



East Renfrewshire Local Development Plan

L O C A L
D E V E L O P M E N T
P L A N

Supplementary Planning Guidance: Residential Street Design June 2015



Supplementary Planning Guidance

Residential Street Design

June 2015



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SECTION 1: PEOPLE; PLACE; MOVEMENT; ENVIRONMENT – ACHIEVING PARALLEL ROUTES

1.1. INTRODUCTION

- 1.1.1. This Supplementary Planning Guidance (SPG) has been prepared under Section 22 of the Planning etc. Scotland Act 2006 and forms part of the Local Development Plan.
- 1.1.2. This Guidance supports Policy D1 – Detailed Guidance for all Development contained within the Local Development Plan. Policy D1 is included as Appendix 1 of this SPG.
- 1.1.3. Policy at every level in Scotland supports the development of good places with an emphasis on good street design. This document does not intend to repeat the policies provided in the principal guiding documents but will refer to them throughout this guidance.
- 1.1.4. This guidance is principally aimed at residential development of ten or more houses. This may be Greenfield or brownfield land. The Guidance equally informs good practice in supporting the improvement of existing situations.
- 1.1.5. The main national guiding documents are:
- Scottish Planning Policy (2014)
www.scotland.gov.uk/Publications/2014/06/5823/downloads
 - Designing Streets www.scotland.gov.uk/Publications/2010/03/22120652/0
 - Creating Places www.scotland.gov.uk/Publications/2013/06/9811
- 1.1.6. The Council has produced documents that relate to this subject matter and these are:
- Local Development Plan, www.eastrenfrewshire.gov.uk/local-development-plan
 - Master Plans – Barrhead South, Barrhead North, Maidenhill, Newton Mearns, Jan 2014 www.eastrenfrewshire.gov.uk/spg
 - Supplementary Planning Guidance – Green Network and Environmental Management, March 2015 www.eastrenfrewshire.gov.uk/spg
- 1.1.7. Additional guidance has been prepared by the Society of Chief Officers of Transportation in Scotland (SCOTS). This provides additional information, but has not been formally adopted by the Council. - National Roads Development Guide www.creatingplacescotland.org/designing-streets/guidance/scots-guidance



1.2. KEY MESSAGES

People Matter - consider pedestrian movement before vehicle movement. Ensure good connectivity.

Place Matters – new development must consider the quality of the place before vehicular movement.

Street Design Matters – by creating the spaces and areas that people move around in and interact in. Streets set the context for the overall design solutions and should consider structure, layout and materials.

Residential Design Matters – design creates the quality of a place, the identity of a place, adding to the quality of life for residents.

Environment Matters – landscaping, green network, and water environment are all essential elements that contribute to the creation of a place.

Safety Matters – in all design solutions, the safety of all users of a street must be considered.

- 1.2.1. East Renfrewshire has its own identity, with towns and villages that do have a high car ownership rate. Where new development is proposed, realistic designs are required which reflect national policy whilst respecting local issues.
- 1.2.2. Local requirements in East Renfrewshire will therefore be considered in this SPG. This will reflect the aims and aspirations of *Designing Streets* while ensuring that some of the more local issues are addressed.
- 1.2.3. This SPG is targeted primarily at residential developments of 10 or more houses and it is intended to be utilised in the design of new residential schemes. It stresses the importance of an integrated design process, outlining a collaborative approach with the Council and identifying a process ‘route’ through the approvals process. This guidance equally informs good practice in brownfield development. It also supports the improvement of existing situations.
- 1.2.4. This SPG will be a key reference in pre- application discussions and in the assessment of planning applications by Development Management Officers.
- 1.2.5. The Council has an overall aim of creating better places, not through a reactive or adversarial process, but through engagement in a productive dialogue with developers. Part of this will be a consideration of how to achieve better aligned planning and roads approval processes. It is accepted that there will not necessarily be a ‘one size fits all’ approach but there is a determination to establish a positive approach that will provide clarity for developers whilst meeting the Council’s aim of achieving better design in new development.



- 1.2.6. In response, the Council expects developers to embrace this Guidance and to move away from design solutions that are outdated and subject to traditional, roads-led standard layouts whilst ensuring that the safety of all users remains.

If the street layout is wrong, the very best architecture cannot create a good place.

1.3. NATIONAL CONTEXT

- 1.3.1. In 2010, the Scottish Government launched '*Designing Streets*' in support of a strong Government emphasis on place-making, set out in the 2001 document '*Designing Places*'. The place-making agenda is further emphasised in the recently issued '*Creating Places*' (June 2013). This policy statement sets out the Scottish Government's position on architecture and place. The policies contained in these documents are material considerations in determining planning applications and appeals.

- 1.3.2. These documents therefore make design issues a matter of **policy** rather than merely a matter of guidance.

- 1.3.3. The 5 policies contained in *Designing Streets* are:

- **Street Design must consider place before movement.**
- **Street design guidance can be a material consideration in determining planning applications and appeals.**
- **Street design should meet the six qualities of successful places, as set out in '*Designing Places*'.**
- **Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.**
- **Street Design should run Planning Permission and Roads Construction Consent processes in parallel.**

- 1.3.4. Further details are contained within the documents themselves and it is not necessary to repeat them here. National policy is long established but in the case of *Designing Streets*, not yet as widely put into practice.



1.4. LOCAL CONTEXT

- 1.4.1. The East Renfrewshire Local Authority area lies to the south of the city of Glasgow and contains a number of towns including Giffnock, Newton Mearns, Clarkston, Thornliebank and Barrhead as well as rural areas and villages such as Eaglesham, Waterfoot and Neilston.
- 1.4.2. The proximity of East Renfrewshire's settlements to Glasgow, coupled with its attractive setting, mean that the East Renfrewshire area is viewed as a highly desirable place to live. Demand and need for housing is high and there is much pressure for new housing, as reflected in the allocations in the Local Development Plan.
- 1.4.3. It is considered important to protect the character, desirability and attractiveness of the area, particularly in light of new development. This Supplementary Planning Guidance document is intended to provide a local based context for new development which protects the established character and qualities of the area whilst creating the desirable and attractive places of the future.
- 1.4.4. The local design context and emphasis on place making is contained within a number of significant documents and these can all be found on the Council's website:
- *Local Development Plan*, - The Local Development Plan (LDP) provides the framework for the growth and development of East Renfrewshire up to 2025 and beyond. The plan is supported by Supplementary Planning Guidance (SPG) which will form part of the Adopted Plan.
 - *Master Plans, September 2014* – The Master Plans were prepared for the major land releases contained within the Local Development Plan and these have now been taken forward as Supplementary Planning Guidance, March 2015.
 - *Supplementary Planning Guidance (SPG)* - of particular relevance, in addition to the Master Plans referred to above, is the SPG on the Green Network and Environmental Management, March 2015.
 - *Roads Parking Standards and Interim Design Guidelines* – are being developed and will soon be available on the Council's website. Ensuring critical minimum criterion are met, whilst accepting a move away from an emphasis on meeting rigid standards, is important if roads are to be adopted by the Roads Authority. A process is proposed in Section 3 of this Guidance to assist prospective applicants.
- 1.4.5. In summary, there is a national and local emphasis on place-making and the importance of a high quality of design. This is intrinsically bound to good street design. The documents stress the fact that major green field releases offer the ideal opportunity to put into practice both national policy and local guidance. This guidance equally informs good practice in brownfield development. It also supports the improvement of existing situations. This will be a move away from a 'standards' approach, but will safeguard many of the principles that ensure that local issues are fully considered and addressed.
- 1.4.6. A developer is required to obtain both Planning Permission and Roads Construction Consent (RCC) before they can start to build on site. The granting of one does not



necessarily mean the granting of the other. Under the terms of a RCC application, the developer is obliged to construct roads, to an agreed standard, having first secured technical approval for the design from the roads authority. The design would also include details of how the road surface is to be drained and what sustainable urban drainage system (SUDS) measures are to be incorporated.

1.4.7. This SPG will set out an improved process for applicants and will also emphasise:

- A more holistic view of streets and their role in creating quality of life and activity.
- The consideration of locally derived solutions.
- Ensuring collaboration between planning and roads departments
- Servicing, utilities, street lighting and cleansing requirements to be considered.
- Consideration of environmental issues including sustainable urban drainage systems.
- Emphasis on movement of people, less on movement by car. Change from design dominated road type hierarchy to that which puts people first.
- Consideration of long term maintenance

1.4.8. Consultation on the draft SPG was completed in February 2015 and comments from respondents have been considered and where appropriate changes made prior to the Guidance being finalised.

1.5. CONCLUSION

1.5.1. In August 2013, the Scottish Government commissioned a report into the implementation of the Designing Streets policy across Scotland. This revealed a general support for the policy, albeit with some concerns over specific issues. The report highlights the fact that the use of Designing Streets requires a significant change of approach for all involved in the development process. This SPG will provide locally based acceptable solutions for new development. These solutions will be a significant move forward in achieving the design led approach required by government policy.

1.5.2. Designing Streets is Government policy and is therefore not optional. All concerned should be aspiring to higher standards and delivering better places. The proposed process should allow active engagement leading to more positive outcomes.

“It is intended to move away from hierarchies of standard road types based on traffic flows and/or the number of buildings served and design roads which fit the context of the location.

Innovation with a flexible design approach is encouraged as is the use of locally distinctive, durable and maintainable materials.” **Society of Chief Officers of Transportation in Scotland (SCOTS), National Roads Development Guide, P11, May 2014**



SECTION 2: STREET STRUCTURE, STREET LAYOUT, STREET DETAILING

“Designing Streets does not support a standards based methodology for street design but instead requires a design-led approach.....and involves early engagement with all relevant parties” **Designing Streets 2010**

This section sets out the principles to be followed when designing residential layouts and will be used in the assessment of planning applications. The principles reflect those of *Designing Streets* along with local solutions to local issues. These are the **principles** that East Renfrewshire expect to see embodied within development proposals. It is for applicants and their teams to develop proposals, ensuring recognition of these principles. There is no desire to limit innovation in design. Each site and each development will have different challenges and this is acknowledged. Details of individual proposals should be discussed between developers and the Council’s Planning and Roads Services, before formal applications are made.

2.1 STREET STRUCTURE

- 2.1.1 *Block structure:* Development should be laid out in well-defined and short blocks which facilitate pedestrian movement. The layout must be designed in response to the features and characteristics of the site and surroundings and to ensure a pedestrian priority environment which reduces traffic speeds. Standardised layouts should not be imposed. The urban form created should be distinctive providing landmarks and views that aid orientation.
- 2.1.2 *Street pattern:* Streets should be connected in a grid format being rectilinear, concentric or irregular; straight or curved in response to the characteristics and topography of the site and which encourage pedestrian permeability. Cul-de-sacs are not generally favoured as a design solution. Vehicular cul-de-sacs which also provide pedestrian connectivity may be acceptable where it responds to specific site characteristics. Where proposed, these must serve only a very small number of properties and provide increased pedestrian connections to the wider site. Early dialogue is encouraged with planning and roads officials to discuss.





- 2.1.3 *Street Frontage:* Homes should create a frontage to new and existing streets to prevent inward looking development, integrate the development into new and established settlements and slow down vehicular traffic. Homes should have pedestrian access to such roads.



- 2.1.4 *Climate Change Adaptation:* It is essential that we consider the impact of current and future climate change in new development. New development should incorporate adaptations such as permeable surfaces, sustainable drainage systems and green spaces offering potential to mitigate the climate change impact.



Street Design

- 2.1.5 *Range of Street Types:* Differing street types, forming a comprehensive hierarchy, must be used within a development to aid legibility and reinforce a sense of place. A range of means should be employed to define different streets such as width, scale and type of buildings, surface materials, planting, street trees, use of front boundary treatments and parking arrangements. A clear hierarchy should include streets designed for higher and lower numbers of users. However, standardisation must also be avoided through response to the local context and pedestrian use made the priority.



These streets in the Polnoon development show a pedestrian first environment in a range of streets.

- 2.1.6 *Street dimensions:* The width of a street should generally be proportionate to the height of the buildings it contains, alongside movement considerations. Streets should have a sense of enclosure appropriate to their function, for example a residential street with little vehicle movement may have smaller buildings and narrow width whilst a main route through an area may have a wide street with taller buildings.



Two very distinct streets within the Upton development demonstrate how street width can be related to building height and street function



- 2.1.7 *Context and Character:* Vistas, views and features should be used or created within layouts demonstrating a response to the environment and used as a means to define character and sense of place. Where different streets meet, distinct areas should be created to define the change and aid legibility. These should be defined on layout master plans.
- 2.1.8 *Gateways:* Gateways need to be created at key entrance and exit points from new development. These should utilise features such as width, building heights, materials, landscaping and structure such as walls to delineate a transition from one place to another.
- 2.1.9 *Spaces:* Formal and informal spaces such as squares, courtyards, small parks, resting places and green spaces should be used to enhance sense of place, aid navigation and encourage social interaction. Creation of such spaces can be achieved appropriate to the scale of the development.



Green spaces, informal squares and shared surfaces create a distinct environment and places for people to pause. Examples from Polnoon, above and Newhall (left).

- 2.1.10 *Fronts and backs:* The principle in Designing Streets is ‘public fronts and private backs’. Buildings must provide active frontages to all streets and public spaces. Fronts and sides of buildings facing the street should be used to provide interest and detailing, but also ensure public safety by means of natural surveillance. On corners, buildings must seek to address both streets and can be used to aid orientation. It is not considered appropriate for the rear of buildings or gardens to back onto the street, whether new or existing.



- 2.1.11 *Defensible space:* There should be a clear definition of public, semi-public and private space. This can be achieved by using boundary treatments, surface changes and entrance treatments as well as the layout of buildings.



In Upton (left) there is a clear distinction between private, semi-public and public areas through use of fencing and planting. In Polnoon (right) this distinction is less formal, but remains clear from the placement of materials.

- 2.1.12 *Natural surveillance:* Where a house presents an elevation to a street, open space or other public area, windows should be positioned to provide natural surveillance. Mutual surveillance i.e. from more than one property is encouraged. Blank gables will not generally be acceptable on corner plots.

- 2.1.13 *Safety and crime:* The layout of a development should also consider how it can ensure residents feel safe and prevent instances of crime. In general the principles of fronts and backs, defensible space and natural surveillance will aid this, but consideration must also be given to ensuring spaces are well lit, avoiding potential 'hiding places' and creating a sense of community ownership.



Windows in this gable end in Polnoon provides natural surveillance to a small area of open space



This semi-detached house in Dundee has frontage to two different roads addressing its corner location.

- 2.1.14 *Rear paths:* Pedestrian and/or cycle routes will generally be discouraged to the rear of properties. Any rear access routes should be private and shared by a small number of properties where some element of overlooking is provided.



2.2 MOVEMENT

PEDESTRIAN – the needs of pedestrians are accorded a high movement priority

- 2.2.1 *Priority:* Street design and housing layout should primarily consider the needs of pedestrians before other road users. Provision of fast, convenient and safe routes for pedestrians should be used as a key principle in layout design.
- 2.2.2 *Footpaths:* Design of footpaths, footways or pedestrian areas should be related to the type of street and number of likely users. Paths should be located to the front of buildings and well overlooked. Parking on paths should be discouraged with it made clear within a street where it is acceptable to park and where it is not. Change of materials, verges and planting can be used to define areas and prevent parking on paths. The need for bollards and railings must be avoided. Footpaths remote from properties will require particular consideration to ensure they are safe and should be discussed at pre-application stage.
- 2.2.3 *Walkable Neighbourhoods:* Developments should be designed to ensure they provide for the quickest and most attractive routes for pedestrians and cyclists to local services and amenities including shops, schools and public transport. Wider footpaths can accommodate space for pedestrians and cyclists comfortably, especially on streets which act as the main route for vehicular traffic.



This path in Acordia, Cambridge is pedestrian only but is well overlooked and retains mature trees.

© Davis Landscape Architecture, London.



In Upton, Northamptonshire, convenient pedestrian links have been created to allow pedestrians a quick route across the swale.

- 2.2.4 *Inclusive design and access:* Designs must be capable of accommodating all users offering the same experience and convenience. Seating and resting spaces should be provided on routes as well as 'comfort spaces' in shared surface areas where pedestrians can feel safe from traffic e.g. close to the building line. Tactile surfaces and tonal contrast in materials should also be used and the placement of any potential



obstacles to visually impaired pedestrians such as bollards and other street furniture should be treated with care. The selection of surface materials must also be suitable for people of different mobilities to walk on. The 'Access' element of a Design and Access Statement should describe how inclusive design is achieved.



In Polnoon, the level surface allows all users easy access. The use of contrasting materials and inset kerbs allow users to identify a 'comfort space' if required.



In Upton, this small street provides a pedestrian friendly space along with 'safer' pedestrian areas defined through differing materials and colour.

2.2.5

Social Interaction: Streets should be considered not just for movement but also as spaces for social interaction. People should be able to stop and enjoy surroundings, chat with others and children should be able to play, without the dominance of traffic and vehicles. This can be achieved through creating streets where pedestrians have priority, reducing segregation, reducing vehicle speeds, increasing footpath widths; as well as creating more informal streets.



This central square in Dundee acts as a community hub. The wide pavement, art and benches make an attractive area with the level road giving pedestrian a sense of priority and acting to slow traffic. The number of bollards could be reduced however.



In Polnoon this smaller scale central space functions as a gathering point for a range of ages. The natural style play equipment ensures it remains attractive within the environment.

The aim is to make a street somewhere to visit and spend time in, rather than just pass through.



CYCLIST – the needs of cyclists are accorded a high movement priority

2.2.6 *Cycle Routes:* In most circumstances cyclists should be accommodated within the carriageway. Any routes should be convenient and direct avoiding the need to stop and dismount. Junctions should give cyclists preference above vehicles and slow drivers down to ensure safety.



2.2.7 *Cycle Connections:* Opportunities to connect to wider local and national cycle networks must be considered in all developments. In path networks shared cycle and pedestrian routes may be created. Consideration must be given to the need to avoid user conflict, through appropriate path width and modal segregation.

2.2.8 *Cycle Storage:* Provision for storage of bicycles must be provided in all residential developments. For a house this may be within a garden area for example, in a shed or other outbuilding or within the home such as a porch or integral garage, provided this does not conflict with the use of the garage as a parking space. For apartments and flats communal provision must be made within a common area that is safe and secure. In the case of main door or cottage flats this may be individual. Provision of storage should relate to the number of bedrooms within a home.

2.2.9 *Cycle Parking:* This must be provided for use of both visitors and residents in larger residential development and mixed use schemes. All cycle parking should be well overlooked and conveniently located. Provision should be made for short term cycle parking at areas used for recreation such as play areas and parks.



PUBLIC TRANSPORT – the need to access public transport is accorded a high movement priority

- 2.2.10 *Bus routes:* A key consideration in layout should be the connection to and integration of bus routes. For example, in large developments main streets need to be capable of accommodating bus routes and bus stops. In general, layouts should make provision for existing bus stops and routes running close-by the site. Contact with local public transport operators is recommended.
- 2.2.11 *Local Rail Stations:* East Renfrewshire is fortunate in that it has a good number of local train stations providing links to Glasgow and the wider area. Many of the development sites fall within the wider catchment area of these stations. Layouts should provide for good connections by a variety of transport means to these stations, with preference to walking and cycling connections.
- 2.2.12 *Park Ride:* There are park and ride facilities located for both bus and train connections within East Renfrewshire and access to these services should be considered within the wider context of a development.



VEHICULAR – Movement Priority varies dependent upon the residential environment

2.2.13 *Achieving appropriate speeds:* Street design and layout must be used to limit vehicular speeds to 20 mph in residential areas. Use of deviation in alignment is the preferred method for traffic calming. Narrowing, building proximity, changes in priority, parking, edge markings, surface materials, street trees and landscaping should also be used to slow traffic. Speed humps, raised tables or other ‘vertical’ traffic calming methods should be avoided. Design must signal to drivers that care and lower speeds are required.



Examples of shared surface streets in Polnoon and Upton where there is no assumed vehicle priority.

2.2.14 *Visibility and Stopping Site Distance:* Visibility requirements such as forward visibility, junctions, street edges and stopping site distances are defined in Designing Streets. These are important for road safety and must be considered alongside design elements. An independent safety audit may be required to be provided by the developer.

Speed (miles per hour)	10	15	20	25	30
Stopping Site Difference (SSD) (metres)	9	15	22	31	40
SSD with bonnet length adjustment (metres)	11	17	25	33	43

(Site Stopping Distance Table (abridged) from Designing Streets 2010)



- 2.2.15 *Junctions:* In the design of all junctions the needs of pedestrians over vehicles and the impact on character and sense of place must be considered first. Standard junctions should not dictate the layout of homes. Small corner radii with quadrant kerbstones, staggered, Y and T junctions, squares or crescents should be used. Roundabouts are rarely appropriate for pedestrians and create a poor quality of pedestrian environment. Roundabouts must be avoided in all residential areas. Swept path analysis should be used by the developer to assess safety and turning manoeuvres.



The use of speed humps and in particular roundabouts can have a very detrimental effect on the sense of place in a residential environment. Roundabouts increase the perception of streets as an area for vehicles over people.

- 2.2.16 *Crossings:* A pedestrian first environment should minimise the need for formal pedestrian crossings in residential streets. Pedestrian desire lines must be judged and given preference with the shortest and most attractive routes created without deviation from the main path.
- 2.2.17 *Turnings and Overrun Areas:* Connected streets mean that the need for turning heads can be minimised. Turning heads should be created as spaces in their own right, adding to the quality of the environment and avoiding an over engineered appearance. Consideration should also be given to prevent parking in such areas. Overrun areas, where the road appears physically narrowed by materials but still allows large vehicles to manoeuvre should be minimised as these can put pedestrians at risk.
- 2.2.18 *Service, Emergency and Large Vehicles:* Fully connected streets mean that access for large vehicles such as emergency and cleansing vehicles is made easier. Occasionally, streets designed primarily to be used for pedestrians and domestic vehicles will require special provision for the emergency vehicles and collection of refuse. Plans should indicate how this may be achieved, through vehicle tracking, along with close liaison with the Council's cleansing team and the emergency services to enable the development of a satisfactory solution.
- 2.2.19 *Shared Space:* Shared space/shared surfaces should be created within appropriate residential areas as a means of reducing vehicle dominance and encouraging residents' use and ownership of the street. Areas appropriate to this type of treatment should have low vehicle movements, restrict vehicle speeds to under 20mph and, if formed in block paving, should not exceed 100m in length. This is to minimise difficulties for



wheelchair users and pushchairs. To demark such areas materials, building lines, planting and street furniture should be considered.



These main streets in Upton and Adler, show how a wide range of users can be accommodated whilst maintaining a people friendly scale.



This shared surface area in Polnoon has created an enclosed area which is well overlooked and safe enough for children to play in without the dominance of vehicles.

- 2.2.20 *Surface materials:* A palette of surface materials should be provided from the outset to ensure that these are suitable for adoption by the Council (where applicable), can be satisfactorily maintained as well as to relate to and enhance the character of the area. Materials should therefore respond and reinforce local character and vernacular. Street materials must be selected that are suitable for all users including those with a mobility or visual impairment, cyclists and prams. Permeable block paving is not considered appropriate as the primary drainage method however, this should not discourage its use.

Block pavements are supplemented by drainage in the landscaping to the edge.



- 2.2.21 *Private Accesses and Roads:* These can include footways, carriageways and shared surfaces and must be designed to the same standards as adoptable areas. Ownership and future maintenance should be made clear at the planning stage.
- 2.2.22 *Safety Audits and Swept Path Analysis:* These should be carried out at the responsibility of the developer and in the case of safety audits, be independent. The Council can and will require these to be provided at application and RCC stages.
- 2.2.23 *Traffic Assessments and Statements:* In the first instance, a Transport Assessment Form should be completed, this will dictate the need for a Traffic Statement or Traffic Assessment. Traffic Statements should be prepared at application stage. A Traffic Assessment will be required for larger developments for instance, over 100 dwellings. Travel plans may also be required for larger schemes.



2.3 PARKING REQUIREMENTS

- 2.3.1 *Parking Provision:* High levels of car ownership in East Renfrewshire mean that an appropriate level and mix of public and private parking must be achieved in all residential development. All residential developments must demonstrate how the Council's parking standards have been achieved on a layout plan.
- 2.3.2 Parking levels for all residential development in East Renfrewshire are set out by the Roads Service and they are currently revising overall parking standards for all developments and this will be available in due course.
- 2.3.3 Applicants can usefully refer to Car Parking: What Works Where: English Partnerships 2006.
- 2.3.4 *Parking Mix:* A mixture of parking arrangements must be provided to create a high quality environment which is not dominated by cars. Solutions may include on-street, on-plot, courts, mews, around squares and create a mixture of allocated and unallocated spaces.



Polnoon successfully demonstrates a range of parking solutions including marked bays, car ports, rear garages, driveways and parking courts as well as many places for informal parking.



- 2.3.5 *On-Street Parking:* On-street parking must be considered within any mix of parking. On-street parking must be carefully designed to avoid being overly dominant, avoid long runs of parked cars and ensure pedestrian and cycle safety is maintained. Demarked formal bays e.g. with painted white lines, are generally discouraged in favour of more flexible and informal arrangements, for example wider streets or parking around a central square. Parking on footways should also be discouraged and this can be achieved through making it clear where it is acceptable to park.



In Upton formal and informal on-street parking is used depending on the character of the street.

- 2.3.6 *Visitor Parking:* Visitor parking should be spaced appropriately and should be balanced and equally distributed throughout the development.
- 2.3.7 *Driveways:* For driveways to accommodate more than one car, parallel (side by side) layouts are the preferred method over tandem (one in behind the other) layouts. However, tandem driveways may be appropriate to ensure the provision of a front garden. Where tandem driveways are proposed these must be within a wider mix of different parking solutions and be closely associated with public on-street parking.
- 2.3.8 *Integral Garages:* Integral garages will not count as car parking spaces unless they meet a minimum size of 7 metres by 3 metres with clear access dimensions of 2.1 metres width and 1.98 metres height. If the overall parking proposed for a development relies on a high number of integral garages, developers will be required to provide a greater level of overall public parking. Early dialogue with the council is encouraged.
- 2.3.9 *Detached Garages:* Standalone or detached garages will count as parking spaces provided they meet a minimum size of 7 metres by 3 metres with clear access dimensions of 2.1 metres width and 1.98 metres height. Positioning of standalone garages within a residential layout must ensure they are not dominant and in most instances must be located to the rear of the main building line. High numbers of detached garages can lead to more urbanised environments and a denser appearance and this must be taken into consideration.



- 2.3.10 *Carports:* A carport will be counted as a parking space provided it is shown that suitable space to allow driver and passengers to exit is provided. Generally, these should meet the same dimensions as garages of 7 metres by 3 metres with clear access dimensions of 2.1 metres width and 1.98 metres height.



This detached garage set to the rear is not a dominant feature and allows for two side by side spaces to the front.



These parking courts provide one car space, allow for bin storage and create a semi-private space. The length of the space allows cars to be parked without blocking the principal entrance.

- 2.3.11 *Parking Courts:* Can be provided if it is ensured these are well overlooked by more than one dwelling, generally are for a maximum of 10 cars and have suitable long-term maintenance arrangements in place. The design of parking courts should ensure that they are created as positive places, with attractive walled boundary treatments and landscaping, rather than just car parks.



These parking courts contain only a small number of cars and use paving and trees to create a more pleasant environment. Brick walls instead of the fencing used would improve their quality further.



2.4 RESIDENTIAL DESIGN CONSIDERATIONS

- 2.4.1 *Housing mix:* All new development should introduce a mixture of house types, tenures and sizes. Housing mix in new developments should meet the requirements of Policy SG4 of the Local Development Plan: Housing Mix in New Developments. This mix is in addition to affordable housing requirements.
- 2.4.2 *Property mix:* The layout of different house types within a development and within individual streets need to strike a balance between uniformity and variety. Layouts with too many of the same house type and conversely layouts with completely mixed house types should be avoided. Streets may have a predominant house form but not necessarily house type, with variations added deliberately to add character, avoid monotony and aid legibility.



In Upton, these two streets demonstrate how rows of houses with similar proportions and appearance can be grouped together without creating an overly uniform street. A different building at the corner acts as a feature.

- 2.4.3 *Density:* The density of any development must relate to the character of the area, location of the site within a settlement and proximity of services. Denser development should be located closest to services and with lower densities in less well served areas. There should be a range of densities within larger developments to define character areas and accommodate housing mix. Areas with very high densities of housing will be required to demonstrate how they can satisfactorily accommodate pedestrian and vehicular movement, parking, utilities, privacy and open space.
- 2.4.4 *Orientation:* Streets should be set out to take advantage of sunlight and daylight, with gathering spaces, seating and other points located in places which will received the most direct light. Shelter from the prevailing wind should be provided through the placement of buildings. Fronts or backs of buildings should be orientated to receive direct sunlight on at least one side, where possible. Single aspect dwellings are discouraged.



- 2.4.5 *Plot separation:* In general, there should be a minimum of 2m from any house to the side boundary of the plot. An increased boundary of 3m from the house to side boundary of the plot may be required where properties are three storeys in height. This should not be seen as a constraint to imaginative design and place making.
- 2.4.6 *Garden size (houses):* Houses are required to have gardens which are proportionate to their size. Private gardens should be 1½ times the ground floor area of the house or 100m² for detached and semi-detached houses and 50m² in the case of terraces, whichever is greater. To maintain privacy and separation, rear gardens should generally be no less than 10m in depth. Provision is also set out in the Green Network SPG.
- 2.4.7 *Garden size (flats):* Provision should be made for amenity outdoor space in flatted developments of 30m² per dwelling and provide reasonable privacy from parking and public areas. Provision is also set out in the Green Network SPG.
- 2.4.8 Standard garden sizes should not be seen as a constraint to imaginative design and place making.
- 2.4.9 *Materials:* The materials used for buildings should be used, alongside other elements, to define character areas and streets. For example a common render colour may delineate a particular stretch of a street or be used to define street corners. Existing local characteristics should provide key pointers to what types of materials are used and where.



2.5 ENVIRONMENT

- 2.5.1 Flood Risk: Flood Risk Assessments are the responsibility of developers and should develop an integrated strategy which considers drainage requirements.
- 2.5.2 *Drainage Information:* A Drainage Impact Assessment (as required by Scottish Water) and a Drainage Strategy (required by the Council) should accompany a planning application. These may can, where applicable, be prepared as a single document. The Drainage Strategy is required to say how new drainage will be managed, what solutions are to be implemented and how these will be maintained. Consultation with SEPA, Scottish Water and the Council on the Drainage Strategy is encouraged at an early stage.
- 2.5.3 *Sustainable Urban Drainage Systems (SUDS):* In dealing with surface water, SUDS will be required in all new development and details of the design of solutions included at application stage. SUDS may include use of, and a combination of; permeable paving, swales, retention basins, filtration trenches, filter strips and drains, infiltration, bio-retention, ponds and wetlands. Solutions should respond to site context and take the opportunity to introduce natural features and green spaces into developments as well as make connections to the wider Green Network where possible. Future maintenance should be a key consideration in selection of methods and should be specified from the outset.



An example of a more formal swale in Upton and a swale allowed to self-plant in Dundee.

- 2.5.4 *Utilities:* Utilities should be laid out with consideration to future maintenance and ensure minimal disruption to streets and planting in the future. Service strips are to be 2m in width as standard and may be located in adoptable footway areas. If located elsewhere, these must not compromise the width of streets, quality of surface materials or planting. Utility strips under verges should be avoided where this would prejudice the introduction of trees and planting. Provision should be made in service strips for future installations such as fibre optic cables.



- 2.5.5 *Trees:* Where existing trees exist and are in good health, they should be designed around rather than removed. Retained trees can add character, sense of place, improve air quality and influence the micro-climate. New trees should also be introduced within the development for the same reasons. Trees within the streetscape are strongly encouraged to create specific character areas such as main avenues. Streets trees should have suitable areas for growth and given the chance to flourish. Use of 'root balls' or other forms of root control or direction should be used however, to ensure there is no damage to surfaces and buildings and enable trees to remain in place in the long term. Trees within private gardens are acceptable, but should not be the only solution.



Retention of existing trees can easily add to the quality and character of a place.



Planting of semi-mature trees can also be effective in creating a people friendly environment with careful selection and planting.

- 2.5.6 *New planting:* A range of planting types and styles should be incorporated relating to the type of street they are located in. This can include avenue planting, boundary planting, open space planting and small garden trees, but should, ultimately, be appropriate to the scale and character of the specific development site. Species should be selected which are appropriate to the area and climate. Long term issues, for example growth heights and potential obscuring of sight lines and species that can



survive climate change should also be given consideration. Applicants may usefully refer to a document called 'Trees in Hard Landscape: A Guide for Delivery' available on www.tdag.org.uk/trees-in-hard-landscapes.html



Carefully placed shrubs can create a sense of place, create a greener environment, define areas and protect privacy.

2.5.7 *Community Green Space:* Opportunities to create areas where communities can plant and grow vegetables will be welcomed. For example, the inclusion of allotments, community orchards or similar. These areas can add to a sense of place, provide meeting points and add to a sense of community.

2.5.8 *Street Lighting:* A careful balance must be struck between creating a safe well lit environment and one which respects the amenity of residents and character of the development. In the lighting of footways and carriageways, consideration should be given to reducing street clutter such as attaching street lights to buildings or using lighting columns in combination with signage. The lighting of parking courts and access lanes needs to ensure there is no overspill to dwellings. A combination of different lighting solutions may be appropriate within one development and can add to distinctiveness. The colour and quality of light is also an important consideration. Energy efficient and LED lights should ensure they can provide the required light levels and coverage. Plans should be provided which show how all areas are covered by the correct level of light.



Lighting in Polnoon has a mixture of standalone and attached street lighting which reduces visual clutter and adds to the character of individual streets.



- 2.5.9 *Street Clutter:* As with lighting, the ability to combine or integrate signage, road markings and minimise street furniture (such as bollards) should be an integral part of the design process and considered in the design of layout and detail of the place. Reduced signage and road markings can be used to encourage slower vehicle speeds. Subtler ways to read how streets should be used, such as changes in materials or widths, can be used in place. Placement of regulated/ mandatory traffic signs should be considered at an early stage so as not to detract from the environment.
- 2.5.10 *Bin storage:* Space for storage of general waste, recycling and composting should be shown on a plan. It should be demonstrated how storage of bins to the front of properties has been discouraged. The points for the collection of waste should also be indicated and to demonstrate that this will not impact on the quality of the street environment. Plans may include space for storage within the home, storage in private gardens and communal storage. Carry distances should also be specified. The Council's Cleansing Department will be consulted on such plans.
- 2.5.11 *Maintenance:* As maintenance is a key aspect in the long term functionality and appearance of streets and high quality places, information should be provided to demonstrate how this has been prepared for. In particular the maintenance of footpaths, surface materials, landscaping planting and trees, SUDS, and open space.



SECTION 3: PROPOSED PROCESS

3.1 PROPOSED PROCESS - NEW DEVELOPMENTS

3.1.1 Consents required:

- (a) Planning Permission in Principle, followed by Approval of Matters Specified in Conditions; or
- (B) Detailed planning permission;

And

- Roads Construction Consent (RCC)

And (possibly)

- Section 75 Agreement
- Other legal Agreements

3.1.2 A two stage RCC is advocated in both *Designing Streets* and in the SCOTS National Roads Development Guidance and this approach is considered to have potential within East Renfrewshire Council with care taken to ensure that it does not result in a high level of potentially abortive work for either party. The aim is to ensure the guidance in this SPG is considered at an early stage in all applications, including the implications for Roads Construction Consent. To assist in this aim, for proposed residential schemes there will be single points of contact established from the outset in both the Council's roads and planning services. The focus will be to deliver locally distinctive solutions in a time efficient and effective manner.

3.1.3 A key aim will be to front-load the process and undertake pre-application discussions that will deal with matters of principle and reach a form of agreement between all parties. When planning applications are submitted, they should then provide sufficient detail and require less change or delay. Similarly, early discussion will ensure provision of enough detail on the street layouts, alignments, junction spacing, proposed materials, traffic, drainage and flood risk assessments to address the requirements for the Roads Construction Consent whilst adhering to the principles agreed at pre-application stage, and post attainment of planning approval. **This should not result in abortive work for either party.**



3.1.4

Proposed Process: A Design Led Approach

Scottish Government: “Pre-application discussions and processing agreements should identify upfront the information to be required in support of an application and when it will be submitted and considered. Those involved should ensure any requirements for additional information are necessary, proportionate and are clearly scoped to avoid unnecessary costs to applicants and public bodies. Likewise, submissions should be focussed and fit for purpose”

This process will differ slightly with each application but the process is indicative of requirements at each stage. Early dialogue with Planning and Roads officials is advised.

Pre-application Preparation - Applicant Action

- Applicant to consider all relevant policy and guidance, including this SPG.
- Consider initial design solution/approach to development, bearing in mind national and local policy requirements. Ensure cognisance is taken of the user hierarchy and be able to explain how this will be addressed.
- Remember that residential design and layout is a significant material consideration in new development proposals. The council will pay close attention to design.
- Consider access to the site and the internal street design options.
- Consider potential surfacing materials – particularly if shared surfaces are proposed.
- Consider long term maintenance requirements.

Stage 1: Pre-application

This will require a joint understanding that this will be an *iterative* process. It will be important to avoid abortive work for all parties. This should be minimised if this guidance is followed, the aim being to resolve *as much as possible* **prior** to any application being submitted:

- Council approached by agent/developer and initial joint meeting set up with relevant parties (e.g. planning and roads) to ensure appropriate input. At least two weeks prior to the meeting, the Council should be provided with draft information and plans to ensure the meeting is productive. This advance information should be of sufficient standard to allow productive discussion and should be provided **in ample time** to allow consideration.
- A Processing Agreement will be offered by the council.
- Points of contact for Planning and Roads will be established.
- SEPA and Scottish Water initial input will be sought.
- Council and developer to highlight any issues with the principle of the proposal.
- Council and developer to identify issues of design to be jointly considered and solutions negotiated.
- Agree any further meeting dates, if required.



- All parties to reach an agreed development solution. This will also involve a collaborative approach between different council departments.
- For major applications, applicants should consider what demand for new sports facilities will be created by their proposals. Early engagement with sportscotland is recommended.

A Proposal of Application Notice will be required if development is a major development.

Stage 2: Commence Statutory Process

Route A –Planning Approval in Principle

- Based on pre-application discussions, the applicant submits an Application in Principle. Include all necessary technical information (see Table A)
- Roads and Planning officers are to agree the terms of any conditions that may be needed for consent.
- Roads department to consider the principles in the application and highlight issues of detail that must be addressed within the ‘*Stage 2*’ or detailed RCC application.
- All parties to ensure SEPA and Scottish Water are aware and in agreement with proposals in relation to their interests
- Planning and Roads to both confirm acceptability (or not) of proposals – any issues to be highlighted for resolution by developer.

Planning Approval in Principle is given (if appropriate). This will then be subject to Approval of Matters Specified in Conditions and will govern the acceptance of the *principles* of a RCC. Approval of Matters Specified in Conditions will ensure onward management of the process.

Route B – Detailed Planning Permission

- Detailed Planning application submitted
- Detailed plans submitted (see Table A)
- Design and Access Statement required
- Layout to be fixed and approved for subsequent ‘*Stage 2*’ detailed RCC application

Roads Construction Consent (RCC)

In practice the RCC involves a detailed design and specification. Against that background the normal situation has been that such detail will be worked up during the planning application process and to reduce the prospect of abortive work the RCC application is submitted late on in the planning process when the road alignment has been subject to detailed discussions. The RCC process, as currently applied, has therefore tended to emphasise compliance with standards, possibly to the detriment of innovation and good quality street design. The RCC should now be a key part of a creative process leading to the creation of a high quality environment.



In this new process, Stage 1 - the layout and geometry - is approved concurrently with securing planning permission, and Stage 2 - the technical construction and materials details is approved shortly after (similar to planning conditions). There is no reason why the Roads Construction Consent process cannot start during the time that a detailed planning application is being considered. Early dialogue, as required by this SPG, between engineers and designers is required so that layout, design and construction are more closely aligned as part of the planning process.

There should now be an overlap with the urban design of the street and its adjoining spaces. The issues of street furniture, materials, signage and markings should now be seen as an integral part of the overall "design package".

Trust and communication, with a very clear vision, are fundamental to the success of this approach. More detail is set out in the tables on the following pages.



STAGE 1: PRE-APPLICATION - EARLY ENGAGEMENT ESSENTIAL

If it is a ‘major’ development, a Proposal of Application Notice and formal public consultation is required (www.eastrenfrewshire.gov.uk/preapplication-consultation). Also if it is a ‘major’ development, the developer is encouraged to enter a processing agreement with the Council (www.eastrenfrewshire.gov.uk/planning-permission). In all cases, as much as possible should be agreed at this early stage.

Route A: Planning approval in Principle Key requirements	Route B: Detailed Planning Permission Route Key requirements	Roads - Early Engagement
<p>Applicant to</p> <ul style="list-style-type: none"> ❖ Submit location plan with site boundary to the Council ❖ Give a description of the development including housing numbers and preferably an indicative layout ❖ Submit for an EIA Screening Opinion, and seek agreement on scoping, where required ❖ Establish what reports, surveys and information will be required at planning application stage e.g. transport assessment, protected species, ecology, trees, archaeology, air, Landscape and Visual Impact Assessment (link to Supporting Information Requirements on website). Also seek agreement with the Council on the scope of any necessary reports. ❖ Send relevant documents to the statutory consultees ❖ Take into account the views expressed by the Council and consultees <p>Council to:</p> <ul style="list-style-type: none"> ❖ Host a meeting with the applicant and provide comments on the submitted plans ❖ Advise on the range and scope of any necessary supporting documents ❖ Consult with internal services and external consultees where appropriate 	<p>Applicant to:</p> <ul style="list-style-type: none"> ❖ Submit location plan with site boundary to the Council ❖ Submit draft layout plans, initial elevations, sections, street scenes, and building types ❖ Submit a draft Design and Access Statement* which included information on how the development complies with this SPG ❖ Indicative Landscape Strategy ❖ Submit for an EIA Screening Opinion, and seek agreement on scoping, where required ❖ Establish what reports, surveys and information will be required at planning application stage e.g. transport assessment, protected species, ecology, trees, archaeology, air, Landscape and Visual Impact Assessment and seek agreement with the Council on the scope of any necessary reports. ❖ Send relevant documents to the statutory consultees ❖ Take into account the views expressed by the Council and consultees <p>Council to:</p> <ul style="list-style-type: none"> ❖ Host a meeting with the applicant and provide comments on the submitted plans ❖ Advise on the range and scope of any necessary supporting documents ❖ Consult with internal services and external consultees where appropriate 	<p><i>It is accepted that by front loading the RCC process, time and costs for applicants and the council may be incurred at an earlier stage. The first pre-application meeting will focus on determining the appropriate level of information required, but may require:</i></p> <p>Applicant to submit:</p> <ul style="list-style-type: none"> ❖ Access points for agreement ❖ Travel Plan ❖ Outline standards for Roads construction. ❖ Transport Assessment Form-outline ❖ Draft Transport Statement – scoping to follow ❖ Parking provision and methodology ❖ Draft combined Drainage Strategy and Flood risk assessment. ❖ Accident data/crash reports <p>Council to:</p> <ul style="list-style-type: none"> ❖ Respond to the principles submitted ❖ Identify any issues with respect to transport and traffic matters that require resolution ❖ Outline any requirement to survey traffic/speed



STAGE 2 : COMMENCE STATUTORY PROCESS		
Timings and content of application to be as set out in any signed Processing Agreement		
Planning approval in Principle Route Key requirements	Detailed Planning Permission Route Key requirements	Roads Construction Consent
<p>Applicant to:</p> <ul style="list-style-type: none"> ❖ Submit location plan and site boundary, preferably with indicative site layout ❖ Submit Pre-application Consultation Report if a major development ❖ Submit other supporting reports, surveys and statements as agreed in advance <p>Council to:</p> <ul style="list-style-type: none"> ❖ Undertake formal consultation process with the public and consultees ❖ Consider Heads of Terms for any required Legal Agreement ❖ Assess the application and make its delegated decision or report to committee (by agreed date if there has been a processing agreement) ❖ Issue decision (once legal agreement is signed if appropriate) <p>Planning Approval in Principle, if approved, will always be granted subject to Approval of Matters Specified in Conditions (AMSICs), and possibly a legal agreement</p> <p>GREEN LIGHT for the <i>principle</i> of development AMSICs still to be approved – see below</p>	<p>Applicant to:</p> <ul style="list-style-type: none"> ❖ Submit location plan, layout plans, elevations, sections, street scenes, building types, levels and details as appropriate ❖ Submit detailed internal road layouts (as agreed at an earlier stage) ❖ Detailed layout to meet the standards as set out in Council policy and guidance and as advised by the Council and consultees in advance ❖ Submit Design and Access Statement* which included information on how the development complies with this SPG ❖ Submit Pre-application Consultation Report if a major development ❖ Submit other supporting reports, surveys and statements as agreed in advance <p>Council to:</p> <ul style="list-style-type: none"> ❖ Undertake formal consultation process with the public and consultees ❖ Consider Heads of Terms for any required Legal Agreement ❖ Assess the application and make its delegated decision or report to committee (by agreed date if there has been a processing agreement) ❖ Issue decision (once legal agreement is signed if appropriate) <p>Detailed consent, if approved, is likely to be subject to conditions, and possibly a legal agreement.</p> <p>GREEN LIGHT for development Conditions likely still to be signed off – see below</p>	<p>Applicant to submit:</p> <ul style="list-style-type: none"> ❖ Completed RCC form ❖ Detail of proposed access points ❖ Transport Assessment / Transport Statement ❖ Parking provision and methodology ❖ Safety audit ❖ Swept path analysis ❖ Drainage Impact Assessment, Drainage Strategy and Flood Risk Assessment ❖ Off site enhancements identified if required ❖ Details of materials and surfacing ❖ Draft lighting strategy <p>Roads response built into Planning report. Layout and geometry prime considerations</p> <p>Planning conditions will include matters of detail in respect of road issues. Agreement of conditions will be subject both the planning and roads services.</p> <p>Drainage Impact Assessment and Flood Risk Assessment must be signed off in advance.</p> <p>GREEN LIGHT for <i>principle</i> of roads design.</p>



STAGE 3 : POST PLANNING APPROVAL REQUIREMENTS		
Approval of Matters Specified in Conditions Key requirements	Conditions Key requirements	RCC detail
<p>Applicant to submit for approval the items specified in the planning approval in principle, likely to include:</p> <ul style="list-style-type: none"> ❖ Detailed plans, elevations, sections, street scenes, building types, levels and other details as appropriate ❖ Detailed internal road layouts ❖ Detailed layout to meet the standards as set out in Council policy and guidance and as advised by the Council and consultees in advance ❖ Design and Access Statement* which included information on how the development complies with this SPG ❖ Submit other supporting reports, surveys and statements as agreed in advance <p>Council to:</p> <ul style="list-style-type: none"> ❖ Undertake formal consultation with consultees and Neighbour Notification ❖ Assess the application(s) and make a delegated decision or report to committee (by agreed date if there has been a processing agreement) ❖ Issue decision (once legal agreement is signed, if appropriate) 	<p>Applicant to submit for approval the items specified in the conditions attached to the grant of Planning Permission, likely to include:</p> <ul style="list-style-type: none"> ❖ Detail of external materials to be used ❖ Conditions relating to technical roads issues (see next column) <p>Council to:</p> <ul style="list-style-type: none"> ❖ Sign off and agree all matters specified in the conditions 	<p>Applicant to submit for approval:</p> <ul style="list-style-type: none"> ❖ Construction details ❖ Internal Layout ❖ Detail of materials ❖ Finalised lighting strategy ❖ Street furniture detail ❖ Geometry and levels ❖ Signs and lining ❖ Drainage agreed ❖ Utilities agreed <p>Cleansing requirements to be approved</p> <p>Environmental Health requirements to be approved.</p> <p>Any Legal Agreements to be concluded</p>
<p>Process concluded, signalled by:</p> <ul style="list-style-type: none"> ❖ Planning approvals issued, AMSICs approved or conditions accepted ❖ Section 75 Agreement, where relevant, agreed and signed ❖ RCC issued, Roads Agreements such as S.48, S.56, and S96 Agreements concluded. ❖ Applicant to submit <i>Notice of Initiation of Development</i> to the Council and development commences on site 		

* A Design and Access Statement as defined under The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008 as: “ a document containing both a design statement and written statement about how issues relating to access to the development for disabled people have been dealt with”



Links to National and Local Policy, Resources and Guidance

Scottish Planning Policy

The planning policy statement of the Scottish Government. Updated in 2014:
www.scotland.gov.uk/Publications/2014/06/5823/downloads

Designing Streets

This national policy statement forms the basis for this Supplementary Planning Guidance and provides the broader policy on designing streets with an emphasis on a place-making.
www.scotland.gov.uk/Publications/2010/03/22120652/0

Creating Places

This policy statement on architecture and design was published by the Scottish Government in 2011. The statement is backed up by a website resource featuring links to related policies, news and case studies. The website resource can be accessed here: www.creatingplacesscotland.org and policy statement here: www.scotland.gov.uk/Publications/2013/06/9811

Designing Streets Toolbox

Within the Creating Places web resource a Designing Streets Toolbox is available giving a range of information which can be used alongside the Designing Streets policy and local guidance including information on a parallel planning application and roads construction consent, methods for assessing the quality of layouts and design techniques: www.creatingplacesscotland.org/designing-streets

SCOTS National Roads Development Guide

The document produced in May 2015 by the Society of Chief Officers for Transportation in Scotland, known as SCOTS, aims to provide technical information and guidance on obtaining Roads Construction Consent. This has not been formally adopted by the Council and should be used for guidance only. The document is available on the following page:
[National Roads Development Guide in Scotland - Institution of Civil Engineers](http://NationalRoadsDevelopmentGuideinScotland-InstitutionofCivilEngineers)

Local Development Plan

East Renfrewshire Council's Local Development Plan sets out policies for development and use of land: www.eastrenfrewshire.gov.uk/local-development-plan

Master Plans and Supplementary Planning Guidance has been prepared for major land release sites; these include Barrhead South, Barrhead North and Maidenhill, Newton Mearns. These give site specific guidance on development in line with this document on Residential Street Design. They can be viewed on www.eastrenfrewshire.gov.uk/spg.

Supplementary Planning Guidance has also been prepared on a range of subjects including Green Network and Environmental Management. These can be viewed here:
www.eastrenfrewshire.gov.uk/spg

Trees

Trees in hard landscape: A guide for Delivery
www.tdag.org.uk/trees-in-hard-landscapes.html

CarParking

Car Parking: What Works and Where, English partnerships 2006



Examples Used

Polnoon Development Eaglesham, East Renfrewshire Council

Adler Estate, Dundee City Council

Upton Urban Extension, Northampton Borough Council

Newhall Development, Harlow Council

Photographs

Unless stated all photographs have been taken by East Renfrewshire Council.



APPENDIX 1

Local Development Plan, Policy D1: Detailed Guidance for all Development

Proposals for development should be well designed, sympathetic to the local area and demonstrate that the following criteria have been considered, and, where appropriate, met. In some cases, where the criteria have not been met, a written justification will be required to assist with assessment.

1. The development should not result in a significant loss of character or amenity to the surrounding area;
2. The proposal should be of a size, scale, massing and density that is in keeping with the buildings in the locality and should respect local architecture, building form, design, and materials;
3. The amenity of neighbouring properties should not be adversely affected by unreasonably restricting their sunlight or privacy. Additional guidance on this issue is available in the Daylight and Sunlight Design Guide Supplementary Planning Guidance;
4. The development should not impact adversely on landscape character or the green network, involve a significant loss of trees or other important landscape, greenspace or biodiversity features;
5. Developments should incorporate green infrastructure including access, landscaping, greenspace, water management and Sustainable Urban Drainage Systems at the outset of the design process. Where appropriate, new tree or shrub planting should be incorporated using native species. The physical area of any development covered by impermeable surfaces should be kept to a minimum to assist with flood risk management. Further guidance is contained within the Green Network and Environmental Management Supplementary Planning Guidance;
6. Development should create safe and secure environments that reduce the scope for anti-social behaviour and fear of crime;
7. Developments must be designed to meet disability needs and include provision for disabled access within public areas;
8. The Council will not accept 'backland' development, that is, development without a road frontage;
9. Parking and access requirements of the Council should be met in all development and appropriate mitigation measures should be introduced to minimise the impact of new development. Development should take account of the principles set out in 'Designing Streets';
10. Development should minimise the extent of light pollution caused by street and communal lighting and any floodlighting associated with the development;
11. Developments should include provision for the recycling, storage, collection and composting of waste materials;



12. Where possible, all waste material arising from construction of the development should be retained on-site for use as part of the new development;
13. Where applicable, new development should take into account the legacy of former mining activity;
-
14. Development should enhance the opportunity for and access to sustainable transportation, including provision for bus infrastructure, and particularly walking and cycle opportunities including cycle parking and provision of facilities such as showers/lockers, all where appropriate. The Council will not support development on railways solums or other development that would remove opportunities to enhance pedestrian and cycle access unless mitigation measures have been demonstrated;
15. The Council requires the submission of a design statement for national and major developments. Design statements must also be submitted in cases where a local development relates to a site within a conservation area or Category A listed building in line with Planning Advice Note 68: Design Statements.
16. Where applicable, developers should explore opportunities for the provision of digital infrastructure to new homes and business premises as an integral part of development.



If you require this information in large print, Braille or translated, please telephone our Customer Service Officer on 0141 577 3001.

इस सूचना-पत्र मे उल्लेखित सूचना यदि आप हिन्दी अनुवाद मे चाहे तो कृपया सम्पर्क करे ।

ਜੇ ਤੁਸੀਂ ਇਸ ਲੀਫਲੈਟ ਵਿਚ ਦਿਤੀ ਜਾਣਕਾਰੀ ਦਾ ਅਨੁਵਾਦ ਚਾਹੁੰਦੇ ਹੋ ਇਥੇ ਸੰਪਰਕ ਕਰੋ।

اگر آپ اس لیفٹ میں درج معلومات کا ترجمہ اپنی زبان میں چاہتے ہیں تو ہم سے رابطہ کریں

如果您想得到该资料所含信息的译文，请联系：