of the Central Scotland green network and Supplementary Guidance SGO2: Green Network sets out the principles for this. The strategic projects focus primarily on Stirling and there are no specific objectives identified for Strathblane.

However the guidance also indicates that all developments should:
"Contribute to the Green Network and include open space elements either through on-site provision, off-site provision and / or through a developer financial contribution.
• Provide open space to meet the needs arising from the development or compensate for the loss of elements of the Green Network
• Provide for the maintenance of open space required by the development".
The guidance also indicates that open space should be multifiunctional - to provide for a range of uses and purposes.

The proposals would see the creation of an informal riverside park along with a centrally located pocket park with childrens play area. The surface water detention basin would provide an additional feature within the riverside park and provide seasonal variety as it fills and empties depending on rainfall. Throughout the proposed development high quality public realm will be provided to create an attractive streetscape.

The proposals would also see the rebuilding of collapsed walls to existing boundaries and the potential for new stone walls as features within both the residential development and cemetery, restoring some of the past degradation. Existing hedgerows would be gapped up and managed to restore them to a high quality and new mixed woodland would planted within the site and to some perimeter edges in reflection of the existing vegetation pattern throughout the village.

The existing site, comprising largely improved grassland with some coniferous woodland is typically low in biodiversity. The proposals would see the introduction of significant areas of mixed native woodland planting along with proactive management of existing trees, hedgerows and other existing boundary vegetation to improve quality and biodiversity value.

Further opportunities to enhance biodiversity are present within public amenity spaces and throughout the streetscape where native tree species will be incorporated throughout residential areas. Existing riparian vegetation along Blane Water will be managed and enhanced and species rich wet meadow planting will be introduced around the surface water detention basin. The riverside park and mixed woodland between the proposed housing and cemetery will provide unbroken green corridors through the site and tie it to the surrounding landscape.

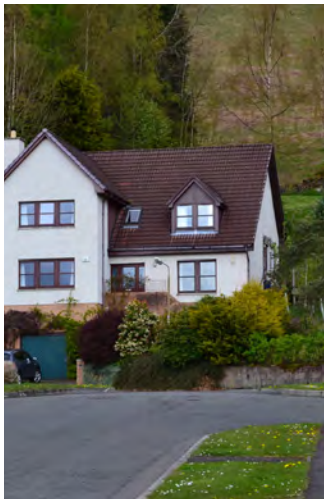
STRATHBLANE

STREETS/SPACES





PLOTS


MATERIALS





2.5. LOCAL CHARACTER

In order to ensure that the proposed development is appropriate to its surroundings and helps to reinforce the character that gives Strathblane its unique identity, it is important to understand the character of the existing settlement and the immediate context of the site.

The most notable characteristic of Strathblane is its setting and form. Its location within the enclosure of the valley and mature treescape create a strong framework in which successive tiers of housing are enclosed by trees and then the hills beyond creating a layered and enclosed character.

An important characteristic of the site is its views out to Dunglass in the valley to the east.

A limited character appraisal of the Strathblane townscape, has been undertaken and the key attributes that combine to form the settlement identity identity are summarised below.

Blocks, streets and plots

The small village core is focussed around the Church, Inn and the block formed by Edenkill Place, Dumbrock Road and Old Mugdock Road. The houses in this area are mostly stone with a slate roof and 1.5 or 2 storey.

The village remained largely unchanged ecept for very minor additions to this small core and the construction of the railway and station from 1850 to the early-mid 20th century.

Expansion of the village westwards from the core started in the post-war period with the construction of mostly semi-detached council housing along and radiating out from Dumbrock Road. All subesquent expansion of the village, including expanding to meet the expanding Milndavie estate to the south, has happened over the last 50-60 years.

Most of the housing to the west and south of the village core is post-war council housing; expansion to the north followed with extensive development of mostly 1.5 and 2-storey detached housing often in large plots. More recent expansion has been to the north east, as well as at Milndavie to the south, where large individually designed detached houses in large plots are the norm.

The most recent addition to the village is Braidgate, immediately west of the site; which follows a denser pattern and has smaller plots - more similar to the village core.

Building materials and details

- Buildings are typically rendered and painted white or off white;
- Roof materials are mostly grey slate or brown tiles;
- Complex asymetrical roof lines and dormer windows are common features;
- Houses along individual streets are typically varied in their form and position relative to the street.
- Boundaries featuring stone walls with hedges above (often beech) are characteristic.

DESIGN CONSIDERATIONS

The development proposals will need to give careful consideration to the character of both Strathblane and the immediate context of the site in order to ensure that they help to reinforce the unique identity of the settlement.

The key attributes of the townscape that should be considered within the proposals relate principally to the use of building styles and materials, including:

- Use of render and grey slate roof materials
- Varied, asymettric rooflines and dormer windows
- Varied relationships between buildings and streetscape

In terms of the response to the immediate setting between Campsie Road and the river and Strathkelvin Railway path, the opportunities lie in trying to retain a sense of the existing semi-rural character through:

- Retention/provision of trees and woodland.
- Retention of views out to Dunglass from within the site.
- Response to topography in the design and layout of buildings and woodland to create the tiered effect of buildings, trees and hills which is charatceristic of Strathblane.
- Hedged and/or walled boundary treetments.
- A contemporary reflection of the vernacular or traditional construction/materials.

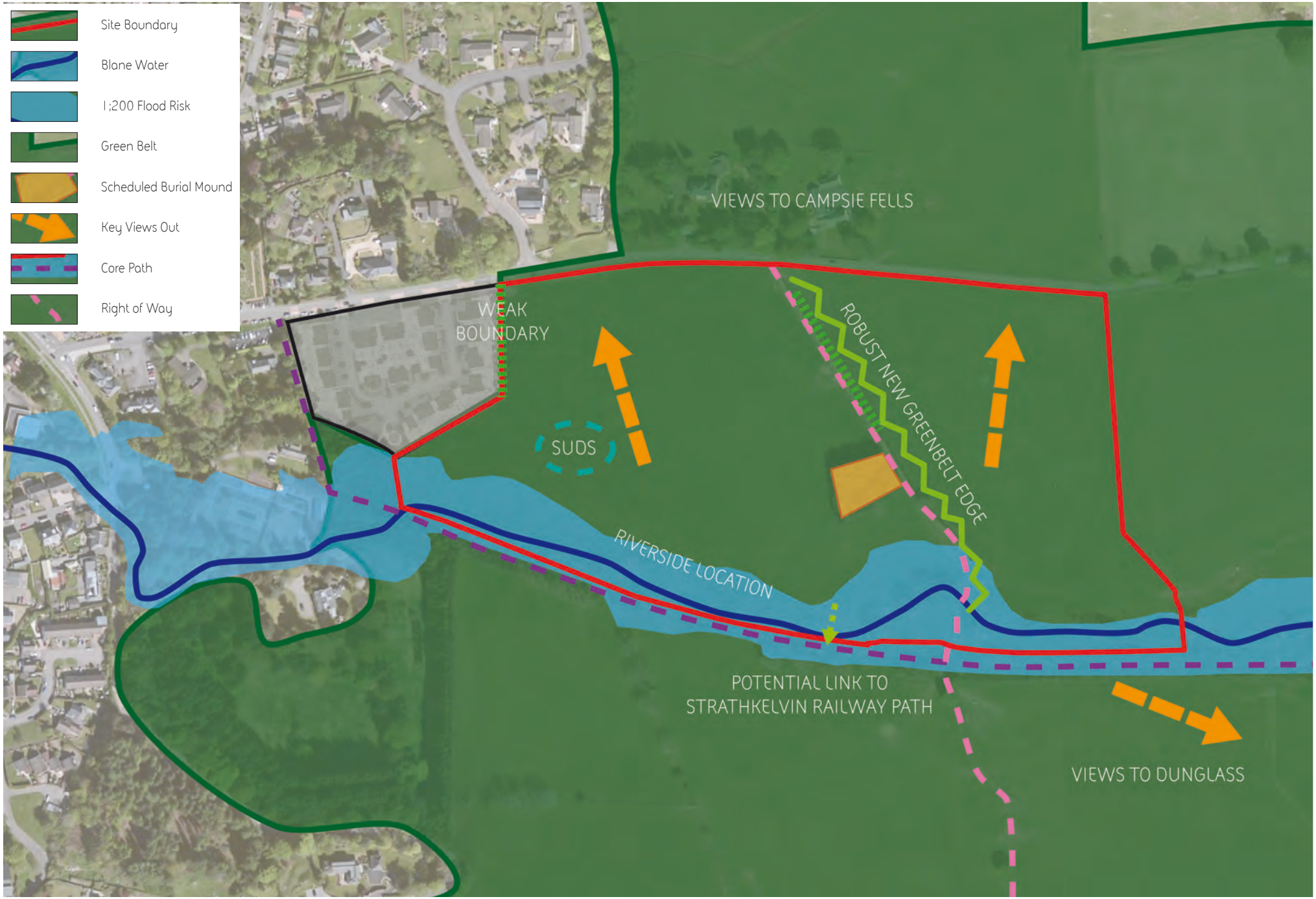


FIGURE 3.1: OPPORTUNITIES AND CONSTRAINTS

SECTION 3.0

SITE ANALYSIS

3.1. INTRODUCTION

The site is located within Green Belt on the eastern edge of Strathblane and occupies an area of grazing land that slopes down from the A891 on its northern edge to the Blane Water which runs along the southern edge of the site. The diagram opposite, summary below and description which follows in the next section of this Statement, summarise the opportunities, constraints and issues identified through the site survey and analysis process.

OPPORTUNITIES

- CREATE A ROBUST EDGE TO THE GREEN BELT - the adjacent Cala Homes development has resulted in an unsympathetic and weakly defined edge to the green belt to the eastern edge of the village. The proposed development offers the opportunity to incorporate woodland planting to clearly define the edge of the village, enhance character, and provide a clear green belt boundary.
- TOPOGRAPHY - a break of slope running through the centre of the site would allow residential development to be largely screened in views from the valley to the east.
- BETTER INTEGRATE NEW DEVELOPMENT WITH THE EXISTING VILLAGE - the recent adjacent development appears to hang above the fields. The proposed development offers the opportunity to improve the transition between the village and surrounding landscape through the carefully considered layout of new residential development and structural landscape.
- CREATION OF A NEW CEMETERY - the proposals would facilitate delivery of a new cemetery to meet the future needs of Strathblane.
- ENHANCE BIODIVERSITY - proactive management of existing hedgerows and woodland within and bordering the site along with new species rich planting would promote greater biodiversity.
- CELEBRATE ICONIC VIEWS - there are good views out from the site to the nearby Campsie Fells and the local landmark of Dunglass. Development within the site would generally aim to preserve and celebrate these.
- RECREATIONAL ACCESS - there is potential to create a new direct access from the proposed development to the Strathkelvin Railway Path for pedestrians and cyclists.
- SUSTAINABLE DRAINAGE - SUDS would be incorporated into the proposed development to manage surface water run off. This provides the added opportunity for marginal habitat creation around detention basins.

CONSTRAINTS

- GREEN BELT - the proposals would require that the western part of the site be released from the green belt to facilitate residential development.
- SCHEDULED MOUND (SM4765) - there is mound centrally located within the site that is thought to be a neolithic long barrow. Any development would need to avoid disturbing this area and be sensitive to its setting. There is however an opportunity, subject to discussion with relevant heritage bodies, to improve the current setting of the mound which sits within a small coniferous plantation atypical of the local landscape.
- FLOODING - the low lying southern part of the site, adjacent to the Blane Water, sits within the identified 1 in 200 year flood plain. Proposed development is located outwith this area.

APPROACHING THE SITE FROM VILLAGE CENTRE

APPROACHING STRATHBLANE VIA CAMPSIE ROAD

STRATHKELVN RAILWAY PATH

3.2. ACCESS AND MOVEMENT

VEHICLES

A new vehicle access would be provided to the site from Campsie Road. This access can be designed to meet the Council's requirements for junction layout, visibility requirements, etc.

To provide future flexibility, the Transport Assessment examines the likely impact of 70 dwellings with an inflated trip rate as a "worst case". The proposed development will generate a minimal number of new vehicle trips on the road network in the morning and evening peak hours, and would not significantly affect the operation of adjacent junctions, including the miniroundabout at Campsie Road/A81 junctions which would continue to operate within capacity at peak periods.

PEDESTRIANS

The site is within reasonable walking distance of local facilities including schools, several local shops and community centre, as per Annex B of PAN 75.

There is a Public footpath which runs along the lane which crosses the Site and over a bridge crossing the Strathkelvin railway path to head southwards. This route does not connect to the railway path, or to a section of the Campsie Road which has a footway and an opportunity exisits to render this route more useful and welcoming by forming more accessible connections at these points.

The Strathkelvin Railway path is a well used longer distance walking route and cyclway which passes directly south of the site.
A footway/pavement runs along Campsie Road, currently extending as far asthe eastern edges of the site which provides pedestrian access between the Site and the village amenities which can be accessed within a walking time of approximately 20 minutes.

PUBLIC TRANSPORT

Regular bus services are available from the A81, a short walk from the development site, into Glasgow and north to Balfron and there is a reasonable proportion of the development site within 400m of existing bus stops, as set out in SPP and PAN75. It is 485m from the site access to the bus stops at Kirkhouse Inn near the junction of the A81 and Campsie Road, approximately a 8-10 minute walk. The nearest railway station is at Milngavie which offers frequent services into Glasgow, taking approximately 20-25 minutes.

DESIGN CONSIDERATIONS

- Consider the positioning and design of the site retain the sense of arrival in the village close to the eastern edge of the site.
- Ensure the site design preserves the amenity of the Strathkelvin railway path - in particular views to the hills to the north of the site.
- Ensuree the site layout facilitates the comnnection of the route along the lane into the Strathkelvin railway path to the south and to pedestrian access along or adjacent to Campsie Road to the north.
- Ensure the design of the proposed site entrance provides a clear gateway entrance to the village as well as the site.
- Pedestrian access to extend past the proposed residential site to the cemetery entrance to provide a walking route to the cemetery from the village.

3.3. ECOLOGY

The Site is not included within a conservation designation and the nearest designated site is over 500m away. An area of ancient woodland is present approximately 250m to the north of the Site. The majority of the Site consists of improved grassland, with the exception of a small area of plantation conifer woodland close to the centre of the Site. The Blane water runs along the southern boundary of the site. The wider study area contains semi-improved grassland, parkland and scattered trees, with semi-natural broadleaf woodland and tall ruderal vegetation along the route of the former railway line.

No evidence of badger, otter and water vole was recorded within the site or wider study area, sthough uitable habitats for these species was observed. The presence of potentially suitable bat roosting habitat was recorded along the southern boundary of the site in the form of trees and a stone bridge. No further surveys are necessary at this time, however subject to the timings of a MSC Application and the extend of development, further surveys may be required.

3.4 ARBORICULTURE

A BS5837:2012 compliant tree survey has been completed, the findings of which are included in a separate report. There is limited vegetation within the site, with three main groups: The gappy hawthorn hedgerows alongside the lane through the site; riverside trees along Blane Water and the block of conifers aorunf the scheduled mound. None of the trees are subject to a Tree Protection Order.

The survey only identified one tree requiring removal due to unsuitability for retention - and this is one of the ash trees along Blane Water which is in poor health.
The geometically shaped stand of conifers around the scheduled mound are atypical of the landscape character and not sympathetic to the setting of the mound - their removal and replacement with more characteristic planting would benefit both the landscape character and setting. All the other trees within the site are suitable for retention. The hawthorn hedgerow creates and strong linear edge which can be retained and gapped up.

DESIGN CONSIDERATIONS

- Tree removals to be kept to a minimum.
- Coniferous plantation to be removed to enhance both charatcer and setting of heritage asset.
- Trees along Blane Water to be retained except for one tree in poor health; further planting along this corridor would be beneficial for both ecological and amenity reasons.
- Opportunities to enhance wildlife corridor along Blane Water.
- Opportunities for woodland planting.

RIPARIAN VEGETATION ALONG BLANE WATER

CONIFEROUS PLANTATION AROUND SCHEDULED MOUND

HEDGEROW ALONG LANE THROUGH SITE

EXISTING GREEN BELT EDGE IS OPEN AND 'HANGS' ABOVE ADJACENT FIELDS

VIEWS TO HILLS CAN BE RETAINED FROM STRATHKELVIN RALWAY PATH

TOPOGRAPHIC CONTAINMENT - LANE MARKS A BREAK OF SLOPE

3.5. LANDSCAPE AND VIEWS

The 2015 Main Issues Report (MIR) in response to a previous promotion of this site (SBL05) identifies a number of landscape and visual matters as being particularly sensitive in reaching the view that the site should not be allocated. However, an earlier report (Strathblane Green Belt Study, 2009) clearly identified the site as having *"potential capacity for development where Green Belt function would be maintained, but local landscape and setting identify issues should be considered."*

The development framework now proposed is different to that promoted previously and has been informed by a full landscape and visual impact assessment to ensure that effects on key sensitivities are minimised and the issues identified in the MIR are addressed. The MIR identified green belt, place making and landscpe impact as key issues.

GREEN BELT: The MIR states that:

"Primary Green Belt function is to prevent development in the countryside between Strathblane and East Dunbartonshire settlements to the east which would erode their separate identities. Green Belt also protects the more immediate setting of Strathblane itself. Current allocation at Campsie Road already results in limited eastward expansion but provide a robust boundary. Further large scale development would reduce openness and affect immediate setting of village."

SG03 Green Belts assigns a different principal function to the Strathblane Green Belt, identifying that as being to prevent development between Strathblane and Milngavie. Given the location of the site, this principal function would not be compromised. The now constructed allocation referred to above does not provide a robust boundary; just a thin line of planting separates the houses from the adjacent field and no obvious physical or topographic feature provides a strong edge.

The other key issue to be considered is the effect that development would have on the setting of Strathblane. All of the background studies referred to identify topographic containment as being a key consideration in relation to this and the proposal can be designed such that the housing would sit within the containment provided by the area of higher ground within the valley floor, with woodland and the cemetery on the higher outer margins providing a very robust Green Belt edge with a natural topographic, landscape and land use 'stop'. The pattern of containment by trees, with the fells seen beyond, is characteristic of Strathblane and the development would conform with this pattern, with the set back from the southern edge of the site permitting views of the fells above the housing when seen from the Railway Path to the immediate south of the site. The development would form a coherent, characteristic part of the settlement of Strathblane rather than causing harm to the village setting.

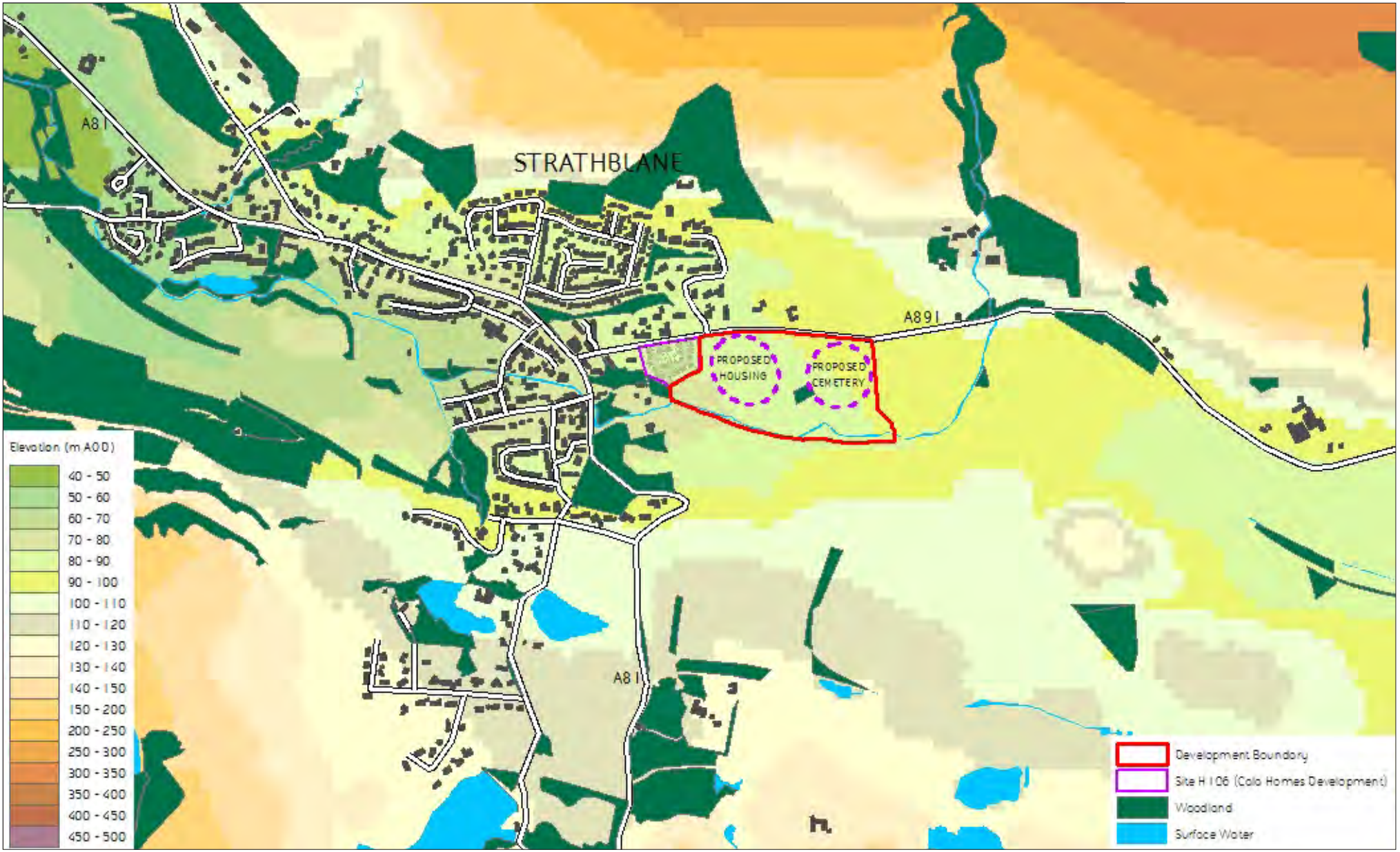


FIGURE 3.2: TOPOGRAPHY AND RELATIONSHIP WITH STRATHBLANE AND PROPOSED DEVELOPMENT

AUGMENTED REALITY DESIGN STUDIES: EXISTING VIEW

- FIRST DRAFT LAYOUT -

REFINED LAYOUT AVOIDING HGHEST AND LOWEST PARTS OF SITE

(NOTE - IMAGES DO NOT INCLUDE PROPOSED PLANTING WHICH WOULD FURTHER SCREEN VIEWS OF PROPOSED HOUSING)

FIRST VIEW OF THE VILLAGE APPROACHING VIA CAMPSIE ROAD FROM THE EAST

LAND TO NORTH OF CAMPSIE ROAD IS IN RESIDENTIAL USE

PLACE MAKING: The MIR states that:

"Highly visible, open Green Belt site on A891 approach. Provides a rural setting at this point. Significantly expanding the footprint of village to the east would appear as sprawl into the countryside/Green Belt. Lack of a strong natural landscape or topographical 'stop' also a concern. Current allocation sets a precedent in terms of extent of village edge and this further site would place pressure for land allocations to north."

ZTV studies have indicated that although the eastern part of the site identified for the cemetery is "highly visible", the western part is notably less so – particularly if the residential development is concentrated into the central part of the site avoiding both the highest and lowest areas. Initial design studies using Augmented Reality software to view visualisations on site indicate that this design approach also avoids the appearance of 'sprawl' – notably reducing the apparent size of the development in views with no reduction in housing numbers.

Through the LVIA process it was identified that the first view of the village from the A891 is from the entrance to Ballagan House, and this would remain the case until such time as the proposed planting matures. The design also includes measures to ensure that once the planting matures, the 'gateway' to the village would be towards the western end of the site as the cemetery and woodland planting along the northern edge would provide a rural setting until that point.

The land to the north of the A891 opposite the western part of the site is already in residential use, and the land further north and east has a different relationship with the village to this site. The proposal would conform with existing precedent and not create new pressures.

LANDSCAPE IMPACT: The MIR states that:

"Within LCA 10 Strathblane. Village has a distinctive character and strong landscape relationship. Attractive eastern gateway to village characterised by well managed rolling 'valley floor' pasture land, contrasting with the moorland of the slopes to the north and south. Development would intrude into the countryside and Green Belt, where its function is to protect the character, setting and identity of settlements."

The visual containment of the site is such that effects on landscape character would only arise within and immediately adjacent to the site – affecting the settlement edge rather than the wider rural character.

In summary, through good design, taking all of the sensitivities into account, the development would be able to be accommodated in this location; forming a positive new gateway to the village; sitting comfortably within the topographic setting of Strathblane; in sympathy with the character of the settlement and surrounding landscape; and forming a robust Green Belt boundary.

DESIGN CONSIDERATIONS

- The topography of the site creates natural containment for the western part of the site as well as visual screening.
- The exisitng green belt edge is not visually contained and lacks a robust boundary.
- The position and design of the site entrance should retain the apparent point of arrival in the village in the same location as at present - both physically and visually.
- A new Green Belt edge should be robust; the cemetery should be within the Green Belt reinforcing that boundary further.
- Screening of views of the housing from the north and east will reduce visual impacts and create the layered appearance (house, trees, hills) which is characteristic of the village.
- Careful placement and screening of cemetery parking will minimise visual impact
- Avoiding housing on the highest and lowest parts of the site will notably reduce visual effects and provide green infrastructure corridors along the alignment of the existing water course and adjacent to rights of way.

CONIFEROUS PLANTATION AROUND SCHEDULED MOUND

DETENTION BASIN TO BEL OCATED ON LOWER GROUND TO LEFT SIDE OF VIEW

BLANE WATER AT SOUTHERN EDGE OF SITE

3.6 ARCHAEOLOGY AND HERITAGE

There are no Listed Buildings within the proposed development areas and no part of the proposed development areas lies within a Conservation Area, Battlefield or Garden and Designed Landscape.

A scheduled mound, 200m S of Broadgate (SM4765), lies within the proposed development area. Minor excavations of this mound in 1953 suggested that it is a Neolithic long barrow and that it also contains a possible Bronze Age cist. The mound appears to be currently covered by mature trees and is defined by a post-and-wire fence. Any development would incorporate and retain in-situ the scheduled monument and its surrounds into the overall masterplan.

The setting could be improved via the removal of the surrounding conifers and appropriate management of the surrounding landscape.

DESIGN CONSIDERATIONS

- No Listed buildings or Conservation Areas affected by proposals.
- Scheduled mound within site to be kept outwith developed areas.
- Potential to improve the setting via removal of conifers and more appropriate management of surrounding landscape.
- Potential to provide interpretation to aid appreciation.

3.7 GROUND CONDITIONS

Historic Ordnance Survey maps indicate that land use has remained agricultural since 1862. The superficial deposits are indicated to vary across the site, with glaciofluvial sands and gravels suggested to occupy much of the western and central parts, with alluvial soils which could consist of clays, silts, sands or gravel lying to the east and south close to the burn. The underlying rock strata are basaltic of the Mugdock Lava Member. There are no mineral seams in the area and therefore mining can be discounted as a consideration. The Land Capability for Agriculture map indicates the soils to be Class 4.1 “Non-prime” and suitable for a narrow range of crops.

3.8 DRAINAGE

A PDE enquiry has been submitted to Scottish Water in relation to the capacity of the foul drainage network, and if necessary a Drainage Impact Assessment will be undertaken. On site the drainage is expected to be a combination of gravity drainage where possible, with a pumping station in the south west corner of the site. The proposed rising main will connect into the existing Scottish Water combined sewer below Campsie Road, just west of the development access.

SUDS will be incorporated into the scheme. The method of providing the first element of treatment could be roadside filter trenches or porous paving with a detention basin designed to Scottish Water Sewers for Scotland requirements. The detention basin will discharge attenuated surface water, at a controlled flow rate to the Blane Water.

3.9 FLOODING

Mathematical modelling of the Blane Water adjacent to the site was undertaken and indicates that the low-lying part of the site along the southern boundary adjacent to Blane Water is at risk of flooding from the watercourse. Overland flows originating from the watercourse further upstream and enter the site from two areas at the eastern boundary and travel west across the site.

Based on SPP, built development should be placed outside the predicted floodplain. Two options to achieve this are:

- Maintain the predicted overland flow pathway route through the site, requiring this area to remain undeveloped, although open space in this location is feasible.
- Realign the northern overland flow pathway along the eastern boundary of the housing area. As the overland flows are not being removed from the river catchment such redirection would not increase flood risk elsewhere. This option will also reduce the risk of flooding of homes with the site.

The indicative masterplan has been developed on the basis that option 2 is preferred. Detailed flood routing should be considered as part of the MSC application.

Access will be provided from the A891 Campsie Road. This part of the road is outside any predicted floodplain, but the site access will need careful design to ensure that it does not act as a flow path for excess flows on the road to enter the site. If this is not avoidable, such flows should be safely routed through the site without affecting any properties.

Surface water could enter the site from the higher ground to the north and east. It is suggested that a cut-off trench or similar drainage channel be provide along the western, northern and eastern boundaries of the site to capture such flows and direct them towards Blane Water.

3.10 NOISE

A noise assessment has been undertaken, comprising consultation with the Council, a baseline noise survey, prediction of post-development noise levels, based on traffic flow data, and evaluation against criteria.

The baseline noise survey determined that daytime noise levels near the site were dominated by road traffic on the A81 and Campsie Road. During the night-time the noise environment was dominated by livestock, with a sporadic, lesser contribution from road traffic on Campsie Road.

Noise levels at existing receptors are predicted to increase by less than 1 dB as a result of increased traffic flow associated with the proposed development. Such an increase is considered negligible.

Predicted noise levels meet the Council's trigger criteria across much of the site. At proposed dwellings close to Campsie Road predicted noise levels exceed the daytime and night-time criteria for both garden spaces and internal spaces with open window attenuation assumed. With closed-window attenuation, internal noise guidelines can be met by a comfortable margin. Outline mitigation options have been proposed to address these exceedances, which will be finalised at detail design stage.

3.11 AIR QUALITY

The primary long-term concern in relation to air quality is the emissions generated by traffic and the subsequent impact on the local ambient air quality at existing and proposed residential properties and public areas, including the local school, located within the vicinity of the main road network, primarily the A81 and A891. A detailed air quality assessment including dispersion modelling, undertaken in accordance with current technical guidance, is provided as part of this application and demonstrates compliance with air quality objectives as set out in the National Air Quality Strategy.

Detailed dispersion modelling was undertaken to determine the concentrations of traffic-generated pollutants in conjunction with existing background concentrations at existing and proposed sensitive receptor locations near the site. A comparison between the future with, or without, development scenarios indicates imperceptible or negligible impacts from the development.

3.12 UTILITIES

Investigations have confirmed that a medium pressure gas main and water mains are located at the site boundary below Campsie Road. Additionally, there is an existing overhead power line running across the site. Budget quotations have been obtained for the provision of the main infrastructure and connections which are in line with normal development costs. These will be discussed further with the utility providers as part of the site development.

FIGURE 4.1: DEVELOPMENT FRAMEWORK

SECTION 4.0

DESIGN

4.1. DEVELOPMENT FRAMEWORK

Figure 4.1 shows the development framework for the Site. The key features of the proposed development are as follows:

1) Up to 70 dwellings comprising buildings with a maximum height of up to 8m in the part of the site to the west of the lane which passes through the site, and a new cemetery in the eastern part of the site.
2) A mix of dwelling types and sizes for both affordable and market residents providing a safe and well laid out addition to the local neighbourhood.
3) Primary access from the A891.
4) Public open space, including play provision, within the development, the larger areas of which are located towards the southern edge of the proposed residential development adjacent to Blane Water and towards the northeastern edge of the proposed residential development, on the higher ground.
5) Retained public rights of way access through the site. A pedestrian / cycle connection will be formed between the proposed residential development and the Strathkelvin Railway Path.
6) Retention and management of the existing vegetation contained within and bordering the site - the development framework proposed would not require vegetation removals, except where unsuitable for retention.
7) Mixed native woodland planting to the northeastern edge.
8) Surface water detention basin and foul water pumping station near the western boundary of the site.

In terms of areas, the proposed cemetery site provides for the 2ha. minimum required and could provide up to around 3ha. if desired. Amenity greenspace and woodland provision would be in the region of 3ha within the western part of the site around the proposed dwellings.

CHARACTER AND FORM

The development framework places the proposed housing to the lower parts of the site with proposed woodland and the cemetery on higher ground. This will create the sense of 'containment' by higher ground and vegetation around the residential development that is characteristic of the settlement of Strathblane.

Placing housing to the lower parts of the site also ensures characteristic views of the Campsie Fells both within the site and from the landscape to the south are maintained over the top of the residential development. The streets within the proposed development would be oriented to make the most of views out such as framing a vista towards the local landmark of Dunglass.

FIGURE 4.2: ILLUSTRATIVE MASTERPLAN

4.2. ILLUSTRATIVE MASTERPLAN

Figure 4.2 shows an illustrative masterplan for the proposed development of the Site and is one way in which the proposed housing could be arranged.

The illustrative layout shows 62 dwellings, comprising a mix of private market and affordable housing. Affordable housing is provided in line with the current planning policy requirement of 33%.

The proposed housing mix is anticipated to include a mix of 2 and 3 bed homes comprising the afforable housing element and a range of 2-5 bedroom homes across the site as a whole.

The housing mix reflects the guidance provided within Stirling Supplementary Guidance SG01: Placemaking; and a general understanding of current housing market demands. The proposed housing mix will be reviewed and finalised by the future developer as part of the detailed stage of approval of matters specified in conditions.

The density and pattern of development would be similar to the older parts of the village core, and the areas of post-war housing. A mix of plot sizes including some larger plots reflects the varied charatcer and density of the village and provides to opportunity to site 'land mark' buildings at key locations within the layout.

CAR AND BICYCLE PARKING

Car parking provision within the proposed development would be designed at the detailed stage to meet the guidance within SG01: Placemaking.

Parking would be provided through a mix of on-plot and on-street arrangements. The design of on-street parking would be resolved at the detailed stage of approval of matters specified in conditions, and would arranged to benefit from natural surveillance from adjacent dwellings and movement corridors as well as being be carefully integrated into the public realm through landscape measures to minimise its visual impact and retain outward views from the streets within the site.

Consideration will also be given to cycle parking and storage in dwellings.

4.3. ACCESS AND MOVEMENT

VEHICULAR ACCESS

In order to serve the development a new junction will be provided on Campsie Road. No other changes are required to the existing road network.

ROUTE STRUCTURE

The layout of the proposed development is structured around a single road which forms a loop. As shown in Figure 4.3, the route follows the topography and is aligned to maximise outward views towards Dunglass.

A small number of houses are accessed via short private drives, maintaining a lower key, more informal presence at the edges of the proposed development - in particular avoiding the need for a road turning head immediately to the south of the scheduled mound.

PEDESTRIANS

A dedicated footway would run alongside the primary access road. Given the relatively limited number of dwellings it is jusdged that a single footway on the outer side of the loop road, but on both sides of the site entrance road would provide the best balance between accessibility and connection with the landscape around the houses and the rest of the village; and providing a streetscape which is expansive enough to permit outward views, but intimate enough not to feel urban in nature.

A pedestrian footway would also be provided along the south side of Campsie Road as far the the proposed cemetery entranc to provide a walking route from the village to the cemetery.

Informal routes would run through the landscape areas to the south and east of the housing and a connection would be made between these, the footpath which follows the lane through the site and the Strathkelvin railway path. These would provide short circular routes around the site as well as improving connectivity in the wider network of routes around Strathblane.

CYCLISTS

The street within the proposed development will have limited traffic, allowing for safe use by cyclists. A short shared surface route with pedestrians will be provided between the loop road and the Strathkelvin railway path.

PUBLIC TRANSPORT

Pedestrian access from the site along Campsie road will provide access to bus stops at Kirkhouse Inn near the junction of the A81 and Campsie Road. Bus services run to Milngavie and Glasgow to the south and to Balfron the the north.

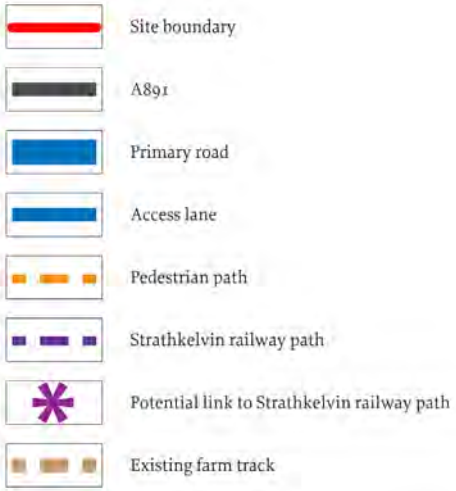


FIGURE 4.3: ACCESS AND MOVEMENT

4.5. LAYOUT

Figure 4.5 shows the key structuring elements of the proposed development, which are discussed further below. The structure is greatly influenced by the topography within the Site. Other key structuring elements include:

- Gateway/entrance: The site entrance will also become the edge of Strathblane on the southern side of Campsie Road. Houses at this location will front onto Campsie Road with a dual aspect also facing onto the new street. Woodland planting along the northern edge of the development will delay the sense of arrival into Strathblane until this entrance point is reached.
- Retention of outward views to Dunglass: Streets within the development are aligned to follow the topography and allow views out to Dunglass.
- Dwelling orientation/views: Houses would be oriented to provide natural supervision across the detention basin. The slight elevation of the houses over the riverside open space and retained open views from Strathkelvin railway path would provide natural supervision within this space.
- Response to existing dwellings: The proposed dwellings located along the east of the site close to existing dwellings are located with a 'back-to-back' relationship and an appropriate distance to existing gardens.
- Character/dwellings layout: The varied streetscape character of Strathblane would be reflected in a mix of house and plot sizes.
- Focal buildings are aligned to terminate key vistas and will typically exhibit variations in height, massing and use of materials to help to provide variation and enhance the legibility of the scheme.

4.6. LANDSCAPE AND GREEN INFRASTRUCTURE

TREES AND HEDGEROWS

Figure 4.4 illustrates the landscape and green infrastructure strategy for the proposed development. The proposed development retains most of the trees and hedgerow located within the site, with the exception of a single ash tree in poor condition and the stand of conifers around the scheduled mound.

No losses of vegetation are required to accomodate either the access routes or development footprint and all proposed removals relate to the condition or suitability for retention of the trees proposal for removal. Notable enhancements to vegetation are proposed, including:

- Provision of an area of new woodland around the north eastern corner of the development, in keeping with the townscape charatcer of Strathblane.
- Gapping up of the hedgerow alongside the lane through the site.
- Enhancement and management vegetation alongside Blane Water, including tree planting.
- New planting within the cemetery - reinforcing the vegetation enclosing the town and the greenbelt edge and providing a transition from the settlement to the more open valley beyond.

PUBLIC OPEN SPACE PROVISION

SG02: Green Network sets out the expectation that a development or more than 50 houses would normally require amenity greenspace, equipped play, woodland and semi-natural greenspace, public parks, sports provision and green corridors with an overall open space provision of 144sq. m per housing unit which is readily accessible within 300m. For 70 homes, this requirement would be just over 1ha. The proposal comfortably exceeds this standard with approximately 3.3 ha. of public open space including the informal riverside park, but given the relatively small number of houses and sloping site makes no provision is made for sports pitches.

CHILDREN'S PLAY

SG02: Green Network sets out the expectation that a development of this scale would require an equipped play area of a minimum of 400 sq. m in size and at least 5 pieces of equipment. This provision would be sited within the amenity greenspace.

AMENITY AND INFORMAL OPEN SPACE

SG02: Green Network sets out the expectation that a development of this scale would require amenity greenspace of a minimum of 1344 sq. m in size; green corridors and semi-natural woodland / greenspace of at least 3,360 sq. m. The proposed development provides the following contributions:

- Provision of amenity space, including a significant corridor of semi-natural greenspace between the proposed dwellings and the river. This would incorporate the footpath / cycleway connecting into the Strathkelvin railway path and provide

informal recreational routes. It would also provide an attractive setting for the adjacent dwellings, as well as the drainage for the development through a detention basin.

- Provision of approximately 6000 sq.m. of woodland within the land located to the north and east of the housing. This area would comprise of a an area of woodland, enclosing a sloping open space around the scheduled mound which would be set amongst new tree planting and grassland providing a setting in which the heritage asset can be appreciated, as well as providing the opportunity for informal recreation in the areas around it.

FLOOD RISK AND DRAINAGE

The surface water drainage strategy will ensure that post-development conditions mimic those of pre-development and do not increase the risk of flooding in and around the site. This strategy incorporates the use of sustainable urban drainage systems (SuDS), including the provision of a an attenuation basin between the built development and the stream. The basin will also enhance biodiversity and form an attractive feature of the amenity space.
A foul water pump station to serve the proposed development is located in the far eastern part of the site, separated from residential plots.

LANDSCAPE MANAGEMENT

All retained vegetation and proposed planting/open space will be subject to long term management.
The landscape management arrangements will be considered at the detailed stage of approval of matters specified in conditions.

FIGURE 4.5: STRUCTURE

4.6. SCALE AND APPEARANCE

The development proposals follow a set of guidelines, which are outlined under different headings below. These are not prescriptive, but give an indication of the appearance of the built and landscape form, how it will be integrated into its context and the quality that will be achieved within the proposals. The guidelines have been informed by the character area appraisal set out in Section 2 of this Design and Access Statement and SG01: Placemaking. There is an opportunity to use either a contemporary design interpretation of the vernacular or traditional construction and materials as an appropriate response to the local context.

BUILDINGS

Building heights, types and plots

The proposed development will consist of 2 storey dwellings, with of a combination of detached, semi-detached and short terraces set in irregular plots in response to landscape features and topography.

Styles and materials

The style of architecture will aim to be in keeping with the settlement of Strathblane and where appropriate, make reference to and reinterpret the historical architectural style of the town. Modern standards of energy efficiency and generation will inform the architectural appearance of the built form creating a contemporary design informed by the vernacular.

Prevalent features in Strathblane and in response to the immediate setting along Campsie Road and throughout Strathblane which should be considered in the proposed development include:

- Rendered walls in white or cream
- Grey roof tiles
- Occasional use of stone
- Varied, asymmetrical rooflines.

The use of local materials in buildings can play an important role in giving the development a strong connection to its context. Building materials will be considered at the detailed stage of approval of matters specified in conditions.

BOUNDARY TREATMENTS

Boundaries within the development will play an important role, not only in delineating plots, but also in reflecting the character and style of Strathblane. The treatment of boundaries across the proposed development will therefore consider the following:

- Use of hedged and walled boundaries - in particular incorporating beech hedging.
- Hedged boundaries
- Low, open boundaries to frontages to allow natural supervision.

The detail of boundary treetments will be considered at the detailed stage of approval of matters specified in conditions.

PUBLIC REALM

The materials palette for landscape elements of the development will consider:

Hard materials

- Materials will be varied to provide clear distinction between adoptable streets and private driveways.
- Permeable paving to facilitate drainage.
- Materials suitable for a rural location - in particular for path surfaces within amenity greenspace and riverside park.
- Reinstated stone wall to formcemetery boundary

Soft materials and planting

- Cultivated and native species garden trees to front and rear gardens.
- Native species of trees along streets and within amenity areas.
- Grass verge or low ground cover shrub planting to vision splays.

Street furniture

- Street lighting to preferably be mounted on buildings with directional deflectors to avoid light pollution and light-spill into adjacent fields and glare into dwellings. Where columns are needed these should be located and design to minimise visual intrusion.
- Materials suitable for a rural location - in particular for furniture within amenity greenspace and riverside park.

PUBLIC REALM

BOUNDARY TREATMENTS

BUILT FORM

BUILDING MATERIALS

4.7 CLIMATE CHANGE AND SUSTAINABILITY

The proposed development provides the opportunity to address climate change through a wide range of measures. These cover a range of scales, from the overall layout down to building construction. Higher levels of insulation, energy efficient heating systems and energy generating devices could add to the energy efficiency of the scheme and should be explored during the detailed design process.

4.8 COMMUNITY SAFETY

In line with Sg01: Placemaking, the proposed development provides a safe environment in which to live by:

- Establishing a clear and legible street hierarchy.
- Providing well-defined streets and spaces which benefit from natural surveillance provided by adjacent dwellings and movement corridors.
- Clearly defining public and private realms.
- Providing low or open plot frontage boundaries to allow for clear surveillance of the street and open spaces.
- Applying a perimeter block structure that enables dwellings to front on to the street and back onto gardens to the rear.
- Ensuring that dwellings with side elevations facing public open spaces feature windows to allow sufficient surveillance.

4.9 WASTE

Sustainable management of waste will be considered for both the construction and operational stages of the Project. This could include:

- Identifying opportunities to seek to prevent waste and maximise the reduction, reuse, recycling and recovery of waste, thereby minimising disposal.
- Identifying opportunities for waste segregation and transfer of waste to appropriate processing facilities.
- Producing a flexible waste strategy that can adapt to future recycling markets, new directives and legislation.

Specifically, the proposed dwellings will incorporate sufficient space for internal and external waste storage containers to promote the separation of recycling and compostable materials at home. In addition the primary access road, which forms a loop through the development, allows refuse collection facilities to easily access the entire site. The private drives are sufficiently short in length to meet the standards in terms of requirements for refuse collection.

4.10. LAND USE

Figure 4.6 shows the planned land use within the proposed development. It is proposed that the detail of the scheme is considered against this drawing in conjunction with the information contained within this Design and Access Statement, the illustrative masterplan and other supporting drawings.

LEGEND

- Development Site
- Proposed Development Plots
- Proposed Cemetery
- Proposed Structural Landscape / Woodland Planting
- Proposed Surface Water Detention Basin (SUDS)
- Primary Roads
- Access Lanes
- Proposed Footpath / Cycleway
- Existing Footpath / Cycleway

FIGURE 4.6: DEVELOPMENT FRAMEWORK

SECTION 5.0

CONCLUSION

Overall it is considered that the proposed development represents a logical and sustainable extension to the settlement of Strathblane.
The key features of the proposed development are as follows:

- Up to 70 dwellings in the part of the site to the west of the lane which passes through the site, and a new cemetery in the eastern part of the site.
- A mix of dwelling types and sizes for both affordable and market residents
- Primary access from the A891.
- Public open space, including play provision, within the development, the larger areas of which are located towards the southern edge of the proposed residential development adjacent to Blane Water and towards the northeastern edge of the proposed residential development, on the higher ground.
- Retained public rights of way access through the site. A pedestrian / cycle connection will be formed between the proposed residential development and the Strathkelvin Railway Path.
- Retention and management of the existing vegetation.
- Mixed native woodland planting to the northeastern edge.
- Surface water detention basin and foul water pumping station near the western boundary of the site.
- Opportunities to improve biodiversity along the river corridor and improve the setting of the scheduled mound within the site will be delivered through new planting and management of vegetation.

CHARACTER AND FORM

The development framework places the proposed housing to the lower parts of the site with proposed woodland and the cemetery on higher ground. This will create the sense of 'containment' by higher ground and vegetation around the residential development that is characteristic of the settlement of Strathblane. This topographic and vegetative containment will not only aid integration of the development with the local character, but will lalso provide a robust Green Belt boundary.

Placing housing to the lower parts of the site also ensures characteristic views of the Campsie Fells both within the site and from the landscape to the south are maintained over the top of the residential development. The streets within the proposed development would be oriented to make the most of views out such as framing a vista towards the local landmark of Dunglass.

The layout of the site and proposed woodland planting along the northern edge will ensure that the first views of Strathblane; and the point of arrival within the village for drivers approaching along Campsie Road remain in the same location as at present.

The illustrative masterplan demonstrates one way in which the layout of proposed development could be delivered, based on a provision of a permeable and legible street network, and with a general transition in character from the more formal layout arrangements near the site and village entrance and use of less formal layouts in the eastern areas and southern lower lying parts of the site.

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