



Bishopbriggs Town Centre Stage 3 Developed Design Report

September 2023

Bishopbriggs Town Centre Stage 3 Developed Design

September 2023

prepared by:



on behalf of:



sustainable thriving achieving

East Dunbartonshire Council

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in partnership with:



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1 Introduction

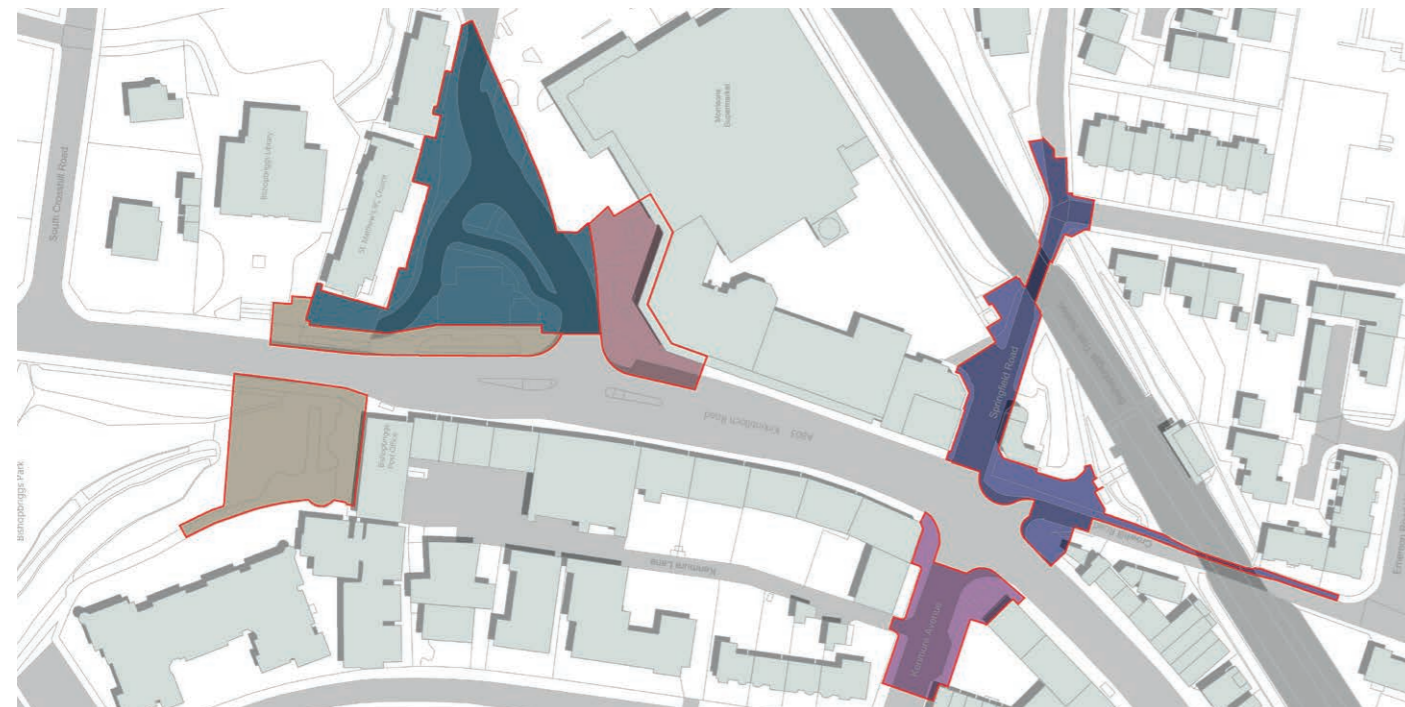
1.1 Project Stage Introduction

In August 2022, East Dunbartonshire Council (EDC) appointed Triskelion, a collaboration between consultants Arcadis UK & Sweco UK through the Scape Framework, to form a design team for professional services to develop the RIBA Stage 2 Concept Design and RIBA Stage 3 Developed Design for the City Deal Bishopbriggs Town Centre Regeneration project.

The Bishopbriggs Town Centre design team worked closely with East Dunbartonshire Council's City Deal Team to develop concept design options for the most critical projects and sub-projects identified in the Bishopbriggs Public Realm Plan 2022. Each of these three options were tested with both the public and with the EDC technical working group. The RIBA Stage 2 Concept Design Stage was concluded in April 2023.

Preferred options for the projects and sub-projects were selected from the concept designs to be developed in more detail at the RIBA Stage 3 Developed Design Stage. Due to complexities of the wider A803 corridor in relation to bus priority, active travel and transport modelling requirements, the design of the A803 Kirkintilloch Road is being taken forward by a separate design team who are tasked with developing designs for the full A803 corridor. For that reason design development of the A803 has been omitted from the Bishopbriggs Town Centre Stage 3 design until such time as the two projects can be co-ordinated. A series of design principles for Kirkintilloch Road as it passes through the town centre have been developed from the Stage 2 Concepts which have been passed to the A803 Design Team (refer to appendix A). Collaborative working has been facilitated to ensure a co-ordinated approach to the design of the A803 through the town centre.

The Stage 3 projects have been split geographically into a series of sub-project areas as shown on Figure 1 below.



- Civic Space
- Bishopbriggs Cross East
- Bishopbriggs Cross West
- The Triangle Centre Corner
- Gateway to Bishopbriggs Park

Figure 1: Stage 3 Sub-Project Areas

1.2 RIBA Stage 2 Overview

At Stage 2, three number concept designs were developed for the civic space in tandem with three number masterplans for the town centre as a whole. Each of these three options were tested with both the public and with the EDC technical working group.

EDC then undertook an options appraisal to determine the preferred approach for the town centre masterplan as well as a preferred option for the civic space. With both the masterplans and civic space, it was determined that each concept design had merit and that a preferred design would incorporate the best and most practical elements from each of these to find a regeneration strategy for the town centre. Overall, Masterplan and Civic Space Option B was chosen as the framework into which the positive elements of Options A & C would be integrated during the Stage 3 Developed Design of the sub-project areas.

Feedback from both the public and from East Dunbartonshire Council identified a number of areas that should be developed during the Stage 3 process. These included;

- The civic space should not be tied to any one solution or proposal for the underpass. Therefore, the civic space should be developed in isolation from the underpass and be able to accommodate any eventuality of proposal for the underpass area.
- Permeability of the civic space in both a visual and physical capacity will be key to ensuring a connection to the town centre and enhancing the functionality of the space in the long term.
- The area outside the Triangle Shopping Centre should be developed in tandem with the Civic Space in order to ensure a cohesive approach to the integration of the Civic Space with the wider town centre.
- Better connection and connectivity should be considered between the church and the event space.
- The approach to Bishopbriggs Cross from both east and west should be developed to deliver more robust design proposals that are coordinated with the intricacies of user requirements and site specific locations.
- The entrance to Bishopbriggs Park proposals should be developed following a better understanding of the opportunities that could be afforded to the regeneration of the town centre if the underpass is closed. This area should also facilitate the development of a cycle hub facility as well as create a stronger visual and physical connection to the park.

1.3 RIBA Stage 3 Approach

The project has been informed by:

- Baseline review of the Bishopbriggs Town Centre Public Realm Plan 2022, current East Dunbartonshire (EDC) planning policy and relevant strategies and documents.
- Detailed analysis to understand the constraints within the town centre. This includes consideration of:
 - landownership
 - planning applications and new development
 - statutory utilities
 - drainage and watercourses
 - bus services
 - access and movement networks – pedestrians, cyclist and parking
- Detailed analysis of the streetscape elements within the town centre and their quality.
- Commission of a topographic survey for the study area.
- Coordination with the other City Deal project elements (namely the A803 Corridor Improvements) and other anticipated changes within Bishopbriggs.
- Stakeholder workshops and meetings with key council officers including representatives from; greenspace, streetscene, roads and transport, flooding and drainage, planning and sustainability.
- Consultation with key stakeholders within the town centre including; Morrisons, St.Mathews Church, local community groups, the Community Council and East Dunbartonshire Access Panel.

This information was used to inform the development of the concept and developed design options.



2 Civic Space

2.1 Design Development

During the design development of the Stage 3 proposals, many areas of the design were further refined and interrogated in order to provide the best possible spatial solutions for the area. Given the unknowns at this stage associated with the retention or removal of the underpass, the design retains the existing footway layout on the eastern side of the A803 Kirkintilloch Rd and maintains the existing ground levels between the church and the underpass which will be examined further as the A803 design develops.

There was a minor relocation of the stage and canopy in order to accommodate any future levels changes associated with the footway to the west should it ever be raised if the underpass were to be closed. This provides security and flexibility of the design in the long term and maintains the flexibility for EDC to make a decision regarding the closure or refurbishment of the underpass at a future point.

The footway between the A803 Kirkintilloch Road and the civic space will benefit from re-surfacing and widening to the north as part of these proposals. The landscape area will receive new planting which will open up views into the new civic space from Kirkintilloch Road.

To the north, adjacent to the library, the existing retaining wall will be removed to allow a wider footway and the planting will be terraced to widen the appearance and feel of this narrow section. A new retaining wall and new specimen planting will be implemented with existing mature trees retained where possible.

Between the footway and the church, new surfacing will be constructed and space retained for accessible parking bays for use by the church. A new turning head designed to accommodate a funeral hearse, will be provided. Access to the church for permitted vehicles is accommodated via a new shared surface route. The detailed design of this access route will include the appropriate safety requirements where there is any potential for pedestrian and vehicle interface.

Contrasting paving provides a greater emphasis and connection between the civic space and the church, with the alignment of this apron of paving tying into the alignment of the front of the performance area.

This provides a strong axis through the space and a more cohesive overall appearance.

2.1.1 Performance Area & Canopy

Design development of the stage has considered how best the performance area may be used by the various user groups in Bishopbriggs. A 'stage left' and 'stage right' entrance/exit has been provided, with the central part of the performance area extended, and at a level to provide impromptu seating during every day periods when the stage is not in use.

The stage space extends to over 53 square metres and two number power outlets are provided within the stage area should any audio-visual equipment be required for performances.

The majority of the stage area is covered by the new canopy, providing a sheltered space for performances or gatherings. The canopy itself takes the form of a skewed goal post arrangement and is proposed to be constructed of sheet metal, finished in a striking bold contrasting colour.

Both the horizontal and vertical axis of the shelter space have been stretched to provide a dynamic appearance and to help frame the views from within the civic space towards the performance area. Similarly, the shape and material of the canopy will help to amplify the sound from any performance within the stage space out and across the civic space.

Approximately 60% of the roof surface area of the roof is proposed to be constructed as a green roof. Furthermore, the southern elevation has a large area of open metal trellis to allow for climbing plants to create a green wall effect. It is intended that the green roof will help with natural cooling and attenuate drainage run-off.

Within the planting area to the south of the canopy a surfaced space is provided with a power outlet for the annual erection of a Christmas tree.

The balance of this planting area will take the form of a bio-retention planting space to attenuate surface run off flows.

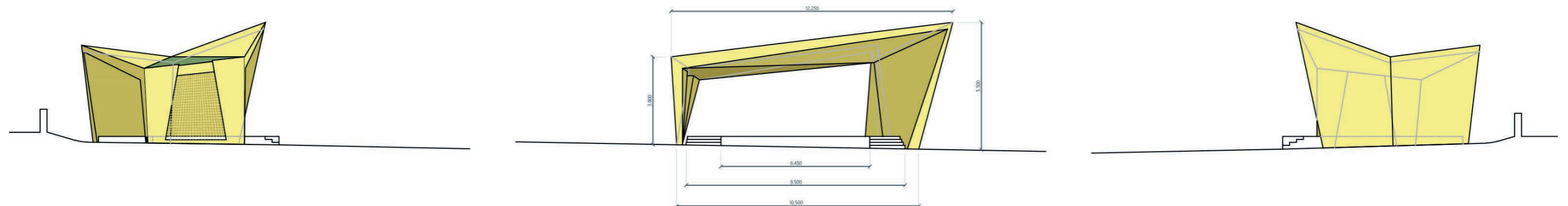
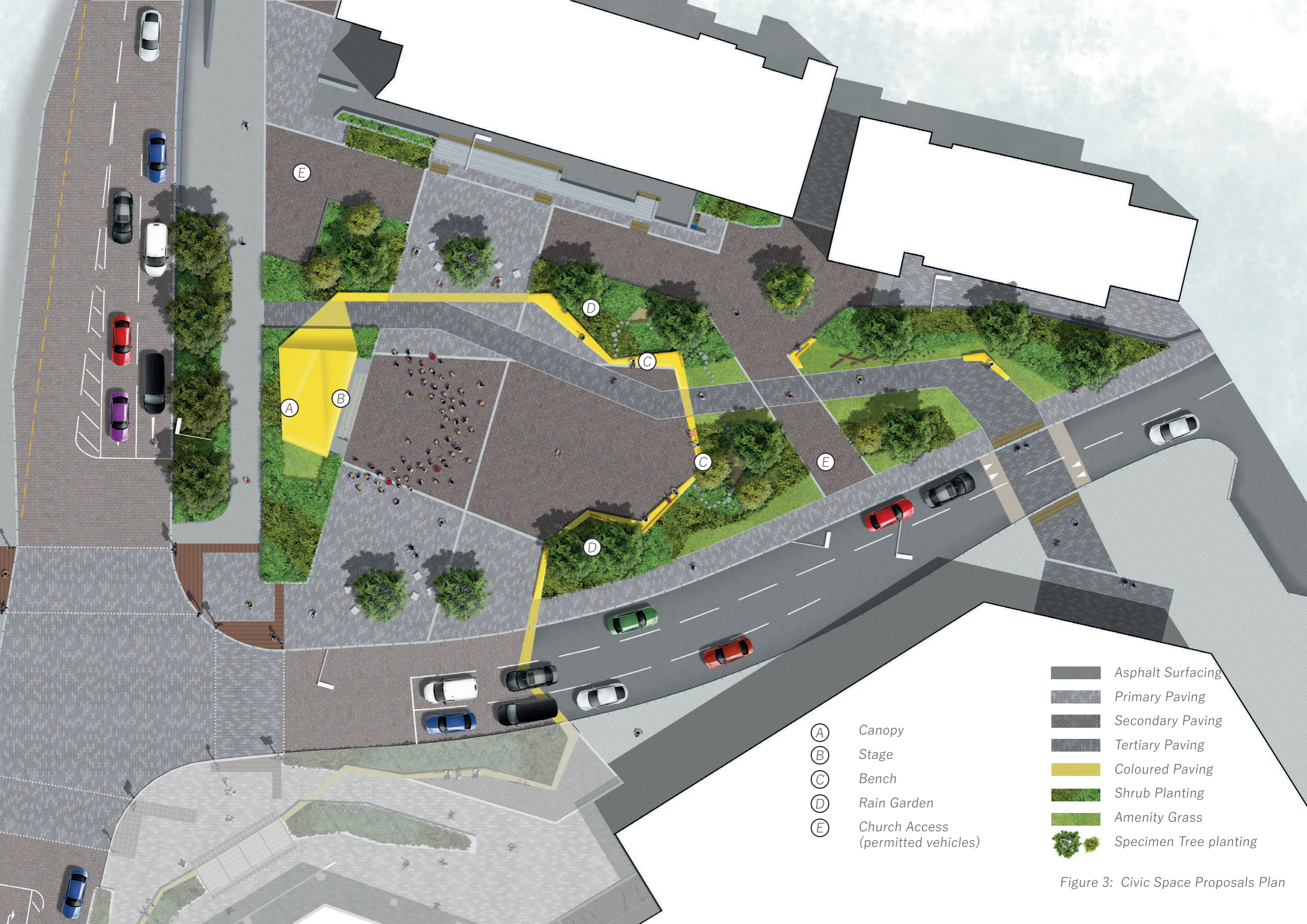


Figure 2: Elevations Illustrations of the Proposed Canopy Structure



- (A) Canopy
- (B) Stage
- (C) Bench
- (D) Rain Garden
- (E) Church Access (permitted vehicles)

- Asphalt Surfacing
- Primary Paving
- Secondary Paving
- Tertiary Paving
- Coloured Paving
- Shrub Planting
- Amenity Grass
- Specimen Tree planting

Figure 3: Civic Space Proposals Plan

2.1.2 Events Space

To the east of the canopy and stage area, is a large open area of paved surface which constitutes the core of the new Civic Space. This will be paved with a contemporary natural stone block paving with contrasting paving trim. Different coloured panels of paving will denote the core events space, resting/seating zones and movements areas.

A key aspiration of the civic space is to host market events. As such, space has been retained to the north and south of the civic space to allow occasional vehicles to enter the area to set up market stalls and deliver / offload material and equipment.

Tree planting and seating have been integrated throughout these areas in order to manage vehicle access and prevent unwanted vehicular intrusion out with market or events periods.

The colourful and dynamic art feature winds through and wraps around the civic space. This feature will provide impromptu seating and more formal bench seating using a dynamic, twisting form. Finished in a matching bold colour to that of the canopy, it provides a striking visual feature and unique reference point for Bishopbriggs.

In the locations where this feature intersects with pedestrian routes, the paving will be different to the adjacent areas and will be a complimentary colour to the feature artworks. This will maintain the continuity of the feature throughout the space.

Immediately behind this artwork feature large areas of specimen landscape planting are proposed.

Some of which will have an additional bio-retention element incorporated to attenuate rain-water run-off.

Informal and incidental play elements have been incorporated within these planting areas. These take the form of circular stepping-stones at various heights and lead to small surfaced pocket spaces within the planting area for children to discover and explore.

2.1.3 St. Matthew's Church & Church Hall

The steps and short ramp between the church building and church hall have been removed. This allows the creation of a more flexible and accessible open space.

The steps to the south of the church hall will be retained in order to accommodate the transition to the lower footpath around the south and west of the building.

The partial removal of the existing retaining wall and manipulation of ground levels, to the south of the church hall, allows the existing constrained space and the steps to be widened. This opens up the space to provide a more comfortable and safer access around the church hall with a reduced height retaining wall providing impromptu seating.

The shared surface area to the south of the church building allows permitted vehicles access to the church main entrance area. It also intended to provide the church with additional functional outdoor space.

New amenity planting further enhances the high-quality landscape setting of the church.

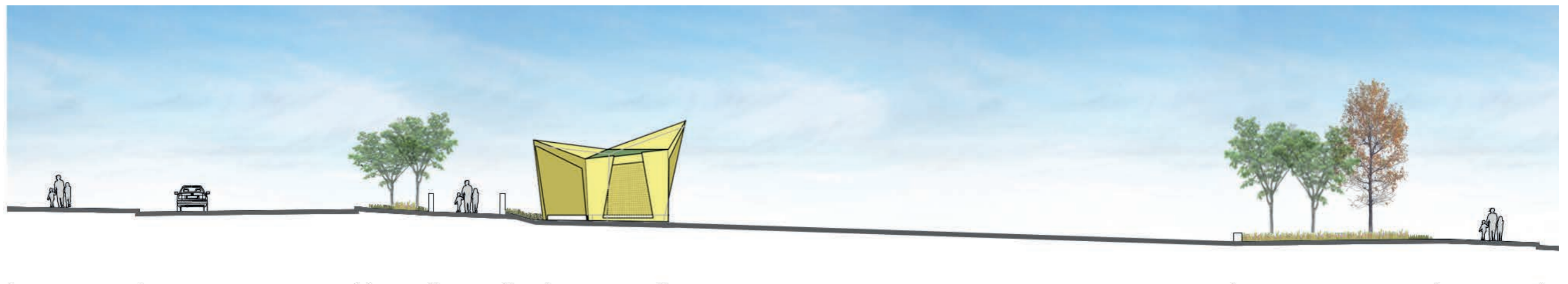


Figure 4: Cross Section A-A through A803 Kirkintilloch Road and the Civic Space

2.1.4 Supermarket Access

Coordination has taken place with Design Team leading the redevelopment of the Morrisons supermarket to ensure that the design of the civic space relates to, and integrates with the layout of the new supermarket building. This included increasing the width of the proposed raised table which will provide a safe uncontrolled pedestrian crossing point between the civic space and supermarket entrance.

Where the footpath through the civic space aligns with the crossing point, a widened area of footway has been designed to create a space for members of the public waiting on anyone shopping in the supermarket. This space is set within high quality planting area with specimen trees, grass verges. Seating and play provision activate the space and offer a waiting area.

Overall, a rationalisation of the layout as designed at concept stage has been undertaken to maximise the functionality of the available space.

The footway to the south of the civic space, adjacent to the Morrisons access road will be upgraded with paving materials to match those throughout the civic area. Pedestrian crossings at the junction with the A803 have been widened, to emphasise the priority given to pedestrians at the road junction.

Furthermore, the road surfacing on approach to the junction from Morrisons will be upgraded with granite block paving, built to withstand vehicular traffic, and match the paving used within the Civic Space. This will create a greater sense of cohesion between the civic space and the town to the south. It further allows the civic space to extend across the road, utilising a temporary road closure, should more space for a gathering be required during any large events.

The artworks feature which wraps around the civic space is proposed to cross the Morrisons access road. This will use a combination of contrasting paving material in pedestrian areas and painted surfaces across the road in order to provide a continuous feature which connects to the Triangle Shopping Centre space lying to the south of the civic area and the town beyond.



Figure 5: Exemplar project with high contrast colour feature seating

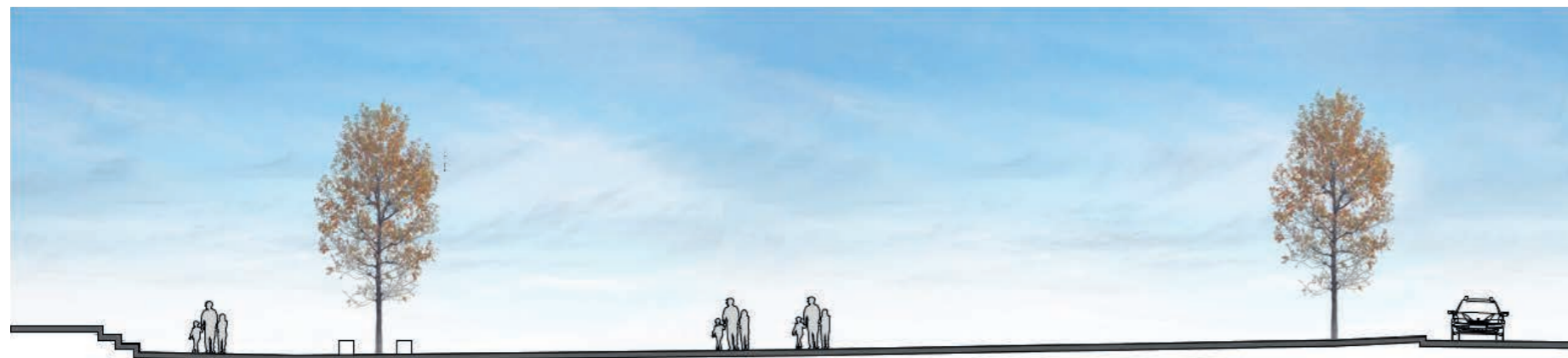


Figure 6: Cross Section B-B North - South through the Civic Space



Figure 7: Cross Section C-C through the Church Hall Break-out Space & Morrisons Access Road

Figure 8: Civic Space Visualisation: Everyday use



Figure 9: Civic Space Visualisation: Event Day





3 Bishopbriggs Cross East

3.1 Design Development

The proposed scheme extends from the junction of Springfield Road and Arnold Avenue to Bishopbriggs Cross and incorporates the principal approach ramp to Bishopbriggs station adjacent to Bishopbriggs Cross.

The principal aspiration of the works in this area is to increase pedestrian safety and ease of movement through the creation of widened footways and the extension of the pedestrian space wherever possible.

3.1.1 Springfield Road

To the east of Arnold Avenue, the informal parking on the north side of Springfield Road will be formalised with the creation of a build-out to help widen the approach to the narrow footway beneath the railway overbridge. This will help with pedestrian sight lines and therefore reduce user conflict at the narrow corner opposite Arnold Avenue. The pedestrian crossing points at the junction of Springfield Road and Arnold Avenue, on approach to the foot of the eastern access ramp to Bishopbriggs Station, have been formalised through the introduction of a raised table and widened footways. The foot of the ramp has been widened with the reduction in length of the existing dwarf sandstone walls. This will accommodate a greater volume of pedestrians capable of waiting to cross the carriageways in this location.

The road surface of Springfield Road from this point and right up to Bishopbriggs Cross will be changed from asphalt surfacing to natural stone block paving in a style, colour and finish to match the enhanced paving materials proposed in and around the civic space. The carriageway will be realigned and narrowed in parts to provide as much pedestrian space as possible and a consistent footway width through the very narrow and constrained passage beneath the railway overbridge. The narrowing of Springfield Road to one vehicular lane on approach to Bishopbriggs Cross serves to increase the pedestrian footways to both sides of the road to allow for easier and safer pedestrian movement. The effects of reducing this short section of road to one lane will however be tested as part of the traffic modelling assessment by the A803 project team, the results of which will influence the final layout of this area. To the south side of the road west of the underbridge, a second raised table provides a more formalised and safer crossing point over Springfield Road, with a clear line of sight to vehicles approaching from beneath the overbridge.

To the north, the footway widening to provides space for pedestrians to wait at the signalised crossing point outside the public house, with space for other pedestrians to safely pass and continue on the footway to the east/north of the crossing.

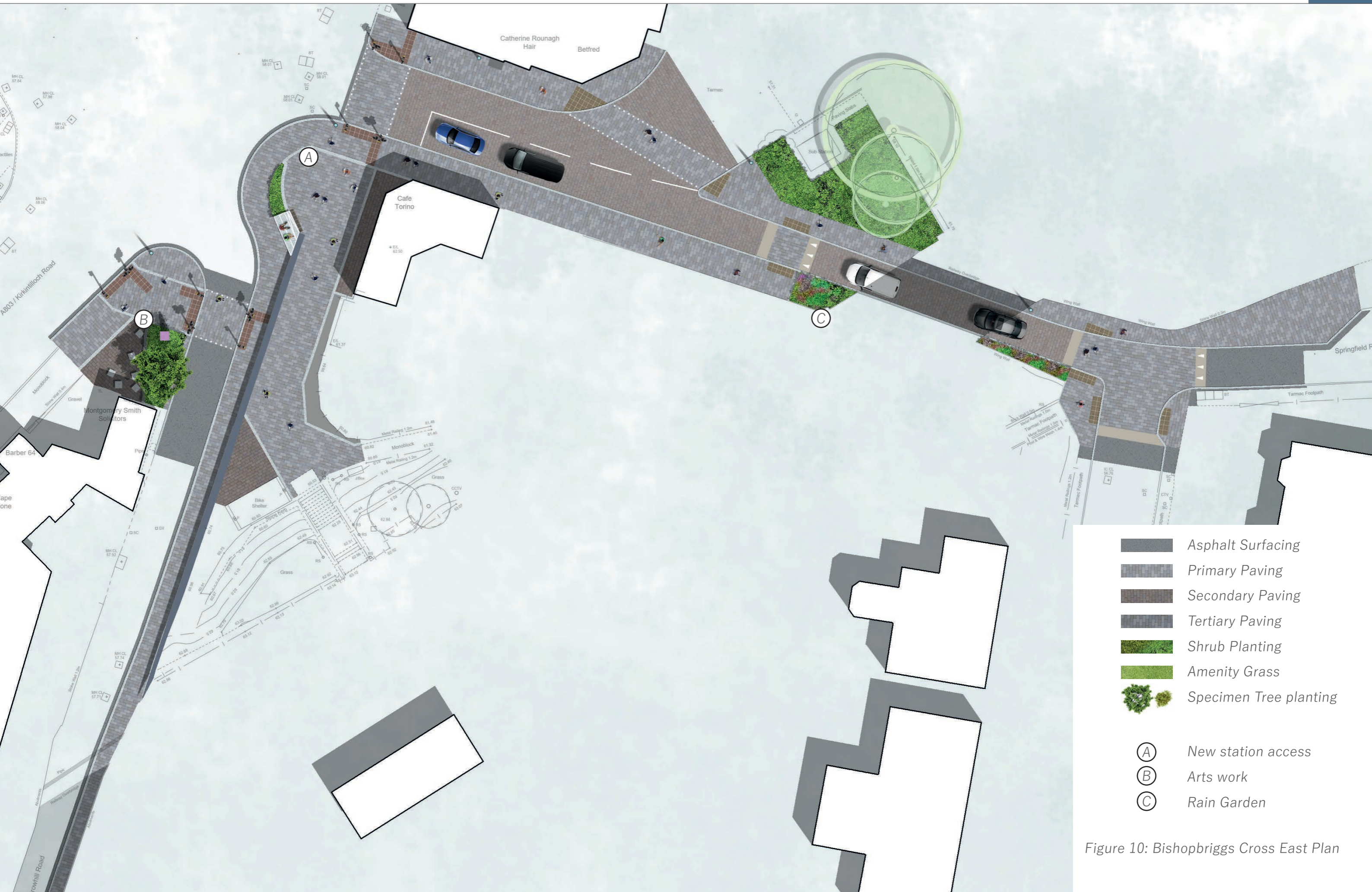
3.1.2 Crowhill Road








To the south of Bishopbriggs Cross, Crowhill Road will benefit from a new controlled pedestrian crossing which will work in phase with the controlled signals across the wider Bishopbriggs Cross road junction. The footway along the eastern side of the road will be widened to enhance the pedestrian usage of this footway, with the existing sandstone retaining wall associated with the railway station and overbridge renovated. New paving and a refresh of the landscape elements to the public space (litter bin, seating, planting and walling), between the entrance to Crowhill Road and Kirkintilloch Road will help lift the appearance of this space and the inclusion of a new artworks feature will aim to provide a local landmark.

3.1.3 Station Entrance

At the south side of Springhill Road adjacent to Bishopbriggs Cross is the ramped footway that provides the principal access to Bishopbriggs railway station. This area is currently a bottleneck for pedestrians during peak commuter times where the existing sandstone retaining wall extends down to the back of the existing footway with an abundance of street clutter dominating the narrow space available to pedestrians between the wall and pedestrian guard rail. The design developed during concept stage proposed to narrow the overall width of the Bishopbriggs Cross road junction, providing more footway space on this corner. In tandem with this, the removal a small section of the retaining wall will open up this area to reduce user conflict and allow for a greater number of pedestrians to move more easily around this space. This will have the added benefit of opening up the views of this space and foster a better connection between the core of the town and the arrival point at the train station.

The developed design has interrogated the existing levels to determine what can be safely implemented in this location. It has resulted in an increased length of existing wall that can be removed. This is achieved through the widening of the footway and the introduction of three steps and small area of planting at the return of the footway as it heads along Crowhill Road. This involves the rationalisation of several streetscape elements including a cctv column, street lighting column, signage and some commercial waste bins associated with the station. The location of these commercial bins will be investigated with a more appropriate place for them to be stored found within the immediate surrounding area. Proposals have been developed to support the remaining street furniture and appropriately site these elements within the public realm. The inclusion / relocation of signage at the station entrance will also help the public to navigate the transition between the station and the town centre.



-  Asphalt Surfacing
-  Primary Paving
-  Secondary Paving
-  Tertiary Paving
-  Shrub Planting
-  Amenity Grass
-  Specimen Tree planting




-  (A) New station access
-  (B) Arts work
-  (C) Rain Garden

Figure 10: Bishopbriggs Cross East Plan



4 Bishopbriggs Cross West

4.1 Design Development

To compliment the proposals being developed to the east of Bishopbriggs Cross, the area lying to the west of the Cross was developed in tandem through the Stage 3 design development process.

The proposed scheme extends west from the intersection of Kenmure Avenue with Bishopbriggs Cross for a distance of approximately 35m along Kenmure Avenue and provides a transition from the adjacent residential area into the Town Centre. Included within this area is the Bishopbriggs War Memorial which is situated adjacent to the Cross Court retail units.

4.1.1 Kenmure Avenue

Works to Kenmure Avenue primarily consist of an upgraded road surface from asphalt to natural stone sett units in keeping with the other areas of the Stage 3 proposals. To the south side of the street, the footway surfacing will be enhanced, the existing small lay-by is extended to serve as a potential taxi rank area for 4nr vehicles. This area was identified for its convenient proximity to the train station and wider town centre. The potential taxi rank will be subject to further design development and road safety assessments before this location is confirmed. On the north side of the street the footway enhancement mirrors that of the road surfacing and southern footway, with the entrance to Kenmure Lane formalised and paved.

The controlled crossing point at the western edge of Bishopbriggs Cross has been widened and realigned to be perpendicular to Kenmure Avenue. This has an added benefit of moving the vehicle stop lines on the lanes approaching Bishopbriggs Cross to the west. This reduces the visual impacts of vehicles in and around Bishopbriggs Cross, helping to place greater emphasis on the people and place surrounding Bishopbriggs Cross.

The existing War Memorial is retained close to its current location but is reoriented to align with the new layout of footways that surround the Cross. Levels are manipulated to provide a level platform for all abilities access to the Memorial and the footway to the north east has been opened up to allow for gatherings in front of the Memorial. Existing lighting and seating provision is maintained albeit reoriented to match the adjusted location. To the sides and rear of the Memorial, new landscape planting will be implemented to provide an appropriate setting.



-  Asphalt Surfacing
-  Primary Paving
-  Secondary Paving
-  Tertiary Paving
-  Shrub Planting
-  Amenity Grass
-  Specimen Tree planting

Figure 11: Bishopbriggs Cross West Plan



5 Triangle Centre

5.1 Design Development

The space to the front of the Triangle Shopping Centre has been selected for development at Stage 3 in order to demonstrate how the Civic Space design can be continued across the access road to Morrisons and foster a strong connection to the rest of the town centre.

The proposed artworks feature within the civic space will continue over the Morrisons access road, where the coloured ribbon will act as the transition point between the enhanced paved surfacing material and the regular road carriageway. This ribbon of colour will negotiate a path through the space outside the Triangle Shopping Centre where it is used to define the separation of footways and planting areas. As with the civic space, this feature will be used to provide both formal and informal seating opportunities. The materials palette from within the civic space will be repeated across the front of the Triangle Shopping Centre so that this space, and what is intended to be the rest of the town, will read as a single space divided only by the vehicle access road to Morrisons.

The controlled pedestrian crossing point between the civic space and Triangle Centre will be widened in order to provide a greater emphasis upon pedestrian priority and to create more breathing space for the public space by moving vehicle stop lines further from the junction. This will create a greater sense of space around the junction area as vehicles are not idling in close proximity to pedestrians.

To the frontage of the Triangle Shopping Centre, the stepped access will be widened, removing the pedestrian barriers that currently obstruct views of the retail units beyond. Ramped and level access will be provided in both directions to and from the pedestrian crossing points. This widened stepped access coupled with the ramped/ level access routes will facilitate easier movement for pedestrians to both Morrisons and the main street.

Between the steps and ramped access routes, new areas of amenity planting will be created and defined by the artworks ribbon feature. The new planting palette proposes lower growing herbaceous borders that will not mature to obstruct views of the retail units as is currently the case.

To the east of the space, adjacent to the Morrisons Supermarket, there is space for cycle parking providing for ease of access to the retail units within the Triangle Shopping Centre or to Morrisons. There is also the option of a free standing bicycle maintenance unit and work space should the cycle hub facility as proposed at the Park Entrance not yet be developed.



- (A) Morrisons Sign
- (B) Bike Repair Station
- (C) Bike Rack
- Asphalt Surfacing
- Primary Paving
- Secondary Paving
- Tertiary Paving
- Shrub Planting
- Amenity Grass
- Specimen Tree planting

Figure 12: Triangle Centre Plan



6 Park Entrance

6.1 Design Development

The development of the area at the entrance to Bishopbriggs Park and area surrounding the existing pedestrian underpass has been identified as an important space in the regeneration of Bishopbriggs Town Centre and one which divided opinion in all of the public consultation and engagement activities. The divided opinion mostly centres upon the proposed closure of the underpass and the perceived positive and negative implications for the town. Overall, there was slender majority for the removal of the underpass and when considered alongside the potential improvements to the environment of the town centre that this approach affords, it has been included for further development at Stage 3 to provide a more complete design proposal.

6.1.1 Kirkintilloch Road East

Due to the underpass having entrances on both the east and west sides of Kirkintilloch Road, the proposals for this project area overlap with those of the Civic Space. As such, the Civic Space project was developed taking cognisance of the fact that the Park Entrance project area would likely have a significant effect upon the western most part of the Civic Space project area. Proposals in this area were therefore developed to work for both the existing situation and the proposed future layout that would be implemented as part of the Park Entrance project using the eastern edge of the existing footway as the delineation point between the two project phases.

To the east of Kirkintilloch Road, the closure of the underpass allows a new footway to be built at road level from the South Crosshill Road junction in the north, down to the Morrisons junction adjacent to the Civic Space. This will transform the appearance of Kirkintilloch Road from that of a road corridor, into a more human scale streetscape through the removal of over 100m of vehicular crash barriers and guard rail at the kerbside. This footway will be constructed using a paving material to compliment that of the civic space. The footpath connection from the core of the civic space will be extended with an additional short flight of steps to connect onto the new roadside footway near the north end of the civic space. This will provide a more convenient link to the civic space and off-road link to Morrisons from the north. The road side footway will provide all abilities access at existing grade.

Between the footway adjacent to the A803 Kirkintilloch Road and the civic space, a gently sloping border of amenity planting will be implemented with a short avenue of new trees planted to replace those lost through the reconfiguration of the footway. Further north, adjacent to St, Matthew's Church, the levels difference is more significant between the church entrance threshold, and roadside footway level. In this location a short timber retaining wall will be introduced within the planting area to accommodate this levels change. This will be much more aesthetically pleasing than the current hardscape and panel clad vertical retaining wall at present.

Outside the library, the footway level is raised by approximately 1.5m which will allow for the removal of most of the existing steps that provide access to the library. The current 10-12 steps could be reduced to only 2 or 3 steps, with the potential to remove the steps entirely providing level access from all parts of the street. This would create a much stronger visual connection between the library and the street whilst making access to the library significantly easier for the community.

6.1.2 Bishopbriggs Park Entrance

On the west side of Kirkintilloch Road, the footway surface will be similarly enhanced to compliment the civic space and match the eastern footway with the raised planter and old sandstone wall to the back of the footway removed between the post office and the library. This will open up views to the park and foster a greater sense of awareness and connection to this valuable community resource and town centre asset.

In the area of the former underpass access ramp, a new public space will be created with a bike hub acting as a focal point of the space. The existing raised planters and mature shrubs which currently screen views into the park entrance area will be removed and the levels difference will be accommodated within a series of terraced steps which will double as impromptu seating opportunities. Some crown lifted specimen trees will provide dappled shade over these steps whilst opening up views into the space. Existing access to the park will be enhanced with new paving and wider pedestrian access routes. Existing street furniture will be rationalised with junction boxes and control cabinets moved to more appropriate locations within the space.

The bike hub facility will provide substantial secure bike storage for town centre / park visits, with provision for bike maintenance. It is envisioned this will be a timber clad steel structure with contemporary branding signage for 'Bike Hub Bishopbriggs', with potential for a small kiosk to be integrated within the space selling essential cycle parts as well as teas, coffees and ice-creams. It will also act as an information hub with details of the wider cycle infrastructure, park and community notices.



Figure 13: Bishopbriggs Park Entrance Plan



7 Materials Palette

7.1 Materials & Construction

The planting and construction materials palette has a fundamental influence upon the final appearance of any design scheme. The design development of spaces and places are often judged by their appearance and therefore careful consideration of the materials palette is required to convey their quality and character. The three most significant influencers of appearance and quality are the paved surface, planting and street furniture. The processes for developing and selecting the elements within each of these palettes is detailed in the following sections.

7.2.1 Paving Materials

A number of different paved surface materials have been considered at both concept and developed design stage for the Civic Space. At concept stage it was considered that using slab or setted paving units were the most appropriate material choice given the aspirations of the scheme and the range of activities due to take place. Porphyry, granite and Caithness stone were considered if natural stone products were to be selected, and concrete products were also considered as an alternative.

At developed design stage, the material choices were further examined and interrogated to determine which product would achieve the best outcome and appearance for the scheme. A number of factors were considered including, quality of appearance, design aesthetic, co-ordination with scheme characteristics, life span, carbon life cycle, flexibility of use and application (colours, contrast, unit sizes, construction requirements). The outcome of this process determined that a granite product would provide the best solution to deliver upon the aspirations of the scheme.

The canopy and artworks feature are designed to be a bold and striking feature of the civic space. As such the paving material requires a uniformity of texture and colour in order to compliment and contrast the colour and material finish of the canopy and feature. With the contemporary appearance of these striking design elements, unit sizing required to have a complimentary modern look and a uniformity of size was also considered to be the most appropriate aesthetic with a longer linear appearance preferred to a rectangular, or square unit. The design also has three distinct areas of paving; 2nr areas of surfacing that are used to delineate the many various different user areas, plus the link path which crosses east to west between the canopy and Morrisons. With the inclusion of a paving trim to delineate edges and core areas and a minimum of three colour variations are required in the paving surface with a contrasting trim required for safety and navigation.

PAVING REQUIREMENTS:

Functionality:

Hard wearing, durable, multi-functional (ped/vehicle), cost effective, availability of material within the market and ease of maintenance and replacement of units following any works

Aesthetic:

Clean, contemporary aesthetic, uniformity of colour, colour variations to delineate different areas and usage. Contrasting trim / edging. Good contrast with artwork bench and option for paving to delineate artwork.

Material considerations:

Natural stone : **+** = Quality of material, flexibility of unit size, life-span, colour options, finish textures, long term availability

- = Cost,

Concrete: **+** = Uniformity of appearance, life-span, cost, contrasting units

- = Limited unit sizes, colour variations

7.2.2 Granite Paving

For many years the overwhelming majority of granite paving constructed in the UK has come from Chinese quarries due to the significant cost savings afforded projects when using this source. Due to the shifting economic climate and much more emphasis being placed on the carbon cost of projects, this is no longer a viable source. As such European granite products have been considered, with stone quarried from Portugal and Spain considered to provide the required aesthetic for the project.

Three different granites have been selected which will provide the required level of contrast with the features of the Civic Space, whilst providing distinct areas of paving to differentiate various pedestrian / vehicular zones within the overall project. These granites have also been selected to compliment each other within a mixed palette.

The primary granite material will be used through the core of the civic space and wherever there are feature areas that designate congregation or activity nodes. This will be the darker granite, Silva Preta Venato from Portugal, so that the feature elements contrast and have the greatest visual effect.

The secondary granite material will be used for the balance of pedestrian areas and has been selected to have a warmer tone to compliment the buff coloured hues of the sandstone and brick common through the town centre of Bishopbriggs. This could be a single granite, or a blend of similar granites like the Portuguese Amarelo Ariz shown in the materials palette opposite.

The third granite material has been selected to both compliment and contrast with the other granite materials in the palette. This is a light toned granite from Spain, Blanco Cristal, and can be used either within a mixed palette for areas of tertiary paving, as a stand alone area of highlight paving, or as a contrasting unit adjacent to the primary paving.

Commercial Name: Blanco Cristal
 Stone Type: Silver Grey / Granite
 Place of Origin: Madrid, Spain



Characteristics	Class	Related Standards
Flexural Strength	Class 2	BS EN 1341 / 1343
Abrasion Resistance	Class 1	BS EN 14157:2004
Unpolished Slip Resistance	Satisfactory	BS EN 1341 / 1342
Water Absorption	Class 1	BS EN 1341 / 1342 / 1343

Commercial Name: Silva Preta Venato
 Stone Type: Dark Grey, Black / Granite
 Place of Origin: Santo Tirso, Portugal



Characteristics	Class	Related Standards
Flexural Strength	Class 1	BS EN 1341 / 1343
Abrasion Resistance	Class 1	BS EN 14157:2004
Unpolished Slip Resistance	Satisfactory	BS EN 1341 / 1342
Water Absorption	Class 2	BS EN 1341 / 1342 / 1343

Commercial Name: Amarelo Ariz
 Stone Type: Buff / Granite
 Place of Origin: Coimbra, Portugal



Characteristics	Class	Related Standards
Flexural Strength	Class 1	BS EN 1341 / 1343
Abrasion Resistance	Class 1	BS EN 14157:2004
Unpolished Slip Resistance	Satisfactory	BS EN 1341 / 1342
Water Absorption	Class 1	BS EN 1341 / 1342 / 1343



NATURAL STONE PALETTE

Material: Silva Preta Venato
 Amarelo Ariz
 Origin: Portuguese Granite

Material: Blanco Cristal
 Origin: Spanish Granite

Finish: Flamed granite sett paving units
 Paving Units: 600x150x80/150mm
 Trim Units: 500x200x80/150mm

Figure 14: Paving Materials Palette

7.3 Street Furniture

Street furniture is proposed to strengthen the distinctive identity of the site, providing both a strong sense of place and robust public realm to cater for the needs of all users.

Seating

A variety of seating options are proposed, combining off the shelf and bespoke items to provide suitable resting places for all abilities and create a contemporary aesthetic. All benches have timber seat tops, back and arm rests.

Additional seats are proposed to create an informal, scattered layout in key areas of the scheme, providing alternative gathering areas. These will have a range of options with and without arm and back rests.

A continuous bespoke bench is proposed around the edge of the events space which has the potential to link into the colour ribbon theme. This feature would be constructed of coloured sheet metal combined with timber seating tops and would include back and arm rests at varied intervals.

Other elements

A palette of coordinated items including bins, cycle stands, tree grilles and a water bottle 'Top Up Tap' are proposed in powder coated steel to provide robustness and opportunities to integrate colour accents.



MMCite Portiqoa bench or similar approved with armrests



MMCite Portiqoa bench or similar approved with armrests



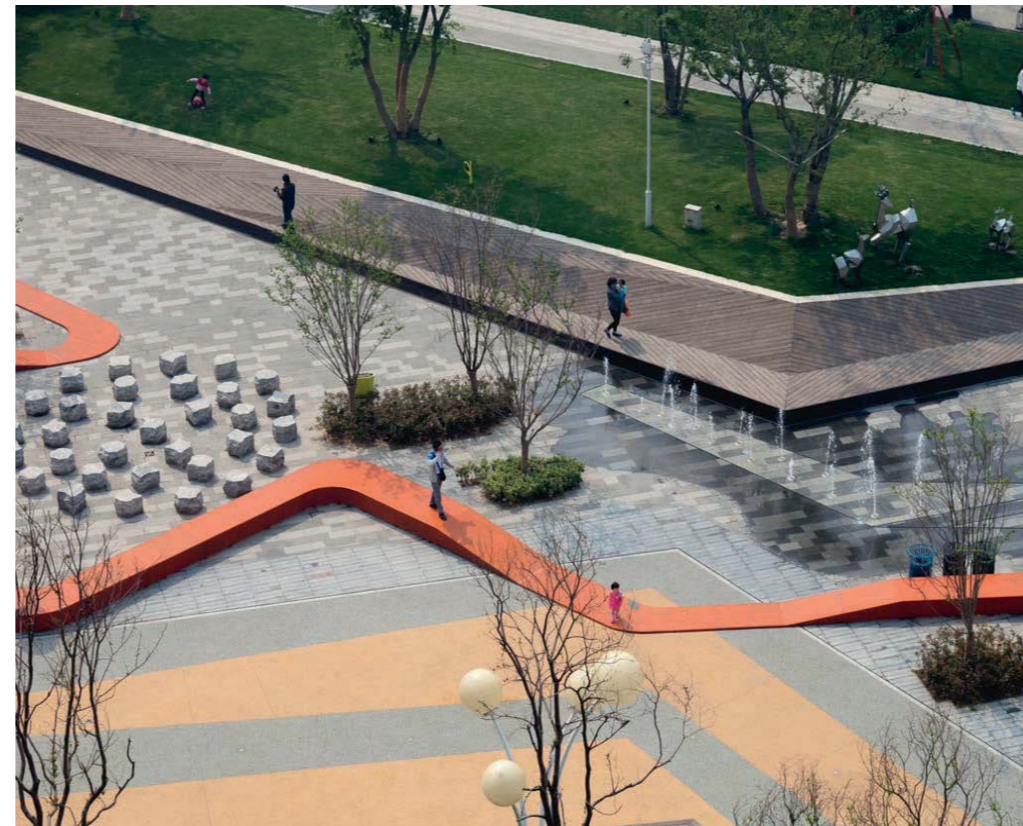
MMCite Portiqoa seats or similar approved with and without armrest and backrest options



StreetLife Solid Seat Blocks or similar approved with armrest and backrest option



StreetLife Solid Seat Blocks or similar approved without armrest and backrest option



Concept images of the bespoke feature bench constructed from powder coated sheet steel with integrated timber seating tops back and arm rests at varied intervals.

LAB23 Horizon bench with backrest in galvanised and polyester powder coated steel or similar approved.



Vestre Sinus cycle stand or similar approved. Colour to be agreed.



MMCite Prax litter bin with perforated steel panel or similar approved



Scottish Water 'Top Up Taps' provide a facility to refill water bottles



Green Blue Urban Castle tree grille or similar approved

7.4.1 Planting Characters: Type 01 | Parkland Edge

Planting is designed to form a visual link between the civic space and Bishopbriggs park through the selection of tree species and understorey herbaceous planting. Semi-mature, standard form trees with 2m clear stems and low level planting form a buffer between the public plaza and the A803 whilst maintaining visual permeability. Bold blocks of woodland edge understorey planting consisting of ornamental grasses, ferns and herbaceous perennials provide texture, evergreen structure and seasonal highlights.

7.4.2 Planting Characters: Type 02 | Rain Gardens

A flower rich tapestry of predominantly herbaceous perennial species with a long flowering season, interspersed with architectural shrubs and grasses. Species are selected to tolerate both wet and dry conditions. Deciduous herbaceous perennials and grasses retain structure throughout much of the winter whilst evergreen species ensure year round interest.

7.4.3 Planting Characters: Type 03 | Meadows

Planting is designed to define the edges of the green space whilst visually linking with the parkland edge area to the west of the site, through the repetition of species and colour palette. Child friendly species are selected to provide sensory experience through their movement and texture and compliment playful landscape elements.

7.4.4 Planting Characters: Type 04 | Raised Planting

The planting echoes the rain gardens to provide visual continuity across the site. Predominantly herbaceous perennial species with a long flowering season, interspersed with architectural shrubs and grasses. Planting is designed to be low in height to ensure clear visibility both into and out of the space whilst being tolerant of shadier conditions.

Further information on the planting types can be found in the Appendix.



Figure 15: Parkland Edge

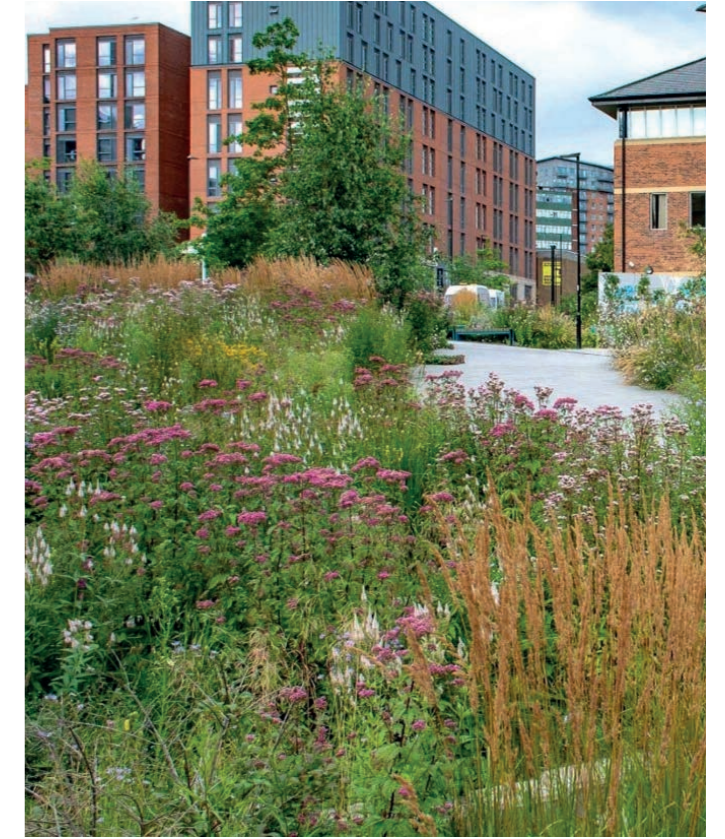


Figure 16: Rain Garden



Figure 17: Raised Planting



Figure 18: Meadows

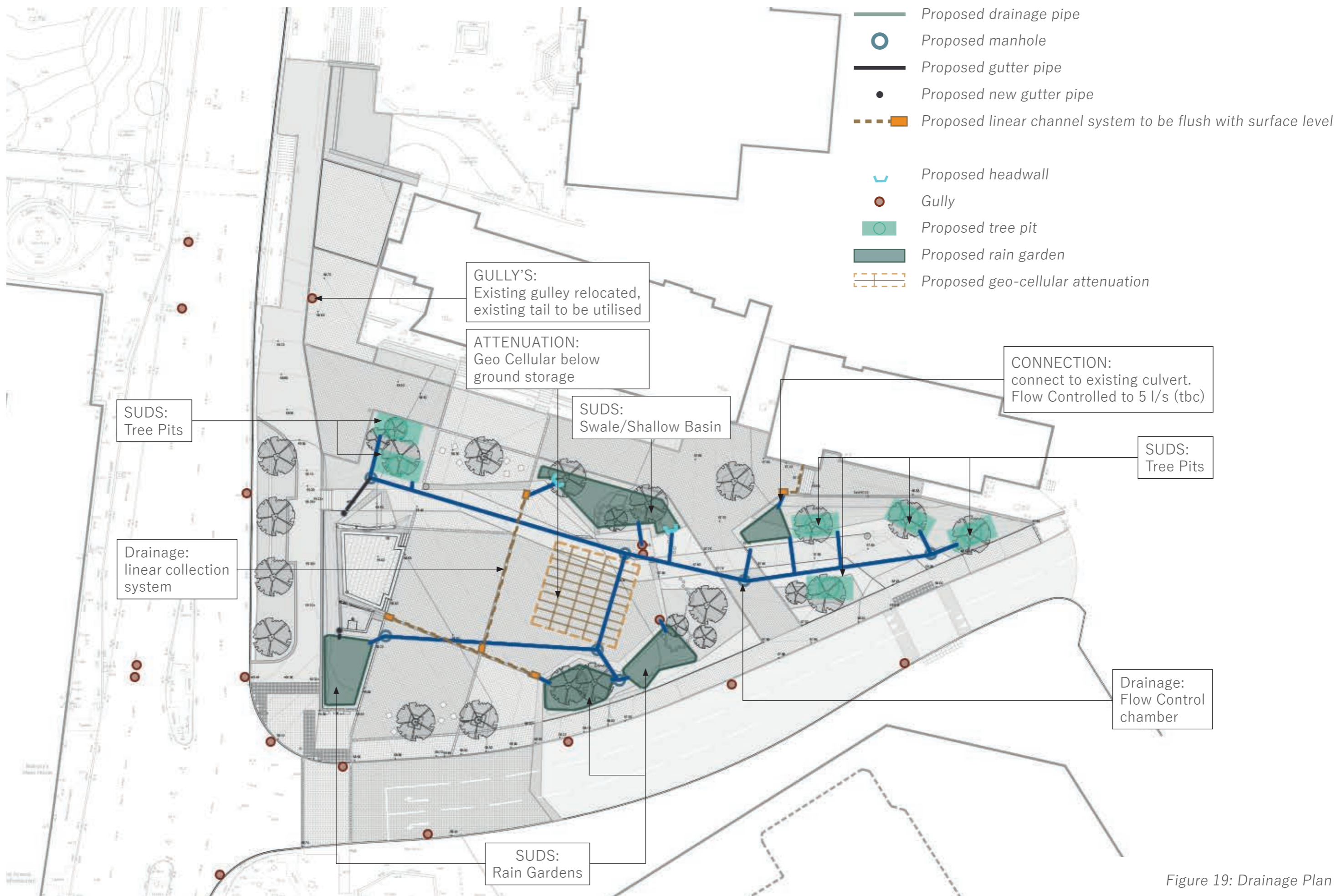


Figure 19: Drainage Plan

7.5 Drainage

Linear drainage systems have been provided to the civic space to collect the surface water runoff and directed into bioretention planting areas adjacent to the paved surfaces, with shallow yard gully's used where these systems are not practical for use, the outflows from the gully's shall also be directed to the bioretention areas (rainwater storage within the planting beds), or the adjacent SuDS infrastructure (Sustainable Drainage Systems). The outfalls from these shall be directed to an underground collection pipe and attenuation system.

Bioretention areas within the planting will be designed to collect surface run off with shallow depth water inundating these areas during periods of heavy rain, with outflows and overflows provided and taken to a pipe network.

Where the provision of linear drainage systems is not suitable, the proposed SuDS (tree pits / Shallow retention basin or swale) these shall allow for the flows to be collected directly along the edges of the systems with flush edging to allow the water to flow into the systems, these outflows shall also be directed to the underground pipe and attenuation system.

The below ground carrier pipe system shall contain a cellular storage system to cater for the attenuated flows, the discharge rate (to be agreed) shall then be directed to the existing drainage system at a substantially reduced rate than the existing uncontrolled flows.



Figure 21: Rain garden with evergreen planting



Figure 20: Rain garden with evergreen planting



Figure 22: Bio-retention zone within planting bed

7.6 Lighting

The lighting proposals focus mainly on the civic space where the greatest diversity of lighting products will be used. For the other sub-project areas, any feature lighting will mirror the products used within the civic space.

Road Lighting:

The existing road lighting columns are proposed to be replaced by the Thorn Urba lighting column. It is anticipated that this will be on a like for like basis. The majority of the road lighting will fall within the realm of the A803 project, however this is one of the areas of close cooperation between the design teams to ensure that all areas of the town are developed with a consistent palette of materials. This product provides a contemporary minimalistic styling which is suitable for the modern elements of the town centre regeneration and without clashing with the more historic features of the town centre.

Pedestrian Lighting:

Through the core of the civic space, and at the park entrance, the Urba Deco column is proposed. This product has a familial design connection to the Urba road lighting and will provide pools of light for the pedestrian zones to increase mobility and safety. Again this has a modern minimalist design aesthetic, perfect for the core of the civic space.

Feature Lighting:

To highlight and enhance the feature canopy and ribbon bench through the core of the civic space, a recessed linear lighting unit is proposed for the base of the bench. This will cast light up the front face of the feature, highlighting the colour contrast and making a statement at the heart of Bishopbriggs.

At the canopy, recessed ceiling lights will cast light onto the performance area, whilst surface mounted units will cast a pool of light up the interior walls of the canopy to create a vibrant and inviting space.

The balance of the civic space area will be cast in ambient light from tall columns featuring an array of spot lights which will be directed to illuminate the surfaced areas of the scheme and key parts of the planting.

In-ground Pop Up Power Unit:

The proposals allow for three in-ground pop up power units to supply power for the stage and market stalls. The power units need to be robust structures for outdoor use that can be concealed when not in use. The covers should have a sunken tray that allows for paving to be laid within. This helps to camouflage the cover into its surroundings leaving only the outline of the cover visible.

Indicative products selected as part of the design:

- Thorn Urba (roadside lighting)
- Thorn Urba Deco (pedestrian areas)
- Thorn Raze (canopy wall uplighters)
- Thorn Chalice (canopy downlights)
- iGuzzini Multi Agora (ambient lighting)
- iGuzzini Linealuce (bench feature lighting)
- Lucy Zodion (in-ground pop up power unit)



Figure 23: Thorn Urba Deco Pedestrian Lighting



Figure 24: Thorn Urba Road Lighting

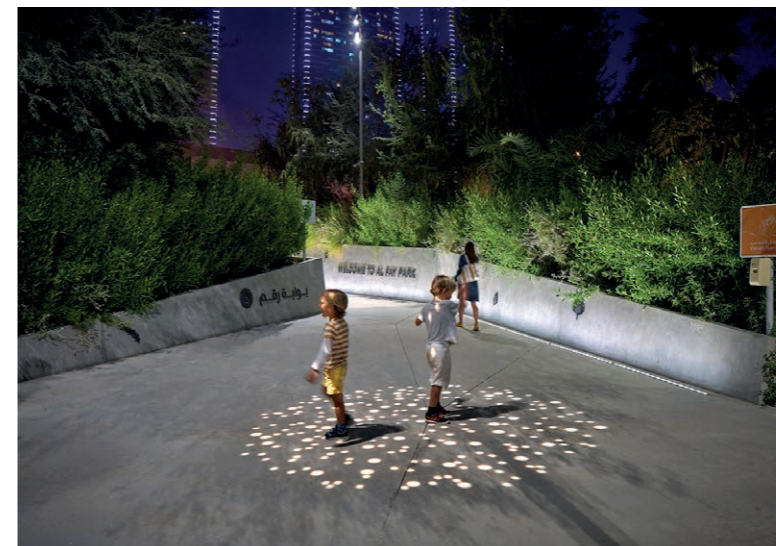


Figure 25: iGuzzini Linealuce Bench Feature Lighting



Figure 26: Lighting Plan

- Proposed roadside lighting
- Proposed lighting columns
- Proposed canopy wall uplighters
- Proposed canopy downlights
- Proposed ambient feature lighting
- Proposed linear bench feature lighting
- Proposed In-ground pop up power unit

Note: Sufficient lighting levels will be achieved across the whole site through either the use of multiple light fittings attached to ambient feature lighting poles or through additional poles, to be finalised at detailed design stage.

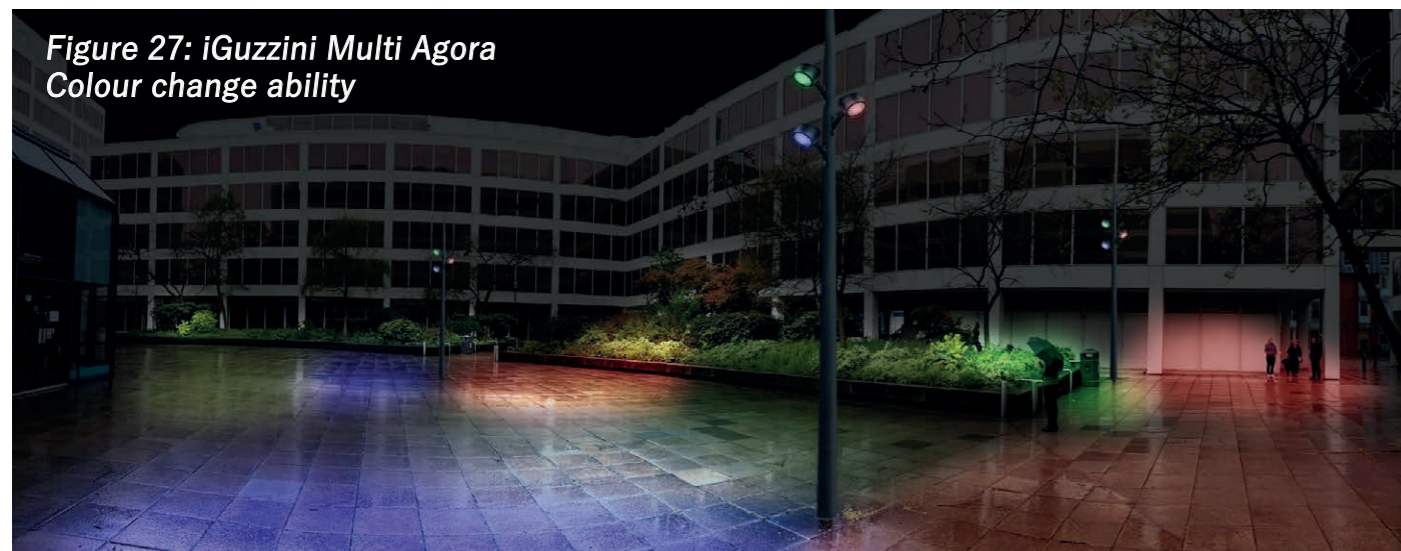


Figure 27: iGuzzini Multi Agora
Colour change ability



Figure 28: Lucy Zodion in-ground
pop up power unit



8 Public Engagement

8.1 Stage 3 Engagement

During Stage 2, the project sought the input and opinions of East Dunbartonshire Council technical teams, the Bishopbriggs Community Groups and the wider public to inform and help develop design ideas and to provide feedback on the initial concept design. During Stage 3, the focus is on engaging with these same stakeholders to inform them of the progress made and any amendments to the designs as presented during Stage 2. The engagement is split into 2 sections:

8.2 Targeted Engagement

The Design team has worked in collaboration with East Dunbartonshire Council to identify and contact relevant stakeholders and develop and undertake a programme of engagement activities. This was built on existing relationships from Stage 2 to enable contact with a broad cross-section of the Bishopbriggs Community.

Stakeholder engagement has been both virtual and face-to-face.

- Briefing held with local Elected Members.
- Technical working groups and briefings were held with a number of East Dunbartonshire Council departments and officers. Information and feedback was provided relative to developing the sub projects to help inform the designs.
- Business engagement with East Dunbartonshire Taxi Owners Association (EDTOA) and local business owners within the study area.
- Conversations were also held with accessibility groups, such as East Dunbartonshire Access Panel, East Dunbartonshire Visually Impaired Peoples Forum and Sense Scotland.

A wide range of comments were received from stakeholders. Many of the comments were focussed on the specific interests of the stakeholder and were addressed in the finalising of the design development.

Generally, stakeholders are pleased to see the designs developing and as we move into the technical design are keen to work with us on reaching the best solutions for the town centre.

8.3 Community Engagement

The main public engagement was carried out through an online exhibition via a bespoke website from 12th until 30th June.

An in-person information event was held in the BetterBriggs Community Garden, at the Triangle Shopping Centre, near St. Matthew's Church on Saturday 17th June from 11am-3pm. In total 39 people visited the exhibition and discussed the proposals with the design team. There was also an exhibition of the engagement materials in Bishopbriggs Library. The engagement materials displayed the developed design proposals for the new Civic Space.



Figure 29: Information hand-outs and Story Map boards at the in-person event



Figure 30: Engagement materials hanging under the shelter.

The online exhibition period was extended to accommodate a increased interest following local media coverage. The online information included a Storymap website that presented the designs and supporting visualisations for the proposed new civic space. This was supported by social media and email bulletin advertisements. A copy of East Dunbartonshire Council's Communications Engagement Report which summarises the effectiveness of the online and media channels can be found in Appendix C.

8.4 Business Engagement

Face to face consultation with the various businesses throughout the Bishopbriggs Town Centre study area was undertaken over two consecutive days in May 2023 (Tue 16th & Wed 17th). Engagement with the various business owners and staff aimed to identify impacts on business operations and staff working lives resulting from the current town centre environment. The responses are collated in Appendix C to show the detail of the respondent information with a summary of the key feedback listed below;

- Parking was a recurring issue with some businesses concerned about elderly patrons gaining access and also those with mobility issues. This was of concern to a number of businesses although most commonly referred to by those with a health connection, chemist, dentist and funeral care.
- A lot of the businesses had regular deliveries and pick-ups at the front of their property, current parking restrictions limited some from loading directly in front of their business.
- Where there was access from Kenmure lane to the backs of businesses on the west side of the high street, deliveries were sometimes brought in from the back although the poor condition of the lane was noted, damage to products being delivered has occurred.
- Bin collection was generally from the rear of properties although some businesses did report needing to leave rubbish bags to the front, which were picked up weekly, but on occasion could sit out for a few days.
- Proposals to widen the pedestrian space was generally of interest to the businesses, some noted that they were currently not allowed to put out an 'A board' sign outside the properties. Some of the restaurants were interested in the prospect of having greater space for outdoor seating.



Figure 31: Engagement event within the 'Better Briggs' outdoor space



Figure 32: Engagement event flyer

8.5 Accessibility Engagement

Accessibility engagement on the civic space proposals took place with representatives from East Dunbartonshire Access Panel, East Dunbartonshire Visually Impaired People's Forum and Sense Scotland.

The groups are pleased to see the designs developing and raised important potential design issues:

- Public toilets and changing areas are an important facility for those with disabilities where events are planned.
- It is important to provide consistent tapping edges for the visually impaired.
- Pedestrian crossings to be indented and perpendicular with kerb lines as the visually impaired are taught to indent and stand at 90 degrees to the kerb line before crossing.
- Blisters on tactile paving should have a defined vertical edge.
- Road kerb heights must be a minimum 60mm and road kerbs at pedestrian crossings must have a minimum 20mm tapping edge height and ensure not totally flush, in order to be detected by canes and guide dogs.
- Paving trims across large areas of paving that are contrasting in colour can be misinterpreted as a step by people with depth perception problems.
- Linear feature seat should allow for recessed spaces for wheelchairs.
- Consider lowering the stage height and include ramp access.
- Provision of seating with back and arm rests.

EDC and the design team will continue to engage with East Dunbartonshire Access Panel, East Dunbartonshire Visually Impaired People's Forum and Sense Scotland to inform the design process at technical design stage.



9 Conclusion & Next Steps

9.1 Next Steps

East Dunbartonshire Council will undertake a detailed review of the Stage 3 design and assess whether the project development continues to meet with the aspirations of the Bishopbriggs Town Centre Strategy 2018 and the objectives of the Bishopbriggs Town Centre Public Realm Plan 2022.

The developed design will be subject to a full and rigorous follow-on detailed design process that will include tasks such as further site investigations. A number of technical surveys will be commissioned as part of these investigations including pavement survey, geo-environmental study, road safety audit and geotechnical surveys required to address any relevant technical issues.

As already covered in the introduction, it is unlikely the proposals will be delivered as one individual project, instead, they will be broken down into a series of smaller sub-projects.

The phasing of the works will be informed by a number of factors including:

- Availability of funding (amount and timing)
- Co-ordination with other planned works
- Priority and benefits of proposed works
- Operational considerations

The process of determining the priority of implementation of these sub-projects is complex and unique to each of the locations and is dependent on, for instance; site constraints; cost analysis; Governance and approvals and; availability of funding.

Delivery of the sub-projects will be through a variety of methods, some of which will be implemented through City Deal funding and driven by timescales set out in the City Deal funding agreement. In other instances, Council resources may be used, or external funding sought which may have specific requirements that could, in-turn, impact on the priority of implementation. EDC's City Deal Team have been appointed to negotiate this complex process and with support from a team of design, cost and economic consultants, will adopt the following implementation process.

To help inform decisions on which sub-projects to take forward a benefit-cost-risk assessment will be undertaken. This exercise will inform the City Deal Outline Business Case, which is being led by the City Deal Team in order for funding to be approved by the Glasgow City Region.

The immediate key milestones for the next stage of the project can be summarised as follows:

- Commence Geo-environmental desk study and Report On
- Commence any Site Investigation works required and Report On
- Commence Pavement Core Surveys and Report On
- Commence RIBA Stage 4 Detailed Design
- Procurement of building contractor
- Construction

9.2 Risk Management

Overview

Risk management is a process whereby the risks associated with the project are identified, assessed and managed in order to reduce the potential impact on programme, cost or performance goals. Effective risk management is a project wide discipline, which requires the input of East Dunbartonshire Council and the wider project team. By integrating risk management into the day-to-day management of the project, risks will be more effectively identified and managed.

Definition of risk

For the purposes of Bishopbriggs Town Centre Regeneration project risk is defined as any occurrence or potential occurrence which could impact on the successful delivery of the stated project objectives.

Identification and Monitoring of risk

The early identification of potential risks is critical in providing for its effective management. The design team has maintained the live Risk Register for the project during the Stage 3 design process. For each risk identified, the likelihood of occurrence and potential severity of impact was assessed with an appropriate mitigation measure agreed. Mitigation measures will be identified and logged with the associated risks.

Risk Register

A risk register has subsequently been produced to reflect the risks identified. The risk register contains details of the risk owners, actions along and timescales for each of the defined risks.

The current key project risks can be summarised as follows:

- Land Acquisition - In the summer of 2024 East Dunbartonshire Council are programmed to conclude the lease of Civic Space land from Morrisons. A risk to the project is that the lease process is stalled.
- A803 Corridor Improvements Project - The A803 Kirkintilloch Road is the main artery running through the Town Centre, as such, the detailed design stage for some of the sub-projects will need to be progressed in tandem with the A803 design works where the focus will be the reallocation of space within the road corridor through the Town Centre as well as measures to address traffic movement within the Town Centre. Risk is that the A803 project stalls and negatively impacts upon the timescales of the Bishopbriggs Town Centre Regeneration project.
- Pavement Surveys - Preliminary paving details and cost estimates are based on the current material palette and alignment data. These may be subject to change following pavement surveys carried out at detailed design stage.
- Geo-environmental desk study - Surveys will identify the potential for any existing contamination which may pose a risk to construction workers, future site users and the wider environment with implications at the construction and operational stages of the project.

