



East Dunbartonshire

Design and Placemaking

Draft Supplementary Guidance 2016



sustainable thriving achieving

East Dunbartonshire Council

www.eastdunbarton.gov.uk



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Introduction



Introduction

This Supplementary Guidance is intended to support implementation of the East Dunbartonshire Local Development Plan (LDP). The relationship between the LDP, Supplementary Guidance and Planning Guidance is established in Scottish Government Circular 6/2013, and summarised in the table below.

| Document | Purpose and Scope |
|--|--|
| Local Development Plan | Sets out the Council's policies for the development and use of land, including community strategies which identify opportunities for development, for the period up to ten years from adoption. |
| Supplementary Guidance: <ul style="list-style-type: none"> • Planning Obligations • Design and Placemaking • Green Infrastructure and Green Network • Frontiers of the Roman Empire (Antonine Wall) World Heritage Site | Supplementary Guidance is statutory as it forms part of the development plan, and has that status for decision making. It is limited to the provision of further information or detail in respect of policies or proposals set out in the LDP. Supplementary Guidance will be adopted with the LDP and lasts for the period of the Plan. |
| Planning Guidance | Non-statutory planning guidance may be used to provide detail on a range of subject areas. This form of guidance should not be termed Supplementary Guidance and will not form part of the development plan. However, adoption of this guidance by the Council gives it formal status, meaning that it may be a material consideration in decision making. Planning guidance can be updated as required and without the need for scrutiny by Scottish Ministers. |





Why Good Design Matters

Buildings, spaces and streets provide the setting for people's daily lives and give us a sense of belonging. Well-designed buildings and places add value to our local communities, sustain economic growth and ensure equality of opportunity. They can be the key factor in determining whether we choose to walk or drive, whether our lifestyles are healthy and the size of our carbon footprint.

A well-designed development can:

- Encourage people to walk and cycle more to support healthier lifestyles and low carbon environments;
- Encourage people to meet their neighbours in safe and pleasant spaces and streets;
- Create a beautiful place that people are proud of that reflects local identity;
- Identify what's important to place and people to protect or integrate built or natural features;
- Support existing businesses and attract new businesses by creating sustainable, easy to manage places;
- Create longer term value by ensuring new developments are built to last and can adapt to changing circumstances.
- Integrate with its surroundings, minimising any impact on the natural environment

Good design requires creativity and innovation, but the rewards are significant for all of us. By making the right decisions for the design of new development, the built outcome can support East Dunbartonshire Council's overall strategic aims and priorities for its people and communities.

This document supports the principles set out in Policy 2 of the Local Development Plan by promoting the creation of high quality buildings and places by setting out East Dunbartonshire Council's expectations for the design of new development proposals and explaining the role of good design in creating successful places.



What is Placemaking?

Placemaking improves the connection between people and the places they share. Scottish Planning Policy identifies six qualities common to successful places, as illustrated below.

These six qualities have been consistently used by the Scottish Government to promote higher standards of design and sustainable placemaking.





Who Is This Guidance For?

This guidance is intended for everyone involved in the design process or who is interested in the quality of the places in which they live, work or visit as it forms part of the Local Development Plan used in determining planning applications. This includes:

- Landowners, developers, consultants and architects
- East Dunbartonshire Council staff
- Elected Members
- Local communities
- Key agencies
- Scottish Government



This guidance will be used to help inform a design led approach.



The Design Led Approach

New developments of all scales can benefit from following a design process. This does not necessarily have to be a complex and time consuming exercise, and the following section sets out the manner in which a design process can be undertaken and what considerations it should include. The Design Process diagram illustrates how developers should start by looking at a site in its wider context before focusing in on the detailed design. Information gathered through the design process should be used to shape the development proposals at the relevant stages of the design process.

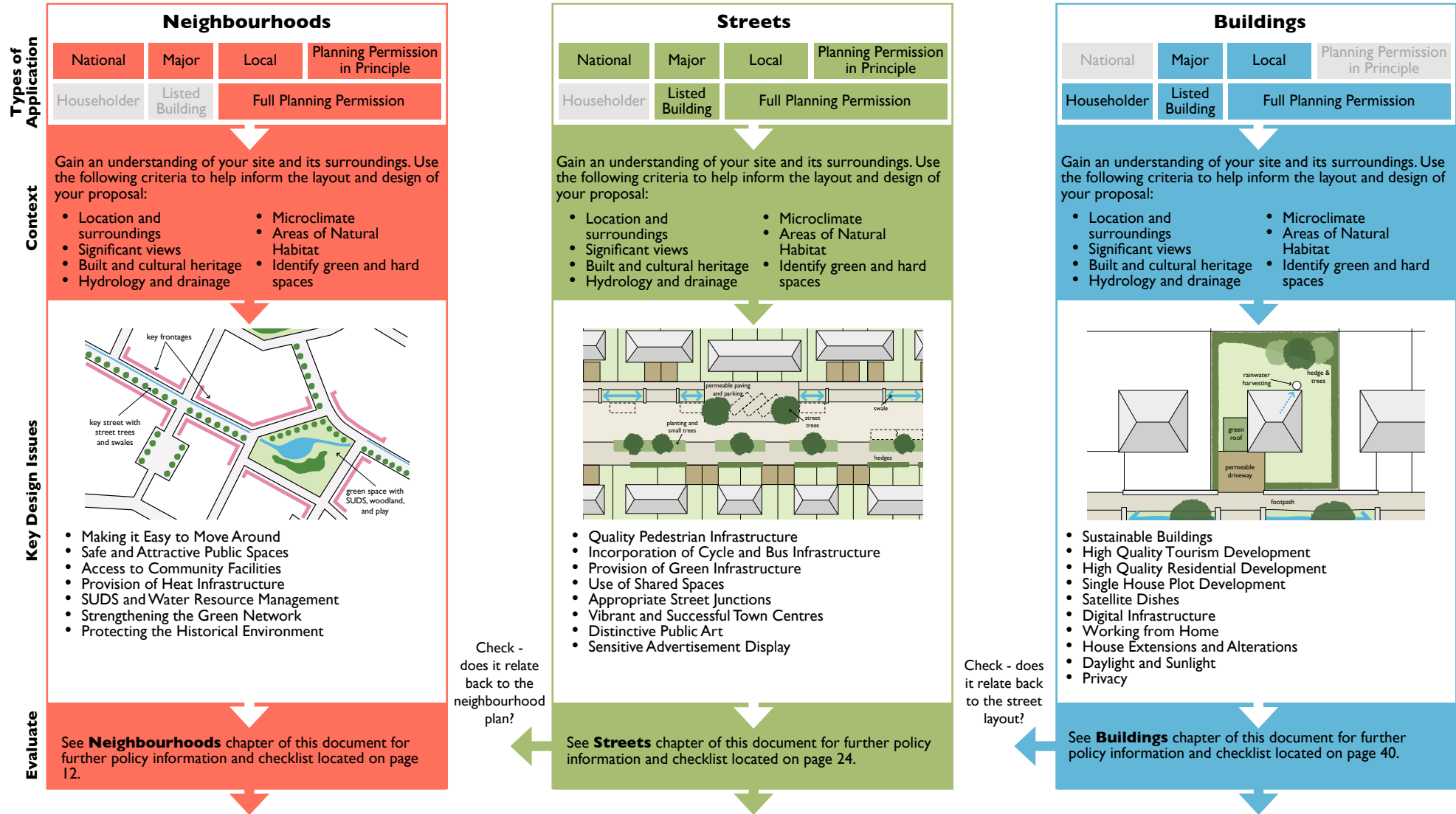
The aim should be to gain a thorough understanding of the key features of the site, its setting and how the proposed development can fit into its surroundings. In most cases this will require early engagement with the Council and other key agencies, infrastructure providers, local communities and users groups.

The Strategic Development Plan and Local Development Plan provide the framework for this process by setting out the preferred location for new development, set within an overall spatial strategy which directs the right development to the right place. Policy 2: Design and Placemaking of the LDP requires that all developments are built to a high quality design standard and states that the Council will place design and placemaking at the heart of the decision-making process.

We will use the design process, as illustrated in the diagram on the right, to shape and influence all aspects of new development in East Dunbartonshire, at all scales from large development sites to individual buildings.



The Design Process Overview

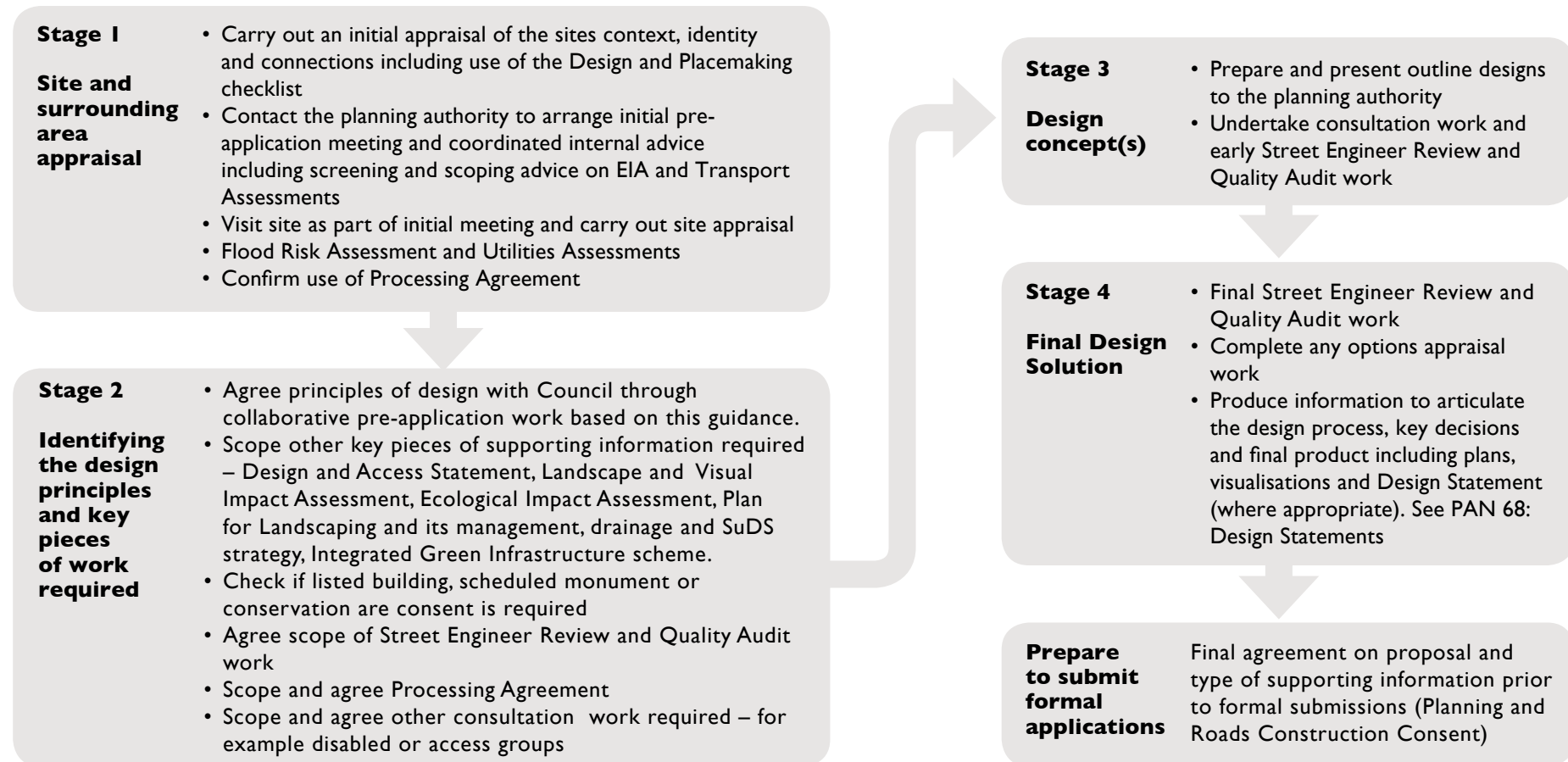


Outcome: East Dunbartonshire is a better place to live



Towards a Planning Application

Having established the key design and placemaking principles at each scale of development, and taking into account the overall design process, the following diagram sets out the key stages that should be followed by applicants when preparing a planning application. This recommended design process comprises five stages and relates to all aspects of development - site selection, buildings, structures, streets and spaces.





Neighbourhoods



Neighbourhoods

Sustainable and quality places are often characterised by well-designed, walkable mixed-use neighbourhoods with integrated facilities. They are also designed at a human scale where people are considered ahead of vehicles. Places which have enduring appeal and functionality are more likely to be valued by people and therefore retained for generations to come.

These types of places can play a role in reducing our carbon emissions and are a considerable impetus for healthier lifestyle choices. Neighbourhoods which can encourage social interaction through their design and where there is access to good quality greenspace, safe streets and places for children to play outdoors can significantly improve our health and overall quality of life.

The sections that follow provide further guidance on specific design and placemaking issues relevant to planning at the neighbourhood level.

Key Design Issues

- Responding to and Enhancing the Built Environment
- Making it Easy to Move Around
- Safe and Attractive Public Spaces
- Access to Community Facilities
- Provision of Heat Infrastructure
- SUDS and Water Resource Management
- Strengthening the Green Network
- Protecting the Historic Environment





Built Environment

The quality of development in East Dunbartonshire's towns, villages and countryside depends on a clear understanding of the neighbourhood scale issues of: landscape character, views, settlement pattern and infrastructure.

Designers should ensure good quality by taking into account the following considerations:

- Development must fit within the wider landscape and vegetation patterns
- Key views towards proposed development from the wider area must be considered from the outset so that the design can respond by framing/containing these views as appropriate
- New design should always respond to the wider landform in terms of views, settlement pattern, drainage and long term growth
- New development must form a logical addition to the area-wide pattern of the settlement, in terms of distribution and form, whether in the urban or rural context
- Identify key landscape heritage features within the wider and local area from the outset
- Development should seek to make the most efficient use of existing roads and services infrastructure and consider appropriate future capacity for expansion within the proposed infrastructure network





Making it Easy to Move Around

Good connectivity and the formation of local or district centres are key to establishing welcoming and walkable neighbourhoods. Neighbourhood centres can be established that create local identity and help people find their way around. New developments shall ensure facilities are concentrated along key routes and junctions, particularly at the convergence of main routes, railway stations and high frequency bus routes.

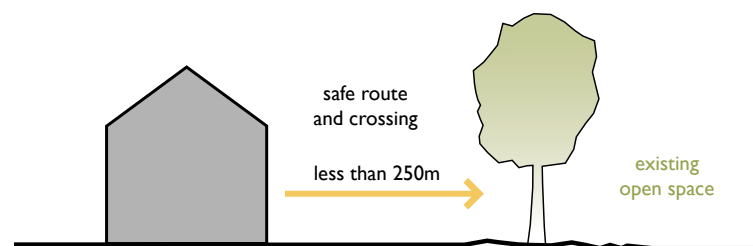
Masterplans should therefore use landmarks, in particular retaining existing natural features, and design layouts to make it easy for people to find their way around. For example, green infrastructure features are a useful way to form clear and attractive entrances and maintain and inject distinctive features, landmarks and routes into a place to make it more welcoming.

Many people also find it easy to navigate themselves in relation to a key feature or route such as the location of a river or watercourse, where possible these should be made key parts of the design rather than sidelined. Keeping large trees, water features and other natural physical features such as hills can form landmarks that residents and visitors can easily recognise and use to help find their way about.

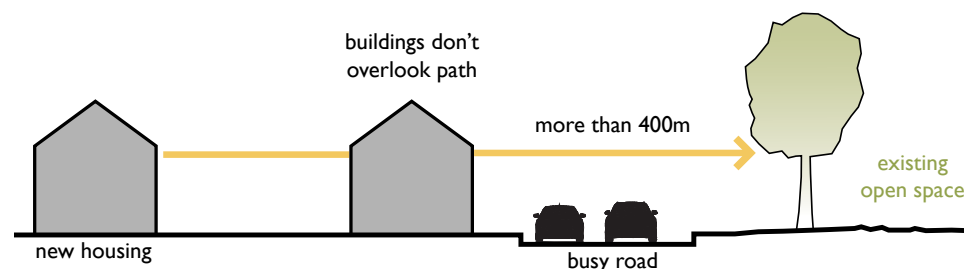
Our decision to make journeys on foot or by car is often determined by the layout of our surroundings at the 'neighbourhood' scale. The development layout should aid navigation by careful planning of buildings, streets and spaces to create easy to understand internal routes, particularly for pedestrians and cyclists. This approach also reduces the need for signage and encourages walking and cycling. Consequently routes must focus travel towards train stations, bus stops, local services, other green space etc.

Layouts that use excessive curves shall be avoided. Straight streets better serve the needs of pedestrians but require regular spacing of junctions to slow vehicles. Short and curved streets may be appropriate where there are topographical or other site constraints, or where there is a need to introduce some variation for the sake of visual interest

Footbridges and subways will be avoided as the ground level should be prioritised for pedestrians. Conventional culs-de sac, are strongly discouraged. Short culs-de sac may occasionally be required because of topography, boundary or other constraints



Safe and convenient access to green space for pedestrians and cyclists to public facilities such as green spaces is critical to the success of the development.



An example of a poor connection between new housing developments and existing green spaces.



Safe and Attractive Public Spaces

Public Spaces

An area can be enhanced significantly by the inclusion of high quality public spaces and green infrastructure features within streets. Green infrastructure, including open spaces, can offer a range of benefits to society, and creating multi-functional spaces increases the potential benefits. For example, open spaces designed for amenity space and biodiversity can also operate as outdoor classrooms giving children a chance to learn about nature and their environment. Football pitches can also be designed to hold large volumes of water during heavy rain, reducing the risk of flooding elsewhere.

Like the streets, public spaces shall be designed to be overlooked and should take cognisance of the topography and climate of the site e.g. a square in a hollow in the land or in a windy dull space will be an uncomfortable space which is not well used.

The design of squares and spaces, both small and large, should respond to the context of the place. A square or space will not be successful unless it is aligned with the potential activities of a place and the building forms. It will also be unsuccessful if access by foot or bicycle is poor. If open spaces are poorly connected by the path network to the town centre and public transport infrastructure, their usage will be lower than if good access is provided. All public spaces should include an appropriate amount of public seating, particularly close to shops and restaurants.



Bishopbriggs Academy



All public spaces should reflect the context of the built environment.



Creating a Safe and Attractive Environment

Public open spaces shall be well-located, at the heart of developments and linking into the wider green network as well as connecting into well used routes. Spaces and routes shall also be overlooked by buildings and streets. This provides natural observation from residents, pedestrians and passing motorists. This can encourage people to use these places where they feel safe and comfortable.

Green infrastructure features can provide stimulating opportunities for play and places to enjoy sport and recreation. Designs will create attractive places that are easily accessible to all regardless of age and ability. These spaces must be carefully located to avoid creating secluded or dark areas, with landscaping being carefully planted to assist these aims.

Lighting should be provided along paths to help reduce crime, provide reassurance, and make areas more appealing. Hedges will be particularly used along the Green Network to increase greenery and provide habitats. Boundary features to the front of buildings shall have a lower visual profile, especially where fronting public spaces. This increases the feeling of community ownership and responsibility of public spaces.



Southbank Marina.



Access to Community Facilities

Successful neighbourhoods need a range of social, community and sports facilities to provide opportunities for social interaction and develop a positive sense of community. This can include schools, parks, nurseries, shops, healthcare and community centres. Allotments, community gardens, and community orchards are also important facilities in terms of providing access to locally sourced and fresh food. Together, the provision of community facilities can create and maintain high levels of activity within neighbourhoods and support local businesses.

Designers must consider the need for new community facilities as part of proposals at the neighbourhood level, or demonstrate that the existing provision is adequate. They must also ensure there is appropriate access to community facilities and that this should be within convenient walking distance of as many residents as possible.

Provision of Heat Infrastructure

New developments should consider the use of decentralised energy centres, waste heat and connection to heat networks, in line with Local Development Plan Policy 15 Renewable Energy and Low Carbon Technology.

District heating schemes support carbon reduction and provide opportunities for lower-cost heat; as such, district heating is a growing priority nationally and locally. The Scottish Government's Heat Policy Statement – 'Towards Decarbonising Heat: Maximising the Opportunities for Scotland' (2015) sets a clear policy direction, contributing to delivery of the targets set by the Climate Change (Scotland) Act 2009 relating to energy efficiency and heat demand.

In line with national requirements, Development Plan Policy 15 - 'Renewable Energy and Low-Carbon Technology' specifies that development proposals should fully explore the potential for and viability of decentralised energy centres and heat networks, in particular combined heat and power and/or microgeneration of

heat, and heat recovery technologies. Policy 15 also states that proposals should consider safeguarding land for heat network pipe-runs. East Dunbartonshire Council's forthcoming District Heating Strategy will complement this by specifying potential key sites for district heating schemes and providing guidance on developer-led schemes.

Where feasible, developers should seek to link into existing and planned district heating systems or, where there are no existing or planned schemes, to consider the viability of initiating a new heat network, either by incorporating an energy centre within the development or by linking to existing sources of heat. Alternatively, developers should make provision within site layout plans for future (retrofitted) connections to nearby schemes if and when they become established.

Further information, including details of sites with potential for heat networks, will be provided in the finalised District Heating Strategy. Additional information will be available in the forthcoming Planning Guidance On Heat



Proposals should consider access to community facilities and the use of connections to local heat networks or energy centres.



SUDS and Water Resource Management

It is important that proposals are designed in a way that can adapt to climate change. This should include designing green infrastructure to attenuate high rainfall on site, thereby reducing flood risk downstream. Provision of green infrastructure also absorbs rainfall through planting and helps provide water and cools the surroundings of buildings in summer.

Flood risk will be addressed using Sustainable Urban Drainage Systems (SUDS), buffer strips and innovative landscapes wherever they are a possibility to address flood risk issues arising from development. They can also form water features, adding to the design and feel of a place and creating attractive, tranquil settings for developments that also act as an attraction for walkers and may increase proportion of residents/visitors using the water feature as part of a short walk. Opening up watercourses and addressing pressures arising from culverting, embankments and realignment can facilitate attractive waterfront development often boosting property values.

Watercourses and other existing features of the water environment shall be retained and made part of the public environment and proposals will deliver improvements to the water environment (e.g. open up culverted watercourses). SUDS and other innovative landscapes measures to retain flood water should be considered early on as a means to deal with issues of water quantity, water quality and amenity in an integrated way.

SUDS work on the principles of: managing surface water run-off on-site as near to source as possible; slowing down run-off; treating it naturally; and releasing good quality surface water to watercourses or groundwater. Keeping surface water on the surface increases the capacity for flood storage, provides easy access for maintenance and is cheaper to construct. Moreover, the end design solutions can become attractive amenity features within the development, and provide wildlife habitats.

SUDS can feature at both the strategic site-wide level and the street level. The goal in creating sustainable communities should be to reduce the environmental impact and carbon footprint of the development. Resource efficiency and making best use of what the site offers should be at the forefront of the design process.

SUDS, particularly open ponds and wetlands can be perceived as a safety risk. Consequently where SUDS are included as part of a development, the principles of safety by design must be embraced, for example gentle side slopes and shallow shelves within ponds and wetlands. Careful design can help to minimise or design out risks so that SUDS features pose little or no risk.



SUDS features can be used positively as a design feature.



Strengthening the Green Network and Infrastructure

All new development provides an opportunity to strengthen and enhance East Dunbartonshire's green network. To deliver this aspiration it is expected that all new development incorporates high quality green infrastructure which links seamlessly with the surrounding green network.

Green infrastructure should be designed as an integral part of new development, at house, street and neighbourhood level, within the context of the site's setting and of the habitat and access networks surrounding it and linking it to adjacent areas. Green infrastructure is defined by Scottish Planning Policy (SPP) as:

“the ‘green’ and ‘blue’ (water environment) features of the natural and built environments that can provide benefits without being connected. Green features include parks, woodland, trees, play spaces, allotments, community growing spaces, outdoor sports facilities, churchyards and cemeteries, swales, hedges, verges and gardens. Blue features include rivers, lochs, wetlands, canals, other water courses, ponds, coastal and marine areas including beaches, porous paving and sustainable urban drainage systems”.

Well planned green infrastructure plays an important role in providing ecological services and enhancing the amenity value of new developments and their surroundings, including provision of shelter, active travel routes, sustainable drainage, reduction of flood risk, food production and mitigation of pollution. Linking these green infrastructure elements together to form green networks provides combined benefits which are a hallmark of sustainable, liveable communities which support biodiversity, provide opportunities for healthy, active lifestyles and more adaptable to the increasing challenges presented by a changing climate.

Applications for new development will be expected to deliver enhancements to the green network which deliver improved conditions for active travel, enhance biodiversity compared to the existing use of land, and can demonstrate

| | | |
|---------------------|---|-------------------------------------|
| Distinctive | Reinforcing the landscape character and identity | <input checked="" type="checkbox"/> |
| | Using unique design features | <input checked="" type="checkbox"/> |
| | Creating a sense of place | <input checked="" type="checkbox"/> |
| Welcoming | Including entrance and gateway features | <input checked="" type="checkbox"/> |
| | Making it easy to find your way around | <input checked="" type="checkbox"/> |
| | Creating places with a positive image | <input checked="" type="checkbox"/> |
| Safe and pleasant | Creating places with a positive image | <input checked="" type="checkbox"/> |
| | Addressing risks through design | <input checked="" type="checkbox"/> |
| | Delivering quality through design and maintenance | <input checked="" type="checkbox"/> |
| Easy to move around | Green Networks | <input checked="" type="checkbox"/> |
| | Connections for people | <input checked="" type="checkbox"/> |
| | Connections for wildlife | <input checked="" type="checkbox"/> |
| Resource Efficient | SUDS and water resource management | <input checked="" type="checkbox"/> |
| | Sustainable use of materials | <input checked="" type="checkbox"/> |
| | Microclimate and saving energy | <input checked="" type="checkbox"/> |
| | Renewable energy | <input checked="" type="checkbox"/> |
| Adaptable | Creating multi-functional open spaces | <input checked="" type="checkbox"/> |
| | Creating opportunities for productive landscapes | <input checked="" type="checkbox"/> |

Applicants should ensure consideration of the above green infrastructure elements when designing a masterplan.
Source: Green Infrastructure: Design and Placemaking (Scottish Government, 2011)"



a contribution to improved resilience to climate change while not contributing to flood risk or deterioration of the status of water bodies and water courses. Site masterplans and landscape frameworks should ensure that existing habitat networks are continued through the development site and enhanced through a landscape framework that incorporates appropriate habitat types such as woodland, wetland and grassland that strengthen existing networks.

Good access to the surrounding green network should be provided to encourage use of the surrounding path network. Making it easy to access the network will encourage its use for short journeys, providing a convenient alternative to cars, helping to reduce emissions and promoting active lifestyles.

Where there is a local need for allotments or a community growing space, as identified in the Council's Community Food Growing Strategy, there may be a requirement for appropriate facilities to be provided as an integral part of new development.

Applicants will be expected to demonstrate how the range of green infrastructure considerations set out in Table 1 below has been addressed in the layout of the site and how a co-ordinated approach to provision of green infrastructure delivers a coherent green network delivering the benefits described above.

In determining planning applications for new development, the planning authority will expect new development to be designed in accordance with the principles set out in the Scottish Government Guidance on 'Green Infrastructure: Design and Placemaking'.

Landscape

East Dunbartonshire's towns and villages benefit from an attractive and distinctive landscape setting. New developments should be designed to integrate with and enhance the existing landscape character. Where new development is located in or adjacent to a Local Landscape Area, particular care should be taken to ensure that development protects and enhances the special qualities for which it has been designated. New development should be designed to make the most of key views

into and out of the site from public areas and ensure that views to important landscape features and landmarks are protected wherever possible. Landscape features such as woodland, rivers, burns and the Forth & Clyde Canal should be integrated into site design and loss of mature trees avoided, to help create a distinctive sense of place and maximise the resilience of new communities to climate change.

At the neighbourhood level, designers should also consider how new development contributes to the townscape and character of the communities in which the site is located. New development should normally reflect dominant building styles in the surrounding area and the scale and density of the development should be compatible with the established character locally.


Table 1 - Open Space and Green Infrastructure Requirements

| Type of development | Open Space and Green Infrastructure Requirements | How the requirement will be assessed | | |
|---|--|---|-----|--|
| For up to 5 residential units (a householder or local development) | <p>No play space or open space required on site. No off site contribution required.</p> <p>Some form of green infrastructure should be provided on site.</p> | n/a | n/a | n/a |
| For between 5 and 50 residential units (a local development) | <p>Provision or contribution towards play space and open space is required either on or off site. East Dunbartonshire Open Space and Green Network Strategies set out the existing open space provision and their priorities and opportunities are the basis for any contribution. Levels of contribution are set out in the Supplementary Guidance on Developer Contributions.</p> <p>Some form of green infrastructure should be provided on site.</p> | Is the site within 400m walkable distance of an existing equipped play space, open space or green network and is the route to be walked safe and attractive? | No | <ul style="list-style-type: none"> • Provide play space on site • Multifunctional open space of local importance to be provided on site, 68m² per residential unit • Contribution to an open space of neighbourhood importance and/or green network opportunity within the community area |
| | | | Yes | Contribution to the upgrade of existing open space of local or neighbourhood importance or green network within the community area required. |
| For 51 or more residential units (a major development) | <p>Provision of play space and open space is required on site. Contribution to off-site active open space may be appropriate in some cases.</p> <p>The East Dunbartonshire Open Space and Green Network Strategies set out the existing open space provision and their priorities and opportunities are the basis for any contribution. Levels of contribution are set out in the Supplementary Guidance on Developer Contributions.</p> | Is the site within 400m walkable distance of an existing equipped play area, open space or green network and is the route to be walked safe and attractive? | No | <ul style="list-style-type: none"> • Provide equipped play space on site • Multifunctional open space of local importance to be provided on site, 68m² per residential unit • Contribution to an open space of neighbourhood importance and/or green network opportunity within the community area • Contribution to a green network opportunity and/or the upgrade or improvement of an open space of regional importance |
| | Some form of green infrastructure should be provided on site. | | Yes | <ul style="list-style-type: none"> • May contribute to upgrade of equipped play areas and/or other specific facilities off site • Contribute to the upgrade of existing open space of local or neighbourhood importance or green network within the community area. Alternatively open space of local importance to be provided on site, 60m² per residential unit • Contribution to a green network opportunity and/or the upgrade or improvement of an open space of regional importance |
| For employment and business, retail or another non-residential use. | <p>Provision of open space and contribution to the enhancement of green networks will be assessed on a site by site basis.</p> <p>The provision of green infrastructure is encouraged as part of all new development.</p> | The nature of the requirement will be based on the priorities and opportunities in the East Dunbartonshire Open Space and Green Network Strategies. The requirement may be on site provision of multifunctional open space or an off-site contribution. | | |
| Resulting in a loss of an open space or part of a green network | <p>Provision of open space and contribution to the enhancement of green networks will be assessed on a site by site basis.</p> <p>The provision of green infrastructure is encouraged as part of all new development.</p> | The nature of the requirement will be based on the priorities and opportunities in the East Dunbartonshire Open Space and Green Network Strategies. The requirement may be on site enhancement or an off-site contribution. | | |



Protecting the Historic Environment

East Dunbartonshire has good quality historic environment including: the Frontiers of the Roman Empire (Antonine Wall) and its setting buffer zone, Scheduled Monuments, listed buildings, conservation areas, townscape protection areas, gardens and designed landscapes and local archaeological sites. Where developments are proposed within these areas, or affect their curitage and setting, applicants should be aware that the proposals will be subject to additional scrutiny to ensure that they respect the context and history of the site.



New design and redevelopment should reflect the historical context of the area and contribute positively to the urban form.

Historic buildings and features within rural, designed or urban landscapes are often locally, regionally or nationally important landmarks because their distinctive character contributes strongly to the identity of an area. New design should consider ways to enhance or protect their function as landmarks. In some instances new designs might provide the opportunity to create new vistas towards landmarks, restore older views that have been lost or compromised, or create dynamic juxtapositions of old and new, so adding texture and variety to the townscape.

New design, whether traditional or contemporary, should also consider the surrounding scale, hierarchy and massing of the existing built form. Scale is made up of height and mass and is mostly relative in that building height is generally perceived in relation to the height of a person, width of a street or space, nearby buildings, particular landmarks or strategic views.



New development should aim to enhance existing features.



The sensitive use of appropriate colour, texture and pattern of materials, whether traditional or contemporary, is also an important factor in the decision making process. Proposals will be expected to consist of high quality, sustainable materials that reflect and contribute positively towards the urban form.

Similarly, new design should consider and respond to the historical context of the surrounding area. For example, analysis of historical maps along with archive material and published sources are very useful analytical tools to understand the historical development of a place. High quality sustainable materials that are well-detailed and finished will normally be expected of all new proposals within these areas.

For further advice and guidance, please refer to the separate planning guidance on the Historic Environment, together with the relevant Historic Environment Scotland guidance notes.



Streets



Streets

Good street design can create successful traffic movement, promote social interaction and lead to a better quality of living for everyone. In the more recent past, vehicle movement has often dominated the design of streets, resulting in many streets being out of context with their location and overly influenced by prescriptive standards. It is important that this trend is reversed and we shift the focus back to the creation of successful places through intelligent street design. This will require the creation of streets that have a positive sense of place and a strong relationship with the buildings and spaces that surround them.

Streets and developments should be based on the principle of a compact and walkable layout. They should be easy to move around for all users, and connect well to existing movement networks.

Walking and cycling should be considered important modes of travel, making a positive contribution to the overall character of a place, public health, social interaction and to tackling climate change through reductions in carbon emissions. New development should support this by integrating sustainable transport principles, such as good connectivity, high visibility of cyclists, priority for road users according to the transport hierarchy, provision of cycle locking facilities, cycle lanes, access to key services and access to railway stations and main bus stops.

Key Design Issues

- Responding to and Enhancing the Built Environment
- Quality Pedestrian Infrastructure
- Incorporation of Cycle and Bus Infrastructure
- Provision of Green Infrastructure
- Use of Shared Spaces
- Appropriate Street Junctions
- Vibrant and Successful Town Centres
- Distinctive Public Art
- Sensitive Advertisement Display



Built Environment

The quality of development in East Dunbartonshire's towns, villages and countryside depends on a clear understanding of the street scale issues of: siting of development, layout and legibility, sustainable development, density and use, open space.

Designers should ensure good quality by taking into account the following considerations:

- Development should be sited sensitively and with careful consideration of orientation and microclimate, overall composition of massing and roofline, key landscape features and existing access networks
- Appropriate treatment of site boundaries, designed to ensure visual integration with the surrounding landscape/urban context. This requires the use of high quality materials and landscape planting of sufficient maturity and scale
- The townscape/landscape context of any new development must be considered from the outset to ensure the final design responds to key views, e.g. approach views/oblique views from adjacent streets and rights of way
- It is vital to demonstrate that new development is as resource-efficient as is practicable
- New development should utilise all opportunities for increasing density and potential for current/future mixing of uses, in order to create sustainable places to live
- A strong hierarchy of usable public, semi-public and private spaces that are well-defined should be incorporated as appropriate to all new development.
- New development must be designed to provide a clear sense of character and identity





Quality Pedestrian Infrastructure

Walking is the most sustainable form of transport and all streets should offer a pleasant and high quality walking experience for pedestrians of all ages and capabilities. Streets should therefore be designed to be inclusive and encourage walking as much as possible.

Streets that prioritise pedestrian movement over vehicles has implications for the design of crossings and street interfaces. Pedestrian crossings, whether formal or informal, are required to follow pedestrian desire lines, allowing pedestrians to cross at the shortest point and to slow vehicular traffic. Pedestrian routes must be as near to level as possible along their length and width. Longitudinal gradients being no more than 5%, although topography or other circumstances may require steeper gradients. This forms an important part of a wider need to ensure footways are fit for purpose, and should prioritise the creation of positive, attractive spaces where people can move freely on routes free of obstruction with no unnecessary street clutter.

Green networks, such as paths and cycle ways can provide safe, attractive and convenient off-road routes for walkers, cyclists and joggers away from vehicles and emissions. The inclusion of these networks, particularly linking to wider adjoining routes, must be done wherever there is scope to do so and shall take place at the initial and masterplanning stages of a proposal. This ensures the design and layout can be most easily adapted to create active travel routes and safer places.



Green networks provide safe and attractive off-road routes for pedestrians.



An example neighbourhood layout where pedestrians and cyclists are given priority over vehicles. Direct cycle lanes and foot paths are provided completely removed from the road ways giving cyclists and pedestrians quick and pleasant access to neighbouring shops and wider networks. Where pavements are located adjacent to the roads, a grassy verge is positioned between pedestrians and the cars, and pedestrian desire lines are maintained throughout.



Incorporation of Cycle and Bus Infrastructure

Cycle Infrastructure

Cycle infrastructure should be provided within development sites and ensure that sites are linked to existing active travel routes. Like pedestrians, cyclists will follow their desire line and routes that require them to concede to side street traffic are less likely to be used. Cyclists will generally be accommodated on the carriageway. Where traffic volumes and speeds are high cycle lanes or off-road shared use paths may be required. Designs should contain direct barrier free routes for cyclists. Where cyclists are to be facilitated on roads, junctions shall be designed to promote slow motor-vehicle speeds, including short corner radii as well as vertical deflections. This is crucial as the design of junctions affects the way motorists interact with cyclists.

Planning and designing infrastructure involves developing individual site-specific solutions, however, there are common requirements. The underpinning principle is that measures should meet cyclists' needs. Cyclists should be considered

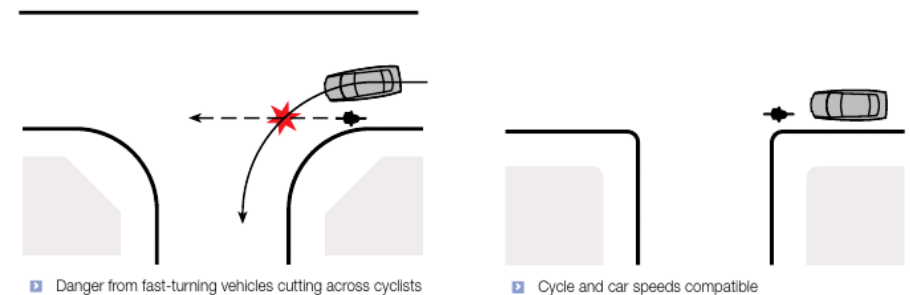


The needs and safety of cyclists must be considered as an integral part of the transport network.

customers in the transportation network – if quality requirements are met, they will return to use the facilities again, and more customers will be attracted.

Cycling by Design (2010) sets out the key Principles of Design for cycling provision, which should be considered by designers: "In design, cyclists' needs are represented by five core principles which summarise the desirable requirements for cycling infrastructure." Whilst user priorities in regard to the core principles will vary depending on trip purpose and skill level, designers of all cycle infrastructure, including new and upgraded facilities as well as on-carriageway and off-carriageway routes, will have to satisfy these principles detailed below:

- **Safety:** Design must minimise the potential for actual and perceived accident risk. Perceived risk is a key barrier to cycle use and users should feel safe as well as be safe. It is important to provide consistency of design and avoid ambiguity.
- **Coherence:** Cycling infrastructure is required to form a coherent network which links origins and destinations. Coherence is about giving people the opportunity to access places by bicycle and to integrate cycling with other modes of travel. Routes should be continuous from an origin to a destination, easy to navigate and of a consistently high quality.



The effect of corner radii on cyclists near turning vehicles

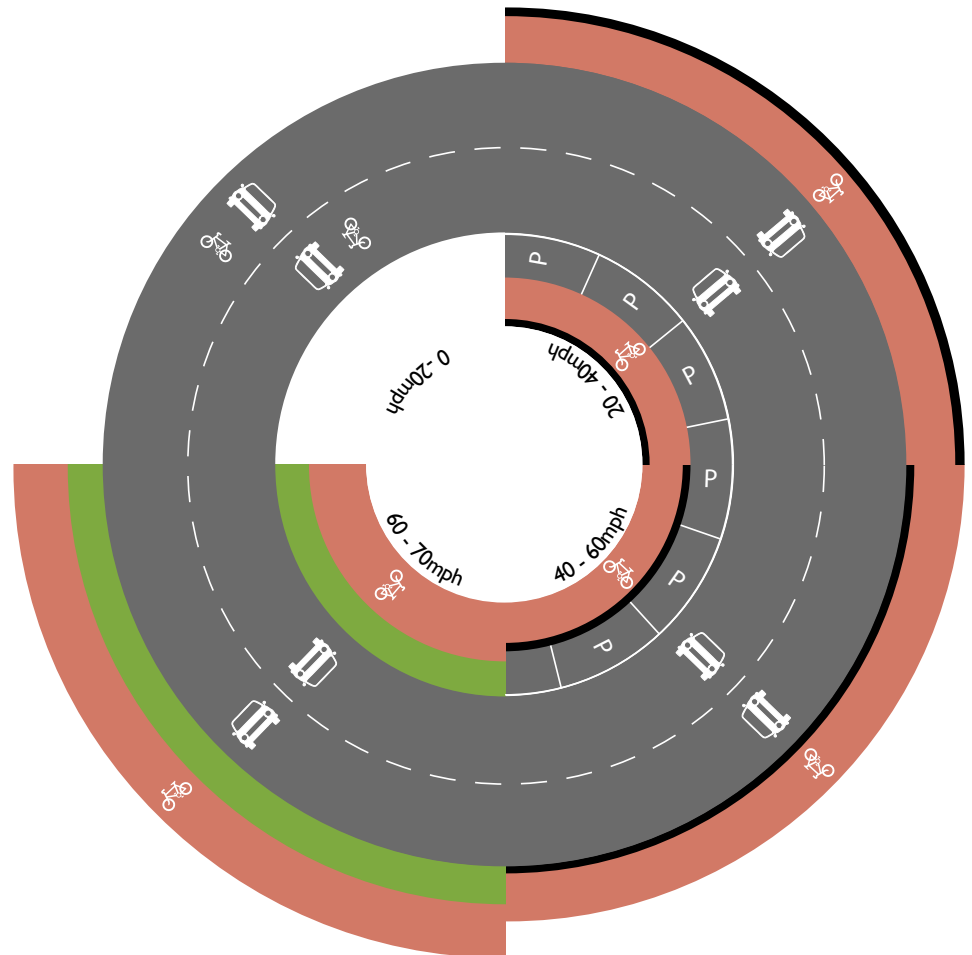


- **Directness:** Cyclists shall be offered as direct a route as possible based on existing and latent trip desire lines, minimising detours and delays. It should be recognised that directness has both geographical and time elements, and delays at junctions and crossings as well as physical detours will affect use.
- **Comfort:** Routes must minimise the mental and physical stress required. Routes should meet surface width, quality and gradient standards and be convenient, avoiding complex manoeuvres. Non-sports cyclists prefer sheltered, smooth, uninterrupted, well-maintained surfaces with gentle gradients.
- **Attractiveness:** It is a key requirement that a route should complement and where possible, enhance the area through which it passes. The treatment of sensitive issues including lighting, personal security, aesthetics, environmental quality and noise are important considerations in this requirement. The perception of a route is important, particularly in attracting new users. Infrastructure should be designed in harmony with its surroundings in such a way that the whole experience makes cycling an attractive option.

Cycle infrastructure should generally be consistent with 'Cycling by Design' and 'Designing Streets' and should aim to make cycling an attractive choice.



Cycle storage.



This diagram illustrates the preferred cycle lane arrangement broken down into vehicle speeds. For roads with a 20mph and under speed limit, cars and bikes can share the same road, at 20 - 40mph bikes should have their own lane clearly marked and with street parking between the car and the bike, at 40 - 60mph the bike lane should be removed from the car lane by a curb, at 60-70mph the bike lane should be removed completely from the car lane by a grassy strip.



Bus Infrastructure

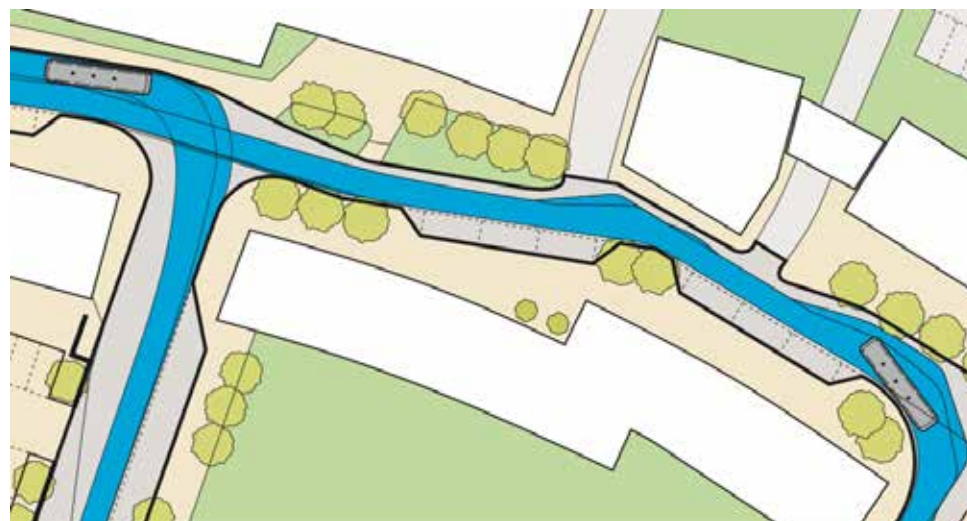
Bus routes and stops should form key elements of the walkable neighbourhood, and the principal street within a scheme must be accessible to public transport with all streets on potential bus routes required to be no less than 6m wide.

There may be reductions on short sections with good inter-visibility between opposing flows. The presence and arrangement of on-street parking, and the manner of its provision, may also require additional widening of streets requirements.

When considering the road width required for the movement of buses, account should be taken of the frequency and the likelihood of two buses travelling in opposite directions meeting each other on a route. Bus routes should not pass through 'shared spaces', other than in exceptional circumstances.

Bus stops shall be on-street, not in lay-bys unless otherwise requested by the Planning Authority, and must be easily accessible by all pedestrians, with provision near junctions facilitating this. Where required, footways at bus stops may require widening to allow for pedestrian movement.

Access to bus stops and shelters should be compliant with the Disability Discrimination Act wherever possible. The most appropriate design, location or direction of a shelter should be agreed with the planning authority and transport partnership or whoever assumes responsibility for maintenance of the shelter post installation. Bus shelters should also take account of the prevailing weather wherever possible and direction of installation should consider this in order to maximise the shelter's effectiveness. Bus Stops (and shelters) may require additional infrastructure such as tactile paving, raised kerbs for assisted bus boarding to be agreed on a case by case basis.



Masterplans should demonstrate the consideration of access to bus services and the movement of buses.



Provision of Green Infrastructure

At street level, the design should consider the orientation of buildings so that they front onto areas of open space and positioning of streets so that they integrate and benefit from natural landscape features such as watercourses and hills. The location of open space should integrate with the green network to provide a multifunctional space with access, play, biodiversity and landscape value. The provision of open space should meet the quality, accessibility and quantity standards set out in the Open Space Strategy (See Table 1 - Open Space and Green Infrastructure Requirements).

The open space standards can be met by upgrading an existing open space accessible to the development or on site. Small to medium scale street trees and hedges should be considered for gardens or streets, particularly the south and west side, where they can offer shading in summer and shelter in winter. They are of particular value in busier streets where they also absorb carbon dioxide and dust from vehicle movements and buffer noise. Permeable paving should be

used in car parking areas as sustainable drainage for rain water. The layout and orientation of buildings and landscape framework or the site should be used to create favourable microclimates such as shelter from the prevailing wind and maximising passive solar gain by facing public rooms south.

Wherever possible, small to medium scale street trees and hedges should be included as an integral element of the landscape framework in gardens and streets, particularly in south and west facing aspects, where they can offer shading in summer and shelter in winter. Native, species-rich varieties should be selected to enhance biodiversity and strengthen habitat value and advice on appropriate species is available from the Council's Biodiversity Officer. Existing hedges and trees should be retained and incorporated into the landscape framework of new development. Trees and hedges are of particular value in busier streets where they also absorb carbon dioxide and dust from vehicle movements and buffer noise.





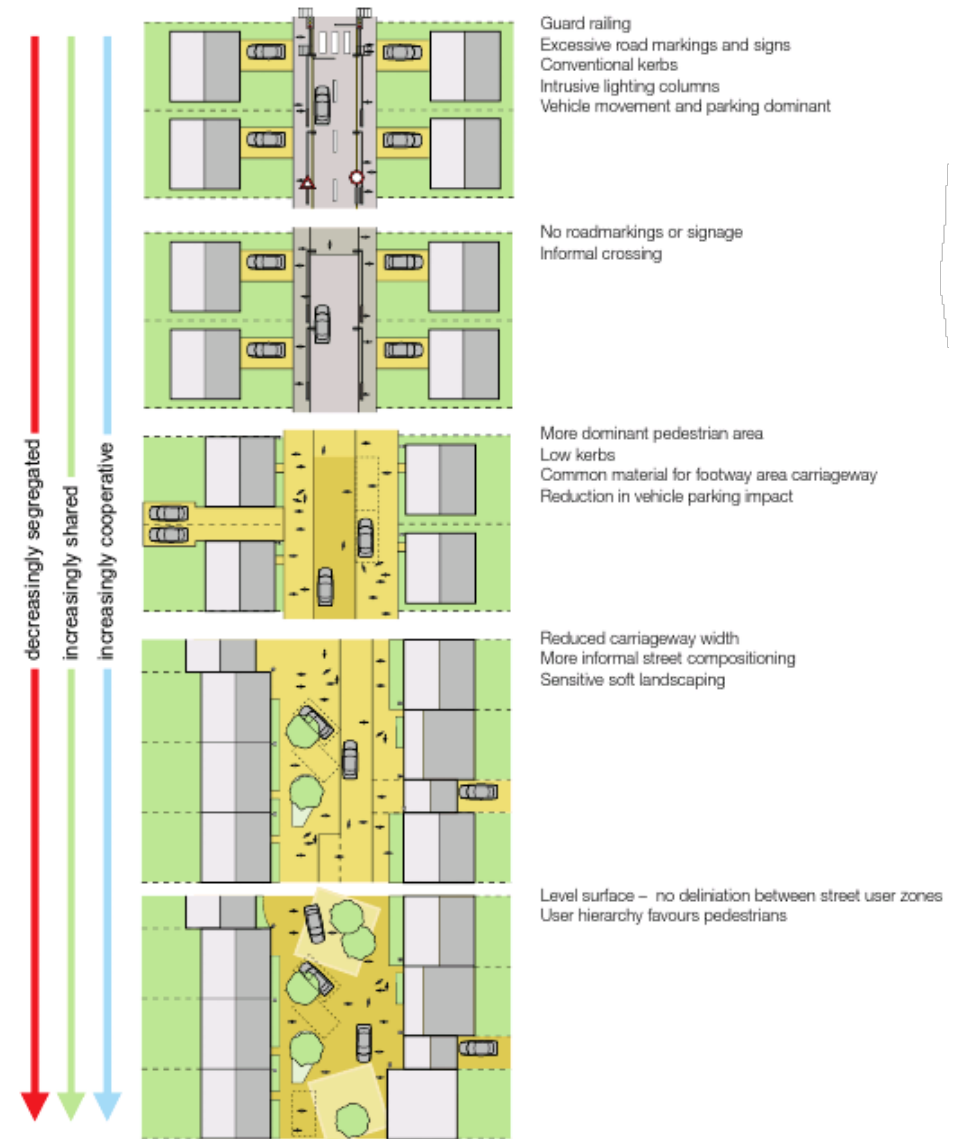
Use of Shared Spaces

New developments must ensure that streets and spaces are designed to enable pedestrians to move more freely by reducing traffic management features and create an environment in which pedestrians are given priority over motor vehicles. Streets should be designed with a focus on social interaction and they should be treated as interactive places for people to enjoy, rather than simply corridors for the movement of traffic.

In areas where the traffic environment is relatively calm, these spaces should be created by using 'level surfaces' across the street surface that are not physically segregated by kerb or level differences. These spaces should also minimise street clutter, for example by erecting fewer traffic signs, only using guard rails when absolutely necessary and using less road markings. This will encourage motorists to drive more slowly and respond directly to the behaviour of other street users.



The purpose of shared spaces and level surfaces is to encourage lower vehicle speeds and prioritise pedestrian movement.



Designing Streets (2010), Scottish Government



The key aims of shared spaces are to:

- Promote social interaction
- Encourage low vehicle speeds
- Enable pedestrians to move more freely
- Make it easier for people to move around, particularly wheelchair users and people using wheeled equipment such as prams

Control of car parking needs to be considered in level surface areas. Car parking should be organised to deter cluttered streets and sufficient provision, including the provision of disabled parking spaces, should be allocated around a scheme to ensure that parking is distributed evenly and clearly.



Car parking within level surface areas should be well organised and clearly distinguishable from the main street surface.

Designing for the Visually Impaired

The following characteristics of street design should be considered when designing for people with little or no sight:

- predictable, straightforward routes with a logical layout
- smooth, even paving
- streets free from obstruction
- signal controlled crossing on busy roads
- visual contrast and good quality lighting
- maintenance management
- roundabouts may have some merit in residential areas as they cause less deviation





Appropriate Street Junctions

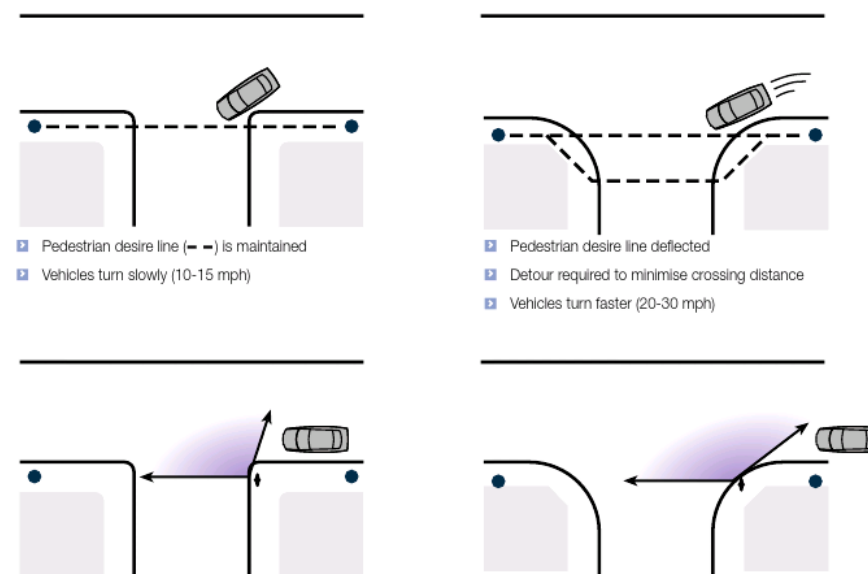
Street junctions should be designed to prioritise the needs of pedestrians, and this should be reflected in street layout and design. This does not necessarily mean that transport modes are segregated, but does mean that all users can safely use shared spaces. Junctions should also suit the local context and urban form.

Within built up areas, junctions should not be designed with unnecessarily large radii, as this encourages vehicles to travel around them at a higher speed, at the expense of the safety and convenience of others, such as cyclists and pedestrians. The Council expects that junction radii in residential streets is reduced to the extent that the speed of turning traffic is around 10-15mph, making the streets safer for all users, and allowing the pedestrian desire line to be maintained, with a shorter section of road requiring to be crossed.

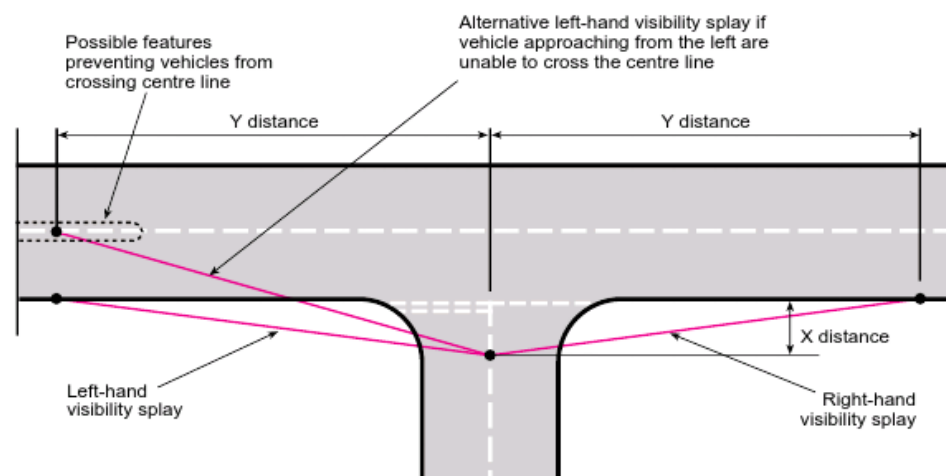
Please note that all crossings, of whichever type, are required to be raised so that they are level with regular footway height wherever possible. Designers should ensure that the junction can still be safely negotiated by all vehicles expected to use it.

It will often be desirable to reduce forward visibility in order to help control traffic speed. Where possible, this should be achieved by the positioning of buildings and the road layout, reducing the need for speed reducing features, road marking and signage. The Council will expect all new residential streets to be designed with a maximum speed of 20mph in mind.

With regards to achieving Safe Stopping Distance (SSD) for vehicles in junction design, the Council will assume the X-distance for measuring junction visibility to be 2.4m, with the Y-distance informed by the characteristics of the junction and street network, including SSD.



Pedestrian desire lines should be designed as straight as possible with a small corner radii, minimising the need for pedestrians to deviate.



Designing Streets (2010), Scottish Government



Vibrant and Successful Town Centres

Town centres are important hubs of activity for communities and have a key role to play in supporting and promoting local economic growth. They can provide employment and accessible services for local people, be a focus for entrepreneurial and civic activity, and provide people with a valuable sense of community and belonging.

Designing streets and public spaces around people rather than around vehicles is important in making town centres successful. They must have attractive streets and public spaces where it is pleasant to walk around and spend time. This can be a critical factor in positively influencing people's choices and habits to spend more time in town centres.

This should be achieved by creating a better balance between vehicles and pedestrians, rather than by excluding vehicles, as town centres will attract more people if they are easy to move around and affordable to get to and from.

Active Frontages

Buildings fronting onto main streets and spaces benefit from having active frontages. The doors to shops, businesses and public buildings are best located so that people come and go directly off the street and are accessible to people of all abilities. While this is commonly implemented for cafes, restaurants and shops, it is also important that businesses, leisure uses and residential development have front doors onto the street, windows and activation of the ground floor. The Council will also be supportive of outdoor seating arrangements associated with cafes, bars and restaurants, provided these do not unduly impede pedestrian movement or have an adverse effect on the streetscape.

Shop Fronts

As shop fronts are the dominant visual element of townscapes within town centres, the planning authority will seek to protect the character and features original to the building. The following principles must be adhered to:

Fascias - Particularly where there is a predominant design dimension amongst surrounding properties, the original fascia level should be retained or reinstated as this is usually carefully proportioned to the overall design. Where the original fascia has been covered over or altered, a return to the original dimensions is essential.

Pilasters - A pilaster helps to separate the design of individual shop fronts from each other, giving each one a separate identity. Glazing, etc., in shop fronts may extend up to but not over the pilaster.

Stallrisers - Stallrisers are the blank areas of wall below shop windows. They are useful from a practical as well as a design point of view. In most cases, retention or reinstatement of a stallriser would be appropriate, particularly on more traditional properties.

Door Ways - Consideration should be taken of neighbouring door positions and any proposed door position should be commensurate with the existing street scene. The preference is always to retain the traditional door position.

False Ceilings - Within the shop, lowered ceilings can cause problems where they meet the shop front. Raked or angled ceilings are the preferred method for overcoming such issues.

Materials - All materials should be appropriate to the area and generally commensurate with their surroundings. Traditionally designed timber shop fronts are preferred in conservation areas and townscape protection areas.

Shop Security - In cases where roller shutters or other window coverings are proposed they must be more than 50% open. Coated grille-types are preferred, as are internal roller shutters. In all cases, roller shutters should be concealed behind fascias, and should not result in the fascia protruding beyond the existing plane. No externally stored roller shutters will be allowed.



Canopies - Canopies should be appropriate to the building, particularly in conservation areas and on listed buildings. They should be hidden from view when closed and conform to the Roads (Scotland) Act 1084 in terms of safe heights above pavements.

De-Cluttering

Public spaces within town centres are often compromised by visual clutter such as traffic signage, multiple poles for lighting and traffic lights, bins, and pedestrian barriers. This is damaging to the attractiveness of town centres and should be avoided. New development within town centres should ensure that streets and spaces are simplified and uncluttered, using good quality and durable materials.

Considerations for de-cluttering include those following:

- Removing or relocating freestanding signage
- Removing bollards and pedestrian barriers.
- Rationalising bin numbers and locations.
- Encouraging slower speeds, avoiding the use of speed limit signs where possible, as this can be encouraged with other measures.
- Removing road signage that is out of scale and only replacing if absolutely necessary, with signs appropriate for slow speeds.
- Avoiding the use of multiple poles for different uses.
- Designing lighting columns to be of an appropriate scale for street, rather than road, use.

Built Heritage

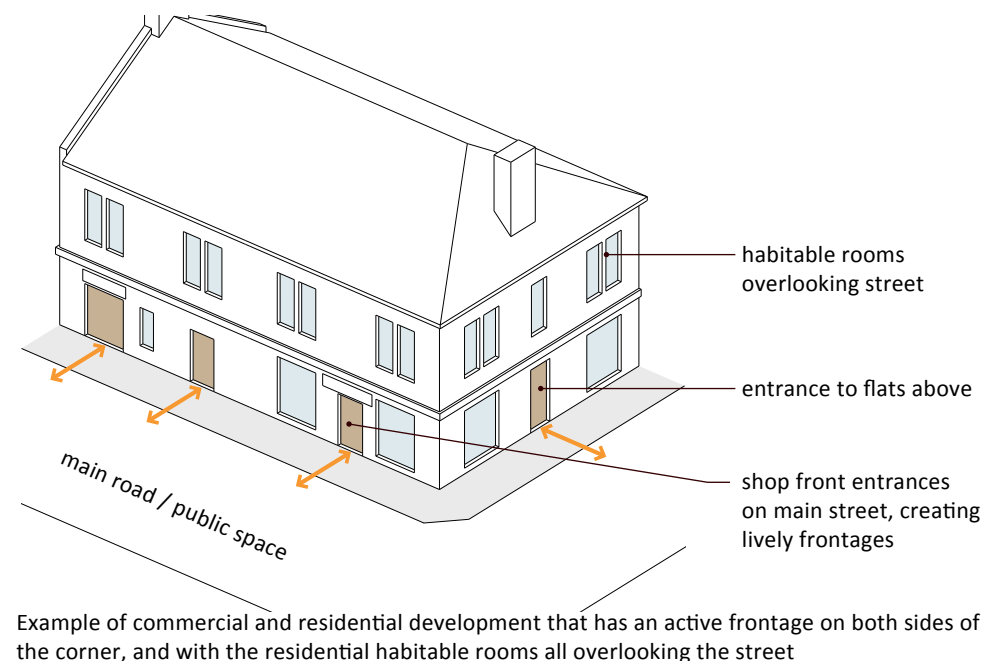
Development within town centres should always recognise the value of the historic built environment and its contribution to local distinctiveness and identity. Proposals within town centres, particularly larger schemes, should consider how historic environment assets, such as listed buildings, could better contribute to a town's character and vitality.

Distinctive Public Art

Public art is a means of improving the quality of the public realm through design of buildings, landscape and environment. It aims to integrate artists ideas and vision into the process of creating new and regenerated spaces and buildings.

Successful public art can:

- help to attract investment from the public and private sectors;
- strengthen a place's identity making it a more appealing place in which to live and do business;
- encourage tourism;
- act as an additional attraction making people more likely to take short walks or participate in active travel
- reduce crime and vandalism by creating a sense of place, local ownership and civic pride; and,
- introduce innovation into the process of developing public spaces.





The approach adopted to public art will vary depending on a scheme's nature, design, scale and end use. Public Art can, for example, include sculptures, paintings and integrated or functional design elements such as lighting, landscape, fencing, floor designs and signage. It is important that the choice of public art is appropriate to the scheme and its location, both in terms of public usage and design context. Local businesses should be consulted for major installations.

Developers should consider several criteria when making provision for public art in the design process especially with regard to location, safety, materials and maintenance. Any provision for public art should be visible and accessible to the public. Consideration should be given to the use of recycled or sustainable materials that are durable and require minimum maintenance. Maintenance arrangements of public art works should also be integrated into any schemes and they should be designed in such a manner as to avoid placing future resource burdens on public bodies.



Sensitive Advertisement Display

Applicants and agents must ensure that the display of outdoor advertisements do not prejudice amenity or public safety

The Council will encourage the provision of well-designed advertisements which respect the building or location where they are displayed and which do not adversely affect amenity. Advertisements can, in particular circumstances, add colour and interest to the streetscene. However, in the rural area it is important to ensure that the unique qualities and amenity are protected. This will also apply to important townscape features such as listed buildings and conservation areas.

Applications for hoardings/poster display panels or displays with advertisements unrelated to the site on which they are located will be acceptable where they comply with all of the following criteria that are applicable:

1. The advertisement has no adverse impact on the general character of the area, including any features of historic, archaeological, architectural, landscape or cultural interest;
2. If located on a building, the advertisement is of a size, scale, position, design and materials appropriate to the scale of that building and the appearance and characteristics of the surrounding area;
3. If freestanding, the advertisement is of a size, scale, position, design and materials appropriate to the appearance and characteristics of the surrounding area;
4. The advertisement does not result in clutter or have an adverse impact on amenity by creating a proliferation of advertisements on a building or in the surrounding area;
5. The advertisement has no adverse impact on the amenity of nearby residents by virtue of light or noise pollution; and
6. The advertisement has no adverse impact on public safety by virtue of causing distraction, confusion or creating a hazard to pedestrians, cyclists or drivers.
7. The advertisement does not impede or obstruct the desire line for visually impaired pedestrians.



It is particularly important to maintain the visual amenity and character of the following sensitive locations and as such, advertising proposals in these areas will be strictly assessed against the criteria specified above;

1. Within or adjoining Conservation Areas.
2. Attached to, or in the vicinity of 'Listed Buildings'.
3. In rural areas or in the open countryside
4. In villages and small settlements.
5. In predominantly residential areas or non-residential areas where the site is overlooked by a number of residential properties.



6. In prominent/sensitive locations and in particular, those areas which are the subject of comprehensive environmental improvements by the Council.
7. Along principal traffic corridors.
8. Within strategic industrial locations.

Consent will generally be granted where the proposed location meets the following:

1. 'Temporary' vacant sites where future development is expected.
2. Gap sites/untidy ground or unsightly gables where screening and environmental improvements may be achieved.
3. Locations where the general environment is such that advertisement hoardings and accompanying environmental improvements would not detract from the existing amenity of the area and may assist in improving the locality.

In general, schemes for the above locations should incorporate generous landscaping treatment and screen fencing where appropriate. Prominent, isolated displays without an acceptable background will be unacceptable.



Buildings



Buildings

Our lives are connected through our common built environment and especially the buildings we live, work and play in. It is therefore vital that the principles of good design are applied across all types of development. Good buildings should give us a sense of belonging and provide value to us as a society. They can have a positive impact of quality of daily life, workplace productivity, educational attainment, physical well-being and house values.

The following sections provide specific guidance on the key principles of good building design and the standards expected by the Council for various types of development.

Key Design Issues

- Responding to and Enhancing the Built Environment
- Sustainable Buildings
- High Quality Tourism Development
- Housing Development
- Single House Plot Development
- Satellite Dishes
- Digital Infrastructure
- Working from Home
- House Extensions and Alterations
- Daylight and Sunlight
- Privacy



Enhancing the Built Environment

The quality of development in East Dunbartonshire's towns, villages and countryside depends on a clear understanding of the building scale issues of: relating to the site; scale, massing and form; proportion; materials and colour; details; relating to the townscape.

Designers should ensure good quality by taking into account the following considerations:

- New buildings are expected to 'design out' energy needs and utilise sustainable resources wherever possible
- New buildings should be designed with a full understanding of the site characteristics
- The building design must relate to the wider built and visual context
- The scale, massing and form should seek to create a sense of balance and proportion, based on a clear concept and design rationale
- New design should utilise materials and colour tones that relate to the wider context
- Development must ensure finishes and details are of a quality and integrity that reflects the East Dunbartonshire character
- If the development site includes a listed building, consider whether an application for listed building consent will be required





Sustainable Buildings

All buildings have an impact on the environment – it is expected that development proposals clearly explain what steps have been taken to minimise the impact to reduce running costs and minimise carbon emissions. Key considerations will include the design of the building itself, the incorporation of renewable technologies, and the design and layout of the development to maximise passive solar gain and provide shelter from prevailing winds.

Minimum standards on sustainability of buildings are set out in the Building Regulations. In addition to these, Section 7 of the Scottish Building Standards on Sustainability sets out additional standards.

The Climate Change (Scotland) Act 2009 introduced clause 3F into the Town and Country Planning (Scotland) Act 1997. This places an obligation on local authorities within their development plans to ensure that all new buildings avoid a specified and rising proportion of greenhouse gas emissions by use of low and zero carbon generating technologies. In response to this, Development Plan Policy 15 sets out a requirement that all new buildings must demonstrate that at least 15% of the carbon emissions reduction standard set by the Building Standards will be met through the installation and operation of low and zero-carbon generating technologies. This requirement will be reviewed in 2018”.

Bronze is the basic; Silver and Gold awards are for more environmentally-friendly buildings; and the Platinum award is for very high standards of sustainability, including Zero Carbon rating, which applies to buildings which produce no CO₂.

There are a number of other optional rating systems available to provide benchmarks for sustainability. These include:

- **BREEAM** – This is an internationally-known set of standards for sustainability in buildings. Its Very Good, Excellent and Outstanding standards looking at energy and other sustainability measures within the site.

- **Eco Homes / Code for Sustainable Homes / Home Quality Mark** – BRE standards exclusively for housing developments.
- **Passivhaus Standard** – An increasingly popular Certified Building Standard, applicable to any building type; it mainly considers energy efficiency.





If the proposal includes any of the above standards, applicants should fully understand what is involved in them and what is the best level of that standard for that project. If you have independent assessment and certification that you have met a standard, then you can use that in your planning submission. Please note that the Council may condition any statement you make in this respect.

In addition to the use of standards, the principles below illustrate areas that all developments need to consider as part of the design and planning process. The Council will look for evidence in each of these areas as part of planning proposals.

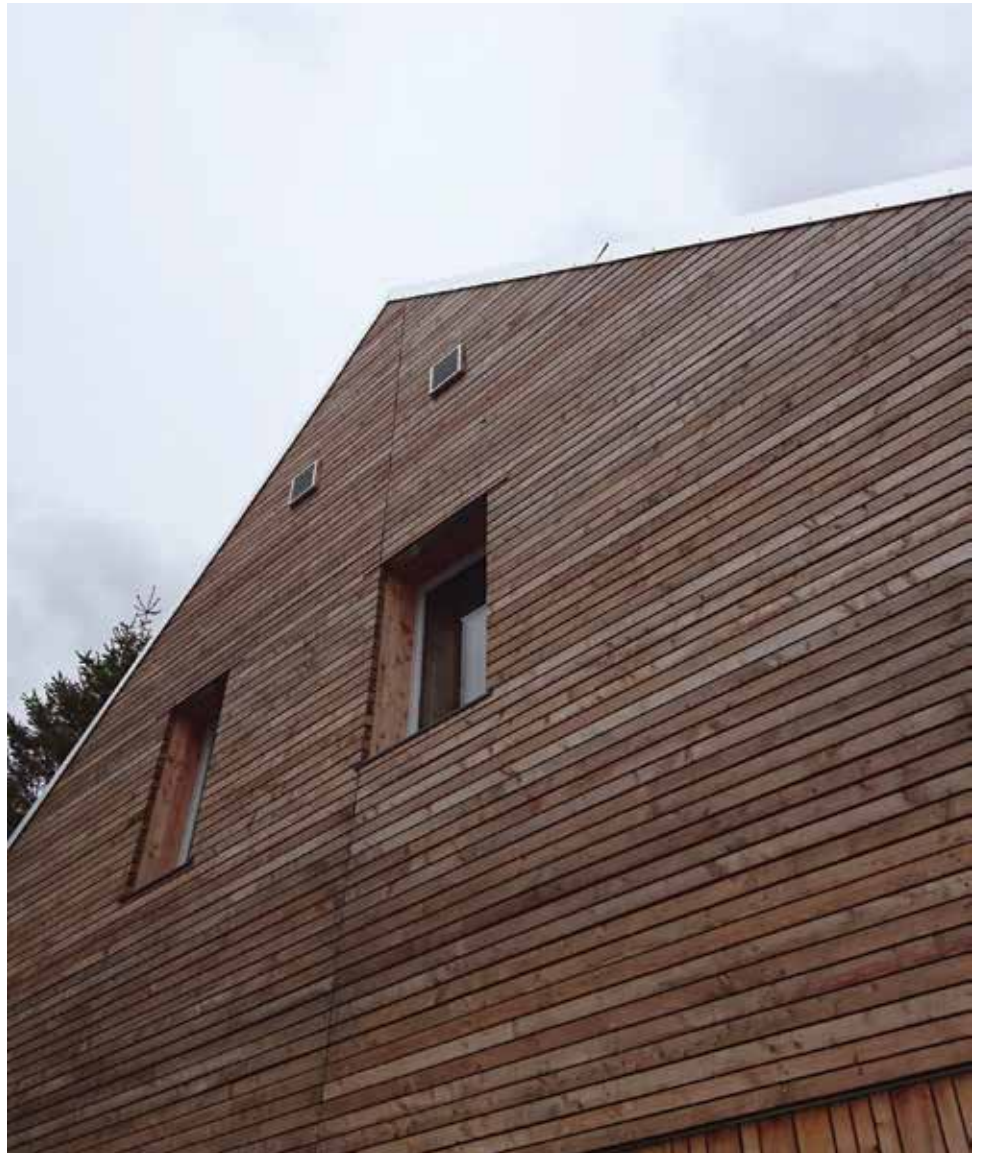
Minimise Operational Energy

It is important to minimise the operational energy requirement of a project to reduce long term costs and minimise carbon emissions. This can be done through a number of techniques including:

- Careful solar design including orientation, shading and climate considerations.
- A fabric first approach balancing excellent insulation (above building regulations), airtightness and efficient ventilation
- Bolt on renewable energy systems such as solar panels or domestic wind turbines
- Low carbon heating such as ground source heat pumps, biomass boilers or Combined Heat and Power plants
- The Council is supportive of applications which develop district heating proposals.

Optimizing efficiency

The Council will seek assurance that innovative heating and renewables installations will be accompanied by user training and appropriate long term support.





Sustainable Materials

The use of sustainable natural materials is encouraged in every development. In particular we would encourage evidence of the following issues:

- Reclaimed content of materials used in the construction
- Maximise the use of low toxicity materials, such as eliminating the use of plastics, eliminating Volatile Organic Compounds (VOC's) within finishing materials and maximising use of natural materials
- Measuring and minimising the embodied carbon within a project including elimination of high energy materials and prioritising the use of local materials
- Designing the project for dismantling and reuse at the end of its life.

Waste and Recycling

All new development should be designed to allow for the collection and storage of waste, including sites for recycling bins and bin storage areas which are convenient to access and screened from public view. Development should allow for access of waste collection vehicles and suitable kerbside collection points for the collection of bins.

The Council will consider how the proposals minimise the production of waste, such as:

- Minimise construction waste through use of Site Waste Management Plans, targets for waste reduction and use of segregated recycling
- Minimise operational waste in employment and business, community facility or retail development through provision for recycling bins, on-site composting and integration into community recycling facilities.

Sustainable Transport

This is covered elsewhere in detail, in this guidance but the Council will be looking for evidence of a range of transport options for project users.

Water Use

Consideration should be given to the careful use of rain water, Sustainable Urban Drainage (described elsewhere within this document), use of green roofs to attenuate rainwater and use of rainwater recycling within buildings are all encouraged.



High Quality Tourism Development

Tourist accommodation development, must be carefully located, sited and designed to provide high quality facilities which fit successfully into the environment.

Tourist accommodation can comprise holiday chalets, caravan holiday homes, pitches for touring caravans, motor-homes and tenting and all types of self-catering accommodation. It is important that the benefits of tourism development are balanced with the need to protect landscapes and environmentally sensitive sites. New sites must be effectively planned and screened so as not to be visually intrusive. In all cases developers shall account for the following landscape and environmental considerations:

- the scale of a development must respect its surrounding environment;
- in view of their environmental impact, larger developments will generally only be permitted within or adjacent to settlements;
- proposals in more rural locations must be relatively small scale and sensitively developed;



Tourism development will be supported but must be of a high quality and visually unobtrusive.

- proposals should be sited in unobtrusive locations, and should avoid skylines, prominent hillsides or exposed sites;
- proposals in open countryside locations should normally be set against a backdrop of semi-mature/mature trees or within woodland settings. Sites which require extensive screening through new planting will not be appropriate;
- proposals should respect the topography of the site and existing site levels should be retained wherever possible; and,
- all planning applications should be accompanied by a comprehensive landscape scheme, including provision for sustainable access.

The assessment of small sites will benefit from proposals where they:

- will not be unduly intrusive; and,
- satisfy a genuine need for provision that cannot be met elsewhere in the urban areas.

Restrictions may be imposed to limit occupancy for holiday purposes only. This is primarily to ensure that chalets and static caravans are not used as residential accommodation.



Proposals in rural areas should be small scale and must reflect the local landscape and environment.



High Quality Residential Development

All new housing developments should integrate well with their immediate environment, and seek to enhance the character of the surrounding area through their layout and design. The Local Development Plan requires diverse communities with a range of housing types and sizes, which in many cases will result in high density development. Higher density development allows the most effective use of centrally located urban land.

Within Conservation Areas and Townscape Protection Areas, density in character with the surrounding environment is particularly important. In terms of density and layout, housing developments will be expected to:

- Reflect adjacent residential development of a similar character; and,
- Allow for the principle that houses can be extended without needing planning permission.

Whilst generally providing space around residential units noted later, some higher densities may be acceptable where this would not detract from the character of the surrounding area, the design is satisfactory in terms of this guidance and particularly the site is in a location accessible by public transport.

Designers should refer to Planning Advice Note 67: 'Housing Quality' for detailed advice on the design of new housing, including the use of an 'urban design toolkit'.



Open space should be integrated in new development.



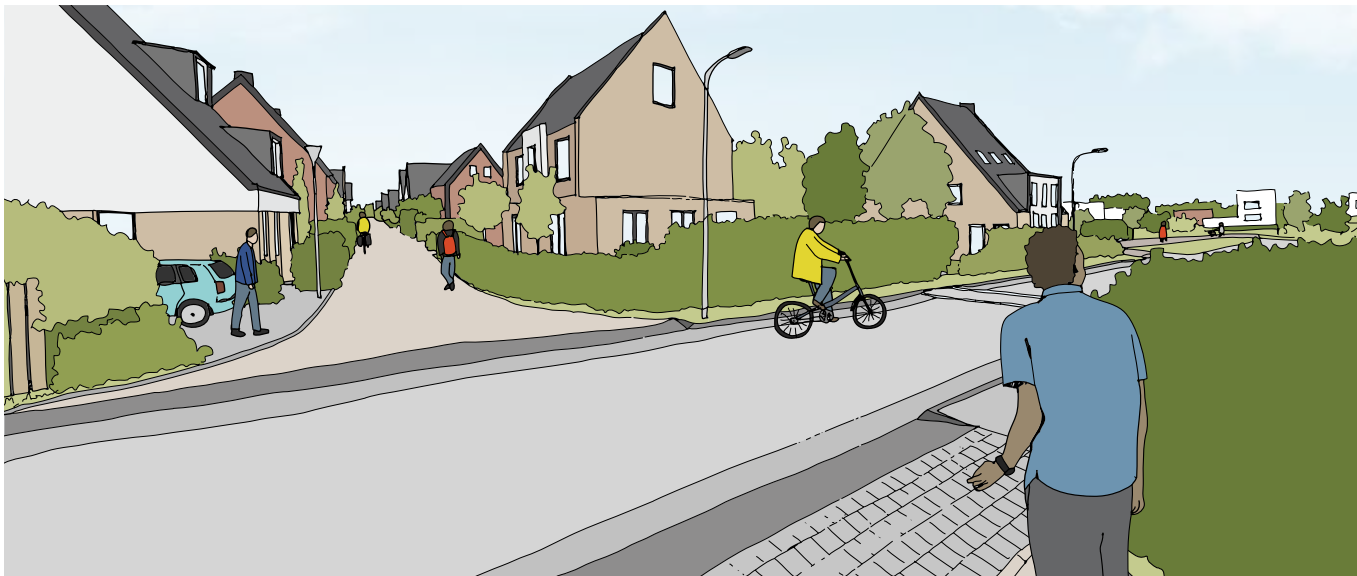
Applicants should refer to planning advice note 67 - Housing Quality.



Space around homes

Each house plot should include an area of private garden ground appropriate to the living needs of its likely inhabitants. The minimum standard is that each house requires 40 square metres of private garden per bedroom (or potential bedroom). This minimum area of private garden ground should be achieved in tandem with private garden ground to the rear of each house being a minimum of 9 metres in length to ensure adequate privacy and scope for future extension. Private garden ground is the garden ground normally located to the rear of the property, i.e. behind the main rear wall of the dwelling, and is substantially enclosed. Side garden ground will not normally be counted as contributing to rear garden ground, unless the width of the side garden is greater than 3m.

All flatted developments must provide open space in order to have amenity and drying areas. Whilst higher densities in flatted developments may be permitted in some cases noted above, the minimum standard that should otherwise be met at all flatted developments is 20 square metres per bedroom (or potential bedroom) of open or amenity space.



Distance between Dwellings

Spacing is an important aspect of a dwelling's setting, functionality and visual amenity. All proposals will be expected to incorporate the following minimum standards:

- Detached properties should not be less than 4 metres apart. This distance should be achieved with 3 metres at one side of the property, to allow provision of a driveway, and 1 metre at the other. In adjacent properties these distances should abut each other to achieve the 4 metre minimum distance; and,
- Detached properties with single storey integral garages, where they abut the boundary, should not be less than 3 metres apart.

Semi-detached and end terraced properties should not be less than 6 metres apart. This distance should be achieved with the provision of 3 metres between the property and the boundary with the adjacent dwelling to allow for the provision of a driveway.



Affordable Housing

The number, size and type of affordable units to be included in any residential development will be agreed with the planning authority as part of the development management process. This may include a mix of house types – terraced, semi-detached, detached or flats – to suit various households, dispersed around the site. In addition to more general housing development design requirements, the design of affordable housing will be specifically expected to demonstrate:

- An efficient layout that relates well to its surroundings, existing transport and pedestrian routes, local centre facilities and services
- Affordable units which are integrated into the overall development and visually indistinguishable from the open market housing
- Energy efficient buildings which are inexpensive to run and maintain. For example, they should incorporate eco-friendly materials and construction techniques, economical heating systems, and good thermal insulation
- Flexible and adaptable accommodation suitable for all, including the elderly, disabled, or families with young children. Some units may be designed with potential for alteration at a later date, to meet the changing needs of the family, although future affordability must be maintained
- High standards of design and workmanship, using good quality local materials, whether in traditional or innovative ways, to create a neighbourhood that preserves and enhances the character of its surroundings

Further information on designing new affordable housing can be found in the Scottish Government's document *Housing for Varying Needs Standards – A Design Guide*.



Affordable housing must be energy efficient, adaptable and visually indistinguishable from market housing.



Residential Parking

On-street parking counts towards the overall provision required in new developments, both for residents and visitors. Parking on adopted roads cannot be allocated to individual properties, but is a common resource. Informal parking arrangements shall be supported, such as the use of subtle widening within a street or by using end-on or angled parking within a square. An arrangement of parking bays adjacent to the running lanes is often the preferred way of providing on-street parking.

Trees, planting or street furniture can be used to discourage indiscriminate parking in an attractive way. Breaking up the visual impact can sometimes be achieved by limiting on-street parking to small groups of around five spaces.

Off street parking can be located on the house plot, in rear courtyards or in undercroft structures. On-plot parking should be designed so that the front garden is not overly dominated by the parking space.

Full parking standards, for all types of development, are set out in planning guidance on Sustainable Transport.



Residential parking can be located on the house plot or in front or rear courtyards



Planting can be used to mitigate the visual impact of on-street parking.



Single House Plot Development

The Council receives many applications for house development, most commonly resulting from the sub-division of an existing house, and may involve single houses, semi-detached or flatted dwellings. Any proposal of this nature will be assessed against the following guidance.

Plots

Once developed, all plots subject to the application shall

- be of appropriate scale, size and shape to allow the completed development to reflect the character of the surrounding area
- include a meaningful area of private (i.e. rear) garden ground, commensurate with the amenity needs of the property in question (i.e. 40 sqm of private garden ground per bedroom or potential bedroom)
- have adequate road frontages including unshared vehicular access to each plot;
- have adequate car parking and vehicle access arrangements in compliance with the current Road Standards
- be capable of development without significant loss of trees
- Protect and conserve any Protected Species or Local Biodiversity Action Plan priority species, including by protecting nesting birds during their breeding season. Wildlife friendly green infrastructure features in the design include: planting of native trees or hedges, green roofs, bat boxes, swift bricks and nesting boxes.

Buildings

The building(s) shall:

- be of a form and scale appropriate to the existing character and amenity of the area;
- generally conform in appearance to that of adjacent buildings
- have adequate distance between dwellings reflecting the surrounding area
- be designed to conform with local building lines
- In rural areas, demonstrate consideration of wildlife friendly design elements such as bird boxes.

Backland Development

Backland development (i.e. development to the rear of the property) can create many of the problems outlined above. It can often:

- fail to reflect the character of the surrounding area
- have shared vehicle access
- deprive an existing house of adequate garden ground;
- create a detrimental impact on the privacy and amenity of the surrounding immediate properties, in particular any existing property on the original site, in terms of overlooking and additional noise and disturbance created by proposed access and parking arrangements.

As a result, the Council will resist proposals for backland development unless all of these issues can be satisfactorily addressed.





Satellite Dishes

All dishes should avoid contributing to an excessive visual impact on the streetscape, whether individually or cumulatively. The prominence, siting, design, finish and size of dishes will be an important factor in this regard.

Proposals for satellite dishes on Listed Buildings, in Conservation Areas and in Townscape Protection Areas will normally only be acceptable where they are effectively screened from public view and the amenity of the Conservation Area is not adversely affected.

Dishes will not be acceptable where the architectural or historic character of the building or its setting is likely to be adversely affected. Both planning permission and Listed Building Consent may be required.

Broadband and Digital Infrastructure

Local Development Plan Policy 18: Digital Communications states that development should provide digital communications infrastructure, including broadband, as an integral requirement for new homes and business premises. The Council therefore expects developers to work with the broadband industry to incorporate fibre optic broadband connectivity infrastructure into new development to ensure that developments can be connected to current and next generation broadband networks.

For both digital communications and telecommunication developments a proposal should include details of the design, including height, materials, landscaping and all components. Operators will be required to minimise the visual impact of proposed installations and its cumulative effects. This can be achieved through the installation of small-scale equipment, concealing or disguising equipment, mast sharing, site sharing or installing on existing buildings or other structures where appropriate. The siting of equipment should not have an adverse impact on the natural or historic environment. Guidance on the installation of such infrastructure in new domestic developments can be found in the document PAS 2016:2010 Next Generation Access for New Build Homes Guide.

Working from Home

Some businesses can be operated from a residential house, particularly ones in which a single or small number of rooms are used mainly as a phone or postal point, do not involve visiting members of the public (or visiting staff) and generate no noise or disturbance to neighbours. Others, however, can have a detrimental impact on the amenity of residential areas by excessive parking, storage of materials or requirement for access during anti-social hours and noise.

The use of one room of a house for a business which generates no clients, traffic or noise will not require planning permission as there will be no material effect on the use of the house or on the residential environment of the area. Proposals involving employees travelling to the house or for the use of more than one room will generally require planning permission as will any use affecting the amenity of the surrounding properties. Activities which generate a detrimental noise, onstreet parking, high levels of traffic will generally not be permitted given the sensitivity of residential areas to such amenity impacts given their typically quieter character.



House Extensions and Alterations

Residential extensions or amendments comprise the vast majority of planning applications within East Dunbartonshire. Ensuring good quality and innovative design, based on the principles of sustainability and energy efficiency, is therefore key to maintaining and enhancing the overall residential environment.

The starting point for all new domestic proposals should be respect for the character and appearance of the original building, its immediate neighbours and the wider street scene. The following sections provide specific guidance on the various types of house extension and residential alterations that should be taken into account by all householder applicants.

Please note that many types of building extensions or alterations, including conservatories and garages are covered by permitted development. We would encourage prospective applicants to consult the planning authority if you are unsure whether planning permission is required.

General guidance

Domestic extensions should be designed to respect the style of the main house and to preserve the privacy and amenities of adjacent premises. The scale, siting and materials of any proposal are therefore key considerations. The following key principles indicate the issues which the Council will take into account when deciding whether to grant planning permission. Whether your extension is at the front, rear or side, it should be designed to be:

- visually integrated with the existing building;
- sympathetic to its surrounding and adjacent properties;
- subservient in mass, scale and form to the existing property.

An extension which significantly alters the shape of a house will not normally be acceptable. The aim of any design should be to allow the house to maintain its original appearance and predominance over an extension.

The design and materials used for external finishes should generally be identical to, or closely match, those of the existing house – this is particularly important in Conservation Areas and Townscape Protection Areas.

A meaningful area of useable private garden ground must be retained in all house plots commensurate with the scale and amenity needs of the dwelling house. All extensions should be set below the main ridgeline... Where extensions are large in footprint or comparative in height to the main house (usually within 2m) it is especially important that the roofs of the extension should closely match the pitch (angle of roof slope), finish (e.g. slate) and style (e.g. hipped) as the main house. Flat roofs will be supported, provided they are sensitively designed and are not harmful to the character of the building or wider street scene.



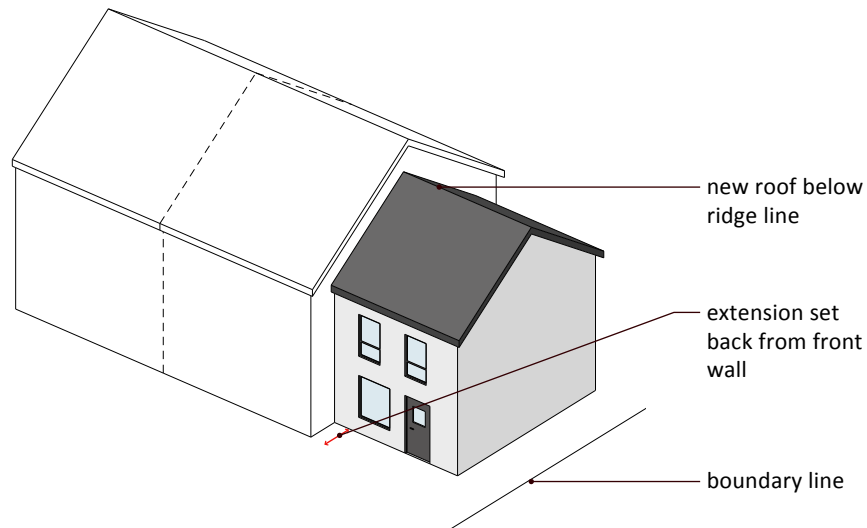
Windows and door openings should be aligned vertically and horizontally with existing door openings and windows.

A species survey may be required where structural changes are proposed. In addition to the above, the following specific guidance for different types of extensions should be adhered to:

Front Extensions

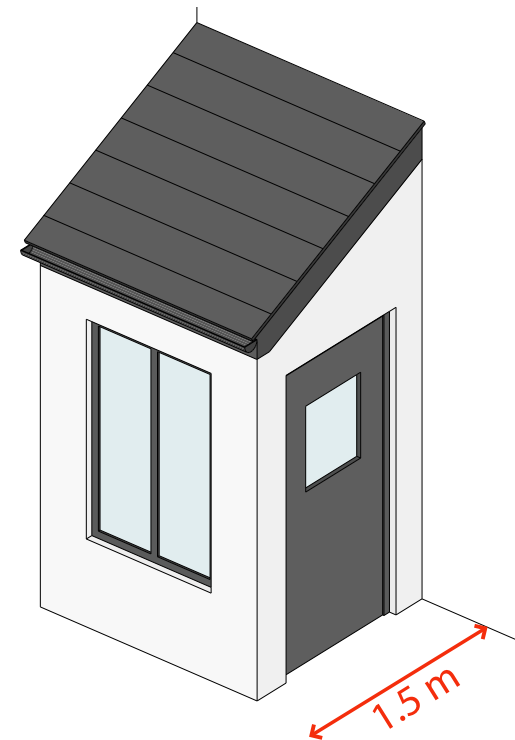
Extensions to the front of buildings will normally be highly visible in the street scene therefore particular care should be taken to ensure they do not detract from the appearance of the property, or the general character of the street.

Particular regard will be had to the materials, detailing and fenestration of front extensions to ensure a close match with the host building. All front extensions will be expected to respect the building line to the street, particularly where a strongly defined building line forms an important characteristic of the street.



Example of acceptable side extension

Front extensions (excluding small porches) to semi-detached and terraced properties will be considered generally unacceptable where they unbalance a building or disrupt the continuity of a terrace or group. On detached properties, a front extension should respect the building line of the street and should normally be of a subservient scale that does not dominate the building. The roof pitch of the extension should be at the same pitch as the original building so that the extension blends with the character of the building. The design, detailing, windows and materials of all front extensions should normally match exactly that of the main building to ensure a continuity of appearance and to avoid harm to the general street scene. A small porch is generally acceptable on all building types provided it respects other architectural features on the building.



Example of acceptable front porch



Side Extensions

Side extensions must ensure visual separation from adjacent dwellings and to prevent the creation of a 'terracing effect' where this would be inappropriate to the surroundings. In most situations, two-storey and first floor side extensions are therefore required to be set back a minimum of one metre from a communal boundary to provide for this visual break in the building.

All side extensions should be set back a minimum of 250mm from the front wall of the existing house, to create a visual break between new and existing, thereby retaining the form and dominance of the main house. Side extensions must also be set below the main ridgeline.

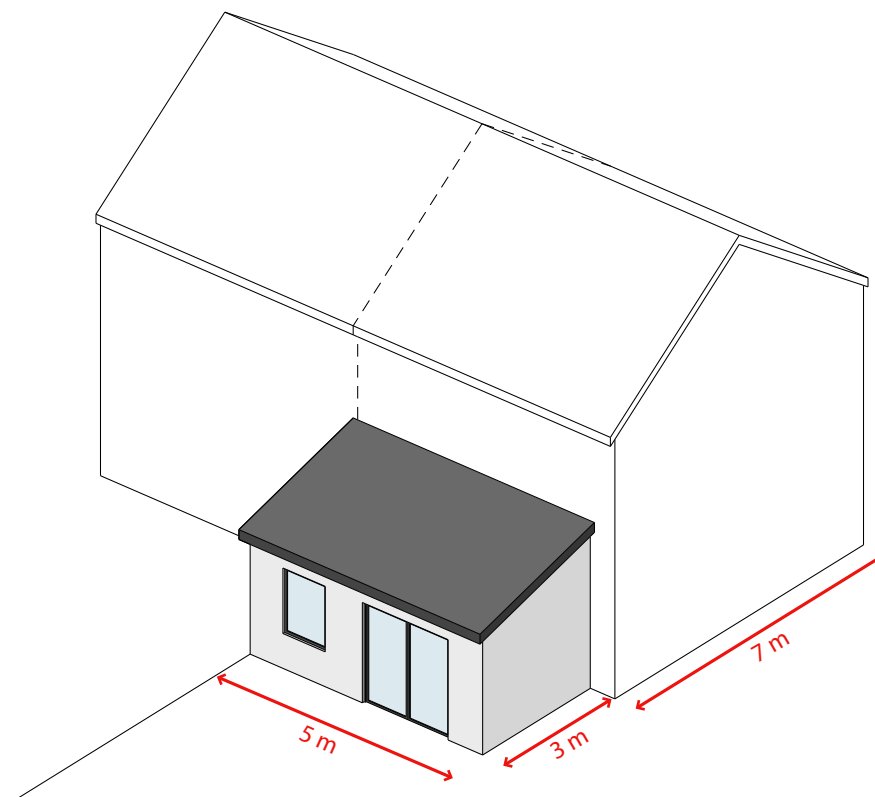
Rear Access and Bin Storage

Any extension should retain a 900mm wide servicing access to the rear of the house around the one side of the building or another convenient route (e.g. rear service land). Where this cannot be achieved, provision must be made within the site for enclosed storage of wheelie bins, of sufficient size to accommodate at least four wheelie bins e.g. approximately 1.5m wide, 0.9m deep and 1.3m high. Where a garage is available, the first option should be to include the bin storage area within a dedicated area of the garage.

- Where a separate store is provided at the front or side of a dwelling, it should: be positioned so as not to restrict vehicle access to a garage or parking area;
- be designed to screen the bins from public views;
- where the bin store is prominently located, be attached to the house or garage and be constructed/finished in material to match the house, or other appropriate robust materials; and,
- not detract from the appearance of the house or street scene.

Windows

Windows are critical to the design of any new development and should complement the scale, style, materials and proportion of the original building. Side and rear windows which overlook neighbouring properties, including private garden areas, will not normally be supported because of the loss of privacy. However, in some instances this may be mitigated through the use of appropriate glazing and high level windows that cannot be opened. Replacing traditional windows in a historic building with PVCU double glazing will not normally be acceptable.



Example of acceptable rear extension



Dormer windows should normally be restricted to the rear elevation of a dwelling house, where they have less visual impact, and should be positioned below the ridge line. In addition they should not dominate the roof and should incorporate not less than 50% glass. Large flat roofed dormers will rarely be acceptable.

Raised Decking/Patios

Planning permission will be required for raised decking/patios within gardens where the surface is raised more than 500mm from the original ground level (at the lowest point adjoining the structure), and also within Conservation Areas. Decking/patios proposals will be assessed in terms of:

- loss of privacy (in neighbouring houses and gardens),
- dominance; and
- loss of character or amenity of the area.



Garages roofs should match the main house and have pitched roofs when visible from the main road.

The adverse impact of decking/patios can be minimised by providing effective and acceptable screening, e.g. fences or walls, which should not normally exceed 2.5 metres in height from the existing ground level. The scale of the fencing should not have an adverse impact on the amenity of adjacent property by creating shading to windows or gardens, or dominating a garden.

Garages and Carports

Garages and carports should:

- have a pitched roof when visible from the road;
- be faced and roofed in materials to match the existing house;
- generally be set back from the front wall of the existing house; and,
- generally have a minimum internal width of 2.9 metres and length of 6m in order to allow its effective use for the garaging of a standard family car.

Conversions of integral garages to living accommodation will be permitted where:

- the design of the alteration is in character with the original house;
- additional parking provision is satisfactory, to the Council's standards, at the appropriate rate for the house as enlarged; and,
- the provision of any additional parking does not detract from the character of the house, garden or street scene.

Parking Provision

Extending a house where additional bedrooms are created is likely to result in the house being capable of accommodating more people. This has an impact on the level (or potential level) of car ownership within the property. Additionally, where side extensions are built (or garages converted), existing parking areas may be lost from use. In assessing any application, the Council will assess the adequacy and amenity of car parking provision taking into account the Parking Standards set out in Planning Guidance on Sustainable Transport (with no requirement for visitor spaces, and with levels of required parking provision to be rounded up to the nearest whole number). In order to be assessed as a parking space, the minimum size dimensions for parking spaces and garages set out in the Planning Guidance on Sustainable Transport must be met.



In addition:

- parking should preferably be accommodated within an established driveway
- parking may be provided within a front garden, but only where it does not detract from the amenity of the area.

As a guide:

- the parking should take up no more than 66% of the front garden area
- the front garden should be designed and landscaped to an acceptable amenity standard (including avoiding the loss of important trees, etc.). Note that particularly high standards will be applied in Conservation Areas, etc., which could mean that front garden parking (other than single driveways) may be unacceptable
- the driveway/parking area should be no more than 10% gradient and the first 2 metres should be paved
- road safety implications of creating additional driveways will be assessed.

Daylight and Sunlight

New extensions should be designed where possible to minimise the loss of daylight and excessive overshadowing of neighbouring properties. It will be expected that the greater part of any overshadowing caused by a new extension should be confined to the applicant's own land. The major factors that will affect the amount of overshadowing are height; distance to boundary; size of plot; orientation and topography.

A useful guideline to measure the likely impact of an extension on your neighbour is the '45 degree' approach. The purpose of this is to make sure that a development does not result in an unacceptable loss of daylight for neighbouring properties.

Using this approach, a line is drawn at a 45 degree angle from the centre of the closest ground floor habitable room window of neighbouring properties (see illustrations). The loss of daylight will only be significant if a development is within 12 metres of the window of the neighbouring property (see illustration)

In addition to daylight and sunlight loss, proposals should not result in excessive over-bearance of neighbouring dwellings or gardens. Over-bearance often overlaps with daylight and sunlight impact but is a separate consideration which additional accounts for the oppressive character of developments that would be in close proximity to neighbouring properties and have a significant visual mass.

Privacy

All extensions to houses must ensure that a reasonable standard of privacy is maintained in and around the property. The effect of any new proposal relative to the existing level and balance of privacy is a key factor in this regard.

Angle at window of house/extension etc. to be erected not more than:

| | 90° | 80° | 70° | 60° | 50° | 40° | 30° | 20° | 10° | 0° |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|
| 90° | 18 | 18 | 18 | 18 | 13 | 9 | 6 | 4 | 3 | 2 |
| 80° | 18 | 18 | 18 | 13 | 9 | 6 | 4 | 3 | 2 | - |
| 70° | 18 | 18 | 13 | 9 | 6 | 4 | 3 | 2 | - | - |
| 60° | 18 | 13 | 9 | 6 | 4 | 3 | 2 | - | - | - |
| 50° | 13 | 9 | 6 | 4 | 3 | 2 | - | - | - | - |
| 40° | 9 | 6 | 4 | 3 | 2 | - | - | - | - | - |
| 30° | 6 | 4 | 3 | 2 | - | - | - | - | - | - |
| 20° | 4 | 3 | 2 | - | - | - | - | - | - | - |
| 10° | 3 | 2 | - | - | - | - | - | - | - | - |
| 0° | 2 | - | - | - | - | - | - | - | - | - |

Notes:

'Angle' means the horizontal angle included between:

- a) the shortest line joining any part of one window to any part of the other; and,
- b) the vertical plane of the opening of the window.

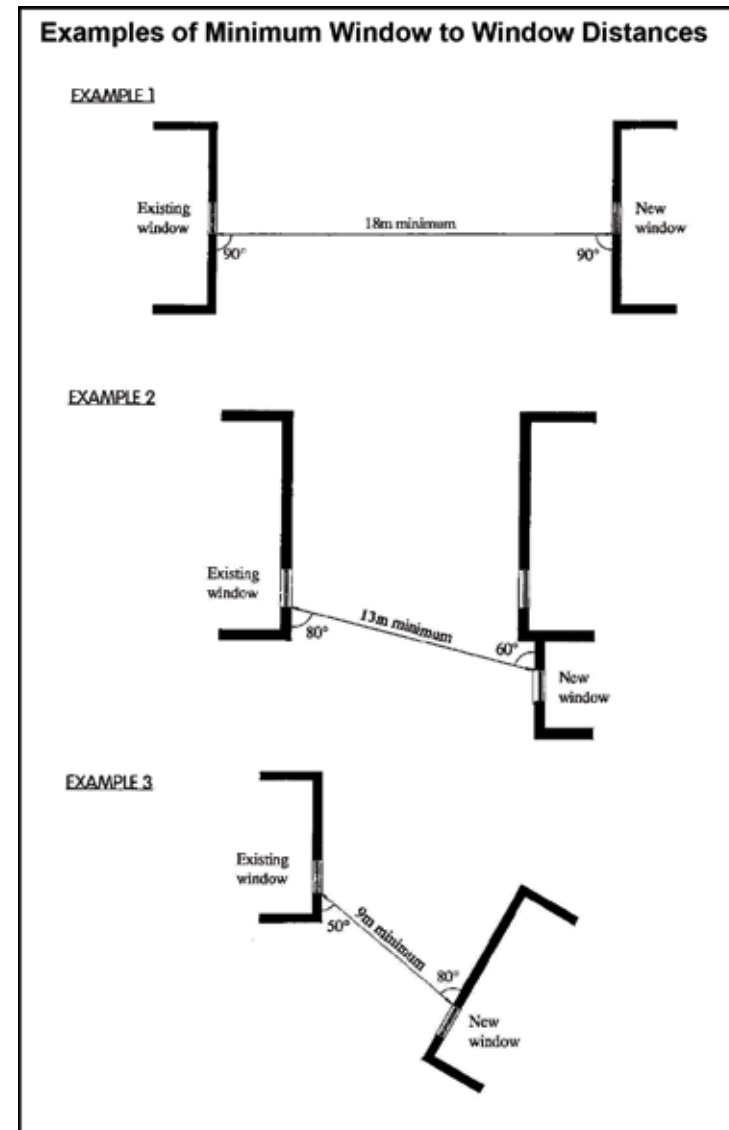


Windows of habitable rooms which face each other should accord with the distance requirements set out in the table below and illustrated with the accompanying diagrams:

The exceptions to this rule are

- non-habitable rooms (e.g. bathrooms using obscure glazing, halls, landings, utility rooms); or,
- where effective and acceptable screening is employed, e.g. by fences or walls. This screening itself must not cause a detrimental amenity impact.

Balconies, conservatories and raised decking/patios also raise the same privacy issues, and the above privacy criteria will also apply in these cases.





Checklist



Checklist

All applicants, with the exception of those listed below, should complete this checklist to demonstrate how their proposal meets East Dunbartonshire Council Planning Policy Guidance. Not all of the sections within this checklist will be relevant for all proposals, but applicants should still indicate where they do not apply. Any evidence supporting the checklist should be included in the Design and Access Statement.

If you are submitting a planning application online, attach your answers to the checklist as supporting information. We will use your completed checklist to help assess your planning application. A Word version of this checklist is available on the planning applications section of the Council website.

The exceptions are development proposals for a single house, an alteration or extension to an existing building or applications for a change of use. Applicants for these proposals are only required to complete the 'buildings' checklist.

Neighbourhood Checklist

| Making it Easy to Move Around | Please explain how your proposal meets this requirement | Tick Box |
|---|--|-----------------|
| Is it easy to walk and cycle around using direct and good quality routes? | | |
| Are walking and cycling routes given priority over cars and other traffic? | | |
| Is the proposal appropriately scaled and sited to maximise use of existing opportunities for roads/rail/service access? | | |
| Are places that people want to visit positioned along key routes and junctions? | | |
| Are routes of good quality, in an attractive environment and safe to use? | | |
| Is it easy to navigate the site using existing natural features or land? | | |
| Safe and Attractive Public Spaces | Please Explain | Tick Box |
| Are public spaces well located and accessible, where they are likely to be used? | | |
| Is the space a well-defined and safe place to be? e.g. Is it overlooked by surrounding buildings? | | |
| Is the space useable for people of all abilities? | | |
| Is being in or passing through this place a pleasant experience? | | |



| Access to Community Facilities | Please Explain | Tick Box |
|--|----------------|----------|
| Are existing facilities within walking or cycling distance of the site? | | |
| Has the need for local facilities in the area been identified? | | |
| Has the need for local facilities in the area been identified? | | |
| Is there good access to community facilities or spaces? | | |
| Provision of Heat Infrastructure | Please Explain | Tick Box |
| Does the proposal provide an opportunity for the reuse of waste heat or the provision of heat networks such as district heating systems? | | |
| SUDS and Water Resource Management | Please Explain | Tick Box |
| Is there a SUDS proposal for the site? | | |
| Does the SUDS proposal improve the design and feel of the place? | | |
| Has the design of the development improved the existing water environment? | | |
| Does the SUDS proposal provide a beneficial habitat for wildlife? | | |

| Strengthening the Green Network | Please Explain | Tick Box |
|---|----------------|----------|
| Does the siting and design of the development, and its landscape framework, acknowledge and respond to the local variation in landscape character and landform throughout East Dunbartonshire? | | |
| Does the development relate positively to long, medium and short distance views from key locations (e.g. views from major roads and strategic green network paths)? | | |
| Do the proposals create or enhance green infrastructure? | | |
| Will the available natural space continue to meet people's needs in the future? | | |
| Is natural space accessible to all regardless of age, mobility or disability? | | |
| Are green spaces well lit and naturally overlooked? | | |
| Does the proposal increase green networks and provide wildlife habitat? | | |
| Is there a protected species, Local Nature Conservation Site, SSSI, LBAP priority species, key habitat and/or Tree Preservation Order or significant trees on or adjacent to the site? Have these been conserved and enhanced through the design of the site? | | |



| Protecting the Historic Environment | Please Explain | Tick Box |
|---|----------------|----------|
| Does the proposal integrate well into pattern of settlements or rural buildings? | | |
| Does the proposal consider the scale, hierarchy and massing of the surrounding area? | | |
| Does the proposal consist of high quality, sustainable materials? | | |
| Does the proposal reflect the historic environment context of the surrounding area, in particular international or nationally important Frontiers of the Roman Empire (Antonine Wall) World Heritage Site and its setting buffer zone, Scheduled Monuments, listed buildings or other local designations? | | |



Streets Checklist

| Built Environment | Please Explain | Tick Box |
|---|----------------|----------|
| Does the proposal sit well within surrounding built form and relate to local built character and historic environment: including architectural style and urban grain? | | |
| Does site development create a place that fits within the landscape and built context? Particularly in terms of landform, microclimate, views, integration and access, landscape structure and settlement boundaries? | | |
| Is the proposal efficient as is practicably possible in the use of natural and man-made resources? Does it incorporate sustainable development considerations such as building orientation, shelter, sustainable resources, water handling and recycling? | | |
| Is there suitable space within the development for the collection and storage of recycling and other waste? | | |
| Does the density and mix of uses and tenure create a usable place with strong sense of local identity that is adaptable to future needs? | | |
| Does the layout of the development and boundary treatment, including parking areas and access routes, create streets and places that are distinctive and legible with a clear sense of identity? | | |

| Quality Pedestrian Infrastructure | Please Explain | Tick Box |
|---|----------------|----------|
| Have pedestrians been given priority over cars and other traffic? | | |
| Do routes and junctions follow pedestrian desire lines? | | |
| Do routes meet the needs of all people regardless of age, mobility or disability? | | |
| Do routes feel safe to use all year round and at different times of the day? | | |
| Are routes of good quality, in an attractive environment and pleasant to use? | | |
| Do routes connect to existing wider networks? | | |



| Cycle Infrastructure | Please Explain | Tick Box |
|--|----------------|----------|
| Do cycle routes follow the guidance as shown in the diagram on page 28? | | |
| Have junctions been designed to promote slow vehicle speeds? | | |
| Do routes provide obvious and direct links with the places that people want to go, such as schools, shops and parks? | | |
| Do routes and junctions follow cyclist desire lines? | | |
| Do routes feel safe to use all year round and at different times of the day? | | |
| Do routes connect to existing wider networks including train stations and bus stops? | | |
| Bus Infrastructure | Please Explain | Tick Box |
| Is the proposal accessible to existing or potential bus routes? | | |
| Are bus stops compliant with the Disability Discrimination Act? | | |
| Are bus stops located on-street rather than in a lay-by? | | |

| Provision of Green Infrastructure | Please Explain | Tick Box |
|---|----------------|----------|
| Have current and future green network needs been identified? | | |
| Make effective use of open space and creates meaningful spaces within the public and private domain? Has the Council's Open Space Strategy been taken into account? | | |
| Does the proposal incorporate green infrastructure components that will contribute to the green network? | | |
| Use of Shared Spaces | Please Explain | Tick Box |
| Does the proposal promote social interaction? | | |
| Does the proposal encourage low vehicle speeds and enable pedestrians to move more freely? | | |
| Does the proposal make it easier for people with limited mobility to move around e.g. wheelchair users, visually impaired pedestrians' after wheelchair users, people with prams? | | |



| Appropriate Street Junctions | Please Explain | Tick Box |
|--|----------------|----------|
| Does the proposal prioritise the needs of pedestrians by taking into account desire lines? | | |
| Is the proposal designed to control vehicle speeds? | | |
| Vibrant and Successful Town Centres | Please Explain | Tick Box |
| Does the proposal contribute towards active town centre frontages and a high quality public realm? | | |
| Have the shopfront requirements been met? | | |
| Does the proposal minimise clutter within the town centre? | | |
| Does the proposal respect the historic environment within the town centre? | | |
| Distinctive Public Art | Please Explain | Tick Box |
| Does the proposal include public art that will improve the quality of the public realm? | | |
| Is the choice of public art appropriate to the scheme and its local context? | | |

| Sensitive Advertisement Display | Please Explain | Tick Box |
|---|----------------|----------|
| Does the proposal comply with the display criteria? | | |
| Does the proposal maintain the visual amenity and character of sensitive locations? | | |



Buildings Checklist

| Built Environment | Please Explain | Tick Box |
|---|----------------|----------|
| Does the proposal create development that relates well to the site in terms of plot boundary, site arrangement, site frontage, site features, views from the building and topography? | | |
| Does the development contribute positively to the overall townscape, in terms of built context/ roofscape, views and frontage? | | |
| Does the proposal create a balanced whole with a clear design concept, particularly by using scale, massing, form, roof pitch and proportion. | | |
| Incorporates finishes and details that are of quality and integrity within the East Dunbartonshire context, in particular windows, doors, roofs and chimneys | | |
| Is listed building or Scheduled Monument consent required? | | |

| Sustainable Buildings | Please Explain | Tick Box |
|---|----------------|----------|
| Does the proposal utilise an appropriate palette and quality of materials and colour tones when viewed within the wider context Does the proposal incorporate local and sustainable materials? | | |
| Does the proposal maximise energy efficiency whilst minimising use of unsustainable resources within buildings? Does it design out energy needs, minimise future energy usage and incorporate low to zero carbon technologies, renewable energy and heat sources? | | |
| Does the layout aim to maximise energy efficiency? | | |
| Is there an opportunity for wildlife friendly green infrastructure features in the design such as: the planting of native trees or hedges, green roof, bat boxes, swift bricks and nesting boxes. | | |



| High Quality Tourism Development | Please Explain | Tick Box |
|--|----------------|----------|
| Does the proposal respect the local landscape and any environmentally sensitive sites? | | |
| Does the proposal reflect the development criteria set out in the Tourism Development section? | | |
| High Quality Residential Development | Please Explain | Tick Box |
| Does the proposal integrate well with its immediate surroundings? | | |
| Does it comprise an appropriate density? | | |
| Space Around Homes | Please Explain | Tick Box |
| Are there clear distinctions between public and private space? | | |
| Do proposals for new housing provide a transition between the street and dwelling frontage? | | |
| Does the proposal make use of porous paving, green roofs and landscape planting for shelter and shade? | | |

| Distance Between Dwellings | Please Explain | Tick Box |
|---|----------------|----------|
| Has the proposal been designed to ensure appropriate distances between adjacent dwellings? | | |
| Affordable Housing | Please Explain | Tick Box |
| Is the affordable housing well integrated and indistinguishable from market housing? | | |
| Is the affordable housing flexible and adaptable to meet the needs of all potential occupants? | | |
| Is the affordable housing energy efficient and inexpensive to maintain? | | |
| Residential Parking | Please Explain | Tick Box |
| Does the scheme provide safe and convenient places for people to park their car? | | |
| Is car parking well integrated into the overall layout and design so that it does not dominate? | | |
| Do the proposals include a variety of parking options, such as spaces on-street and courtyards? | | |



| Single House Plot Development | Please Explain | Tick Box |
|---|----------------|----------|
| Is the plot of an appropriate scale, size and shape so that it reflects the surrounding area? | | |
| Does it include an appropriate amount of garden ground? | | |
| Have the access and parking requirements been met? | | |
| Satellite Dishes | Please Explain | Tick Box |
| Does the proposal avoid an adverse visual impact on the local streetscape? | | |
| Does the proposal protect any historic environmental designation e.g. listed building, conservation area? | | |
| Digital Infrastructure | Please Explain | Tick Box |
| Does the proposal incorporate fibre optic broadband connectivity? | | |
| Has the visual impact of any required infrastructure been minimised? | | |

| Working From Home | Please Explain | Tick Box |
|--|----------------|----------|
| Has the proposal considered the amenity of neighbouring properties? | | |
| House Extensions | Please Explain | Tick Box |
| Is the extension of a scale which does not dominate and is subordinate to the existing house and/or neighbouring properties? | | |
| Does it take a form which does not adversely affect the visual amenity of the local street scene or surrounding area? | | |
| Do the materials match and/or respect those of the existing house? | | |
| Daylight and Sunlight | Please Explain | Tick Box |
| Does the proposal maintain reasonable standards of daylight as per the guidelines? | | |
| Privacy | Please Explain | Tick Box |
| Does the extension maintain acceptable levels of privacy in and around the property? | | |



Glossary

Active Frontage

The building elevation that fronts onto a street that contributes to a vibrant and welcoming streetscene.

Active Travel Route

Routes that provide for journeys that can be made using a mode of transport powered by human physical activity. This usually refers to walking and cycling, although also includes running, scooting or any other form of transport where physical activity is involved.

Affordable Housing

Housing of a reasonable quality that is affordable to people on modest incomes.

Biodiversity

The variability in living organisms and the ecological complexes of which they are part. This includes diversity within species, between species and of ecosystems (UN Convention on Biological Diversity, 1992).

Brownfield Land

Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or unused building and developed land within the settlement boundary where further intensification of use is considered acceptable.

Community

A body of people. A community can be based on location (for example people who live or work in or use an area) or common interest (for example the business community, sports or heritage groups).

Conservation Area

Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

Design and Access Statement

A single written document, combining a Design Statement which addresses the design of the development and an Access Statement which demonstrates observance of the equal opportunities requirements. The Statement content will vary depending on the scale and nature of the proposed development and the sensitivity of the site. It should include good quality photographs, maps and drawings to illustrate particular points.

Ecological Impact Assessment

The process of identifying, quantifying and evaluating the potential impacts of defined actions on ecosystems or their components. If properly implemented, it provides a scientifically defensible approach to ecosystem management. (Treweek 1999, Source: Institute of Ecology & Environmental Management) Environmental Impact Assessment (EIA)

Green Infrastructure

Includes the 'green' and 'blue' (water environment) features of the natural and built environments that can provide benefits without being connected.

Green features include parks, woodlands, trees, play spaces, allotments, community growing spaces, outdoor sports facilities, churchyards and cemeteries, swales, hedges, verges and gardens.

Blue features include rivers, lochs, wetlands, canals, other water courses, ponds, coastal and marine areas including beaches, porous paving and sustainable urban drainage systems.

Green Network

A green network is formed when green infrastructure components are connected up so they function as a system and their benefits are maximised. Good quality green networks offer a range of economic, social and environmental benefits including the provision of open space, sustainable drainage systems, paths, habitat connectivity and a reduction in carbon emissions.



Green Network Strategy

Provides a framework for the development and long-term management of the Green Network within East Dunbartonshire. It defines the green network in East Dunbartonshire, and provides detail on how the vision for a Green Network can be realised, including the nature, scope and scale of opportunities that exist.

Green Roof

Design features that are essentially roofs with vegetation placed upon them in a way to provide benefit. Also known as living roofs. They can provide and connect habitats for birds and insects, creating ecological corridors.

Landscape and Visual Impact Assessment

These are carried out to assess the likely effects of change on the landscape resulting from a proposed development. For example, a new road or housing development proposal. It is used to help locate and design the proposed change, so that negative landscape effects are avoided, reduced or offset.

Level Surface

Street surfaces that are not physically segregated by kerb or level differences, to enable the creation of effective shared spaces.

Listed Buildings

Buildings that have been formally recognised for their special architectural or historic interest. They typically have characteristics that:

- help to create Scotland's distinctive character
- are a highly visible and accessible part of our rich heritage
- express Scotland's social and economic past
- span a wide range of uses and periods
- contribute significantly to our sense of place

Local Development Plan

Sets out a spatial strategy for East Dunbartonshire and represents the Council's view on the future use of land.

Open Space

Space within and on the edge of settlements comprising green infrastructure and/or civic areas such as squares, market places and other paved or hard landscaped areas with a civic function.

Open Space Strategy

Council document which provides a framework for current and future open space provision. The strategy strives to protect open space and also make improvements to encourage greater use by residents and visitors.

Placemaking

A creative, collaborative process that includes the design, development, renewal or regeneration of our urban or rural built environments with the aim of creating better places.

Processing Agreement

If you want to submit a planning application for a major development you are encouraged to use processing agreements. These can guide the developer on:

- timescales
- information required for the application
- the processes that will take place before a decision is made on the application.

A processing agreement does not guarantee that planning permission will be granted, but it does set out the expectations of all parties and makes sure that everyone involved is clear on the key stages and dates within the process, and the level of detail that is required. A template is available on the Scottish Government website.



Quality Audit

Draw together various assessments that grouped together show any compromises in the design will be apparent, making it easier for decision makers to view the scheme in the round.

A typical audit may include some of the following assessments but the content will depend on the type of scheme and the objectives which the scheme is seeking to meet:

- an audit of visual quality
- a review of how the street will be used by the community
- a Road Safety Audit
- an inclusive access audit
- a walking audit
- a cycle audit

Road Construction Consent (RCC)

Any proposals that including the construction of a new road or extending an existing road in East Dunbartonshire will require a Road Construction Consent (RCC) from the Council. Any works on existing roads require separate authorisation.

Shared Space

Streets and spaces that are designed with a focus on social interaction and that are treated as interactive places for people to enjoy, rather than simply corridors for the movement of traffic.

Strategic Development Plan

The SDP sets out the overall vision and strategy for the long term development of the city region. It requires the formal approval of Scottish Ministers and has a number of stages set out in legislation and regulations.

Street Engineering Review (SER):

Agreement can be reached at pre-application over street, landscaping and space design using a SER.

Reaching this agreement allows the running in parallel of formal planning and RCC processes. The following should be agreed under this review:

- Vehicle tracking of layout (particular attention to be given to refuse vehicles and buses)
- Key visibility splays
- Speed control
- Agreement of drainage discharge rates
- Agreement of SuDS techniques
- Schematic drainage layout for foul and surface water including dimension requirements against building and landscaping
- Key materials palette
- Utilities strategy

The content of audits should be agreed between the Council and the applicant.

Streetscene

The environment that is experienced when travelling along streets and public spaces.

Sustainable Drainage System (SuDS)

Design features that aim to mimic natural drainage, encourage infiltration and attenuate both hydraulic and pollutant impacts to minimal adverse impacts on people and the environment.

Sustainable Transport

Any means of transport with a low impact on the environment and includes walking, cycling, urban public transport, car-sharing, and other forms that are fuel efficient, space saving and promote healthy lifestyles.



Townscape Protection Area

TPAs are a Council designation used to identify localities outwith conservation areas that possess distinctive architectural and historic qualities.

Transport Assessment (TA)

A TA is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.

Visual Impact Assessment

The technique of landscape and visual impact assessment (LVIA) is used to assess the effects of change on the landscape. For example, a new road or windfarm proposal, or a plan for forest felling and restocking. It is used to help locate and design the proposed change, so that negative landscape effects are avoided, reduced or offset. The two aspects of the assessment - landscape and visual effects - are independent but related. (Source SNH)

Further Guidance

Scottish Government

Scottish Planning Policy (SPP) <http://www.scotland.gov.uk/Topics/Built-Environment/planning>

The following can be found at: <http://www.scotland.gov.uk/Topics/Built-Environment/AandP/AandPdgn>

Designing Streets

Creating Places: A policy statement for Architecture and Place in Scotland
Planning Advice Note (PAN) 67: Housing Quality

PAN 68: Design Statements

PAN 77: Designing Safer Places

PAN 78: Inclusive Design

PAN 83: Master Planning

Green Infrastructure

Other national documents:

Cycling by Design 2010 www.transportscotland.gov.uk

Cycling Action Plan for Scotland www.transportscotland.gov.uk

Local Transport Note 2/08 Cycle Infrastructure Design <https://www.gov.uk/government/publications/local-transport-notes>

New Design in Historic Settings <http://www.historic-scotland.gov.uk/index/heritage/policy/newdesigninhistoricsettings.htm>

The Equality and Human Rights Commission provides guidance for those dealing with disability, planning and street environments.

<http://www.equalityhumanrights.com/legal-and-policy/equality-act/equality-act-codes-of-practice-and-technical-guidance/index.html>

http://www.equalityhumanrights.com/uploaded_files/PSD/40_planning_building_roads_ded.pdf

Centre for Accessible Environments: http://www.cae.org.uk/publications_list.html

RNIB: http://www.rnib.org.uk/professionals/services/environments/Pages/buildings_streets_transport.aspx



East Dunbartonshire Design and Placemaking

Draft Supplementary Guidance 2016

Other formats

This document can be provided in large print, Braille or on CD and can be translated into other community languages. Please contact the Council's Communications Team at:

East Dunbartonshire Council, 12 Strathkelvin Place, Southbank,
Kirkintilloch, G66 1TJ Tel: 0300 123 4510

本文件可按要求翻譯成中文，如有此需要，請電 0300 123 4510。

اس دستاویز کا ترجمہ کرنے کے لیے (اردو) زبان میں توجہ دیا جاسکتا ہے۔ براہ مہربانی فون نمبر 0300 123 4510 پر رابطہ کریں۔

ਇਸ ਦਸਤਾਵੇਜ਼ ਦਾ ਮੰਗ ਕਰਨ ਤੇ ਪੰਜਾਬੀ ਵਿੱਚ ਅਨੁਵਾਦ ਕੀਤਾ ਜਾ ਸਕਦਾ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ 0300 123 4510 ਫੋਨ ਕਰੋ।

Gabhaidh an sgriobhainn seo cur gu Gàidhlig ma tha sin a dhìth oirbh. Cuiribh fòn gu 0300 123 4510

अनुवाद करने पर यह दस्तावेज़ हिन्दी में भाषांतरित किया जा सकता है। कृपया 0300 123 4510 पर फोन कीजिए।



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