East Dunbartonshire Urban Design Guidance

Local Plan 2 Planning Guidance Note

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Introduction

Introduction

The sense or feeling of 'place' ('Genius Loci') is at the core of successful urban environments. How identifiable a place is, how a place feels and is physically understood impacts immensely on a person's experience and ultimately how desirable somewhere is to live, visit, and invest in.

East Dunbartonshire's *Urban Design Guidance* sets out the Council's vision for developments in the Local Authority area. This Guidance Note supports Local Plan 2 Development Quality policies and sets out the principles and processes which designers and developers should adhere to when designing all new development.

East Dunbartonshire Council considers that good design is essential to maintaining and improving our towns, villages and environments, and to fostering civic pride. This guide sets out a consistent East Dunbartonshire - wide approach to urban design guidance and aims to:
- Improve the design of new development and public space;
- Provide designers and developers with advice and guidance on how to achieve good urban design and gain a positive outcome in the planning process;
- Raise awareness of urban design in East Dunbartonshire and of how it can be used to create better places and improve the quality of life; and
- Encourage high quality and distinctive new developments.

This planning guidance sits within a suite of guidance notes for Local Plan 2 which should be read together. All guidance notes are material considerations in the assessment of planning applications and shall be afforded significant weight in the decision making process. Failure to comply with guidance notes may be a reason for the refusal of planning consent.

This guide has 4 parts:

- **Urban Design and Policy Framework** sets out how the guide fits with national and local policy.
- **East Dunbartonshire – Character and Place** looks at how the towns and villages of East Dunbartonshire have developed, the surrounding environment and some of the key characteristics that make them special.
- **Six Qualities of Successful Places** sets out the principles of successful places, as defined in Designing Streets (Scottish Government, 2010), and how they can be achieved in East Dunbartonshire.
- **Urban Design Process** sets out how the Council will proactively develop and apply these principles, as well as advice on when developers/designers should contact the Council.

Urban Design and Planning Policy Framework

Urban Design and Planning Policy Framework

The importance of design is explained in a range of national, regional and local urban design and planning policy documents. The Scottish Government has clearly set out its aspirations for urban design, placemaking and architecture across Scotland and states that all applicants, together with developers, architects, designers and agents, should consider design as an integral part of the development process (Circular 4/2009 – Development Management Procedures). In recent years, East Dunbartonshire Council has increasingly been working to drive up design standards to encourage high quality communities for our residents and businesses.

National Policy

Scottish Planning Policy (SPP), Designing Places and Designing Streets are the primary documents which set out the Scottish Government's policy goals for achieving higher design standards. In particular, Designing Streets (2010) aims to move away from a prescriptive, standards-based approach in order to return to one which better enables designers and local authorities to unlock the full potential of streets to become vibrant, safe and attractive places. Together, these documents emphasise that design is a material consideration in determining planning applications and proposals.

The purpose of SPP is to avoid poor design, which has an adverse effect on the quality of life for residents and the erosion of sense of place, loss of identity and the fragmentation of community. It is recognised that poorly designed development, and the long-term consequences of such development, is unsustainable.

Regional Policy

East Dunbartonshire Council forms part of the Glasgow and Clyde Valley city-region and the Glasgow and Clyde Valley Strategic Development Plan (SDP) is part of the development plan for the region. It sets out a vision which aims to create a high quality place through continued regeneration and transformation of the city-region's communities as part of an improved natural environment. The SDP includes a sustainable location assessment, stating that development sites should minimise climate change, contribute to a low carbon economy, provide or connect to sustainable transport and include the green infrastructure and the green network whilst managing the water environment. Urban design is essential in ensuring sites are sustainable.

Local Policy

East Dunbartonshire Council and its Community Planning partners have set out their aspirations for the area in its Single Outcome Agreement. Outcomes to create a sustainable environment, expanding economy and opportunities for our communities to improve their quality of life are at the heart of the Single Outcome Agreement. Design is central to all of these outcomes in ensuring good quality, sustainable places for people to live and invest in.

Local Plan 2 contains a design quality chapter which places emphasis on high quality urban design. Guidance Notes which accompany Local

Plan 2 also provide design guidance. The Council adopted Designing Streets as its policy in 2010 and since then has been implementing it at a range of new developments. Examples can be seen throughout this document. This document seeks to ensure this work is built upon.

Masterplans and Development Briefs

East Dunbartonshire Council is seeking to provide area and site specific guidance through the introduction of masterplans and development briefs. For example, the Kirkintilloch Town Centre Masterplan provides specific design guidance that planning applications in Kirkintilloch town centre should take into account. Development briefs are also being prepared by the Council for individual sites and provide information on relevant planning policies, the design context of the surrounding area and design specifications for the site.
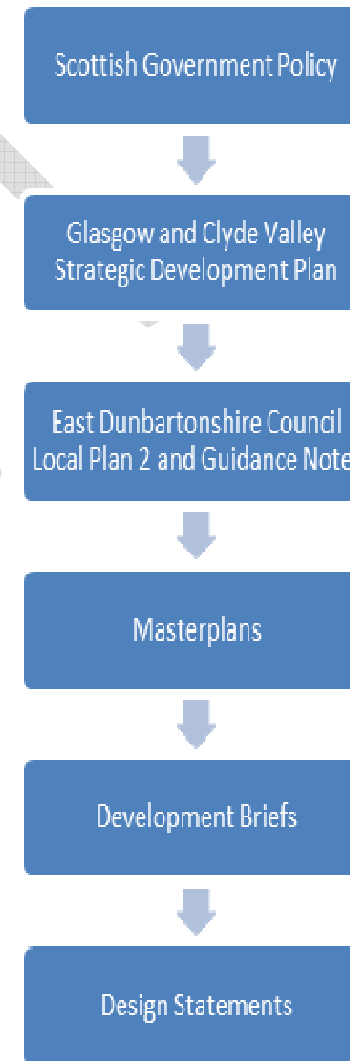
Design and Access Statements

Developers are required to submit a Design and Access Statement with planning applications for national and major developments and with some applications for local developments[1], although they can be prepared for any large and small scale developments. A design and access statement should explain the design principles and thought process which has determined the design and layout of the proposed development. Information on how access for all has been

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[1] A design statement must be submitted with planning applications for local developments within the following areas: Conservation Area, National Scenic Area, Site of a Scheduled Monument, Curtilage of a category 'A' listed building, Historic garden/designed landscape, World Heritage Site. More information can be found in Circular 4/2009 – Development Management Procedures.

incorporated into the proposals, landscaping plans, maintenance and materials is also required.

The following diagram sets out the design policy and guidance hierarchy:

Scottish Government Policy

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Glasgow and Clyde Valley Strategic Development Plan

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East Dunbartonshire Council Local Plan 2 and Guidance Notes

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Masterplans

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Development Briefs

↓

Design Statements

A list of relevant documents with web links can be found in the References and Further Design Guidance appendix.

**East Dunbartonshire - Character and Place**

East Dunbartonshire - Character and Place

East Dunbartonshire Council is an area that has a great natural and built environment and it is the purpose of this guidance to ensure that we work with all stakeholders to protect and enhance our area to create the conservation areas of the future.

East Dunbartonshire lies to the north east of Glasgow and is the gateway to the highlands through the West Highland Way and the Campsies. The countryside and the towns and villages are rich in local history and heritage and this has been reflected in their development and built environment.

The towns and villages of East Dunbartonshire have played important roles in history and evidence of this is still present today for example the Roman Baths in Bearsden, the Antonine Wall World Heritage Site running across the Council, the Forth and Clyde Canal running from Bearsden and Bishopbriggs through Kirkintilloch and Twechar, and numerous listed buildings.

The following pages provide a summary of East Dunbartonshire's
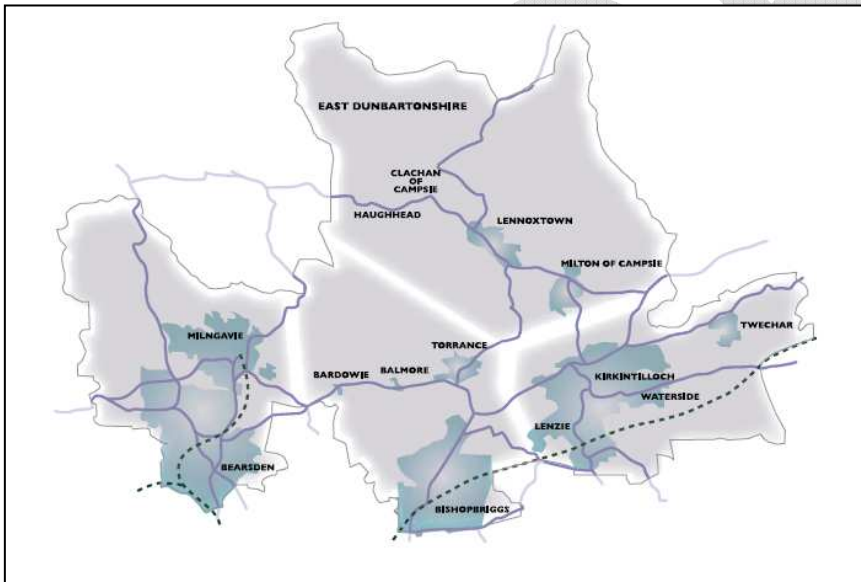
places and understanding these towns and villages should be the starting point in designing new development for the area.

Bearsden and Milngavie

Bearsden has a population of approximately 27,000 and was first developed as a residential suburb of Glasgow in the 19th century and remains a predominantly residential settlement. It has a small, compact and traditional town centre with a distinct Victorian and Edwardian built form. Two separate Conservations Areas - Old Bearsden and Westerton Garden Suburb – have been designated, reflecting the quality of the built environment.

Bearsden grew from a small village, focused around the cross, where the streets are compact and narrow. Due to its proximity to Glasgow, the village became popular with wealthy commuters who developed their own plot. Examples of single plot developments can be seen around Ledcameroch Road, St Germains and Thorn road. Here the streets are fairly narrow but plots are large, and many have now been subdivided. With the arrival of the railway, Bearsden became more accessible and popular. This led to more speculative residential developments with less individual designs but the streets followed a well-connected, well defined grid iron block structure. Examples of this can be seen in the Victorian detached and semi-detached blonde sandstone villas of North and South Erskine Park and Campbell Drive, and in the later 1930c inter-war Scots Harl bungalows of Rannoch Drive and Hillfoot Drive. As car ownership has increased and car travel has dominated the more contemporary residential areas cul-de-sacs or well-connected streets within the development that are only accessible by one streets. Examples of this type of development include Baljaffray, Stockiemuir and St Andrews Drive. The materials used in the modern developments are a mix of roughcast, which reflects traditional Scots Harl, and facing brick.

Westeron Garden Suburb was the first garden suburb in Scotland, created in 1913 with the aim of creating high quality affordable housing for the working classes. The houses are of an Arts and Crafts style, with half timbering, sloping slate roofs, gable windows and elevations of dark wet dash render. The streets are characterised by narrow tree lined streets and lanes, with rows of terraced properties with front and rear gardens that are bordered by hedgerows.

Westerton Garden Suburb

Milngavie comprises a population of approximately 13,000 and is located seven miles north west of Glasgow city centre. The town originally grew from a small rural village to a minor industrial centre in the nineteenth century. From the late-nineteenth century, the town has grown mainly as a residential area.

Like Bearsden, Milngavie benefitted from its proximity to Glasgow and the rail station which was opened in 1863. Stone built villas and semi-detached houses were built for wealthy residents north and east of the town centre and rail hub, in areas such as the picturesque Tannoch Loch. Milngavie also has areas of interwar bungalows,

similar to Bearsden, to the south of the town centre, Clobber to the west and in the post war era Local Authority housing was developed to the west of the town centre. The Local Authority houses are mainly terraces and semi-detached properties, with slate or dark tiles, arranged in well-defined blocks with well-connected, leafy streets. In the early 1980s The Fairways and Dougalston were developed to the east of the town centre and Mains Estate to the west. The residential houses have facing brick elevations and are arranged in a cul-de-sacs structure. More recently new developments such as Marchfield have been developed that are comprised of large detached properties, with render and stone elevations, and are also laid out in a cul-de-sac structure.

Both towns benefits from close proximity to the countryside and a range of green spaces such as Kilmardinny Loch and the Milngavie Reservoirs. New developments should be connected to this green network and associated core paths.

East Dunbartonshire benefits from a high quality path network which development sites must be linked into.

Bishopbriggs, Torrance, Balmore and Bardowie

Bishopbriggs has a population of approximately 23,000 having grown steadily from a largely agricultural and mining past. Bishopbriggs grew along the major highway from Glasgow to the east and then further benefitted from the Edinburgh-Glasgow that was opened in the 1840s. Bishopbriggs was a desirable residence for Glasgow commuters and "villa tickets" were granted to people who built their own properties which is evidenced by the villas around the station e.g. Springfield Road. During the 20th century Bishopbriggs was a desirable residence for commuters and many private houses were built along Glasgow Road, mainly detached and semi-detached blonde and red sandstone properties.

In the interwar years there was another boom in private house building with evidence in the interwar detached bungalows and semi-detached roughcast properties to the north of the town centre along Balmuildy Road to the north west, Kenmure to the south west and South Crosshill Road to the north east. The streets in these areas are arranged in a grid pattern with a strong block structure and well-connected streets.

In the 1950s and 1960s population growth took place on a large scale with the creation of extensive residential estates – particularly to the east of the town centre with Wimpey developments. This had an impact on the size of the town. Auchinairn village, to the south east of Bishopbriggs, has an industrial past and separate identity but now forms part of Bishopbriggs as a result of this post War house building. These estates were characterised by a mix of 2 storey detached, detached bungalows and 1 and ½ storey semi-detached properties with a mix of roughcast and facing brick elevations. The streets are characterised by long streets and cul-de-sacs.

'Villafield', Bishopbriggs
This site has been designed to the standards set out in this Guidance Note and provides connections to adjacent development which will make the area easy to move around.

In more recent years, there have been further expansions to the east of Bishopbriggs with the Taylor Wimpey site being developed, more recently including Cala properties. This expansion is mainly two storey detached private properties arrange in cul-de-sac pods.

The town centre has a linear form along Kirkintilloch Road. Green spaces can be found throughout Bishopbriggs and the Canal is an important wildlife and leisure corridor to the north of the town. New developments should be connected to this green network and associated core paths.

The village of **Torrance** has a population of approximately 2,400 residents and lies to the north of the River Kelvin in the foothills of the

Campsie Fells. The village has a number of small shops and services as well as five local nature conservation sites. New development should be connected to this natural environment and link to the existing street pattern.

Balmore is small, rural settlement which lies between Bearsden and Kirkintilloch. It comprises a number of houses and cottages in two clusters to the north and south of Balmore Road. New development should reflect the scale and pattern of the existing village.

Bardowie is a small hamlet extending along the road overlooking the landmarks of Bardowie Loch and Bardowie Castle with its garden and designed landscape. There are related clusters of houses at Bardowie Cottages and Bardowie Bridge in the lower ground to the east. New developments have mainly been single plot developments or a small cluster of houses that reflect the traditional Scottish vernacular of the original properties. Any new development should be designed to reflect the existing character of the area.

Kirkintilloch, Waterside, Lenzie and Twechar

Kirkintilloch has a population of 19,000 and is located 9.5 miles north east of Glasgow.

Dating from Roman times, Kirkintilloch grew following the opening of the Forth-to-Kirkintilloch section of the Forth and Clyde Canal in 1773 and the Monkland and Kirkintilloch Railway (1826). The canal made Kirkintilloch Scotland's first inland port and it is the only town along the Forth and Clyde corridor to have the canal passing through its town centre. This is reflected today through the recent development of modern marina facilities at Southbank.

The Conservation Area comprising part of the town centre and the residential area to the west is characterised by a mix properties from higher density sandstone tenement buildings and terraced properties close to the town centre, moving to lower density detached and semi-detached sandstone villas further west from the town centre along streets such as Northbank Road and Bellevue Road.

To the west of the town centre, there is a mix of interwar bungalow properties (north and south of Glasgow Road) and 1950s/60s semi-detached properties.

During the twentieth century the 1960s Glasgow Overspill project resulted in the construction of many homes to the south and east, both in the rented and private sectors, with a consequent increase in the population of the ancient burgh. These areas are laid out mainly in an

The development of Kirkintilloch over time showing the historic street pattern:

1859-95

1912-1920

1939-1990

informal grid iron structure. Early 1950s housing are of a mix of house types with interesting features such as projecting gables and circular windows, the original roofs were slate or rosemary tiles, and the elevations area mainly dark or white Scots Harl. The 1960s housing is more simplified, with gable terraced rows with roughcast elevations and concrete roof tiles. The streets are well connected with buildings having a strong block structure. Hillhead, to the east of the town centre has undergone regeneration in recent years and contemporary housing has been developed – this has been a mix of well-connected homezones and cul-de-sacs developments.

In the newer parts of Kirkintilloch housing is of a mixed scale and design. The street patterns are a mix of long streets and cul-de-sacs developments.

Kirkintilloch has a number of parks as well as core paths centred on the canal and Strathkelvin Walkway. New development should be linked to the wider green network.

Lenzie has a population of 8,500 and is residential in nature. The history of Lenzie can be traced back only to the year 1842, when the Edinburgh and Glasgow Railway was opened. The building of houses for Glasgow commuters, close to the station, began in about 1848 and was given impetus by the railway company's scheme of the 1850s to offer free season tickets to persons building large villas near any of its stations. However, large-scale construction did not begin until piped running water was made available to the villas during the 1870s, by which time the free 'villa tickets' scheme had been discontinued.

The historic core of Lenze is characterised by sandstone villas laid out in an informal grid structure, as can be seen in Garngaber Avenue and Victoria Road. Like other towns in East Dunbartonshire there are large areas of interwar bungalows, such as Moncrieff Avenue. The more historic areas of Lenzie have an identifiable block structure and are well connected to the surrounding network and within the development. There are also areas of more contemporary housing, such as the residential areas along Lindseybeg Road. These more contemporary residential areas have good connections internally; however they could

connect better with the surrounding network. In the last few years Woodilee hospital has been redeveloped by a number of developers. This area is characterised by its tree lined gateway, cul-de-sacs pods of different house builders, with housing mainly of facing brick. Some areas have been redesigned to reflect Designing Streets. Although Woodilee has a path network, connections to the wider street network and to Kirkintilloch and Lenzie are poor, due to the barrier of the Initiative Road.

Future developments should make effort to connect with the wider street network and designs should reflect the character of the village.

Waterside is small village located on the eastern fringe of Kirkintilloch. Historically, the area grew around the linen industry and became characterised by attractive weavers cottages on the banks of the Luggie River, many of which remain today. Many of the more modern development are characterised by long streets and cul-de-sac developments. Any new development should link to the existing urban fabric.

The village of **Twechar** has a population of 1,400 and sits to the south of the Forth and Clyde Canal. The Canal local coal seams resulted in the village's development in the 19th Century, however the closure of the mines in the mid-1960s and decline of other traditional industries in Twechar has led to a falling population and high levels of unemployment.

The town is characterised by large areas of greenspace, 1950s and 60 residential developments and the new regeneration area of Davidson Crescent. The residential developments are internally well connected however they have been developed in fairly isolated pods. As part of the regeneration of Twecher, the Coal Board site on Glen Shirva Way aims to change this by creating well connected,

people orientated streets. Future development should build on this work.

Lennoxtown, Milton of Campsie, Clachan of Campsie and Haughhead

Lennoxtown has a population of 4,000 and was established in the late eighteenth century as a planned village for workers in cotton printing works.

More recently residential expansion has occurred at the site of the former Lennox Castle Hospital and former Calico Nail Works. The contemporary developments have made footpath connections to the town however they are mainly cul-de-sac or isolated pods of development. New development should be integrated with the existing street pattern and reflect the countryside setting. The village is set at

'Campsie Village', Lennoxtown
Play spaces should be overlooked and integrated into developments.

the foot of the Campsie Fells and new developments should be linked to the natural environment and green network.

Clachan of Campsie and Haughhead. These small settlements are located beneath the Campsie Fells, 1.5 miles north west of Lennoxtown near the Crow Road, which leads into the Fells. Any new development should reflect the small scale nature of these settlements and the rural setting.

Milton of Campsie has a population of 4,000 and sits at the foot of the Campsie Fells with the Glazert Water flowing through it. Milton of Campsie grew as a residential village to serve a number of mills and expanded significantly in the late twentieth century.

Development of Milton of Campsies has been focused on the east/west route of Campsie Road and the North/South route of Birdston Road. This area also grew with Glasgow Overspill projects creating areas of housing in the 1950s and 60s. Private housing has also developed, with 1970s development to the west of Birdston Road and north of Campsie Road and more recent additions Laburnam Drive and Baldoran Drive. The more contemporary development have mainly been long cul-de-sac pods, some have good path networks within the site however others do not. The housing areas of Milton of Campsie are a mix of small cottages in the historic core of the village and housing estates of similar designs and scale housing. Future developments should have strong connections to the existing street pattern and should reflect the character of the surrounds.

Six Qualities of Successful Places

Six Qualities of Successful Places

This section will highlight the 6 key qualities of successful places as defined in Designing Streets and Designing Places and how to achieve these qualities in East Dunbartonshire.

The 6 qualities are:

1. **Distinctive**
2. **Safe and pleasant**
3. **Easy to move around**
4. **Welcoming**
5. **Adaptable; and**
6. **Resource efficient.**

Distinctive

1 Successful places reflect the character of their surroundings and knit into the existing environment. East Dunbartonshire has a remarkable historical built environment however, more contemporary developments have not always reflected local places and are car dominated. Across Scotland design has become standardised with repeated standard house types and layouts, retail boxes and road layouts. These are not distinctive as they do not reflect local identity and character; developments often look the same in Bearsden or Bishopbriggs, or even from East Dunbartonshire to any other Local Authority across the country.

It is vitally important that all new development respect and reflect the character of their surrounds. Context is the character and the setting of the area within which a development will sit. A context analysis should be undertaken early in the design process to gain a thorough understanding of the key features of the site and its surround. This should then be submitted within the Design and Access Statement.

The context analysis should identify:
- how an area has developed in terms of form, scale, the pattern and character of streets;
- how a site or existing street relates to existing buildings and/or open space;
- how people move within or around the area;
- what are the import landscape, ecological and historical features of the site; and
- the palette of materials that have been used in the locality historically e.g. blonde sandstone and slate in Old Bearsden Outstanding Conservation Area, scots harl and slate in Westerton Garden Suburb

A thorough contextual analysis will allow designers to understand the setting of the development and how the development can knit into its surroundings.

To create an area with a distinct character and identity the following principles should be followed:

- **Streets and spaces should be people orientated to encourage interaction.**

- **The street design, building design, and the materials used should respond to the character of the surrounding area, which has been identified in the context analysis.** Consideration should be given to the character of the street hierarchy of the site and surrounding area, and the character of the street. Scotland has a wide range of housing and street typologies such as tenements, Victorian villas, closes, mews, and courtyards, which can be seen across East Dunbartonshire. Recent developments have favoured standard house types and street patterns the likes of which can be seen across the country. This has led to the dilution of the distinctiveness of our towns but it is important that we recover the distinctive attributes of East Dunbartonshire's towns to create successful places. This does not mean that standard house types cannot be used, but means that their external treatment should relate to the character of the setting which they are in.

- **Streets and buildings should include landmarks and vistas to create identity, distinctiveness and aid navigation.** Distinctiveness is an important tool for navigation. It is important that streets have variety, such as landmarks, green spaces, a range of house types some with distinctive one-off features, and variation of scale and density to help us make our way from A to B as well as

creating a cohesive character. Where there are established landmarks, developments should be designed to enhance and frame the landmarks.

- **Public fronts, private backs and block structure.** Buildings and plots should be designed to be clear on what is the front and the back. The front of the building on the street is a public space and the back of the building a private space. In general the rule of 'public fronts and private backs' should be observed. When designing the block it is recommended that plots are designed with private backs to private backs. In some instances the design may require a dual frontage e.g. side elevations that look onto the street or public space. Well-designed public or active frontages provide passive surveillance and help to create safe pleasant spaces. Frontage development and multiple access points add to activity intensity and traffic calming as well as a sense of place. Private spaces should be respected and designers should refer to Local Plan 2 Guidance Note: Daylight and Intervisibility.

- **Width, height and length.** The width and length of streets and the height of the surrounding buildings has a significant impact on the type of space that is created. In terms of widths, designers should consider the activities that are proposed on the street and the scale of surrounding buildings. The height of buildings (or mature trees where present in wider streets) should be in proportion to the width of the intervening public space to ensure that there is a sense of enclosure which is appropriate for the character and function of the street. Street length also has an important impact on the public space – they can frame vistas and landmarks to create a neighbourhood character but long straight streets can encourage high traffic speeds.

- **Public spaces.** An area can be enhanced by inserting punctuations of high quality public spaces within streets. These may take the form of playparks, greens, or squares. These punctuations create landmarks, which aid orientation, and provide areas for social interaction. Like the streets, public spaces should 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.

Polnoon, Eaglesham, East Renfrewshire

Polnoon is a development of 24 homes, the design reflecting this requirement to create distinctive places which respond to the character of the surrounding area. At the heart of the vision for Polnoon, has been to design a safe place where pedestrians will have priority over cars allowing for the creation of an attractive streetscape to be enjoyed by everyone. To ensure that the houses were in-keeping with Polnoon's layout, the developer created a new portfolio of house types that take their architectural cues from Eaglesham. This layout has been combined with generous landscaping, in keeping with Eaglesham's green Orry.

More information and the following photographs can be found at:
http://www.scotland.gov.uk/Topics/Built-Environment/AandP/Projects/Polnoon

Keystone context analysis: The following images show elements of the context analysis carried out for Keystone Avenue, Milngavie as part of a design brief for future development of the site.

Urban context plan

2. Site History & Context (cont)

The site is surrounded by a mixture of residential development, with varying degrees of quality and interest present. Keystone Avenue area is mainly characterised by interwar public housing (no. 4.)

Building typology plan

2 Safe and Pleasant Places

For places to be well-used and well-loved, they must be safe and pleasant as well as distinctive. New developments should create spaces to allow the community to mingle, children to play in the street, and be places for people but to enable this, people must feel safe and pleasant if they are to allow their children to play in the street.

Safe and pleasant places can be created using the following principles:

- **Mixed use developments.** Creating mixed use developments creates more interesting diverse and adaptable places, as well as providing residents with the required amenities. Stimulating, enjoyable and convenient places meet a variety of demands from the widest possible range of users, amenities and user groups. They also weave together different building forms, uses, tenures and densities. By ensuring a place is designed with these qualities will allow the place to be adaptable to changes in social, economic or environmental needs.

- **Lively, active frontages.** Lively frontages create interest and provide passive surveillance over streets and spaces. Ensuring that buildings are designed to have the windows of habitable rooms overlooking the streets will create spaces that are considered to be safer. Where buildings bound public spaces on more than one side, the buildings should be designed with dual or multi-frontage elevations, to create active frontages on public spaces.

- **Pedestrians first.** Walking is the most sustainable mode of travel and there is evidence that more walkable communities are healthier. Streets design should actively encourage

people to walk. The propensity to walk is influenced not only by distance but also by the quality of the walking experience. All streets should offer a pleasant walking experience for all street users. The prioritisation of pedestrian movement over vehicles has implications for the design of crossings and street interfaces. Pedestrian crossings, whether formal or informal, should be designed to follow pedestrian desire lines, allow pedestrians to cross at the shortest point and to adequately slow vehicular traffic. The approach to footways and pedestrian movement should be design led. Any footways should be fit for purpose, and should give primary importance to being positive, attractive spaces where people can move freely on routes free of obstruction

Safe and Pleasant Places: The following image is taken from the Kirkintilloch Town Centre Masterplan and shows residential and retail uses together, the active frontage of Cowgate and proposed, indicative changes to the street design.

- **Provision for cyclists.** Cyclist should be accommodated within the carriageway and only where traffic volumes and/or vehicle speeds are high should the need for a cycle lane be considered. 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. Designs should contain direct barrier free routes for cyclists. The design of junctions affects the way motorists interact with cyclists: junctions should be designed to slow motor vehicle speeds e.g. short corner radii or vertical deflections.

- **Inclusive design.** Inclusive design should be a first principle in street design. The Disability Discrimination Act 2005 makes it unlawful for a public authority, without justification, to discriminate against a disabled person when exercising its functions. An inclusive environment is one which can be used by everyone, irrespective of age, gender, ethnicity or disability. PAN 78 Inclusive Design contains guidance on inclusion and the roles and responsibilities of those involved in the built environment, which should be adhered to. More detailed information relating to design of areas and inclusions are provided in *Designing Streets* and this information should be followed to create inclusive developments.

- **Slow traffic speed appropriate for the setting.** Designs should be used to influence driver behaviour to reduce vehicle speed to levels that are appropriate for the local context and deliver safe streets for all. East Dunbartonshire has few streets that have high volumes or speed of traffic, therefore most streets can take steps to reduce the traffic speeds to create safer places. Streets should have design speed of 20mph and traffic should be calmed using natural calming methods. Evidence from traffic calming schemes

suggests that controlling features are needed at 60-80m intervals in order to achieve speeds of 20mph or less. Straight uninterrupted links should therefore be avoided or interspersed with natural calming measures. There is more detailed information regarding stopping distances and forward visibility in Designing Streets.

> This is covered in detail *in Designing Streets* and further information is also available in *Cycling by Design* 2010, *the Cycling Action Plan for Scotland* and *Local Transport Note 2/08 Cycle Infrastructure Design. See the Appendix for web links.*

- **Reduced clutter.** When signs, street markings, lighting and street furniture have not been considered in the design process they can have a seriously detrimental impact on the quality of a places. There are many examples of some our most treasured assets in the built environment being spoiled by ill-conceived signage or street furniture and can make places difficult to navigate/walk around, especially for those who have walking difficulties. It is therefore important that:
  o signs and street markings should be kept to a minimum and considered early in the design process;
  o street lighting should be as discreet as possible but provide adequate illumination; and,
  o street furniture should be located for maximum benefit and to reduce pedestrian obstruction.

3   **Easy to Move Around**

Places need to be easy to get to and around. They should be integrated physically and visually with their surroundings. The design should consider how people get around on foot, bicycle, public transport and by car – and in this order.

Places that are easy to move around can be achieved through the following principles:

- **Connections within a place.** As stated above, street design should provide good connectivity for all modes of movement and for all groups of street users. Historically all towns were walkable as this was the main form of transport, however as private car ownership has increased designs have become car dominated and less people orientated. In recent decades we have favoured zoned areas which separated uses and ultimately led to less walkable, poorly connected places. Government policy, through the suite of design guidance and SPP, now supports the creation of well-connected street patterns, where daily needs of residents are within walking distance. The following should be considered when designing new developments.
    - o The provision and layout of streets must be considered at the outset and should reflect the context and character of the site e.g. follow existing desire lines.
    - o Grid type street layouts are preferred as they provide maximum permeability, however the block structure should reflect the existing character.
    - o One-way streets should generally be avoided as they may result in longer journeys and faster vehicle speeds, and require additional signing.
    - o Long cul-de-sacs should be avoided unless for a small number of units and they are appropriate for the

context and character of the site. If cul-de-sacs are used they should still create pedestrian permeability.

- **Provide active travel and use of public transport.** All new

> **Easy to Move Around:** Hubs are being created along the A81 which will provide improved street design and incorporate public transport infrastructure, active travel and parking.
>
>

developments should encourage sustainable transport, promoting walking and cycling first and then public transport. Where developments are close to existing public transport routes they should provide walking routes which allow access, from the furthest point in the development, to a bus stop/train station within a 5 minute (400m) walk. Where this cannot be achieved the developers should facilitate the creation of new public transport routes along principle streets within the development. The creation of new transport routes within developments should be considered early in the design process, and the development should have a high enough density to support regular public transport services without subsidy. Designing Streets gives further guidance for developers who are required to provide bus routes within their development. East

Dunbartonshire Council is currently making strides towards public transport being fully integrated with other forms of active travel. New development should therefore support this by, where possible integrating sustainable transport modes, for example good quality cycle shelters at main bus stops.

- **Design junction types and arrangements considering people first.** Junctions should be designed with consideration of the needs of the pedestrians first, e.g. providing short road crossing points. They should also be designed to suit the context of the urban form. Successful junctions are determined by the formation of the buildings around them. Developers should consider the building placement first, with the quality of the space in mind, before designing the junction. A good quality junction is one which is highly accessible, has buildings which act as landmarks and the buildings provide passive surveillance to create safe spaces. This is why many junctions host bus stops, shops or other local amenities. Junctions can create landmarks with the design of the buildings around or the type of space the buildings create, in some cases the junction may be in an area where it is appropriate to create a square. Junctions should respect pedestrians as the pinnacle of the movement hierarchy by respecting desire lines. In recent years junction radii have suited cars and enable them to turn corners at high speeds. This in turn has led to pedestrians crossing vast expanses of roads or being directed to crossing points that do not respect their desire line. It is therefore important that radii are kept tight to allow pedestrians to follow their desire line and to reduce traffic speeds. More information on junction types can be found in Designing Streets.

Coal Board, Twechar

The Twechar Regeneration is a partnership between Places for People (PfP) and East Dunbartonshire Council (EDC) to deliver approximately 250 new homes as part of the wider Twechar Materplan – the strategy for social, economic and environmental regeneration in the village.

The design process involved collaboration between the stakeholders and the community at pre-application stage and the design embodies the principles of designing streets. The first phase is now on site.

4 Welcoming

Successful towns, villages and new developments are places that are welcoming for everyone living, working and visiting them. Many of our urban environments have become dominated by traffic and have not been designed with the end users in mind. New development should be designed to accommodate and encourage the type of behaviour appropriate for their use – if it is a town centre location there should meeting points and spaces for public events, a residential street should allow for children to play in the street, if it's a highway it should be a place for traffic.

Welcoming places can be achieved through the following principles:

- **Walkable neighbourhoods.** Walkable neighbourhoods are characterised by having a range of facilities within a short walk from residential areas. Local facilities bring residents together, reinforce community and discourage car use. As stated previously the quality of the route is vitally important in encouraging walking, especially where there are obstructions such as busy roads or railway lines. To give walking priority means putting the everyday experience of the street top of the agenda. The average speed of a person walking is 3mph, and as we walk down a street we require visual stimuli not only to make the walk interesting but as navigational aids to ensure that we are able to remember our path. Much of our environment is aimed at providing visual stimuli to drivers, going at speeds of 30mph to 70mph, rather than pedestrians. The impact of the focus of our environment means that the visual interest for pedestrians has been lost to drivers. Designers should ensure that developments provide a wealth of visual stimuli, from the design of buildings (particularly the ground floors), to block structure and landmarks/spaces, to promote walking. As well as creating interesting routes, designers should ensure that developments are within short walking journeys of local amenities, and where they are not, they should be created within the scheme. People should be able to walk in 2-3 minutes (250 metres) to the post box: the newsagents and bus stops should be within 5 minutes (400metres). There should be local shops, the health centre and perhaps a primary school within a walking distance of approximately 10 minutes (800 metres). In many cases there is little need to create new facilities where existing ones can be successfully reinforced by creating well connected developments, internally and externally, and pleasant and safe walking routes.

- **Create gateways**. Gateway features are a great tool to create landmarks and set the tone or reflect the character of the surrounding area. Gateways also act as a marker to the change of environment from busy 'roads' to 'streets' where the spaces are more people orientated and gateways create a change in perception which can influence driver behaviour. Gateways can be created through the position of buildings, landscape features, public art and the street/public spaces.

- **Streets for people**. For places to be well-used and well-loved, they must be safe, comfortable, varied and attractive. They also need to be distinctive, and offer variety of choice and fun. Vibrant places offer the opportunities for meeting people, playing in the street and watching the world go by. Streets are important places to form relationships and interact with the community. It is important that street designs put people first before vehicular traffic and cyclists, and create safe spaces where children can play, people can chat, and other activities can take place.

- **Shared spaces.** New developments should create a Shared Space that is accessible to both pedestrians and vehicles, allowing people to move more freely by reducing traffic management features that create barriers to pedestrian movement and encourage vehicle users to assume priority e.g. reduction in traffic signs, only using guard rails when necessary and reduced road marking. By removing some of the clutter aimed at vehicle users, motorists will be encouraged to drive more slowly and respond directly to the behaviour of other street users, as there will be no clear indication of priority. In creating shared spaces developers should be aware of the requirement for inclusive design as set out in the Safe and Pleasant Places section above. Further information and web links to guidance on disability, design and the built environment can be found in the appendix and an example of shared spaces can be found in the box to the right.

Poynton, Cheshire

Poynton, a small town in Cheshire, is a good practice example of a street design project which demonstrates how pedestrian, bicycle and vehicles interaction and safety can be significantly enhanced through low-speed design and shared space. The capacity of the A523 Manchester to Stoke road, which handles large volumes of car and HGV traffic, has been maintained and potentially enhanced through removing street clutter such as traffic lanes, signals, road markings and signs. The project also reconnected the retail high street with the local residential community and railway station.

5 **Adaptablity**

New developments need to flexible enough to respond to future change in use, lifestyle and demography. This means designing for energy and resource efficiency, creating flexibility in the use of the property, public spaces and the service infrastructure and introducing new approaches to transportation, traffic management and parking.

Connections to wider networks. Street patterns should be fully integrated with surrounding networks to provide flexibility and to accommodate changes in built and social environments. Connections are important in allowing new developments to reflect the character of their surrounds and therefore it is important that a thorough context analysis is carried out to ensure that developers and designers understand where they maximise connections. This should include connections to the green network through the use of green infrastructure.

> More information can be found in Local Plan 2 Green Networks Guidance Note and the Scottish Governments guidance on Green Infrastructure.

- **Integrated parking.** Parking should be accommodated in a variety of ways to provide flexibility and lessen the visual impact.
  - o **Cycle parking.** Convenient and secure cycle parking should be provided in new developments for residents and visitors. Cycle parking should be as convenient as access to car parking. When designing cycle parking the following principles should be followed;

Kirkintilloch Road, Bishopbriggs

Through the Planning Permission in Principle process a design brief was created in the Design and Access Statement. This submission was a good example of contextual and site analysis, setting good design principles out early in the planning process which would inform detailed design process. The approval of matters specified in conditions process had to then follow the design parameters set initially to ensure key design principles like street layout, future connections, building orientation and provision of a central space were met.

It was shown through the design process how the vacant neighbouring site identified for housing development in the adopted local plan should be connected to in the future. The internal street layout for the site provided street connections to the site boundary edge and a legal agreement entered into with the developer meant the deeds of properties would permit the connection of these points of access in the future when the neighbouring site was developed.

A Housing typology report was prepared showing how the external design of homes had been arrived at and how the language of local buildings had been drawn upon to influence designs.

- Facilities should be secure, sheltered, overlooked and convenient to use.
- Appropriate provision should be made for all potential users, including children and visitors.
- It can be provided in a number of ways e.g. within garages; bespoke cycle shelters; communal areas in flats; and on street cycle racks.
- Cycle stands must be located clear of pedestrian desire lines, and generally closer to the carriageway than to buildings.
- Cycle parking should be provided at bus and train stations to assist transition between transport modes.

Cycle parking should be detectable by blind or partially sighted people.

o **Car parking.** New developments should take a design led approach to the provision of car parking space that is well integrated with a high quality public realm. A design-led and contextual strategy for car parking can often lessen the impact on the built environment. Car parking can be provided in a number of ways:

- On street parking: This can reduce traffic speeds in residential areas. Traditionally on street parking has been parallel parking, but more informal arrangements can also be used.
- Off street parking: This can be on the house plot, in rear courtyards or in underground structures. On plot parking should not dominate gardens.
- Basement or undercroft parking: This parking solution preserves the street frontage, and uses land more efficiently, however careful consideration should be given to the visual impact of undercroft parking at street level.
- On-plot parking: Parking within the front curtilage should generally be avoided as it breaks up the frontage, can be unsightly and restricts informal surveillance.
- Garages: Garages are not always used for car parking and this can create additional demand for on-street parking. Car ports are a good alternative where they are designed appropriately.
- Parking spaces for disabled people.
- Consideration should be given to providing electrical vehicle points for visitors to the area.

> Designing Streets has more details on the various solutions for parking and Local Plan Guidance Note 18 sets East Dunbartonshire Council's dimensions for car parking.

- **Service and emergency vehicles.** Recent examples of developments have been designed around the ability of large vehicles to manoeuvre around the street and other vehicle users rather than non-motorised users. While it is important that developers should ensure that large vehicles are able to easily manoeuvre around a development, it is important that this is not the basis of the design. Developments should be designed with large vehicles in mind but without compromising sense of place. Every application should be accompanied by a swept path analysis which demonstrates that large vehicles can manoeuvre through the site with relative ease. Maximising connections within the site benefits large vehicles as they are then able to drive continuously in a forward gear and do not

need to perform dangerous turns. It also makes life easier for other road users, as if there is a blockage at one area people are able use an alternative route. Particular attention should be paid to emergency vehicles (in particular fire engines), refuse collection vehicles and large articulated lorries. With regards to waste, consideration should also be made to the location of collection points. More detailed information on service and emergency vehicles is set out in Designing Streets.

6 **Resource efficient**

Successful places strike a balance between the natural and manmade environment, and utilise each site's intrinsic resources to maximise conservation and amenity. For developments to be deliverable and well cared for they must be economically viable. This means that all stakeholders, importantly, the Local Authority and the community, must understand the market considerations of developers. Stakeholders should work together to define the appropriate delivery mechanism and this should be considered in the design process.

- **Orientation and solar gain.** Well orientated buildings, streets and open space maximise environmental benefits as well as being perceived as safe and attractive places. Bright sunny spaces foster a positive sense of place. Therefore layouts, where possible, should maximise the amount of daylight and sunlight reaching the public realm by carefully considering the position and height of buildings. Buildings that are arranged to maximise solar gain reduce heat and light requirements. Principal elevations should address the sun path wherever possible. Southern elevations should maximise solar gain by maximising windows and creating south facing roof slopes to optimise the potential for solar energy harvesting.

- **Wind.** Traditional streets often evolved to respond to prevailing wind direction, providing shelter to pedestrians, and producing streets where people gathered. The street pattern also led to spaces that had a particular microclimate for the settlement and helped to evolve a distinct local design response. Designers should take account of the prevailing wind to maximise shelter.

Fern Avenue, Bishopbriggs

An urban design brief was produced for the site through a collaborative process between the Council's Housing, Planning and Roads teams for 12 affordable homes. This work included analysis of the site and its context, understanding the key characteristics of the site and its opportunities. The work set agreed design principles using Designing Streets policies which were then used to inform the detailed design and eventual planning application stages.

The certainty created for both decision makers and the applicant meant planning and RCC process could be run in parallel and it also resulted short determination period to achieve the consents required.

- **Drainage.** Instances of flooding are increasing as our climate becomes warmer and wetter. It is therefore vitally important that all new development has well-designed, sustainable drainage systems (SuDS) relevant for the context to minimise the environmental impacts. Streets must be designed to accommodate the management of foul and surface water and this must be considered early in the design of development as part of an Integrated Green Infrastructure scheme.

- **Utilities.** Utilities, including water, electricity and broadband, are required for every development but they should not undermine the creation of sense of place. The location and layout of services should be well considered; designers should liaise with utility companies early in the design process to identify existing services at the outset, ensure that service strips meet their requirements and that if work is required on the service strips it does not cause great disruption.

- **Lighting** should be carefully considered to ensure that places are well lit, safe and pleasant. Lighting strategies should be submitted with applications to ensure that proposed lighting is sufficient for the site and lighting columns are carefully considered and do not create unnecessary clutter.

- **Planting.** The design of new developments should aim to integrate natural landscape features and foster positive biodiversity. Planting, used in an intelligent and appropriate way can help foster a sense of place, softening the street scene, creating visual interest, improving the microclimate and providing habitats for wildlife. Trees can also be used as natural calming methods, providing visual breaks to limit forward visibility and in turn limit traffic speeds. In sites where there are trees which contribute to the character of the area, care should be taken to protect existing trees. Trees can also act as landmark; where landmark trees exist, designers should aim to make a feature of such trees. East Dunbartonshire is part of the Glasgow Green Network, therefore all developments should take steps to enhance the natural environment. Designers should contact the Council early in the design process to gain advice on appropriate planting, tree protection, and the location of new planting

Woodilee, Lenzie

An essential element of the future success of Woodilee will be the integration of the existing landscape, future planting and maintenance to create a new community with a sense of place.

Maintenance of planting should be considered at the design stage, especially if the landscaping is to be adopted by the Council.

- **Materials.** Building materials should reflect the local character and should reinforce the identity of the area. Innovative

materials will be encouraged where there is no adverse effect on the area or street scene. Street materials should also reflect the area but a distinctive change of material can be used to signify a change of environment from a busy road to a residential street or town centre e.g. New Lairdsland Road at High Street. The change can be in the type of material, change of texture or colour. The materials used should be hard wearing and easy to maintain, and must be approved through the RCC process.

Urban Design Process

Urban Design Process

Urban design and the six qualities of successful places must be considered from the start in the selection of sites for development and the development process.

Good streets and places are complex and must respond to wide range of needs of a wide range of users. A standardised approach will produce one dimensional solutions. It is vital therefore that the **wide range of contributors** to the design process work together from the earliest point towards a common objective – the delivery of distinctive streets where functionality is accommodated within a positive sense of place.

Developers and applicants have a huge role in the delivery of good design. They must engage early with the Council and importantly engage with other key agencies and groups – service and infrastructure providers, local communities and users groups and access panels.

East Dunbartonshire Council's Planning and Roads Teams offer a collaborative service in the design process, and permission and roads construction consent (RCC) processes will be run in parallel.

Focus and value is placed on the pre-planning application stage during which Planning and Roads Teams will work with developers to agree principles around the design in advance of detailed formal submissions. Urban design comments which assess the propose development against the six qualities for successful places can be provided by the Planning Team.

A design led approach requires early consideration of the context as well as the red line boundary of the site, and to be effective requires a more informal and **collaborative approach** between the various contributors. This approach may range from a series of design workshops, which has been used in Twechar, to a series of meetings between the developer, Council and utilities.

Depending on the nature and scale of the development, there may be a need for public involvement during the design process. This can occur at any stage, however, early consultation with the public or amenity groups should help to identify any key issues or concerns.

This design process is set out in the following table as five stages and relates to all aspects of the development – site selection, buildings, structures, streets and spaces.

Whilst each stage is presented separately, in practice the design process is often more iterative, rather than linear. This is because the site appraisal and analysis can be reviewed by testing alternative design concepts. For example, a design concept may have implications which were not initially foreseen.

When the design concept(s) have been worked up, it is advisable to feed these back to the contributors in order to check that nothing has been missed or interpreted incorrectly. This exercise will also help to gauge any initial reactions to the preliminary design which may help to influence the final design.

Once all the stages have been completed, a design statement can be assembled, bringing together all the thinking on the design issues.

Stage 1 Site and surrounding area appraisal	Contact the Planning Authority to arrange initial pre-application meeting and coordinated internal advice including screening and scoping advice on EIA and Transport Assessments. Visit site as part of initial meeting and carry out site appraisal Flooding and Utilities Assessments Confirm use of Processing Agreement	**Stage 3** Design concept(s)	Prepare and present outline designs to the Planning Authority Undertake consultation work and early Street Engineer Review and Quality Audit work
		Stage 4 Final Design solution	Final Street Engineer Review and Quality Audit work
Stage 2 Identifying the design principles and key pieces of work required	Agree principles of design with Council through collaborative pre-application work. Scope other key pieces of supporting information required – Design and Access Statement, Landscape or Conservation Area Visual Impact Assessments, Landscaping strategy, drainage and SuDS strategy, Integrated Green Infrastructure scheme. Agree scope of Street Engineer Review and Quality Audit work Scope and agree Processing Agreement Scope and agree other consultation work required – for example disabled or access groups	→ *Prepare to submit formal applications*	Final agreement on proposal and type of supporting information prior to formal submissions (Planning and RCC)

The following tools are referred to above which assist the process and achieve better designed places:

Processing Agreements Processing Agreements are now encouraged and the use of these can assist in achieving good design by embedding the design process within the overall process of the planning application. Again the importance of meaningful collaborative pre-application work cannot be emphasised enough and should form part of any Processing Agreement.

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

Quality Audits (QA) Quality Audits should be undertaken as early in the process as possible when there is flexibility to alter designs. EDC recommend QAs be undertaken at pre-application stage and documents produced as part of the audit may be able to support an application.

As promoted under Designing Streets the Quality Audit process can allow for more innovative design solutions.

QAs 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.

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

B-Plan Reviews

Proposed layouts, particularly for residential development can be reviewed and evolved by using the B-Plan method. This method colour codes three key components of layout – Movement (yellow), Buildings (red) and Open Space (green), and allows the design team to understand the amount and quality of connections, the proposed street and space network, and density. An example of this work in Twechar is shown:
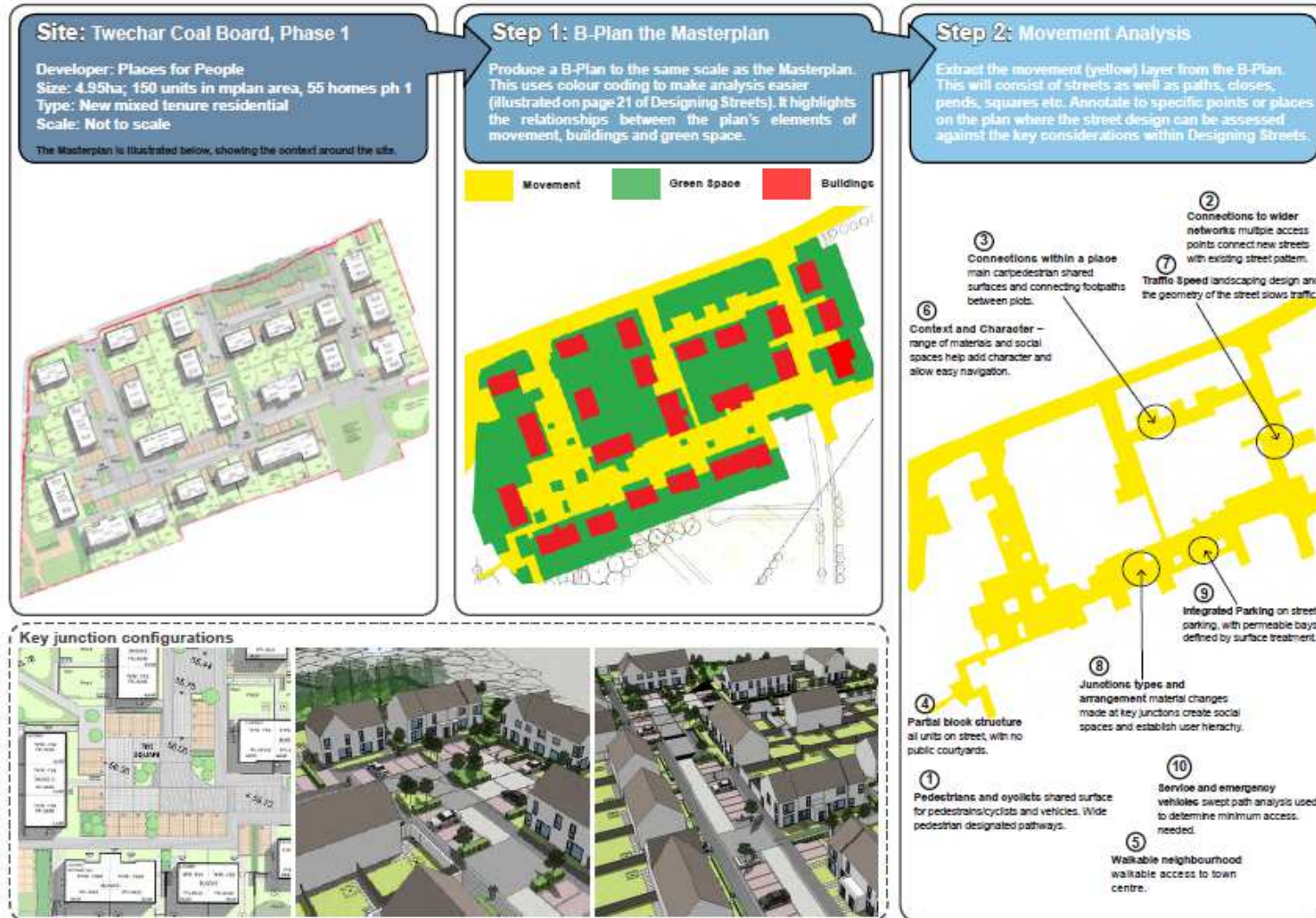
Appendix - Further Design Guidance

Appendix - Further Design 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 Places
- Designing Streets
- Planning Advice Note (PAN) 67: Housing Quality
- PAN 68: Design Statements
- PAN 77: Designing Safer Places
- PAN 78: Inclusive Design
- PAN 83: Master Planning
- Creating Places: A policy statement for Architecture and Place in Scotland
- Green Infrastructure

Inclusive Design

The Scottish Government:
- PAN 78: Inclusive Design
- Designing Streets

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

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

East Dunbartonshire Council
The following can be found at: http://www.eastdunbarton.gov.uk/content/planning_building_standards/planning/planning_policies/adopted_local_plan_2.aspx
- Local Plan 2
- Guidance Notes:
  - Daylight and Intervisibility of Windows
  - Green Networks
  - Historic Environment
  - Public Art
  - Residential Layout and Redevelopment
  - Road Layout and Design and Parking Standards
  - Shop Fronts and Canopies
  - Sustainable Construction and Design
  - Transport Assessment and Travel Plans
  - Tree Protection

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