GOWKTHRAPPLE REGENERATION

MASTERPLAN FRAMEWORK

NORTH LANARKSHIRE COUNCIL

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50595 | May 2021

Gowkthrapple Regeneration PPiP Masterplan Framework

Contents

1. Vision & Objectives

1.1 Vision

1.1.1 ***The redevelopment of Gowkthrapple presents an opportunity to promote a comprehensive place transformation to create a new urban character, integrate harmoniously with adjacent (existing and planned) communities and take advantage of the wider natural environment of the Clyde Valley.***

1.1.2 The Gowkthrapple site has numerous re-development challenges, both physical and perceptual. Overcoming these will transform the estate and also positively influence the wider southern expansion of Wishaw.

1.1.3 The vision moves Gowkthrapple from the 1970s pavilion-style arrangements of mid to high rise flats separated by empty green and concrete expanses, to a contemporary suburban, low-rise character with defined streets and enclosed spaces. New streets and connected spaces will offer a comfortable 'human' scale that feels safe and attractive, will restrict vehicular speeds and encourage walking and cycling for local trips.

1.1.4 The surrounding mature woodland framework will be drawn into the site through a series of accessible green corridors. These will contribute to the creation of a clear landscape structure, that frames quality local and distant views and, provide a level of screening to the Wishaw Sub-station and associated utility infrastructure.

1.1.5 The plan provides for a mix of housing need to ensure the creation of a balanced community mix. In particular, the benefits of inter-generational living will be promoted through mixed housing layouts supporting an inclusive and balanced community and to resist social isolation.

1.2 Key Development Objectives:

1. **To rehouse existing Gowkthrapple residents into appropriate housing through a phased delivery programme in line with planned/phased demolition of existing housing stock.**
2. **To take the opportunity to transform perceptions of the Gowkthrapple estate through the creation of an attractive and well-connected new neighbourhood.**
3. **To secure an element of open-market housing and mixed tenure into the housing mix, working closely with other housing providers. This will require a comprehensive solution which inspires confidence in neighbourhood transformation, quality, and integration with adjacent sites.**
4. **To deliver a new neighbourhood that adopts best practice in sustainable design and placemaking.**

Figure 1 : Site Context

2. Site & Contextual Appraisal

2.1 The Site

2.1.1 Gowkthrapple is a 1970s peripheral housing estate, covering some 17 hectares and characterised by residential tower blocks and 4 storey blocks of flats. It lies on the south-western edge of Wishaw, just under a mile from the town centre and over half a mile west of Overton Main Street.

2.1.2 To the north, the estate is bounded by a major electricity substation and the West Coast Main Line railway beyond. Located to the east of the estate is the Garrion Business Park, formerly the Smith's Clock Factory (1951-78), on the site of the former Pather Iron & Steel Works. To the west and south, the edge of the estate is defined by Castlehill Road which connects Wishaw with Overton.

2.1.3 Part of the site (3.91 hectares) where demolition has already taken place is allocated within the Proposed LDP as an Existing Housing Site (NLMW1027) with an estimated capacity of 100 units (see Figure 2).

2.2 Local Context

2.2.1 The southern side of Castlehill Road is a mix of farmland and woodland as far as the River Clyde and beyond, with attractive views across the Clyde Valley available from parts of the site. Much of this is protected through Green Belt, Special Landscape Area and /or other nature conservation designations.

2.2.2 A number of nearby sites are allocated as either Existing or Proposed Housing Sites within the LDP Modified Proposed Plan, amounting to an estimated additional 947 units. By far the largest site (Castlehill Farm Site NLMW1179), which has Planning Permission in Principle for between 600 and 850 homes, lies adjacent to the Gowkthrapple site on farmland south of Castlehill Road. Its relationship with Gowkthrapple should form a significant consideration in the redevelopment design of both sites, representing a unique opportunity to transform the image and quality of the local area.

2.2.3 A further site (Gowkthrapple near to Priory Lodge 13/20) is allocated as a Proposed Housing Site with an estimated capacity of 50 units. This lies to the west of the bend in Castlehill Road, accessed from the entrance to Cambusnethan Woodlands via a single-track unmade road. This track continues south to the ruins of Cambusnethan House, before crossing the Hall Gill burn and serving the Cambusnethan Priory Cottages and farm premises beyond.

2.2.4 To the east of the Gowkthrapple estate sits the Heathfield estate and two recent residential infill developments, Woodgreen Court and Hopefield Gardens, both cul-de-sacs off Smith Avenue and Castlehill Road respectively.

2.2.5 A new school campus accommodating Clyde Valley High School and Orchard Primary School has been built further east along Castlehill Road. The former Castlehill Primary School has been demolished, and its site now forms part of the Gowkthrapple masterplan site.

2.2.6 A red gravel playing pitch within a large area of greenspace lies to the north of the former school site, wrapping around the eastern edge of the substation as far as the railway line to the north and to the rear of the business park site to the east. This area does not form part of the masterplan site but is immediately adjacent and its potential for future use and access must not be compromised.

2.3 Local Access

2.3.1 Vehicular access into the site is currently taken from Castlehill Road (B754), via Allershaw Road, Capshaw Place, Linghome Place and Stanhope Place (off Smith Avenue) (See Figure 1). Distance to the motorway network is some 5 miles north via Motherwell to Junction 6 or 5 miles south to Junction 8 of M74.

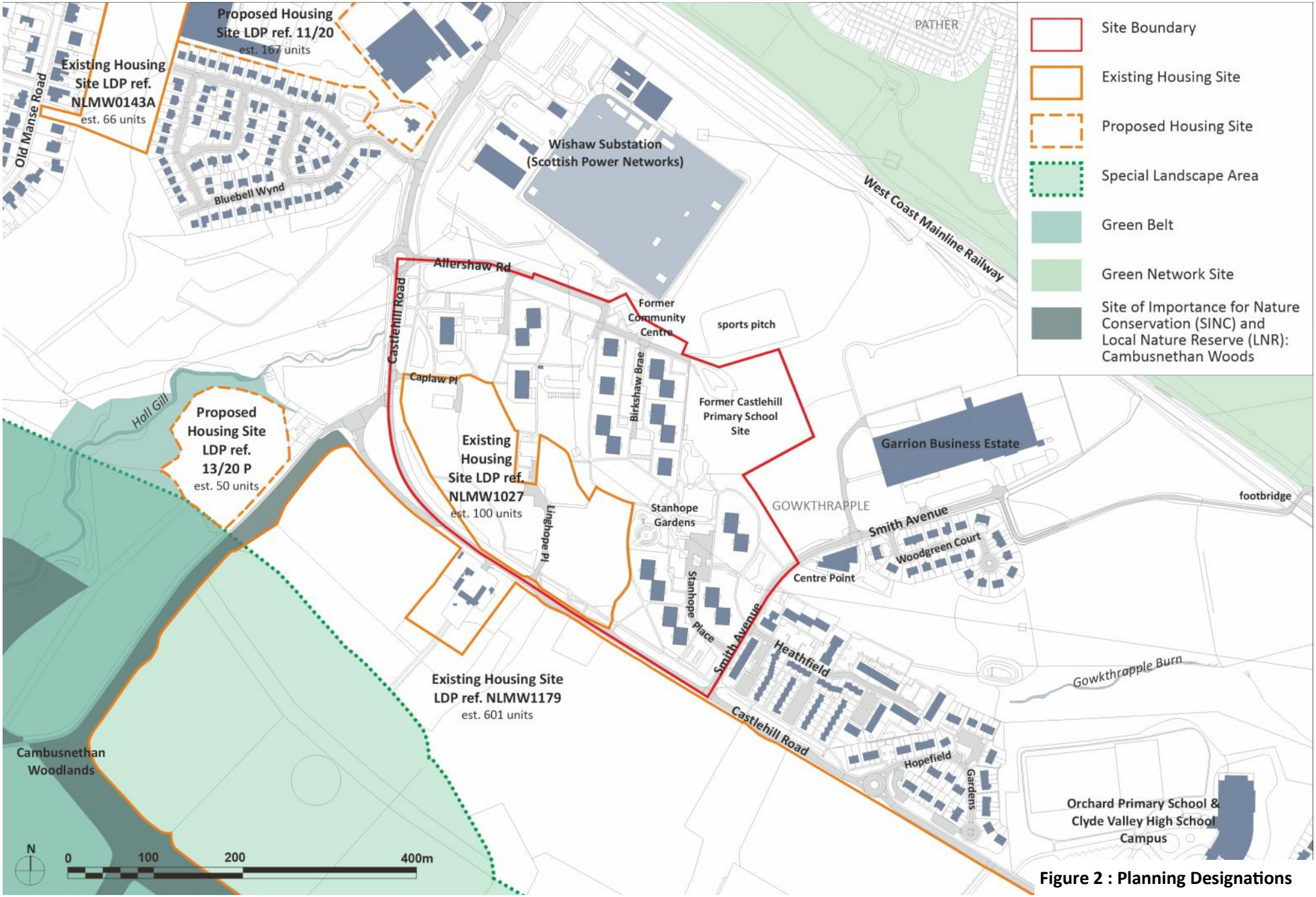

Figure 2 : Planning Designations

2. Site & Contextual Appraisal continued...

2.3.2 Wishaw Rail Station is ¾ mile from the site. The 240 Lanarkshire Connect bus service connects (from every 10 mins) Overton and Glasgow City Centre. This stops along Castlehill Road, close to the three main entrance roads and connects to Wishaw and Motherwell town centres and Motherwell Rail Station. It also stops close to Wishaw Rail Station (a 4-minute walk).

2.3.3 There is a wide network of pedestrian paths through the site, with footways mostly segregated from Castlehill Road and no footway along the southern side of the road with the exception of the bus stops. There are no segregated cycle lanes or pedestrian crossing facilities. Pedestrian access to the east of the estate is only possible via a lane opposite the business park leading to a pedestrian railway bridge towards Pather Farm.

2.3.4 Castlehill Road has a 30mph speed limit but struggles to restrict speeding, due to its wide curved, followed by long straight, alignment, limited interruptions to vehicular flow and lack of building frontages to provide street definition/enclosure.

2.3.5 As it arrives into Overton, Castlehill Road changes character to that of a 'street' with lower traffic speeds. This is due to houses fronting the street, more frequent side streets and direct vehicular access (individual driveways) to many properties. Reduced traffic speeds coupled with housing addressing the street (providing natural surveillance) combine to support a higher quality pedestrian experience at the Overton end of Castlehill Road and thus encourage walking for local trips. This principle should inform proposals for redevelopment of Gowkthrapple, reflecting national placemaking policy.

2.4 Topography

2.4.1 The highest point of the site (approx. 123m AOD) is the south eastern corner adjacent to Smith Avenue. From here the site slopes down towards the western edge, with the lowest points (approx. 110m AOD) located around the Allershaw Road roundabout in the northwest of the site. From the 'Lidar' (satellite imagery) height information displayed in Figure 3 the shallow valley of the former Gowkthrapple Burn can still be perceived.

2.4.2 The slope analysis information in Figure 4 adds to the understanding of how the site undulates, largely due to landscaping interventions associated with the estate's construction, e.g. landscape bunds intended to visually screen aspects such as the electricity sub station and Castlehill Road.

2.5 Landscape

2.5.1 The wooded areas rising on the western side of Castlehill Road, combine with the roadside planting to visually enclose the site. The planted roadside edges become denser to the south, and it is only at certain points between Linghope Place and Smith Avenue, that distant views south over the Clyde Valley are revealed. In contrast, views to the north are dominated by the substation.

2.5.2 Within the site the landscape character is relatively open, consisting of mostly amenity grassland with some marshy grassland areas towards the centre. Trees are mostly located in groups/belts to enclose play/recreation spaces and to screen the site from Castlehill Road and from Garrion Business Estate. Lower height vegetation has been planted along the Allershaw Road landscape bunds beneath the high voltage power cables in attempts to offer some screening of the sub station.

2.5.3 Across the area where housing has already been demolished, bare ground continues to revert and comprises ephemeral/ short perennial habitat. There is also some localised accumulation of stagnant water at two depressions within this area of the site.

2.5.4 Figure 5 provides existing views across the site, highlighting in particular the visual impact of the pylons and transmission corridor, and the enclosed nature of the site to the south. Figure 6 shows notable views to the north and south of the site.

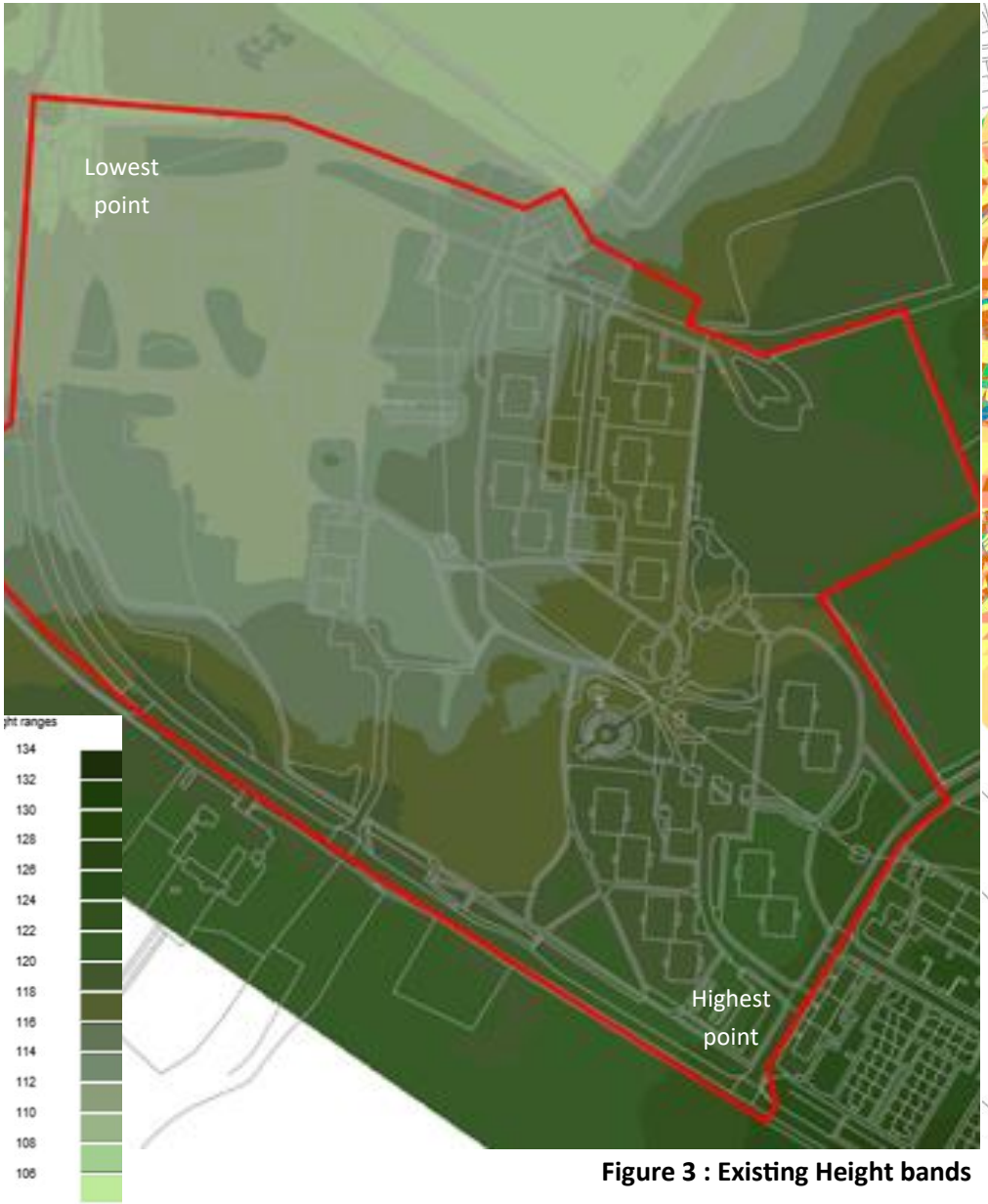

Figure 3 : Existing Height bands

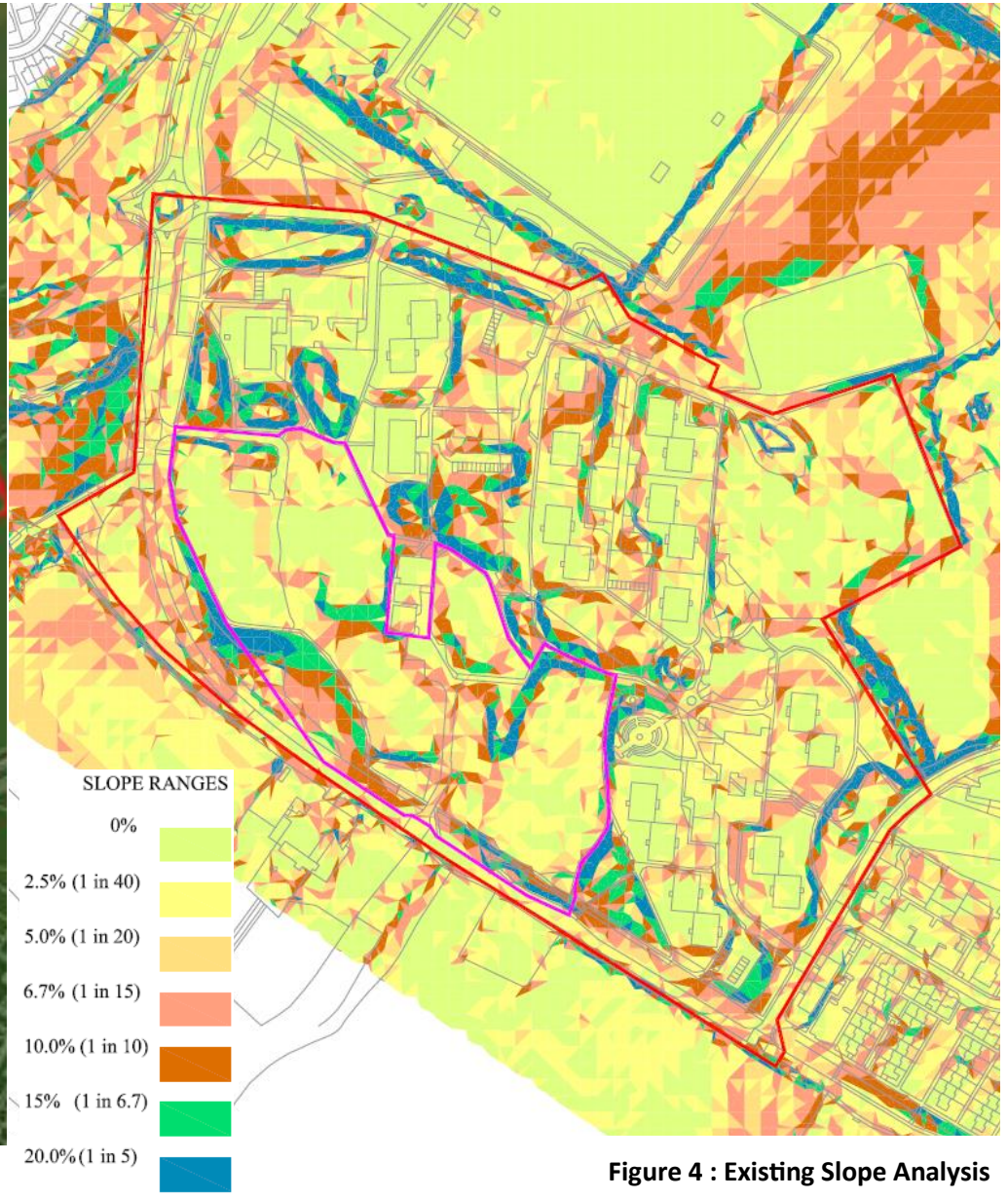

Figure 4 : Existing Slope Analysis

Figure 5 : Existing site features

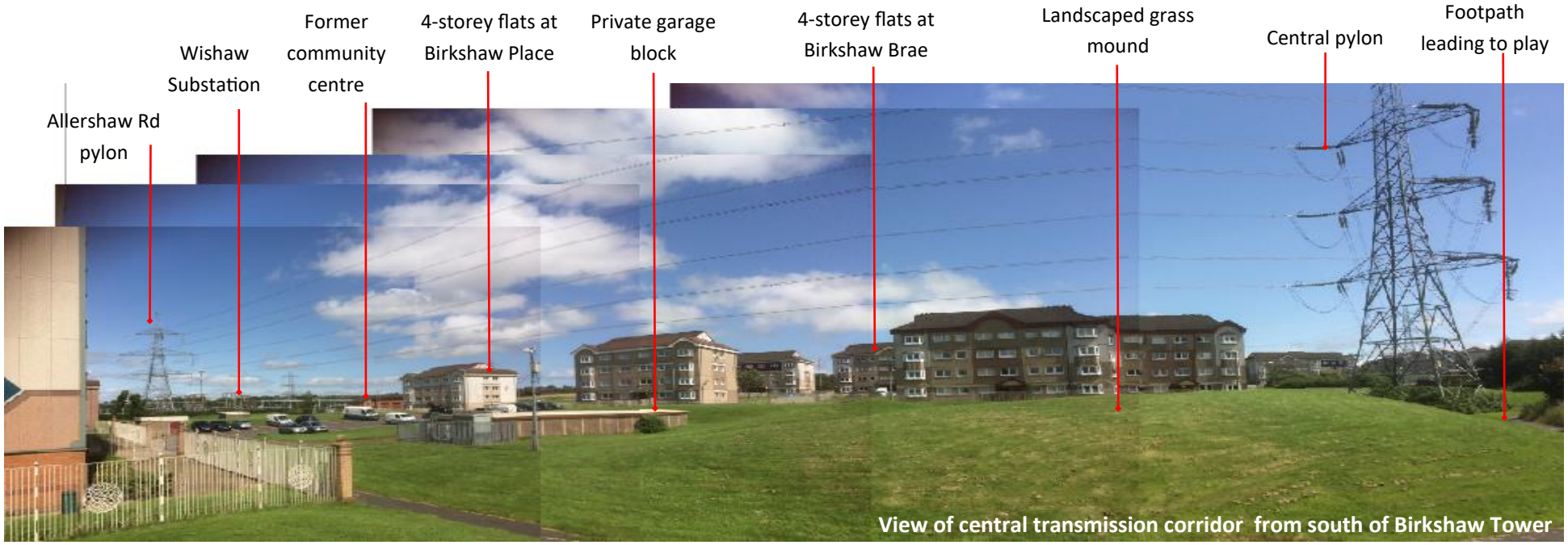

Figure 6 : Key views from site

2. Site & Contextual Appraisal continued...

2.5 Key Constraints & Sensitivities:

Electricity transmission corridor

2.5.1 Scottish Power Energy Networks have confirmed that the tower route which runs through the centre of the site currently operates at 400kv. As such, 400kv clearances require to be applied to all finished levels. A **15 metre horizontal development stand off distance from the outermost cable will be applied for outline masterplanning**. Detailed masterplanning will be required to consult with S.P.E.N. at an early stage.

High pressure water main

2.5.2 Scottish Water have confirmed the location of a high pressure 21" water main running in an east-west direction through the southern part of the site, from Smith Avenue to Castlehill Road. They have also confirmed that a **minimum 23.5m stand off distance for habited properties either side of the outer edge of the pipe will be required**. Parking, greenspace, paths and roads can be built within this standoff. There are also certain standoff distances to be adhered to for tree planting, ranging from 3m for shrub bushes to 12m for poplar and willow.

Existing culvert

2.5.3 Scottish Water mapping records that the Gowkthrapple Burn has been culverted where it passes through the site. The depth at which the 1050mm diameter concrete pipe lies varies, with the maximum depth likely to be at 3.65m below ground level. In accordance with Scottish Water minimum distances of sewers from buildings/structures (Table 1, Sewers for Scotland V4), a **standoff of 5m either side of the pipe will be required** (just over 11m).

Potential Flood Risk

2.5.4 Consultation of the SEPA Flood Map shows potential surface water flooding along the line of the Gowkthrapple Burn and in certain parts of the site.

2.5.5 A Flood Risk Assessment (FRA) has been carried out by KAYA Consulting. The flood risk from all known sources has been assessed and the main flood risk at the site is associated with the Gowkthrapple Burn culvert and a tributary that flow through the site. It is not possible to de-culvert the watercourse; therefore, it is proposed that the flood risk is managed within the site through the provision of overland flood storage and flood flow pathways. Full details of the modelling and proposed mitigation can be found in the FRA report.

Castlehill Road

2.5.6 The B754 is the main "distributor-type" road connecting Wishaw to Overton. Its 7.3m carriageway is mostly segregated from the pedestrian footway/path by variable widths (of between 6 and 50m) of grass verge, planting and even landscape bunds. There are no buildings fronting Castlehill Road between Allershaw Road and Smith Avenue. There are no pedestrian crossing facilities with the exception of crossing islands associated with the new Allershaw Road roundabout. The segregated footpath passing through the site is inadequately overlooked, offering poor levels of surveillance/ perceived security.

2.5.7 Castlehill Road is a busy road forming a wide bend as it rises to the south west of the site leading to a long straight stretch to the south of the site onwards. This alignment, together with the lack of spatial enclosure, makes it challenging to enforce the 30mph speed limit. This curvature also constrains the location for street connections into the site.

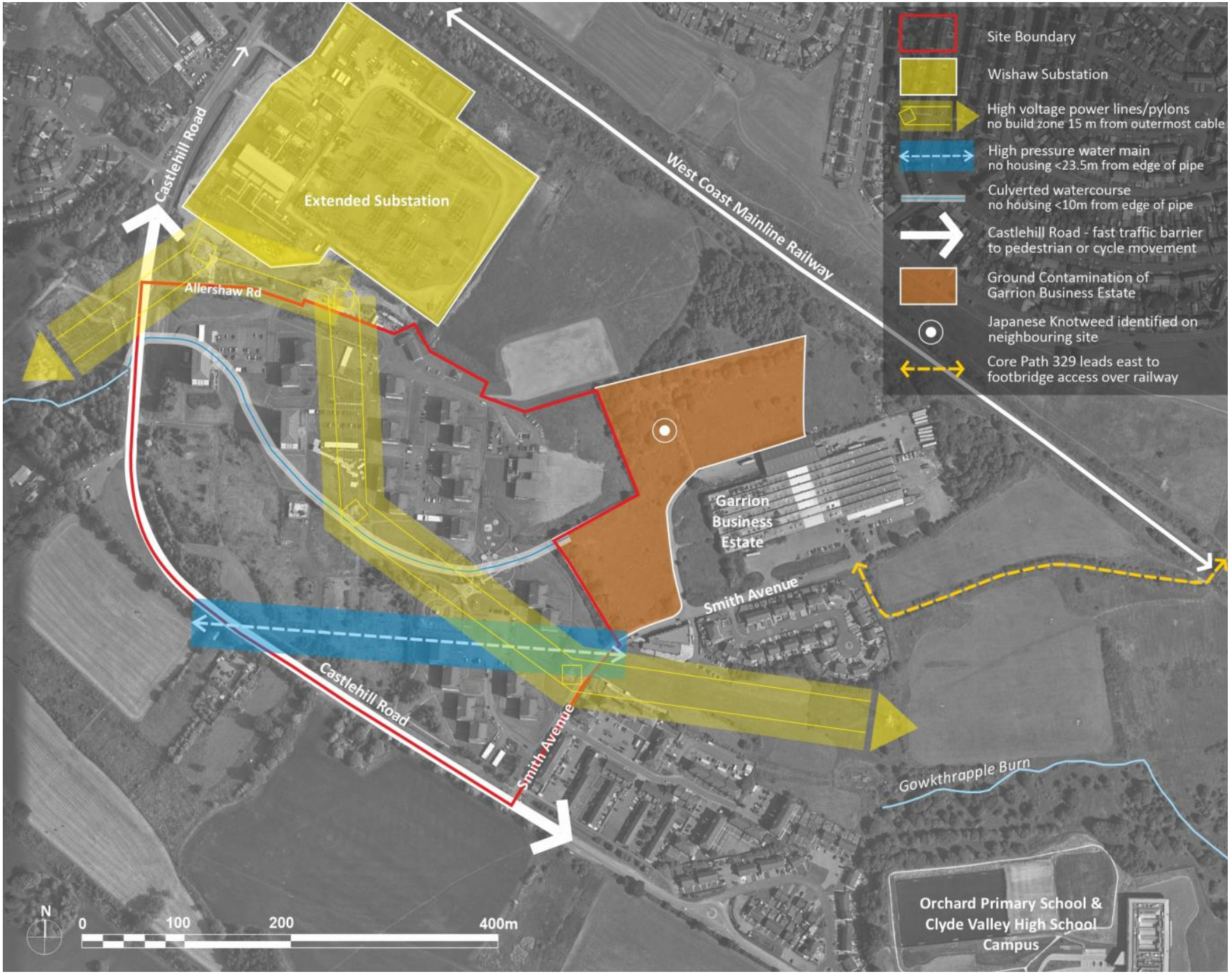

Figure 7 : Key Site Constraints

2. Site & Contextual Appraisal continued...

2.5.8 Land on the western edge of Castlehill Road, connecting with the lane serving Cambusnethan Woods is owned by a third party. This places a constraint on design options, particularly for the bend in Castlehill Road.

Adjacent site contamination

2.5.9 Site investigations were carried out at the former Smith's Clock Factory site, adjacent to the site's eastern edge, by RWE NUKEM (2006) to assess the presence of radioactive waste and recommend on future land management options. This concluded that the radioactive contamination present in the waste disposal pits at the west of the site and in the near surface at the east of the site does not present a significant hazard to human health in its current configuration and under the current occupancy scenario, because no significant linkages exist between contamination, pathways and receptors. The radioactive contamination was deemed below the Part IIA (Environmental Protection Act 1990) threshold and concluded that the site would not be determined as radiologically contaminated. Any redevelopment of the former Smith's site, which would need to ensure that no significant linkages were created and would be likely to be prohibitively expensive.

2.5.10 SEPA (Radioactive Substances Unit) have advised that they **will require a radiology walkover survey to be carried out prior to any redevelopment** of the Gowkthrapple site. They have also recommended that the existing culvert is not reopened due to potential risks of contamination/pathways.

Local greenspace network

2.5.11 Cambusnethan Woodlands is a locally protected Site of Importance for Nature Conservation (SINC) and a Local Nature Reserve (LNR) located to the south and west of the Gowkthrapple estate. It consists of two woodland areas; the Highmainshead Wood to the east and Carbarns Wood to the west. There is a good path network throughout, including walking routes to the Clyde Walkway that stretches from Garrion Bridge to Strathclyde Park.

2.5.12 The Gowkthrapple Burn, which is culverted through the estate and Castlehill Road, joins the Hall Gill burn which passes through the woodland leading to the River Clyde. A North Lanarkshire Council project is currently underway along the Hall Gill with a long-term objective to work towards attaining a favourable status for designation within Clyde Valley Woods Special Area of Conservation (SAC). SACs are designated by Scottish Natural Heritage and are strictly protected sites designated under the European Commission Habitats Directive.

2.5.13 A green corridor stretches east of Gowkthrapple along the line of both the transmission power lines and the Gowkthrapple Burn. This runs to the north of the adjacent housing and the new school campus to the edge of Overton and the railway line. This could be seen as the thin end of a green space 'wedge' leading to the open countryside, albeit access and biodiversity is constrained by the railway.

2.5.14 The linear green space between the neighbourhood of Pather and the railway line north of Gowkthrapple is designated as a Green Network Site in the emerging LDP. This is only accessible from Gowkthrapple via a pedestrian bridge along the lane (Core Path 329) to the east of Gowkthrapple. Much of the southern part of the housing allocation site on the southern side of Castlehill Road is within the Clyde Valley Special Landscape Area (see Figure 2). This area is also identified as a Green Network Improvement Opportunity - something with which proposals for Gowkthrapple site should connect.

2.5.15 Figure 7 identifies the key constraints affecting redevelopment of the Gowkthrapple site. This should be read in conjunction with Figure 2 which shows the landscape/ environmental/ planning protections within the wider area.

3. Planning Policies & Placemaking Principles

3.1 National Planning & Design Policy

3.1.1 Scottish planning policy on design of development is set out in two key documents, Designing Streets (2010) and Creating Places (2013), which can form a material consideration in determining planning applications and appeals. **Designing Streets** sets out a significant shift in approach to street design with greater emphasis on the quality of place taking precedence over traffic management.

3.1.2 **Creating Places** states that *"Quality places are often central to community life. A successful place is accessible to all and encourages people to connect with one another. The relationships which are fostered help to create communities where there is a high level of positive activity and interaction. These are communities which are safe, socially stable and resilient."*

3.1.3 It calls for all design proposals to meet the six qualities of successful places:

- Distinctive
- Safe & pleasant
- Easy to move around
- Welcoming
- Adaptable
- Resource efficient

3.1.4 Quality place-making policies are also seeking to ensure communities and neighbourhoods are addressing the challenges of climate change and support the net zero carbon targets set by Scottish Government. Key responses in neighbourhood planning include energy efficient building layouts; sustainable surface water drainage; flood risk management; design to support active travel; integration of green networks, tree planting and biodiversity.

3.2 Emerging Local Development Plan (LDP)

3.2.1 North Lanarkshire Council's emerging LDP (Modified Proposed Plan 2018) sets out a number of Placemaking Policies. Environmental Design Quality Policies 1 to 3 in particular set out the range of aspects to be covered through the site appraisal (EDQ1), special features for consideration (such as flood risk, utilities and ground instability)(EDQ2) , and quality of development criteria for assessing development proposals (EDQ3).

3.3 SPG15 Good Design Toolkit

3.3.1 This (2010) Supplementary Planning Guidance (SPG) offers further design guidance for the preparation of design proposals. This includes site appraisal and design and access statement checklists. It requires that the design solution is explained with respect to:

- Layout
- Sustainability
- Scale and mix of uses
- Details and materials
- Landscape
- Maintenance

3.3.2 It also advises that the design statement assesses the proposed design against the six qualities of successful places and the 25 points in the Design Quality Assessment checklist (included in the guidance). See Appendix 1.

4. Design Development, Community & Stakeholder Consultations

4.1 Community Engagement Event 1

4.1.1 A community 'drop-in' event was held on 3rd October 2019 at Centre Point, the community centre on Smith Avenue, adjacent to the site. Attendance was fairly low, with many existing tenants wishing to discuss more pressing accommodation issues with housing officers in attendance.

4.1.2 The design team managed to speak with almost twenty local residents and their feedback on the proposed conceptual masterplan was generally positive. The majority of comments focussed on future housing types/mix and community facilities. These are summarised below, while full comments can be found in the Planning Application Consultation (PAC) Report accompanying the application.

Housing:

- Support for a mix of housing types and sizes were expressed,
- Particular support for terraced properties and 3-bedroom family properties.
- Allershaw Tower residents were looking for retirement housing similar to their current apartments, rather than amenity bungalows, stating that many prefer and feel safer above ground level.

Community Facilities:

- Location of shop(s) and potential community facility at the junction of Castlehill Road and Smith Avenue was generally supported
- Suggestion that community facility incorporates a gym hall for indoor games.
- Support for suggestion that the existing games pitch to north of former school be converted to a multi-use games area (MUGA)

4.2 Stakeholder Consultation

4.2.1 A workshop was held for North Lanarkshire Council Officers from across departments to discuss the site's challenges and opportunities. Utility providers were also contacted in relation to cross-site infrastructure and necessary stand-off distances. Discussions were also held with SEPA in relation to nearby ground contamination and any necessary precautions.

4.3 Design Amendments

4.3.1 Water main: Soon after the community engagement, Scottish Water confirmed the diameter (21") and stand-off distance (23.5m) for the water main running through the southern part of the site. This significant wayleave necessitated a change to the proposed draft layout.

12/05/21: Scottish Water confirmed the standoff to water main as 15m.

4.3.2 Deculverting option: The option of opening up the existing culvert, given the likely depths and the creation of a potentially major barrier to movement, has been dropped following consultation.

Figure 8 : Draft Masterplan Concept consulted upon at the first community engagement event (Oct 2019)

4. Design Development, Community & Stakeholder Consultations

4.4 Community Engagement Event 2

4.4.1 Following changes to the emerging masterplan and the input from various supporting studies, a second community consultation was held. This was carried out online, due to the COVID-19 pandemic restrictions, using a virtual exhibition room where visitors could select each board to enlarge/view/download it and were able to leave email comments. This was advertised locally and accessed 349 times by 279 people over the three-week consultation period beginning 24th June 2020. Only 12No. responses were submitted, the details of which are set out in the PAC Report accompanying the application.

4.4.2 Many of the respondents raised issues related to likely timescales for moving, priority of existing residents for new housing and questions relating to the size of dwellings that would be available. One respondent made a case for a road linking Allershaw Road to Smith Avenue, as an alternative to Castlehill Road, the need for a community hub run by and for tenants, and for more child-friendly spaces. Another suggested the opening up of the culvert to create a stream, the wider incorporation of water features and associated vegetation, for greater amenity and to encourage wildlife.

4.5 Design Development

4.5.1 As a necessary and important part of the design process, the design proposals have been continually reviewed and scrutinised by the client group to ensure that as well as meeting the regeneration and placemaking objectives, they remain feasible/deliverable in terms of cost and timescale.

4.5.1 One example of this involves the decision to retain the existing alignment of Castlehill Road. To incorporate a new roundabout, as initially proposed, would be prohibitively expensive rendering the redevelopment proposals unviable. For the first phase of development (covering the area where housing has already been demolished) vehicular access will be taken from existing junctions at Caplaw Place and Linghope Place. The same may apply to the proposed second roundabout further along Castlehill Road integrating with future development to the south.

4.5.3 Other changes to the proposed masterplan, post-consultation, have included the creation of a smaller SUDS basin within the Phase 1 development area to serve the first phase of housing development only. Previous proposals were to amalgamate surface water drainage more efficiently for a wider area of redevelopment into the North-west corner. The timing of demolitions and construction, however, would mean that this would cause greater disruption to existing residents.

Virtual Community Consultation Room

Figure 9 : Draft Masterplan Concept consulted upon at the second community engagement event (June/July 2020)

Revised (but still draft!) Masterplan

NORTH LANARKSHIRE COUNCIL

Comments from the last consultation show a mix of views. There was broad support for a greater mix of housing types and sizes, but also security concerns around the type of amenity housing that would replace Allershaw Tower.

The draft masterplan has been amended where appropriate to reflect these comments together with further technical advice provided by statutory consultees and Council services.

Please let us know if you have any comments or questions on the latest draft masterplan shown below. You will also have a chance to comment on the final masterplan that is submitted as part of the planning application.

The watercourse will remain culverted to avoid creating barriers to movement and potential maintenance issues.

Amenity bungalows could be arranged around a secure internal communal courtyard, overseen by a communal building at the entrance gate. The courtyard would be overlooked by all homes and accommodate seating, gardens and allotment-type spaces.

Scottish Water have confirmed that the 21" water main running through the site requires a 23.5m no-build zone either side. The proposed "Castlehill Park" has been extended to accommodate this utility corridor, with a greater connection to the wider greenspace and path network. It will incorporate playparks and will be overlooked by housing.

A 3-metre shared foot/cycle path is proposed along the northern side of Castlehill Road, separated by 2 metre verge, street trees and frequent crossing points.

Planning Permission in Principle for housing on the southern side of Castlehill Road proposes access via a roundabout. The masterplan aligns itself with this proposal by creating a vehicular access at the same location.

Gowkthrapple Community Centre will remain in use. It is well located in relation to the sports pitch.

Greater use has been made of off-street courtyard parking, to allow houses to front directly onto streets and public spaces without being dominated by front-curtilage parking.

This area of housing has been extended further east to make more efficient use of developable land.

Key:

Development standoffs:
- High voltage power line/pylon (15m from outermost cable)
- High pressure water main (no housing <23.5m from edge)
- Culverted watercourse (10m from edge of pipe)

Proposals:
- Housing (indicative)
- Local retail/community/flats
- Principal street (incl.3m footway)
- Residential street (2m footway)
- Shared surface street
- Parking court
- Communal courtyard
- Footpath/cyclepath (3m)
- Open space
- Playspace
- SUDS basin (dry)
- SUDS retention pond

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Gowkthrapple Redevelopment

5. Design Strategy

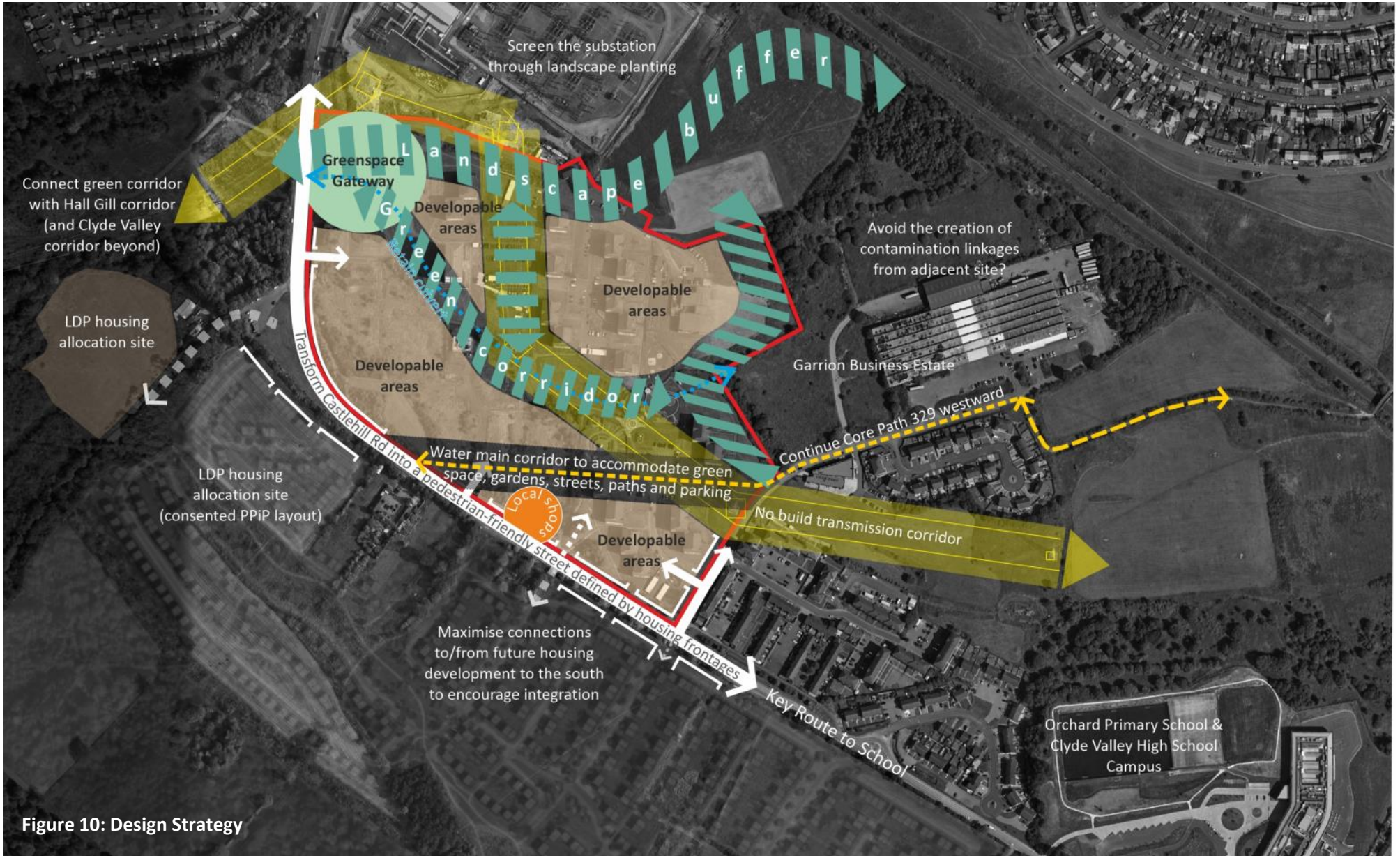


Figure 10: Design Strategy

5.1 Design Strategy Key Points:

5.1.1 **Minimise the visual impacts** of the substation, pylons and transmission lines on both housing and the public realm - through careful street design/alignments, building orientation, tree planting and landscaping.

5.1.2 **Reinforce the greenspace network** within the site and connect to the wider network, particularly to the southwest along the Hall Gill toward the River Clyde. Use the corridors constrained by utility infrastructure to create greenspace corridors.

5.1.3 Incorporate recreational routes through the green corridors and, in particular, **connect to Core Paths** to east and west that support active travel, safe routes to schools and community infrastructure.

5.1.4 Enhance the character of **Castlehill Road to reduce traffic speeds** and create an active and attractive main street which is both easy to cross and safe to walk and cycle alongside. Ensure the housing fronts onto Castlehill Road.

5.1.5 Locate/relocate local convenience shops to more commercially viable location close to **Castlehill Road**. This should form a **mixed-use node** also incorporating housing and community uses and integrating with future housing to the south.

5.1.6 Create a permeable street layout and maximise opportunities for connections, pedestrian/cycle and vehicular, between adjacent sites to allow for **neighbourhood integration** and facilitate the phased nature of the development

5.1.7 Create a '**greenspace gateway'** to Gowkthrapple in the northwest corner. This is the lowest part of the site and will be required to accommodate SUDS features/basins.

6. Concept Masterplan & Design Principles

6.1 Design Concept and Principles

6.1.1 The indicative concept masterplan proposed (Figure 11) has been developed and informed by a series of technical studies and consultation with a wide range of stakeholders. It demonstrates how the site might be developed through the application of the following sustainable design principles. In addition, Appendix 1 sets out ways in which the proposed design seeks to achieve the six qualities of positive places.

6.2 Layout & Movement

Principal structure

6.2.1 A traditional street-based, low-rise housing approach is proposed in contrast to the existing dispersed pattern of mid to high-rise development dominated by swathes of empty space. The pylons/transmission corridor, the culvert wayleave and high pressure water main crossing the site become important intersecting green corridors which provide the overarching structure, connecting Castlehill and Allershaw Roads with Smith Avenue. These corridors are required to integrate and unite the four (unavoidably) distinct housing areas, through connecting streets/paths, a landscape design which serves to visually connect neighbouring areas and housing frontages addressing the greenspaces thereby supporting their use/activity (maximising natural surveillance).

6.2.2 The central focus will fall around Linghope Park. This area is highly accessible by all modes and within easy walking distance from the proposed amenity housing and is well-overlooked. A 'secondary' centre will focus on the retained Community Centre and adjacent sports pitch and playpark on the northern edge.

Figure 11 Indicative Concept Masterplan has now been superseded by Figure 11A (following 6.6, page 26).

May 2021

Figure 11: Indicative Concept Masterplan

Proposals:

- Foot/cycle only path
- Primary vehicular route
- Secondary residential street
- Tertiary residential street
- Tertiary lane/ shared surface
- Potential future access to adjacent site (vehicular/other)
- Existing/retained bus stop

Figure 12 : Proposed Movement

6.2.3 A large, welcoming greenspace will form the northern 'gateway', framed by housing frontages and accommodating sustainable drainage basins, generous tree planting, cycle paths and playspace. The southern approach to the site will be more built-up in nature reflecting the adjacent Smith Avenue housing.

Castlehill Road

6.2.3 Proposals to encourage reduced vehicular speeds and safe and comfortable pedestrian/cycle movement along Castlehill Road should include the following:

- Building/housing frontages and street trees close to, and aligned to, the road wherever possible, to better enclose this corridor.
- Additional pedestrian access points /connecting streets, together with pedestrian crossing facilities to facilitate access to bus stops and future integration with adjacent housing sites.
- Variety of urban form to break up the 'straight road' monotony which can encourage speeding. For example, buildings of different scale and set backs interposed with greenspace/park frontages.

Street layout

6.2.4 Providing a modified grid layout allows for an accessible and connected movement network for all modes, creating direct routes to encourage residents to walk or cycle for local trips. For this reason, cul-de-sacs /dead-ends which prevent pedestrian through-movement should be avoided. This does not include private courtyards/parking areas within street blocks.

6.2.5 The layout also serves to restrict vehicular speeds through perceptual means, as advocated by *Designing Streets,* for example, with frequent junctions and short street sections. The modified grid allows for more dispersed vehicular movement locally, and allows through movement (e.g. between Allershaw Road and Smith Avenue) without creating faster 'rat-runs' for those wishing to avoid Castlehill Road. Figure 12 highlights this dispersal of vehicular movement and overall site permeability for walking and cycling.

6.2.6 For the most part a perimeter block arrangement is proposed, where houses are close to, and front onto, the street and where gardens are to the rear occupying the central part of the block for maximum privacy and security.

6.2.7 Certain types of housing may benefit from a different layout/arrangement. For example, the masterplan proposes the focussing of a number of amenity bungalows for elderly residents around a central courtyard, directly accessible from small private/semi-private back garden spaces. This can ensure greater surveillance among neighbours and resultant sense of security through communal living / sharing of amenity space.

6.2.8 The move towards a more traditional street layout where routes are more enclosed and more 'human' in scale, also helps to screen dominant views of the pylons and substation from within the main residential areas.

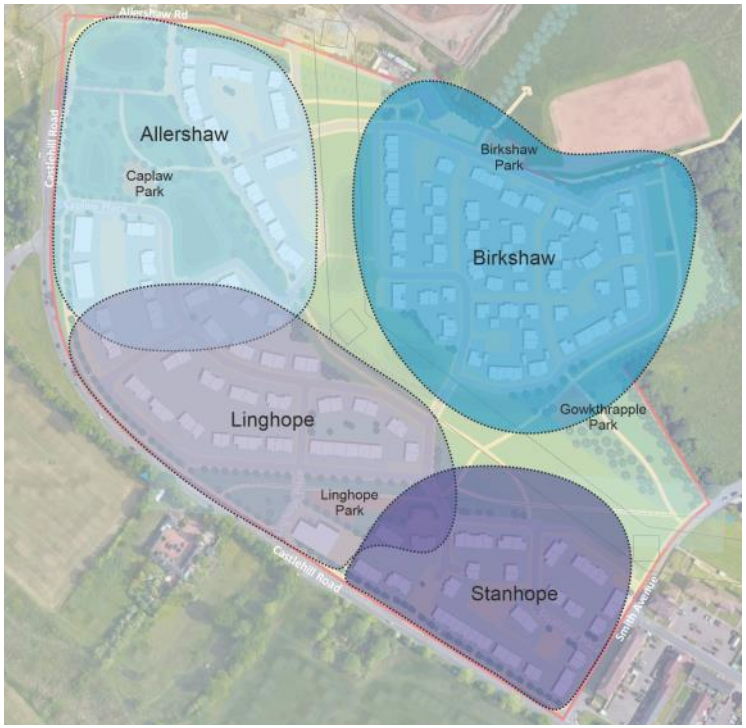
Parking

6.2.9 A mix of parking arrangements is proposed, including communal courtyard parking, limited front or side curtilage parking and on-street parking bays (in small groups). Front curtilage parking can create over-wide street sections visually dominated by cars. Where this is the chosen approach, parking spaces must be well-screened through adjacent front garden vegetation. Proposals will be expected to meet North Lanarkshire Council's prevailing minimum car parking provision standards.

Figure 13 : Character Areas & Key Design Principles

Allershaw Character Area

- The northwest greenspace 'gateway' and culvert corridor forms the focus of this area.
- Townhouses define the large open greenspace and address Castlehill Road.
- Terraced and semi-detached houses provide strong continuous frontages addressing the public greenspace.
- This is a key recreational area, with an equipped playpark, a network of shared foot/cycle paths, usable open space within the detention (dry) SUDS basins, and a generous level of tree planting (native species).



Birkshaw Character Area

- Away from the main roads, this area forms a looser/less formal grid layout.
- Shared surface streets, lanes and parking courtyards.
- Greater proportion of detached and semi-detached houses.
- Greater frontage continuity (terraces) along outermost streets to address green corridors and ensure good level of passive surveillance.
- Refurbished community centre overlooking greenspace corridor and well connected to adjacent sports pitch and wider path network.

Linghope Character Area

- Overlaps with Allershaw, changing from wide open to enclosed streetscapes, deflecting attention from nearby pylon.
- Mix of low rise housing, including amenity bungalows set around a communal courtyard garden.
- Noise impact assessment recommend that houses here are set back from Castlehill Road . A shared foot/cycleway, planted verge, perpendicular parking bays and parallel residential access roads help achieve this distancing. Street trees should be planted to break up the resultant wide street section - also a perceptual means of slowing traffic.
- Linghope Park forms the main focus, making use of the trunk water main wayleave for the playpark, greenspace, residential access road and parking.

Stanhope Character Area

- Opportunity here to bring building frontages and street trees closer to Castlehill Road to create greater sense of street enclosure and slow traffic.
- Overlaps with Linghope Character Area. Changing to a tighter urban grain reflecting housing on opposite side of Smith Avenue and proximity to key junction.
- Greater use of rear parking courtyards to allow for high degree of street façade continuity through terraces, cottage flats and semi-detached dwellings.
- A level of mixed use can be accommodated along Castlehill Road and Smith Avenue frontages with the provision of local retail

6.3 Sustainability

Sustainable Transport Modes

6.3.1 The structure and layout of the proposed development has a direct impact on sustainability in terms of encouraging sustainable travel modes. This includes direct and safe walking /cycling routes throughout the site and particularly to local shops, services and buses, and into the surrounding areas. Slowing vehicular traffic, in particular, helps to create a more attractive environment to encourage walking, cycling and outdoor play and recreation.

Green Corridors

6.3.2 The proposed green corridors extending through the site to connect with Cambusnethan Woodlands to the southwest and with the Gowkthrapple Burn corridor to the east, will bring host of sustainable benefits to the site and surrounding area. These include the potential to establish wildlife corridors and improved biodiversity, together with the health benefits of improved air quality and sport/recreational opportunities.

Sustainable Urban Drainage Systems (SUDS)

6.3.3 Redevelopment of the site will require surface water to be attenuated and managed through SUDS on site rather than through the combined sewers as at present. Although this will reduce the net developable area of the site, features such as detention basins can be positively integrated into the green landscape corridors, including beneath the power lines where possible. Since it is the lowest part of the site, the northwest corner will be required to accommodate a large proportion of the SUDS, creating an opportunity for an attractive 'green gateway' setting for the development.

6.4 Character, Scale and Mix of Uses

Character Areas

6.4.1 Figure 13 highlights how the four parts of the proposed neighbourhood can display different characteristics informed by their situation. Distinct character areas can support greater legibility and help to create a stronger sense of place.

Building Heights and Massing

6.4.2 Low rise housing is proposed, incorporating a mix of single, two and three-storey dwellings. There may be potential for some low-rise flatted accommodation at key nodes along the main street, as shown at Castlehill Road/Caplaw Place junction, or associated with any retail uses.

6.4.3 Key frontages, particularly along Castlehill Road and addressing larger greenspaces should be defined by buildings of two-storeys or higher, while single-storey dwellings, such as the proposed amenity housing, should be contained within the interior streets where possible. Along Castlehill Road, the proposed local centre area and those edges fronting large open areas can more comfortably accommodate three-storey properties.

Housing Mix

6.4.4 NLC Housing will have certain requirements in terms of the mix of housing types and sizes to be accommodated within this redevelopment, based upon prevailing needs assessments / housing surveys. The provision of market housing is also sought for this site with a view to establishing a balanced and stable community mix.

Open Space and Play Provision

6.4.5 NLC has *Minimum Space Standards for Play Provision and Open Space*. The proposed development constitutes a "major development", requiring a total

minimum play space (informal/casual) of 6,000m^2 with 2,000m^2 to be equipped play space. The proposed broad location/distribution of the equipped play spaces/playparks is identified in Figure 11, while the exact location and design of these spaces will be decided upon at detailed planning stages.

6.4.6 The guidance states that play areas should be located towards the centre of the housing development on the main pedestrian desire routes. It also states that they should be located away from major access or distributor roads, water courses with steep embankments and overhead service installations. Since the overhead power lines run through most of the central areas of this site, proposed play areas are located away from the centre, although as far as possible, close to the key pedestrian desire routes, and sufficiently close to housing to allow for passive surveillance (but no less than 15m from plot boundaries to prevent nuisance).

6.5 Details and Materials

6.5.1 While design details and materials are matters to be dealt with at the detailed design stages, proposals should seek to follow these guiding principles:

- A limited palette of attractive/good quality (durable and low-maintenance) materials should be used for both the hard landscaping and buildings.
- Contrasting tones should be used where possible to distinguish between levels/planes. This is particularly important for designing for dementia-friendly spaces /an aging population/visual impairments.
- Wide paths with level surfaces are also beneficial to older residents, especially where providing access to local shops, services and parks and encouraging active lifestyles and helping to prevent social isolation.

6.6 Landscape and Maintenance

Landscape Design

6.6.1 The proposed landscape design should meet SPG1: Landscaping requirements and be guided by the following:

- Tree planting contributes positively to the character of streets and spaces, to air quality/carbon capture and to the visual screening of features such as the substation and pylons. Height, distance and species restrictions will apply to planting alongside the transmission corridor, the culvert and the water main. Non-native species will not be acceptable.
- SUDS basins and other SUDS features such as swales should be designed as an integrated part of the landscape/green corridors. Scope /space to create a retention pond within the northwest 'gateway' area should be considered. Where dry (detention) basins are more appropriate, the opportunities to incorporate them within informal play areas should be explored.
- Landscape bunds along Allershaw Road will be retained and where possible increased in height to maximise screening of the substation. Existing bunds alongside Castlehill Road will be removed /levelled to allow for development along these principal frontages.
- High quality landscape design to the main frontages, gateway and SUDS features needs to create strong functional and attractive spaces. Arrangements for landscape maintenance and management need to be considered and integrated with the design proposals.

Figure 11A now supersedes Figure 11

During development of the masterplan, North Lanarkshire Council instructed CCG Homes and Coltart Earley Architects to develop detailed Phase 1 proposals. The Phase 1 brief included providing amenity housing to meet the needs of the elderly population in a distinct and defined area, separate to the main housing to be developed (in accordance with NLC Housing specification).

The Masterplan has been amended to incorporate the detailed NLC Phase 1 Layout, consisting of 19No. amenity bungalows based on a single access with the remaining 78No. units consisting of a mix of single and two-storey units.

The Phase 1 Layout has been agreed by NLC Housing/Planning/Roads (See Figure 11A). The detailed Phase 1 layout proposes further subdivision of the Phase 1 SUDS basins and the retention but relocation of the retail unit/local centre from Phase 1 to a location, to be determined in future detailed masterplanning, in the Stanhope/Smith Avenue area.

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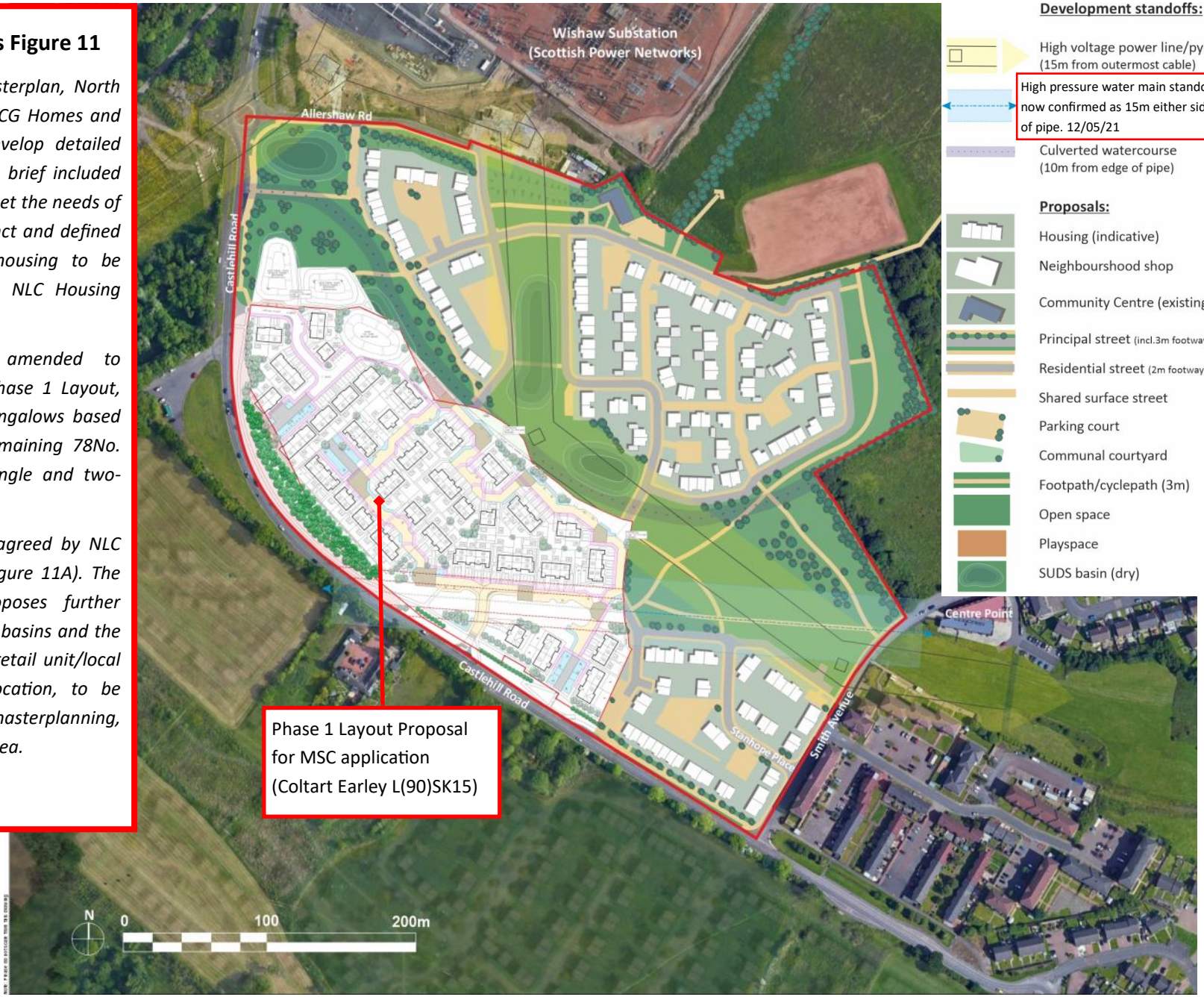


7. Proposed Phasing and Capacities

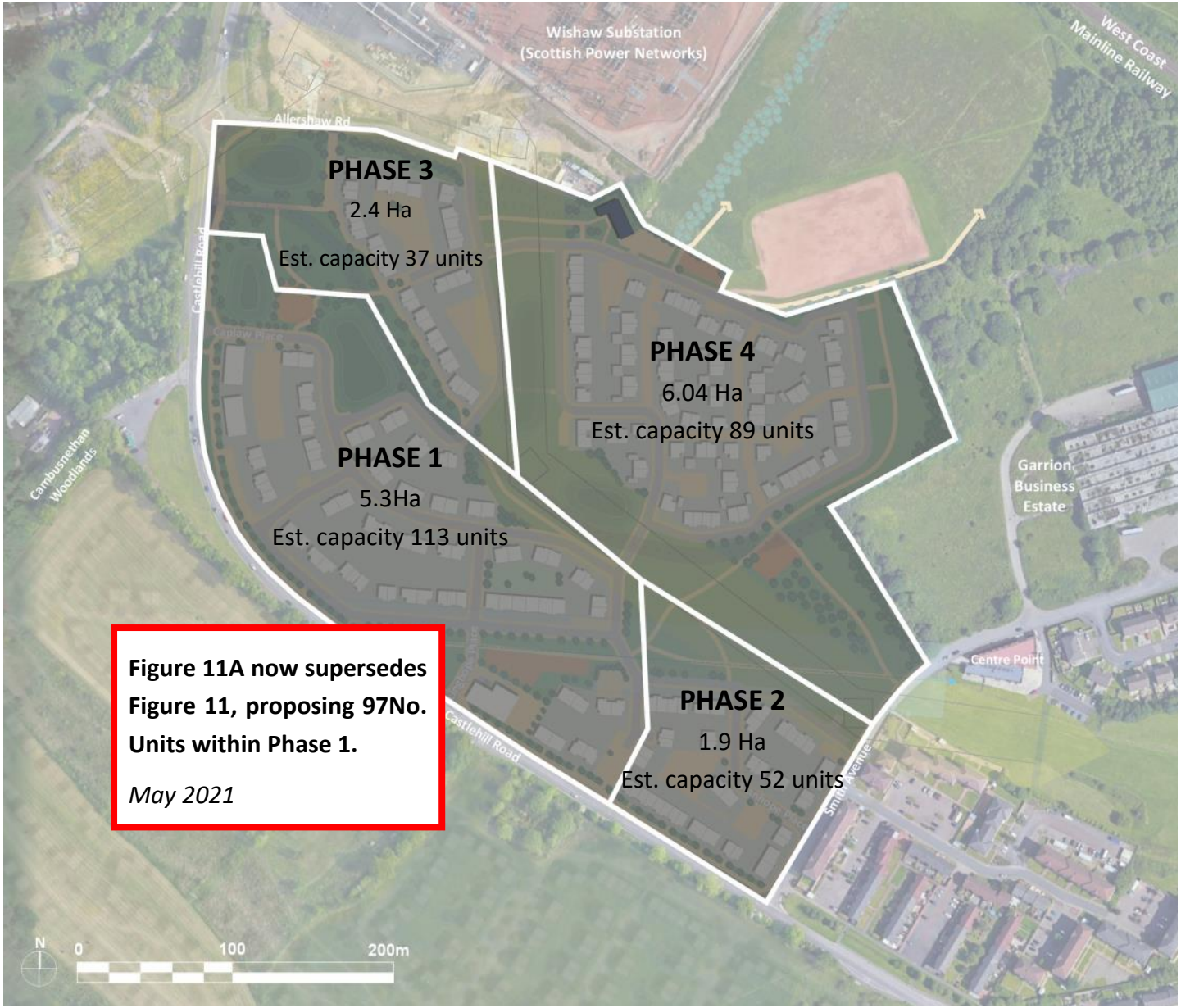


Figure 14 : Proposed Phasing and Estimated Housing Capacities

7.1 Phasing

Phased Demolition

7.1.1 The proposed phasing of development depends largely upon the demolition phasing across the site, and the need to protect residential areas still occupied from impacts of construction.

Proposed Development Phasing

7.1.2 Figure 14 identifies how the development might be phased. This is based upon the current demolition programme together with practical considerations relating to accessibility around the site and to the impact of construction work on neighbouring residents.

7.1.3 Phase 1 broadly covers the area where housing has already been demolished. It's prominent edge to Castlehill Road maximises the opportunity for early stage development to improve perceptions of Gowkthrapple. This first phase, and the quality with which it is designed and implemented, is therefore critical to raising investor confidence in the subsequent development phases.

7.1.4 Phase 1 will include amenity housing for elderly residents, some of whom would move from the existing Allershaw Tower Residence. Linghope Park should also be included as part of Phase 1, to ensure the provision of amenity green space that is easily accessible for elderly residents.

7.1.5 Continuing housing construction into the southeast corner within Phase 2 would serve to consolidate the urban form along Castlehill Road and integrate with the adjacent housing east of Smith Avenue.

7.1.6 The logical direction of redevelopment is then to extend to the northwest corner, completing the frontage to Castlehill Road. Housing in this Phase 3 would be significantly set back from the road to incorporate SUDS features as part of the 'green gateway' setting.

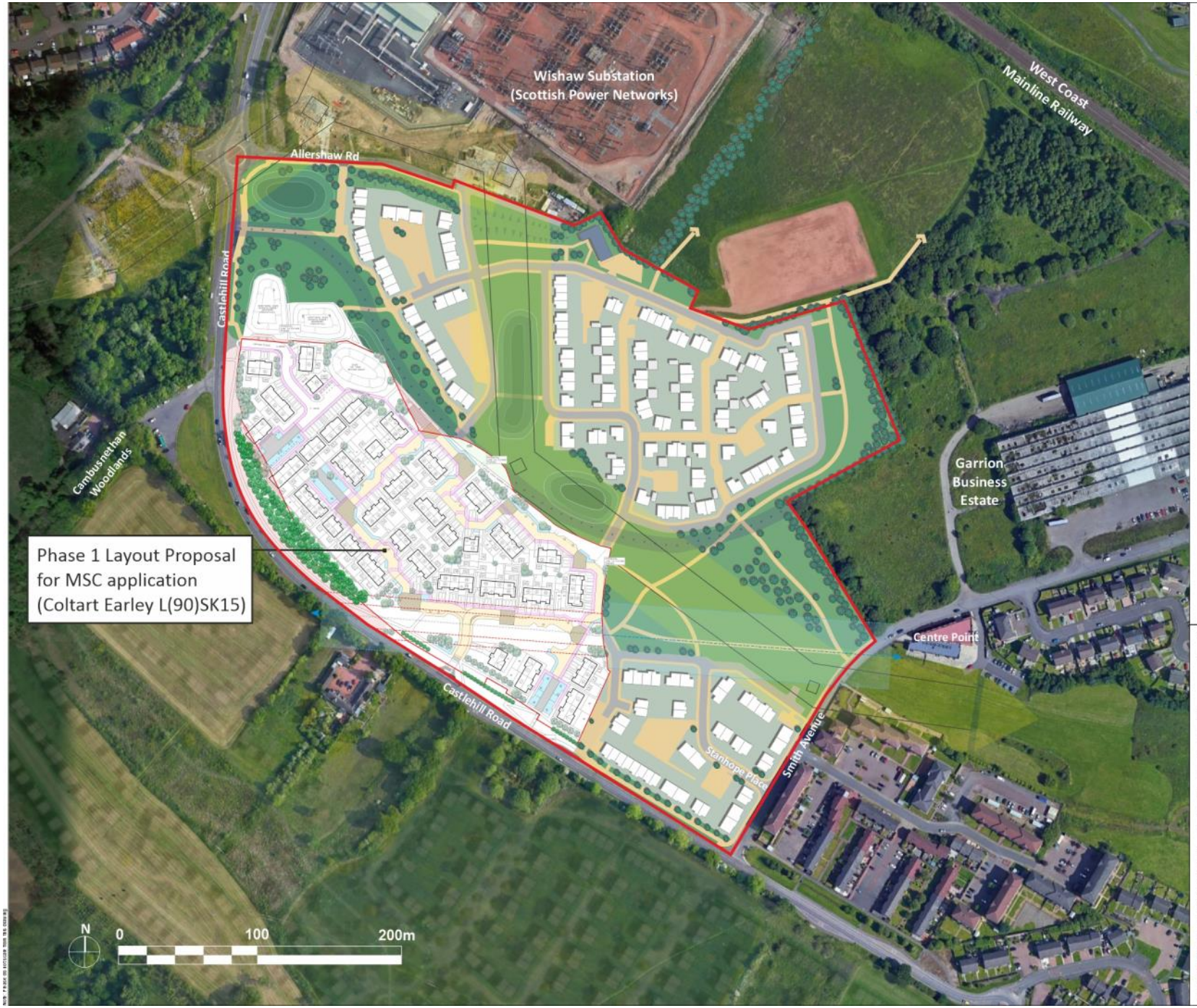
7.1.7 The fourth and final phase is proposed to consist of development to the east of the transmission corridor. This area is more heavily constrained in terms of visual/noise impacts of the transmission lines /pylons and substation to the north, west and south, and by the blighted adjacent site and railway barrier beyond to the east. Construction access would be required along Allershaw Road. Phase 4 would also see the refurbishment of the existing Gowkthrapple Community Centre.

Appendix 1: Design Quality Assessment Checklist

The Six Qualities of Positive Places:	How the indicative concept masterplan (Figure 10) seeks to achieve these:
1. Distinctive Design that makes the best use of site attributes and respects and enhances the character of surrounding buildings, streets and green networks to create places that have a sense of identity.	• Reversing the negative sense of identity associated with this site is challenging given the adjacent major electricity substation and its associated pylon/ overhead lines running through the site. • The wooded and greenspace settings surrounding much of the site provide the positive context to draw upon in transforming the sense of place. Clear greenspace gateways are created linking both physically and visually towards the Hall Gill and Cambusnethan Woodlands to the west and south. • The green corridor wrapping the eastern edge of the site leads towards the fields to the north and the railway / Pather green corridor to the northeast. • The street adjacent to the northeastern site edge, together with the houses fronting it, are presented with distant views north taking in Wishaw Town Centre's distinctive skyline. • Housing along the southeast edge presently looks out across Castlehill Road over green fields sloping down to the Clyde, and distant hills on the other side of the valley. Intermittent views will ideally be retained once new development spreads across these fields.
2. Safe and pleasant Attractive, well managed and appropriately scaled places designed to encourage activity and overlooked by surrounding buildings and active frontages. With clear definition of public and private spaces, where parking does not dominate and there is natural traffic calming.	• The perimeter block layouts ensure that the street and open space networks are positively addressed by housing frontages and entrances to encourage activity and provide good levels of passive surveillance. • By bringing housing closer to the front of plots, a greater sense of street enclosure is created. This helps slow vehicular speeds through perceptual means and thereby a more comfortable and safe walking and cycling environment is created. • A good proportion of car parking is accommodated within overlooked courtyards in the centre of the perimeter blocks to reduce levels of on-street or front-curtilage parking. This ensures that cars do not visually dominate the public realm and allows housing frontages to be closer to the street and provide greater overlooking. • Playparks are located where they can be overlooked by housing, without being too close in terms of noise or privacy impact. • Views of surrounding greenspace permeate through to most parts of the street network, positively enhancing the built environment.

3. Easy to move around Street design that considers all users and is well connected into existing movement networks, putting people and place before vehicular movement.	• The modified grid layout offers a choice of connected and convenient routes for all modes. • Views through the site, a legible structure, prominent features and distinct spaces help people to orientate themselves. • Connections between the three main surrounding streets (Castlehill Rd, Allershaw Rd, Smith Ave) offer alternative paths between them without creating vehicular 'rat-runs'. • An active travel route (3m shared foot/cycleway) follows Castlehill Road, with connections into the site from this along 20mph streets and a network of shared foot/cycle paths.
4. Welcoming Places that encourage social interaction, where it is easy for people to find their way around and access local services in a walkable neighbourhood.	• The local centre will be visually prominent by virtue of its location on the junction of Castlehill Road and Linghope Place and the adjacent open greenspace setting. This key nodal space is enclosed and overlooked by continuous housing frontages lining the residential street crossing Linghope Place. Together with the neighbouring playpark, this area forms a particular focus for social interaction. • Access to the existing community centre to the north has been enhanced, and given a more generous greenspace setting, with an adjacent playpark benefitting from northern views to the town centre and good levels of passive surveillance from housing.
5. Adaptable Places that can support a mix of compatible activities with built in flexibility so that they can adapt to changes in the future.	• A mix of housing types to suit a range of needs, including amenity bungalows for the elderly, one and two-bed apartments and a range of house types and sizes to suit changing need and demand. • The site is well screened, through the green corridor along the eastern edge, from employment uses on the adjacent Garrion Business estate, should activity here resume. Equally, the site is designed so as not to preclude further housing development extending eastward should the adjacent site be remediated in the future.
6. Resource efficient Development designed to make best use of resources, achieve high environmental performance and minimise impacts on the built or natural environment.	• The movement network is designed to encourage walking and cycling for local journeys, with ease of access to bus services along Castlehill Road for travel further afield. • Re-use of the existing community centre building. • Surface water runoff from the site is minimised and managed through an integrated SUDS so as not to adversely impact neighbouring areas.

ADDENDUM TO ORIGINAL MASTERPLAN PROPOSAL



Development standoffs:

- High voltage power line/pylon (15m from outermost cable)
- High pressure water main standoff now confirmed as 15m either side of pipe. 12/05/21
- Culverted watercourse (10m from edge of pipe)

Proposals:

- Housing (indicative)
- Neighbourshood shop
- Community Centre (existing)
- Principal street (incl.3m footway)
- Residential street (2m footway)
- Shared surface street
- Parking court
- Communal courtyard
- Footpath/cyclepath (3m)
- Open space
- Playspace
- SUDS basin (dry)

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Project Name
Gowkthrapple Regeneration Masterplan

Client
North Lanarkshire Council (Housing)

Title
Concept Masterplan with Phase 1 Design Proposals (Coltart Earley L(90)SK15)

N. Point | Scale: Not to scale

Date	Paper Size	Quality Assurance
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Status
Addendum to Masterplan Report

Project No	Drawing No	Revision
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