

Appendix 2

Local Development Plan 2

Draft Creating Places

Supplementary Guidance

Planning Committee

16 February 2022



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Introduction

“Creating places is about giving our communities an identity and making West Dunbartonshire a place where people want to visit and live. It is about integrating and thinking about how houses, communities, open spaces, schools, other community facilities, town centres, industrial areas and the countryside come together to create places that people are proud to call their home.”

*West Dunbartonshire
Local Development Plan 2*

Vision

A Proud Past

The Clyde and the Leven have shaped the landscape of West Dunbartonshire and have been the setting for the area’s earliest settlement and industrial growth. West Dunbartonshire is characterised by towns and villages nestled between these rivers and the Kilpatrick Hills, or the Muirs, to the west of the Leven Valley. While each of the area’s towns and villages has its own unique character and history, this shared geography and landscape ties them together. The waterfront outlook; great access to recreation in the rugged moorland Kilpatrick Hills; and location, between Glasgow and the Loch Lomond and Trossachs National Park provide unique assets to be enjoyed by residents of West Dunbartonshire.

This riverside setting has contributed to some of the key historical developments in West Dunbartonshire, of which evidence can still be seen in the landscape. Old Kilpatrick, was once a staging point on the Antonine Wall, a Frontier of the Roman Empire.

Part of the wall can still be seen at Goldenhill Park, Clydebank where the outline of a Roman Fort is visible. The strategic location of Dumbarton Castle, allowed it to be the seat of the Kingdom of Strathclyde, as part of 1500 years of history of fortification at Dumbarton Rock. While the Castle continues to be a heritage asset and visitor attraction, the Rock itself continues to attract each generation’s best rock climbers to its challenging walls. The Forth and Clyde Canal, which starts at Bowling Basin, tracked a parallel course to the Antonine Wall, linking the River Clyde inland to Clydebank, Glasgow, Edinburgh and the Forth. This former working waterway has taken on a new lease of life since it was revived as a millennium project, and now serves as a leisure boating resource, alongside a key active travel route and part of the National Cycle Network. These monuments and archaeological legacies are part of the rich tapestry of development in West Dunbartonshire which is of national and even international interest and marked it as a place of significance, even before the

manufacture of prestige liners and battleships put Clydebank's shipbuilding on the global stage.

Singer Sewing Machines, John Brown's, Denny and Turkey Red Dye are a few of the industries which helped to drive the growth of Dumbarton, Clydebank and the towns in the Vale of Leven. These towns all now benefit from a mixture of housing, from historical conservation areas to contemporary developments coming together in strong communities. The lasting legacy of this industry can also be seen in the range of opportunities which exist for new industrial, business and housing development. These opportunities include key waterfront sites: Queens Quay, Clydebank; the former Oil Refinery at Carless, Old Kilpatrick; and Esso, Bowling. Although the area has experienced changing fortunes since the economy has shifted its focus away from the heavy industries which grew up along the Clyde, the North Clyde Riverside is still a key investment location for international businesses such as

Chivas and Agrekko, as well as, a wealth of enterprises of all scales.

A Promising Future

This guide seeks to ensure that new development recognises and responds to West Dunbartonshire's unique location, making the most of the waterfront and connecting into the outstanding green network opportunities provided by its setting.

Our ambition is to build on West Dunbartonshire's unique history and heritage, providing high quality development and thriving places for the people of West Dunbartonshire. Development of Dumbarton Harbour, Exxon and Carless sites and the Queens Quay site in Clydebank, are critical for bringing formerly vacant sites back into use. These and other sites provide opportunities to bring the rivers back into the hearts of the communities, through high quality development which provides health, wellbeing and environmental benefits which stretch beyond the site boundary into the wider community.

Status of this guidance

The Council recognises that the creation of high quality places is strategically important to bring people into the area and make it an attractive place to live, invest and visit. This is a key ambition of the West Dunbartonshire Local Development Plan (LDP2) and supports the delivery of the Council's Local Outcome Improvement Plan; the Plan for Place 2017-2027, and the priorities set out in the Council's Strategic Plan 2017-2022.

It is intended that this guidance will be adopted as statutory supplementary guidance, forming part of Local Development Plan 2. It provides further detail about how to meet the requirements of the Creating Places policies of Local Development Plan 2.

Using this Guidance

This guidance does not set out prescriptive standards for design but uses examples to highlight how a well-considered design led approach can contribute to successful and sustainable places.

The guidance supports innovative and creative design, by not being prescriptive about architectural styles and details. However a design led approach based on a thorough appraisal of the site and an analysis of its context is a prerequisite for a high quality development and is expected for all development proposals.

The examples, many of which are from developments in West Dunbartonshire, show where a design approach has worked well for a particular site, rather than illustrating a feature which should be repeated.

Following this introductory section, the document is split into the following sections:

Successful Placemaking Process

This section details the process for successful placemaking including the support that the Council will provide through its pre-application service as well as providing guidance on Local Development Plan 2 Policy CP3: Masterplanning and Development Briefs and Policy CP4: Place & Design Panel

Design Considerations

This sets out and illustrates successful approaches to key considerations for each heading of the Local Development Plan 2 Policy CP1: Creating Place and Policy CP2: Green Infrastructure.

This section also provides design guidance in relation to other policies and sections of LDP2 showing how the criteria under Policies CP1 and CP2 relate specific types of development, such as waterfront or town centre development.

Policy Context

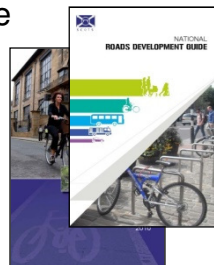
National Policy

The Scottish Government places a strong emphasis on placemaking and a design-led approach within the planning system. This approach is set out within the Place Principle¹ and embedded within Scottish Planning Policy and the emerging National Planning Framework 4 as well as other key Scottish Government policy documents Designing Streets and Creating Places. This guidance sets out how development in West Dunbartonshire can meet the requirements of Scottish Planning Policy and the emerging National Planning Framework 4 in order to create successful and sustainable places.



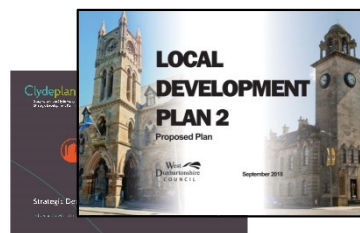
National Guidance

This document provides local guidance in relation to the National Roads Development Guide and Cycling by Design. A well designed movement network which puts the needs of pedestrians at the top of the street design hierarchy is a key aspect of Designing Streets supported by these documents and this guidance.



Development Plan

West Dunbartonshire's development plan consists of the Clydeplan Strategic Development Plan and the Local Development Plan 2 (LDP2) in addition to supplementary guidance, although this will change with the implementation of the provisions of the Planning (Scotland) Act 2019.



This guidance supports the Creating Places policies of LDP2:

- Policy CP1: Creating Places
- Policy CP2: Green Infrastructure
- Policy CP3: Masterplanning and Development Briefs
- Policy CP4: Place and Design Panel

Policy CP2: Green Infrastructure is also supported by the Green Network and Green Infrastructure Supplementary Guidance, which is closely linked to this document. These two guides should be read in conjunction with each other for all development.

¹ <https://www.gov.scot/publications/place-principle-introduction/>

Successful Placemaking Process

Placemaking is a creative, and iterative process which uses a design led approach and collaborative refinement of proposals to create successful and sustainable places.

“Research shows that the way places function, look and feel can influence our health and wellbeing.....Improving the quality of places and the opportunities we have access to can help to tackle inequalities.”²

In West Dunbartonshire we encourage a design led and green infrastructure first approach to placemaking which builds on our existing assets to achieve outstanding development which can be enjoyed by our communities.

Design Team

In order to achieve high quality design outcome, we encourage the use of an architect and landscape architect on all but the smallest applications. Smaller scale developments should have an architect as a minimum, while larger proposals may involve a range of different specialisms to bring expertise in landscape, urban and/or street design. Specific site constraints may require specialists such as ecologists to be involved. Proposals for listed buildings and conservation areas should be brought forward with the help of suitably qualified professionals with an expertise in the Historic Environment.

The Council cannot recommend particular practices or companies, but in order to assist you in identifying suitably qualified professionals links are provided at the rear of this document to relevant chartered institutes, which have registers of those which meet their standard of qualification.

Collaboration

Meaningful engagement is essential for ensuring that a proposal contributes to the creation of successful and sustainable places. This includes early engagement with the Council, who will provide advice and guidance to inform the design development, including through the Place and Design Panel if appropriate. Through its pre-application advice service the Council can provide guidance on known site opportunities and constraints, as well as advice on who the key stakeholders will be for the proposal and how to approach engagement.

Meaningful engagement with the community, including children and young people, is also a key part of getting the best possible outcome. The community will have local knowledge which goes beyond what can be seen on site. A Local Place Plan or other spatial guidance may capture some of this; if local spatial guidance is not available, community views should be sought as part of the appraisal

² <https://placestandard.scot/place-standard.pdf>

process. The Place Standard is a useful tool for capturing community's views of their place and aspirations for its future.

Consultation should also be used to test options for a development proposal with the community. This should include widespread public and stakeholder engagement, as appropriate and advised through the Pre-Application process.

For medium and larger scale developments there will be an expectation that 3D visuals will be produced. It would be beneficial for them to be produced at an early stage to support engagement activity. Images showing the topography and adjacent buildings or the surrounding context may be required for some developments. This will enable a better understanding of how the proposals might look in real life.



The Council produced a 3D Flythrough of the development proposals for the housing site at Aitkenbar, this helped officers and the public to visualise the design of the proposals.

Planning Applications

Early engagement with the Council's Pre-Application Service is strongly encouraged. For Major Applications it is expected that this will be before the submission of a Proposal of Application Notice. For all developments it is advised to engage with the Pre-Application Service to discuss early concepts for the site including potentially a range of different options, before key design decisions are taken.

The Pre-Application Service will set out the level of information that is likely to be required in order to support the planning application. This could include specific studies or consultation requirements which it will be beneficial to be aware of in terms of project planning. This will be in proportion to the scale of the development and type of application. Failure to undertake necessary studies at an early stage can result in costly redesigns later.

The use of processing agreements is encouraged for major or complex local applications. The requirement for this as well as timing of attendance at the

Place and Design Panel will be clarified as part of the Pre-Application Service.

Development Management has a pre-application form which applicants are asked to complete so as to ensure that officers are provided sufficient information to determine the level of pre-application service which will be required for the development. An initial site appraisal should also be provided to aid in identifying the requirements.

All enquiries relating to new development proposals should be directed to Development Management in the first instance. Where required, the case officer will consult other Council services, such as Roads or Environmental Health.

Where a proposal is likely to require Roads Construction Consent, the Pre-Application Service will include facilitating the early involvement of the Roads Service so that the teams can work closely together to ensure that that proposals meet the requirements of both services.

The Pre-Application Service will advise of requirements for Listed Building Consent or Conservation Area Consent and where appropriate will seek input from Historic Environment Scotland.



At the former Council Offices at Garshake Road, Dumbarton a design brief highlighted the local significance of the mature trees on site, the developer therefore was required to undertake a tree survey so that a solution could be prepared which made the best use of these existing assets. This resulted in a proposal which protects the local character.

Policy CP3 Masterplanning and Development Briefs

This policy sets out the requirement for the preparation of masterplans or development briefs for the sites within the Delivering Our Places section of the Local Development Plan 2 as well as other major or complex applications such as those within sensitive locations or which are likely to have significant environmental impact.

The sites identified within Schedule 1 of Local Development Plan 2, for which there are existing or proposed masterplans or development frameworks, are supported by this policy. Where appropriate, this spatial guidance, or any subsequent revisions which emerge in the lifetime of the plan, will be taken forward as Supplementary Guidance. All other spatial guidance will be taken forward as non-statutory planning guidance.

Development proposals within conservation areas should make reference to the relevant Conservation Area Appraisal and Management Plan where one is available. This will help gain an understanding of the special

character of the place which proposals should respond to.

Site specific guidance for sites within the Delivering Our Places section of the Local Development Plan 2 should accord with the associated development strategy; they will however be more detailed, visual and form based than the Development Strategy. Development proposals should accord with the principles set out in the approved site specific guidance.

Proposals which are brought forward prior to the adoption of the required site specific guidance will only be supported where the required guidance is prepared as part of the planning application and accords with the principles set out in Local Development Plan 2.

Any such guidance should be for the entire Delivering Our Place site as identified within the Local Development Plan 2 so as to avoid piecemeal development of these key regeneration sites.

Applicants will be directed to the most up to date spatial guidance through the Pre-Application Advice Service.

Policy CP4 Place and Design Panel

The Place and Design Panel³ is a valuable resource available to applicants for major and locally significant developments. Through the Place and Design Panel, the Council will seek the expertise of relevant professionals to assist with reviewing proposals. This is intended to support applicants' design team and should not be seen as a substitute for appointing suitably qualified professionals.

Policy CP4 embeds the work of the panel within the statutory planning process so as to ensure that new development contributes to outstanding places and design in West Dunbartonshire.

Proposals which have been to the panel should show how recommendations of the design panel have been considered within Design Statements. This should include providing justification for recommendations within the panel

report which have not been taken forward.

The advice provided by panellists may not always reflect Local Development Plan 2 policies or other Council guidance and strategies. The Development Management Team will endeavour to clarify this context prior to panel sessions; and panel reports will note where panel recommendations do not fit with other policies.

³ [Place and Design Panel Terms of Reference can be found here](#)

Design Considerations

Character and Identity

West Dunbartonshire, its towns and villages have distinctive identities, which new development should contribute positively towards. In order to do so, design proposals must be based on an understanding of the physical and environmental characteristics of the site, as well as, its surrounding area.

A thorough appraisal of the site and its surroundings must be undertaken in order to build up this understanding. The appraisal should consider the established patterns of development, natural features, physical constraints and the historic environment. Evidence of the appraisal should be provided within Design and Access Statements.

Consideration should be given to the setting of the site, its character and the connections that can be made to it and through it which link it to its surrounding area.

Setting

Existing landforms and natural features should be retained where they enhance the existing character and appearance of the area.

Established patterns of development should be respected. This will provide continuity and diversity within the urban structure, allowing the development to fit in while having its own identity as a place.

The size, scale, form and siting of buildings should respond appropriately to the topography of the site and area, as well as, the form of buildings which are nearby. Building lines, set-backs and boundary treatments all contribute to an area's character; where there is a strong established development form proposals should respond to this appropriately.

The Clyde, Leven and Forth and Clyde Canal have a special place in the history and culture of West Dunbartonshire. Development near to and adjacent to these assets should acknowledge this and address the water. This means retaining,

connecting to, or constructing, paths along the waterfront as well as orientating buildings so that they overlook and present active frontages to the waterfront and its adjoining paths. The view of the development from the water, and any waterfront pathways should also be carefully considered. Gable arrangements and frontages will provide variety and visual interest.

Sites at the edge of the urban area can have challenges of topography or drainage. A landscape led, green infrastructure first, approach to these challenges can make the most of existing environmental assets. Sites which were formerly in the greenbelt will be expected to create a strong and reinforced greenbelt edge as part of the landscape scheme. The key challenge for these sites is giving the development a unique character which fits within the surrounding context. Production of a landscape strategy at an early stage of the design development will be valuable where the site was previously undeveloped or had naturalised.

Development of gap sites or redevelopment of buildings, especially need to respond sensitively to their surroundings while ensuring amenity for residents. Where there is strong continuity of character this will include respecting building lines; plot shapes and sizes; building and ridge heights; and providing continuity in boundary treatments.

An increase in height, or coming forward of an established building line is only likely to be appropriate when the intention is to create a landmark feature, for example at a corner site. More variation may be appropriate if the area already has variation in the development pattern. The use of similar materials can help an infill development fit into its setting, as can responding to architectural features such as horizontal emphasis in window openings.

The specific needs of industrial development uses will be a key driver for the design of proposals, consideration of the wider impacts of the proposal can lead to higher quality design.



The Malin Group is in the process of developing a large fabrication workshop at Carless, Old Kilpatrick. The nature of the processes to take place mean that the unit is very large in scale and highly visible from surrounding area. For this reason an iconic design approach was taken to give the building a landmark quality when viewed from afar.

Character

Landmark buildings and structures, vistas and gateways, help to define areas which are distinctive. Creating, protecting, and enhancing these features will add to the character of the area.

The colour, texture, pattern and appearance of materials, as well as, architectural styles and details can enhance the character and amenity of the area. Where appropriate materials and architectural styles should reflect the historic character of the site or create a distinctive sense of place.

Historic buildings, structures and routes which positively contribute to the local identity should be integrated into development proposals or restored where feasible. Development of historic buildings or areas with a strong historic character must be approached with sensitivity. Historic elements, such as railings and walls as well as trees and hedges must be preserved where these contribute positively to the character of the area. This approach is also supported in historic areas which are not designated conservation areas.



The Creveul Court social housing in Alexandria town centre, responds to this setting by recreating the original street pattern and reflecting the scale of surrounding buildings. This creates a continuity in the urban form which helps the new development to fit into its surroundings.

Connections

Where there are established streets, paths and desire lines; or connections between green spaces through the site development proposals should retain, connect to and reflect the character of these adjoining connections.

Views into, out of, and across a site can help to visually connect the development into its surroundings. Consideration should be given to how views can be protected, enhanced or created.

Lighting schemes, signage and public art can aid orientation, as well as, contributing to a place's distinctive identity.

The visual connection through the site, for example towards a waterfront, can be just as important as the physical connections through the development. Particularly at waterfront sites, some sightlines of the water should be preserved.



The Council offices at 16 Church Street, Dumbarton restored and retained the historic college building's facade, preserving an important landmark for the town. The use of sensitive materials such as rustic blonde, multi brick and hosepipe pointed mortar complement the Kenmure sandstone and lime mortar of the retained facade enabling the modern energy efficient extension to enhance the historic character of the town centre.

Maintaining this landmark building which is highly visible around the town helps to ensure that visual connections to the wider area are preserved.

Street Design

Successful places have streets which are designed to meet the needs of all users and consider their function as part of the public realm; rather than having roads which are only designed for the efficient and safe movement of vehicular traffic.

This is a key requirement of Designing Streets which places the needs of pedestrians and cyclists at the top of the street design hierarchy to encourage these more sustainable modes of travel.

Consideration of the role of streets as places for people will help to ensure that new streets in West Dunbartonshire are safe, comfortable and attractive for all users, as well as, creating an accessible, inclusive and walkable network of streets and paths in line with the requirements of Designing Streets.

Pedestrians

The structure of streets should enable safe, direct, inclusive and attractive pedestrian access to existing routes, places of work, amenities and public transport connections. A permeable network of streets and paths are preferred to cul-de-sac arrangements because they are more walkable.

Footways should be wide enough to accommodate pedestrians of all abilities and street furniture, as well as, outdoor activity associated with adjacent uses such as outdoor displays or seating areas. Where street furniture is proposed, accessibility for people with wheelchairs or strollers should be considered and unnecessary clutter avoided.

All pedestrian routes should be overlooked to increase passive surveillance. Accommodating pedestrians within the street instead of segregated routes further adds to the eyes on the street which provide a safety benefit for all users.

Connections to public transport must be considered from the outset and

walking and wheeling routes to public transport links should be direct, safe and attractive.



By creating a pedestrian priority area which is overlooked by windows and entrances this development in Eaglesham, East Renfrewshire has created a space which is safe for play rather than being car dominated. The inclusion of porous paving and street trees highlights that this area is not just for cars.

Cyclists

Development should support the provision of cycling infrastructure for all levels of cycling ability, including both leisure and functional trips. Cycling routes should be safe, direct, continuous, comfortable and attractive. Developers are required to follow the guidance set out in Cycling by Design⁴.

Connections into, and creation of, a cycling network should be considered for all sites; with those sites adjacent to existing cycle paths being required to provide direct connections to them.

Where a street requires to be designed to have greater carriageway width for public transport; a higher design speed; or for heavy goods vehicles in industrial and business locations, then measures such as segregated footways and cycleways will be required.

Secure cycle storage must be provided for all development. For flatted development, this should be on the

ground floor, sheltered and providing space for at least one bicycle per flat.



This new cycle link at Centre 81, Clydebank improves access to the National Cycle Network along the Canal towpath. Improving connections to this key asset should be considered for all development proposals which are near to it. This new connection uses high quality materials and public art highlight the status of this key route.

Vehicles

Access for service vehicles should be considered early in the design process so that these needs can be accommodated without undermining the quality of the place.

The character of a streets should reflect their importance and intended use; forming a hierarchy of streets. The design speed of new residential streets should not be more than 20mph.

Streets should be designed to naturally limit speed without the need for speed bumps or other traffic calming measures which adversely impact on the quality of the place. Narrowed carriageways, limiting forward visibility; constrained corner radii and material texture or colour are preferred methods for reducing the design speed of streets.

Pedestrian priority streets may be acceptable in areas where there will be low traffic speed and volumes. Pedestrians of all abilities must be

⁴ [Cycling By Design, Transport Scotland, 2021](#)

considered and consulted when designing pedestrian priority streets.

Pedestrians who are visually impaired can be disadvantaged by poorly designed pedestrian priority areas. Design features such as retaining some kerb definition or segregating cycle routes at below footway level can help visually impaired users can navigate pedestrian priority areas. Where a path is likely to be used by a lot of cyclists, demarcation of the route with different materials and a change of level can help to limit conflict and make the area more navigable for the visually impaired.



This development in Coswig, Germany has a wide shared path for pedestrians and cyclists at its heart. Access and parking for vehicles is pushed to the perimeter of the development to help create a comfortable pedestrian environment. Pedestrians and cyclists can share this route due to it being sufficiently wide.

Parking

A variety of parking arrangements should be included as part of a design led approach to emphasise the hierarchy of streets and add to legibility of the place. This should include disabled spaces in the most accessible locations; electric vehicle charging and cycle parking facilities.

The need for parking should be considered as part of a wider travel plan for the development.

Parking requirements should mainly be met within a well-designed streetscape or between gables. Front garden parking will not generally be supported and will only be accepted as a small element of a variety of different parking arrangements.

A reduction of the Council's parking standard will be encouraged for sites which are in accessible or town centre locations and close to public transport hubs.

Materials

A range of materials and treatments for streets and pedestrian routes should be used to highlight user priority, calm traffic and manage surface water run-off. All materials should be of a quality that is resilient to maintain their appearance and reduce long-term maintenance costs over time. Special consideration should be given to ensuring that materials are sufficiently robust in areas which will be highly trafficked or regularly accessed by heavier vehicles.

Street design should incorporate elements to facilitate sustainable surface water drainage, such as green infrastructure, permeable paving and innovative swales.

Services should be accommodated within the design of the street without having undue influence on other aspects of the design, such as the location of greenspaces, width of pavements, or location of street trees. Ducting of utilities and maintaining services together will be encouraged particularly where high-quality materials are proposed.



Great Kneighton, Cambridge, by Proctor & Matthews, uses a mixture of parking courts, undercroft and on street parking to ensure parking needs are met while creating a safe and pleasant environment for pedestrians.

Changes in materials are used to highlight pedestrian, shared and trafficked areas of the streetscape creating variety and interest.

Green Infrastructure

The green network is a highly valued asset in West Dunbartonshire. New development is expected to contribute positively to this, by taking a green infrastructure first approach to development, preferring green infrastructure solutions for the delivery of on-site water management; biodiversity; access networks and open space.

Each of these functions is required to be protected and enhanced by Policies CP1 and CP2 of LDP2, as well as, the Green Network and Green Infrastructure Guidance.

This guidance shows how an Integrating Green Infrastructure approach can deliver a “fit for purpose” green network and highlights how layering these functions together can contribute to a high quality multifunctional green network, with multiple benefits for health, wellbeing, wildlife, as well as, climate change mitigation and adaptation.

Water Management

The Integrating Green Infrastructure first approach should start by considering the ‘water journey’ through a development site.

A surface water management plan should be based on naturalised SUDS features, which provide a framework for the layout of the development.

Surface water run-off must be routed through SUDS before it is drained into the water environment.

Adequate space to accommodate SUDS must be included within site layouts, especially when considering applications for planning permission in principle. SUDS systems should be multi-functional, creating a positive and distinctive landscape setting and maximise the site’s biodiversity value.

The design of SUDS should respond sensitively to site topography and landscape character. SUDS ponds with an edge gradient of 1:6 or 1:8 will have greater accessibility and multi-functionality and are encouraged.

Underground retention tanks should only be used where management of water at surface level, has been demonstrated to not be viable.

The green infrastructure first approach should also be applied to industrial development. Drainage solutions which manage rain water at surface level are encouraged; especially green solutions, such as planting or green roofs.



The Athletes Village in Glasgow included a strong green infrastructure framework from the outset. Swales are integrated into the streetscape to manage rainfall at surface. These green elements are designed to be safe and accessible meaning they did not require to be fenced off.

Examples of different SUDS solutions.

<p>Rain Gardens</p> <p>Shallow depressions planted with species able to tolerate short periods of inundation in free-draining soil. Slows rainfall run-off received from a downpipe or hard surface and offers some filtration.</p>		<p>Filter strips</p> <p>Vegetated, usually grassy, areas of broad, flat and gently sloping land over 1m wide which intercept rainfall run-off from a site as overland sheet flow. Can be planted with native plants to create useable open space including wildflower meadows</p>	
<p>Permeable (or porous) surfaces Including block pavers and some forms of concrete which allow water to drain through vertical holes or gaps between individual units. Allows run-off to percolate naturally into the ground or a collection chamber, reducing run-off from hard surfaces.</p>		<p>Bio-retention areas</p> <p>Landscaped shallow depression specifically to capture and remediate polluted run-off from roads and car parks. Reduces run-off at localised flooding. Can be formally landscaped with shrubs and herbaceous plants.</p>	
<p>Swales</p> <p>Linear, shallow channels that specifically transport water, for example from one SUDS feature to another. Slows down run-off and allows natural infiltration into the soil.</p>		<p>Detention basins</p> <p>Vegetated basins which temporarily hold water allowing gradual infiltration into the soil and removal of pollutants. Potentially high ecological value.</p>	
<p>Ponds</p> <p>Permanent water bodies which can add significant value in terms of amenity and biodiversity. Over-engineered and fenced-off ponds should be avoided to ensure SUDS ponds are integrated into the landscape.</p>		<p>Further detail on SUDS is provided in best practice guidelines issued by SEPA and CIRIA.</p>	

Habitat Enhancement

Landscape design should be consistent with the wider landscape character, for example, continuation of a nearby woodland or formation of semi-natural grassland on rural fringes.

The site existing site conditions, for example, type of soil, topography and drainage, will help determine what works best for a site.

Naturalised SUDS are encouraged and should be designed to create opportunities to enhance and expand wetland and create other habitats for biodiversity.

Existing habitats should be retained and enhanced by providing links to wider greenspaces or riparian corridors to address habitat fragmentation.

Specimen tree planting is encouraged in key locations such as entry points, along major paths or in public spaces.

Planting should mostly be appropriate native species with any non-native species selected to provide food and shelter for wildlife.

Planting design should consider how to maintain seasonal interest and be linked with SUDS features.

There should be a balance between habitat protection and access. Some sites may need low impact design solutions, e.g. boardwalks in wetlands.

Interpretation boards can be used to promote responsible access and provide on-site education opportunities. Some routes may need to be designed to avoid disturbance to sensitive areas



This development in Jordanhill, Glasgow retains and enhances woodland setting of the former college campus to create a unique environment for new build housing. This interpretation board highlights the importance of retaining biodiversity by identifying this sycamore as the oldest tree on the campus having survived more than 150 years. In the background the play area features wooden equipment to better suit the area's woodland character.

Access Networks

Paths should try to reflect desire lines and minimise road crossings where possible.

Development proposals may require to enhance existing path connections or form new connections to improve accessibility to the wider green network.

Path connections should be to destination points such as schools, shops and transport hubs with cycle parking at these location or for access to leisure or woodland;

The banks and margins of watercourses and canals often provide effective and attractive access routes for walkers and cyclists. Naturalised SUDS provide a similar feature and a potential location for active travel routes separate from the road network;

Paths should be compliant with Equalities Act 2010 and of a construction standard and width appropriate to the level of use. They should be designed to withstand water run-off or incorporate SUDS to improve

drainage. Main routes should be to an adoptable standard, however, self-binding materials may be appropriate for minor or secondary routes.

Paths should generally have wide verges with no fast growing plants which could reduce sight lines or create hiding places. Entrances should be wide and avoid use of steps or steep gradients.

Unnecessary barriers on paths are discouraged as they can limit accessibility for all users.

Typically on the edge of settlements these suburban housing should make the most of strong green network connections, trees on site and opportunities to connect to the wider countryside.



The recently completed Council housing development at the former Haldane School focussed on ensuring good access to the neighbouring park via a woodland walkway.

Open Space

Open space requirements within developments should be coalesced into larger multifunctional spaces unless the specifics of the site dictate otherwise.

Distinctive landscape features or local habitats should be retained and enhanced to help form locally distinctive spaces.

Allotments and growing grounds can provide a recreational benefit for a wide range of age groups if included within the open space provision.

Open spaces should have clearly defined public/private boundaries and features to prevent unauthorised vehicle access.

Amenity open space around buildings should be appropriate to the scale of the building. This should avoid creating large areas of unusable open space, whilst still providing the necessary defensible space to ground floor uses.

A sense of ownership can be created through design, use of quality materials

and community involvement at an early stage.

Open spaces should have good natural surveillance with properties overlooking. The arrangement of corners, fencing or landscaping should be considered so to not create blind spots. Open spaces should be well-lit, e.g. using downlighters, at key areas such as entrances.

Children's play areas and kick-about spaces should be in a central or accessible location and not positioned to the rear of dwellings.

Children's play areas and/or multi-use games areas must comply with the British and European Standard for playground equipment and surfacing, namely BS EN 1176.

Children's play areas should include a number of pieces of equipment appropriate to their scale and the area which they serve. Major applications and/or developments in an area where there are no play areas within 400m, will require to have at least 6 pieces of equipment.

All play areas must include appropriate accessible play equipment, so that they can be enjoyed by users of all abilities. Consideration should be given to ensuring that there is equipment for all age groups including children aged 11 and older.

Play areas should incorporate a variety of innovative play equipment. Innovative approaches such as play along the way, where equipment is spread across the site or natural play equipment, will be supported where it is incorporated into the multifunctional green network and provides accessible equipment.

Detailing, such as fencing, surfacing, seating, bins and signage should reflect characteristics and materials of the local area;

Multi-use games areas (MUGAs) should be separated from footpaths to limit impacts on passers-by; planting and trees can create a visual and noise buffer between these uses. Facilities and fittings should be suitable for their intended use; be robust and consider their future maintenance.

Layout and Form

The relationship between buildings, streets and spaces has a significant impact on whether a place will feel welcoming and comfortable for all users. The layout and form of these should protect and enhance the amenity of existing communities, future occupiers and neighbouring development sites.

Urban Structure

Development should form part of the wider network of streets and spaces, reflecting the character of the place in which it will be built and responding to this character to create its own identity.

Buildings should positively define and enclose streets and open spaces by fronting onto them with windows and entrances/doors facing towards them; this will provide active frontages and passive surveillance.

Building lines and setbacks should emphasise the spaces that the buildings address and reflect the character of their location. Strong existing building lines and setbacks should be reflected and reinforced.

Designing buildings so that they are forward of the building line may be appropriate at junctions where it can add to the legibility of the place.



Kippen Dairy, Alexandria follows the existing building line, but then steps back to denote a large area of open space adjacent to Main Street and the Smollet Fountain.

Streets, Blocks & Plots

The size and shape of development plots should not limit opportunities for future changes in use, development form and extensions over time.

Where larger plots are required for commercial, industrial and civic buildings, rear elevations and servicing should not be orientated towards the street and pedestrian connections through the site should be maintained.

The proportion of the plot that is developed should ensure the all residences have access to usable private or shared amenity space for leisure or drying. This should be in addition to space which is given over to parking, cycle storage, bin stores or other servicing requirements.

Where communal gardens cannot be provided for a flatted development, balconies and/or a roof garden may provide useable outdoor space for residents.

The relationship between public frontage and private space to the rear

should be consistent and will generally result in a perimeter block.

Private spaces should be clearly delineated and defensible with appropriate boundary treatments.

Density & Mix

Mixed use development is encouraged where it will enhance the vibrancy and walkability of the community. This means the inclusion of small ancillary and compatible uses such as shops, nurseries or leisure facilities within residential, industrial or business led developments will be supported where it can be demonstrated that they meet the terms of Policy SC5 Ancillary Retail Uses.

Larger developments will be expected to ensure land or units are available for future provision of neighbourhood services where these are not already available within a 10 minute walking distance.

The density of a development should ensure the efficient use of space while reflecting and responding its location and context. Higher density forms will be accepted in locations which are most accessible and which contribute to the legibility of the place, such as corners and main streets.

Large-scale development should have a range of densities, scale and

massing across the site to add vitality and character to the place. For residential development, a range of dwelling types and sizes should be included within the development to add visual interest and meet the needs for a range of different household groups; mixed tenure developments are also encouraged.

Higher density and urban development forms are required for all town centre and edge of centre sites. Proposals should consider the tenement form for main streets within town centres. Typically 3 to 4 storey tenements are characteristic, although consideration of the setting of the site will give an indication of what height is suitable. 3 storey townhouses may be appropriate for quieter streets and edge of centre locations.

Mixed use approach is particularly encouraged within town centres. Non-residential units should be delivered at the ground floor of developments, particularly on main streets or corners. Where other non-residential uses are proposed at ground floor, consideration should be given to how these uses

relate to the street, particularly orientating internal areas with high levels of activity towards the street.



Locating outdoor seating and interesting window displays towards this open space adds vibrancy and visual interest to this public space in Meissen, Germany.

Height & Massing

The massing, spacing and orientation of buildings must respond to issues such as solar orientation and prevailing wind, in order to ensure resource efficiency and provide opportunities for renewable energy generation.

Overlooking, privacy and the ability for sunlight and daylight to reach habitable rooms and garden ground will be key considerations for both development height and building-to-building distances.

18m separation between directly facing windows of habitable rooms is a guideline for ensuring privacy for residences. This distance may require to be wider for taller buildings; allowing sunlight to reach amenity spaces between blocks. Where windows are not directly facing, some reduction of this may be appropriate. Where an innovative design or site constraints require less space between buildings, internal space arrangements or window profiles should be considered to ensure privacy.

North facing gardens; gardens which are at a lower level than neighbouring properties; or gardens with significant areas given to retaining walls, may require to be longer to provide useable space and sunlight, the 18m guideline may not provide sufficient space in such circumstances.

The space between gables has a strong influence on the character and amenity of a street. As a minimum this should allow homeowners to walk between the gable and boundary fence and in some instances may be greater depending on house size and character of the area.

A more generous space of at least 3m from gable to fence would allow future extension of the property or a driveway to be formed on one side. Driveways to the side are preferred for detached, semi-detached and end-terrace properties. Front garden parking is discouraged.

Higher buildings within a development can also be used to signify key locations within the site such as open

space or connections to local access networks.



The gable at this corner building at Irvine Harbour, North Ayrshire creates a sense of height which signifies the edge of the development. It has a high level of visual interest, and fronts onto an area of public realm with public art to signify that this is a key location within the layout.

Buildings and Materials

The form of individual buildings and materials used can have a significant impact on how people use a place as well as its long term economic and environmental sustainability.

The orientation of buildings and consideration of the activities that take place within them and around them help places to be attractive and welcoming.

Energy efficiency, robustness, climate, historical character and aesthetic considerations will all contribute to the decision about which materials are appropriate for a site. A design led approach to the materials will ensure that the development proposals fits into its setting and will continue to have a lasting positive impact for the community.

Buildings

Main entrances should be identifiable and address the public realm. Where a building is located at a corner, the main entrance should reinforce the hierarchy of streets and provide emphasis at the corner.

Buildings at corners should be carefully designed to help people find their way around or to indicate that they may be entering a new place. Consideration should be given to how corner buildings relate to existing built forms; responding to the established building lines or heights.

Buildings which have community uses or amenities serving the surrounding area should be easily identifiable and recognisable as a focal point.

The relationship between the building and the street should reflect their respective functions; such as a café opening out onto a seating area or a house having a front garden.

The internal layout of a building should consider which rooms require more privacy or could be orientated towards

the public realm to create visual interest or passive surveillance.

All residences should be dual aspect. Although single aspects cannot be avoided in some cases, this will not be acceptable for residences with 3 bedrooms or more, or when the residence is north facing.

Where possible, buildings should be capable of being adapted in the future and be able to accommodate inclusive access and internal circulation.

Where mixed tenure housing is proposed it should not be possible to differentiate tenure due to architectural form or quality

Materials

Materials and detailing should reflect the design approach of the building, as well as, creating exteriors and elevations which are visually interesting when viewed from a range of distances and assist in creating a sense of place.

High quality materials should be integral to the design of the building to create an outstanding building and place.

Ensure materials are of a high quality, durable and sustainable. Materials selected should be robust in nature as well as appropriate to the location and microclimate. Building detailing should design out maintenance issues and enable future replacement or repair.

The use of locally traditional materials such as sandstone and slate is encouraged; the recovery and reuse of these materials during demolitions is also supported particularly within historic settings.

Materials and detailing will be a particular consideration for waterfront

development. More robust materials and simple details will be required, so as to be resilient to the elements.

The coordination of materials, colours; architectural details and proportions can give a development a unique identity or assist with reflecting the surrounding character. Applicants are encouraged to submit a palette of materials at the application stage.

Pre-Application advice or local guidance may recommend the use of particular materials and finishes, such as brick finish, metal in certain locations. Pre-application advice will also advise when early clarification of materials is necessary for certain sites.

Development of demolished historic buildings, whether listed or otherwise, should reuse the traditional materials such as stone, brick and slate where possible.

Alterations to listed buildings must use materials which are in keeping with the listed building and not damage the historic structures.



The Queens Quay Design Codes illustrate a range of materials which are suitable for use throughout the development. A palette of materials have been chosen which making reference to the historic use of the site and will be stand up to the elements at this waterfront location.

Sustainable Design

It is recognised that all development in West Dunbartonshire will have to contribute to carbon reduction as part of the response to climate change. The design of new developments and the buildings within them can significantly reduce carbon emissions.

A fabric first approach which seeks to reduce the need for heating is encouraged. The Council is supportive of proposals which exceed the minimum building standards requirements and achieve Silver or Gold aspect of the building regulations. The use of carbon reducing technology such as microgeneration or connection to local district heating system, such as the Queens Quay Energy Centre is also encouraged.

Sustainable Construction

Consider the sustainability of the development in the overall building design including the reuse of materials through the building process. The reuse of building materials or use of locally available materials will significantly reduce the carbon footprint associated with the development process.

The design of the building should aim to enhance energy efficiency through solar orientation; passive heating, cooling and ventilation; as well as, choice of materials and other such strategies to improve energy efficiency.

Following the Accredited Construction Details (Scotland) 2010, will assist with limiting thermal bridging and air infiltration as part of the fabric first approach.

Approaches to achieving net zero carbon buildings, such as Passivhaus or those which aim to be carbon neutral through clean energy generation are encouraged.

Consideration should be given to the inclusion of green infrastructure as a method of reducing carbon emissions, such as green roofs, green walls or accessible green decks within the built form.

The form of development has significant impacts on the energy efficiency of individual residences. Residences with shared walls, ie flats and terraces, are more efficient, and lose less heat directly, than detached houses. More sustainable forms of development are encouraged where these complement the character of the surrounding area.

Non-standard house types and innovative approaches to increasing the sustainability of housing developments is encouraged.

The microclimate can be an important consideration for sites which front onto waterfronts, particularly the Clyde.



Goldsmith Street, Norwich is a development of ultra-low-energy homes which are estimated to reduce annual energy costs for residents by 70%.

Low Carbon Technology

Opportunities for small scale renewable energy to be incorporated within the building as part of the development or in the future should be considered. Designs which preclude the future addition of solar panels will not be acceptable.

It is anticipated that local heat networks will become an increasing part of the energy mix within West Dunbartonshire. Where one is already in place, which has capacity to support a development, properties should be connected to this utility. In all other areas, development should be heat network ready.

Further guidance on what types of renewable energy development are supported and criteria used in assessment of such applications will be detailed in the emerging Renewable Energy Supplementary Guidance.



The Queens Quay Energy Centre. Clydebank supports an energy network for the whole Queens Quay site with network connections available for sites to the north of Glasgow Road. The iconic design of the building makes it a landmark at the waterfront to complement the Titan Crane.

Accessibility

The Council is seeking to promote measures which ensure greater levels of accessibility across all tenures of housing in West Dunbartonshire. It is therefore suggested that a proportion of housing units across a development must be fully accessible or able to be converted to be fully accessible. A minimum of 10% of properties is recommended.

At least one level access should be provided to all houses; in general this should be the principal entrance.



Through the Council's Affordable Housing Design Guidance, all grant funded residential development in West Dunbartonshire is required to provide 10% of units as fully accessible. The Crevuel Court development, in Alexandria achieves this by being designed to 'barrier free' in line with Housing for Varying Needs Guidance; this allows greater accessibility and flexibility for future adaptation.

The development also includes photovoltaic solar panels to improve the sustainability of the development and support fuel poverty reduction in West Dunbartonshire.

Appendices

Glossary

Accessibility – The ease with which a building, place or facility can be reached by people, goods and services. This includes elderly and disabled people, those with young children and those encumbered with luggage or shopping.

Active Travel – travel that involves physical activity such as walking or cycling.

Active Frontage – The frontage or edge of a building or space that has windows and doors as opposed to blank walls, fences and garages.

Adopt – With regard to roads, to add to the Local Roads Authority's list of public roads.

Allocated Parking Spaces – Parking spaces or driveways which are for the exclusive use of the residents of the individual dwelling and their visitors.

Architect – Architect is a protected term and only those meeting the RIBA part 3 qualifications and registered with

the Architects Registration Board (ARB) are legally entitled to call themselves architects. A link to the ARB is provided below.

Biodiversity – The variability in living organisms and the ecological complexes of which they are part.

Block – The area bounded by a set of streets and undivided by any other significant streets.

Built form – Buildings and structures.

Climate Change – the long term shift in weather patterns such as precipitation and temperature.

Carriageway – That part of a road intended for use by vehicular traffic. Auxiliary traffic lanes, passing places lay-bys and bus bays are included.

Conservation Area – an area of specific architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

Conservation Area Appraisal – A published document defining the

special architectural or historic interest that warranted the Conservation Area being designated.

Cycle Lane/Cycleway – Part of the carriageway intended for use by cyclists only. Part of the road, but separate from the carriageway. Pedestrians and cyclists may share a cycleway or they may be segregated from each other.

Daylight – The volume of natural light that enters a building to provide satisfactory illumination of internal accommodation between dawn and dusk.

Delivering Our Places – the areas of West Dunbartonshire, including key regeneration areas, which the Council wants or expects to change over the next 5-10 years.

Design Statement – accompanies a planning application to explain the design principles and concept of a proposed development.

Desire lines – The shortest, most direct route between facilities or places. Even when obstacles are in the

way, people will still try to follow the desire line.

Development Brief – sets out guidelines and requirements for the development of a site.

Edge of Centre – a location which is adjacent to or within easy walking distance of a Town Centre.

Eyes on the street – People whose presence in adjacent buildings or on the street make it feel safer.

Footway – A surface reserved for pedestrians; can include cyclists if a core path.

Greenbelt – a policy designation to direct development to the most appropriate locations and support regeneration, protect and enhance the character, landscape setting and identity of settlements and protect and provide access to open space.

Green Infrastructure – functional elements of a development such as open space, active travel routes, SuDS and habitat networks that contribute to the green network.

Green Network – connected areas of natural, semi natural and created greenspace, active travel and recreational routes, watercourses, woodland and other habitats that together form an integrated and multi-functional network.

Habitat Network – a set of separate areas of habitat that connect together in some way to allow a particular species to be able to move between each individual patch of habitat.

Housing/Tenure mix – The range of housing in an area or development in terms of such factors as its type, size, affordability, accessibility or tenure.

In-curtilage parking – Parking within a building's site boundary, rather than on a public street or space.

Integrating Green Infrastructure – an approach to ensure that multifunctional green infrastructure is included at the outset of designing successful place.

Landform – The shape of the land. Landform can be described in terms such as elevation or shape.

Landscape character – The distinct nature of an area of land in terms of such elements as its shape, geology, soils, vegetation, land uses and settlement patterns.

Legibility – The quality of a place as being welcoming, understood easily by its users and easy for visitors to orientate themselves in.

Listed Building – building or structure of special architectural or historic interest that has statutory protection due to its character or appearance.

Local Development Plan (LDP) – provides the spatial planning strategy for an area and the framework for development management decision-making.

Locality Place Plans – developed by Community Planning, these plans will develop a vision for a 'place', which will inform how development, infrastructure, service delivery and funding should be targeted in a local community, and will reflect the input and aspirations of the local community. This will change and be replaced by

Local Place Plans with the implementation of the provisions of the Planning (Scotland) Act 2019.

Massing – The combined effect of the arrangement, volume and shape of a building or group of buildings.

Masterplan/Masterplanning – describes and illustrates how a proposal for the comprehensive development of a specific site will meet the vision for the site and how it will work on the ground.

Material Consideration – A consideration that must be taken into account, where relevant, in a decision on a planning application.

Mixed use – A mix of uses within a building, on a site or within a particular area. ‘Horizontal’ mixed uses are side by side, usually in different buildings. ‘Vertical’ mixed uses are on different floor of the same building. Places which have a mix of uses are likely to be lively at different times for different reasons.

Open Space – includes all green spaces and civic spaces which contribute to the amenity of an area.

Passive Solar gain – The effect of the sun’s heat on the temperature of a building’s fabric and ambient indoor temperatures, thus minimising heating requirements in winter.

Passive Surveillance – The discouragement to wrong-doing by the presence of passers-by or the ability of people to be seen out of surrounding windows. Also known as Natural surveillance (or supervision).

Passivhaus Standard – A commercial accreditation for construction of “a building, for which thermal comfort can be achieved solely by post-heating or post-cooling of the fresh air mass, which is required to achieve sufficient indoor air quality conditions – without the need for additional recirculation of air.” Alternative approaches to achieving the environmental benefits of this standard are available.

Path/Footpath – A highway on which the public has a right of way on foot only.

Pavement – 1 (UK) The raised surface for pedestrians beside a street or road. 2 (US) The structure of a road, including its surface and underlying structure. 3 A paved surface.

Permeability – The degree to which an area has a choice of routes through it.

Place and Design Panel – works collaboratively with developers, architects, landowners and key agencies to provide advice and assistance in pre-application proposals to help ensure projects contribute to a culture of design excellence.

Place Standard Tool - provides a simple framework to structure conversations about place allowing you to consider all the elements of a place in a methodical way.

Placemaking – Creating somewhere with a distinct identity.

Pre-Application Service – Advice from the Development Management team on development proposals prior to submission of a planning application.

Primary route – A street upon which more movement, variety and activity takes place than on smaller surrounding ones.

Private space – The parts of a village, town or city to which public access is restricted.

Processing Agreement - an agreed framework for project management of a planning application or related group of applications.

Public space/realm – The parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks.

Road – Any way (other than a waterway) over which there is a public right of passage (by whatever means) and including the verge and any bridge (whether permanent or temporary)

over which or any tunnel through which, the way passes; includes carriageway, cycleway and footway.

Roads Construction Consent – The authority to construct a new road or an extension of an existing road irrespective of whether or not such roads are to be submitted for adoption as public granted by the Local Roads Authority under Section 21 of the Roads (Scotland) Act 1984.

Semi-private space – Space that may be privately owned or managed but into which the members of the public may enter if they have a legitimate reason, such as a front garden.

Service Strip – Reservation for Statutory Undertaker services (gas, water, etc) normally located within confines of footway or verge.

Settlement pattern – The distinctive way in which the roads, fields, paths and buildings are laid out in a particular place.

Shared Surface – Pedestrian priority area shared with cycles and motor vehicles.

Streetscape – The appearance of a street; the street and all the elements associated with it.

Streetscene – The roadways, pavements, street furniture signage and other elements that together comprise the street environment.

Sunlight – Sunlight refers to direct sunshine and is much brighter than ambient daylight.

Sustainable Drainage Systems (SuDS) – a sequence of water management practices and facilities designed to drain surface water more sustainably than the conventional practice of routing run-off through a pipe to a watercourse.

Sustainable Development – development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

Swale – A linear depression (often beside a road) that allows rainwater to soak away.

Topography – 1 A description or representation of artificial or natural features on or of the ground. 2 Mapping the shape of the land surface.

Town Centre – centre which provides a diverse and sustainable mix of activities and land uses which create an identity that signals their function and wider role.

Travel Plan – A travel plan aims to promote sustainable travel choices (for example, cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel plans can be required when granting planning permission for new developments.

Tree Preservation Order (TPO) – used to protect individual and groups of trees and areas of woodland considered important for amenity or because of their cultural or historical significance.

Unallocated/Visitor Parking Spaces – Parking spaces which do not relate directly to any particular dwellings and

are considered to be for the use of either residents or visitors on a “first come first served” basis.

Urban structure – The framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one another.

Verge – Soft landscaped area adjacent to the road.

Walkability – The ease with which it is possible to walk around an area, from one point to another or from housing to facilities.

Useful Contacts

Architects Registration Board (ARB)

<https://arb.org.uk/>

Architecture and Design Scotland

www.ads.org.uk

Historic Environment Scotland (HES)

www.historicenvironment.scot

Scottish Environment Protection
Agency

www.sepa.org.uk

NatureScot

www.nature.scot

Scottish Water

www.scottishwater.co.uk

Transport Scotland

www.transportscotland.gov.uk

Scottish Canals

<https://www.scottishcanals.co.uk/>

Royal Town Planning Institute

www.rtpi.org.uk

Royal Incorporation of Architects in
Scotland

www.rias.org.uk

Landscape Institute

www.landscapeinstitute.org

Institute of Conservation (ICON)

www.icon.org.uk

Institute of Historic Building
Conservation (IHBC)

www.ihbc.org.uk

Institution of Civil Engineers (ICE)

www.ice.org.uk

Royal Institution of Chartered
Surveyors (RICS)

www.rics.org/uk

Contact Us

Forward Planning

LDP@west-dunbarton.gov.uk

Development Management

DM@west-dunbarton.gov.uk

Placemaking Coordinator

Place&DesignPanel@west-
dunbarton.gov.uk

AssessmentNo	440	Owner	mspurway	
Resource	Transformation		Service/Establishment	Regulatory
	First Name	Surname	Job title	
Head Officer	Pamela	Clifford	Planning and Building Standards Manager	
	(include job titles/organisation)			
Members	Alan Williamson, Development Planning and Place Team Leader Matthew Spurway, Policy Planning Officer			
	<i>(Please note: the word 'policy' is used as shorthand for strategy policy function or financial decision)</i>			
Policy Title	Draft Supplementary Guidance: Creating Places			
	The aim, objective, purpose and intended outcome of policy			
	<p>The Creating Places guidance supports the Creating Places Policies of LDP2. It details the process for successful placemaking including the support that the Council will provide through its Pre-Application Service and Place & Design Panel. The guidance uses examples to highlight how a well-considered design led approach can contribute to successful and sustainable places. Using examples, many of which are from developments in West Dunbartonshire, the guidance supports innovative and creative design without being prescriptive about architectural styles and details. The Creating Places Supplementary Guidance sets out a design led approach to development which aims to ensure future development is of a high quality and sustainable. This places emphasis on making it easier and more pleasant to access services by walking, cycling and public transport; ensuring good access to high quality public realm and open spaces for recreation and homes which meet the needs for all of our residents.</p>			
	Service/Partners/Stakeholders/service users involved in the development and/or implementation of policy.			
	<p>The Draft Guidance will be consulted on with a wide range of stakeholders. This will include our communities; landowners, developers and their agents; key agencies and services across the Council.</p>			
Does the proposals involve the procurement of any goods or services?			Yes	
If yes please confirm that you have contacted our procurement services to discuss your requirements.			No	
SCREENING				
<i>You must indicate if there is any relevance to the four areas</i>				
Duty to eliminate discrimination (E), advance equal opportunities (A) or foster good relations (F)			Yes	
Relevance to Human Rights (HR)			Yes	
Relevance to Health Impacts (H)			Yes	
Relevance to Social Economic Impacts (SE)			Yes	
Who will be affected by this policy?				
<p>The plan will have relevance to all people who live, work and visit here, those who own land, property and businesses as well as those who would wish to invest in the area.</p>				
Who will be/has been involved in the consultation process?				
<p>The Draft Supplementary Guidance is going forward to committee for approval to consult. Consultation will follow thereafter. Future consultation will include interaction with the West</p>				

Please outline any particular need/barriers which equality groups may have in relation to this policy list evidence you are using to support this and whether there is any negative impact on particular groups.

	Needs	Evidence	Impact
Age	Boosting participation of under-represented groups is an aim of the Councils 2021-2025 Equality Outcomes, younger people are often under represented	Older people less likely to live in the most energy efficient homes Scottish House Condition Survey 2019 (Last updated: December 2020) Adults aged 65 and over are the least likely to visit the outdoors for recreation Source: Scottish Household Survey 2019 (Last updated: September 2020) Young people and those over 60 were more likely to use the bus. Younger people were more likely to use the train. Older people walk and cycle less frequently. Transport and Travel in Scotland 2019 (Last updated: September 2020)	This policy promotes a stronger approach to energy efficiency for new homes. This will have widespread benefits across the age groups, but has the potential to have the greatest impact for older people who currently are less likely to live in the most energy efficient homes. This policy promotes greater access to high quality outdoor space for recreation, which will have widespread benefits across the age bands, it has the potential to have greater positive impact on people over 65 who currently are less likely to access outdoor space for recreation, by promoting measures which ensure that open spaces are accessible and safe. This policy seeks to ensure that new development provides safe access to public transport which has benefits across the age bands, this will particularly benefit younger people and people over 60 who are more likely to use public transport.

			<p>The policy also supports the creation of high quality environment for walking and cycling, this will have widespread benefits across the age groups. This has potential to benefit older age groups, who typically are less likely to walk or cycle as a mode of transport, by promoting measures which make the public realm more accessible and safe.</p>
Cross Cutting	<p>The Council is committed to it's Community Empowerment Strategy therefore it is important that strong joint work across the Council and partners supports this.</p> <p>Boosting participation of under-represented groups is an aim of the Councils 2021-2025 Equality Outcomes</p>	<p>Evidence suggests (for Example the Scottish Social Attitudes Survey) shows that the more contact different groups have with each other, the less likely people are to hold negative attitudes about other groups.</p>	<p>Inclusive projects which bring different groups together provide and opportunities to foster good relations and strengthen social cohesion.</p>
Disability	<p>Boosting participation of under-represented groups is an aim of the Councils 2021-2025 Equality Outcomes</p>	<p>Adults with a long-term illness or disability are less likely to visit the outdoors. Source: Scottish Household Survey 2017 (Last updated: September 2018) Sick or disabled adults more likely to use bus. Source: Transport and Travel in Scotland 2019 (Last updated: September 2020)</p>	<p>This policy promotes greater access to high quality outdoor space for recreation, which will have widespread benefits across the age bands, it has the potential to have greater positive impact on people with a disability who currently are less likely to access outdoor space for recreation, by promoting measures</p>

			<p>which ensure that open spaces are accessible and safe. In particular the policy includes measures to ensure that new play areas include accessible play equipment. Improving access to bus infrastructure will particularly benefit people who are sick or disabled as they are more likely to use buses. This policy does not disadvantage any groups.</p>
Social & Economic Impact	<p>As this is important strategic work the guidance should reflect the needs of Fairer Scotland Duty and the Statutory Guidance to assessing impact in this area</p>	<p>Adults living in the most deprived areas less likely to visit the outdoors In 2019, 43% of adults in the 20% most deprived areas of Scotland visited the outdoors at least once a week, compared to 66% of adults in the 20% least deprived areas. Source: Scottish Household Survey 2019 (Last updated: September 2020)</p> <p>People from households with lower incomes are more likely to take the bus, and less likely to take the train than those on higher incomes. Source: Transport and Travel in Scotland 2019 (Last updated: September 2020)</p>	<p>Proposals to improve access and quality of open spaces will benefit people of all economic and social statuses. However there is potential for the impact to be more positive for people living in the most deprived neighbourhoods as these groups have reported using outdoor space for recreation less than others. Improving access to public transport will benefit all groups but has the potential for greatest gains for households on lower incomes, as these groups in particular access bus transport more often than other groups.</p>
Sex	<p>It is important that out door spaces are perceived as safe and inclusive</p>	<p>Men and women equally likely to visit the outdoors. Source: Scottish Household Survey</p>	<p>With regards to access to the outdoors, the benefits will be evenly split between</p>

		<p>2019 (Last updated: September 2020) A slightly higher proportion of men walk almost every day. 24% of men walked as a means of transport on 6-7 days in the last week in 2019, compared to 20% of women. A higher proportion of men cycle. 7% of men had cycled at least once as a means of transport in the last week, compared to 3% of women. Source: Transport and Travel in Scotland 2019 (Last updated: September 2020)</p> <p>Women use bus more frequently Women use the bus slightly more than men. 40% of women had used the bus in the last month in 2017 compared to 37% of men. There is little difference in train use by gender. 30% of women and 29% of men had used the train within the past month. Source: Transport and Travel in Scotland 2019 (Last updated: September 2020)</p>	<p>women and men, as these groups access outdoor space with comparable frequencies. This policy seeks to improve accessibility and quality of the public realm for walking, cycling and wheeling. This has widespread benefits for both sexes, but has greatest potential to remove barriers to cycling for women, who tend not to cycle as often as men. The improvements that this policy seeks to bring in terms of access to public transport has benefits for both sexes, but may benefit women more, as they access bus travel slightly more frequently than men.</p>	
Gender Reassign	Access to safe public spaces is important.	Those who have changed or are changing gender may suffer from greater isolation.	The widespread benefits are expected to be positive across these groups however data is not available as to whether this will be evenly positive.	
Health	It is important that	Research shows that	Improving the	

	communities of place and experience have an opportunity to influence the process, and that physical and mental health considerations are taken into account	the way places function, look and feel can influence our health and wellbeing.....Improving the quality of places and the opportunities we have access to can help to tackle inequalities.” Placestandard.scot	quality of the public realm is a key ambition of this policy and it is intended to have benefits for health and wellbeing.
Human Rights	The Council must act in accordance with the requirements of the European Convention on Human Rights	The policy may place limits on the use of property for some land owners.	Any limit on the use of property is based on consideration of the potential impact on the enjoyment and use of adjacent properties by their owners as well as the general interest of the wider community.
Marriage & Civil Partnership	Cross cuts with sex in some aspects	Data is not currently available for these groups in relation to this policy.	Unlikely to have a differential impact outside those linked to sex
Pregnancy & Maternity	Public spaces need to be accessible for people looking after children and using push chairs etc.	Data is not currently available for these groups in relation to this policy	The widespread benefits are expected to be positive across these groups however data is not available as to whether this will be evenly positive. The policy does set out requirements which seek to ensure that developments create places which are accessible for wheeling, so will specifically benefit parents/carers with pushchairs/strollers. No aspect of this advice disadvantages other groups.
Race	Boosting participation of under-represented	The ethnic groups most likely to have access to a car or	The benefits of this policy will particularly benefit

	groups is an aim of the Councils 2021-2025 Equality Outcomes; BME groups are often under represented	van at the time of the 2011 Census were White: Other British and Pakistani (both 83% of households). The figure for the overall population was 77%. African households, at 47%, were least likely to have access to a car. Source: Analysis of Equality Results from the 2011 Census: Part 2 (Published: March 2015)	groups without access to a car, this is not evenly distributed by race, however all groups will benefit from this policy and none will be disadvantaged.
Religion and Belief	There is some cross cutting of religion and ethnicity in terms of considerations	Data is not currently available for these groups in relation to this policy	The widespread benefits are expected to be positive across these groups however data is not available as to whether this will be evenly positive.
Sexual Orientation	LGB people are often under represented in similar processes so it is important that views are gathered inclusively	Little difference in visits to the outdoors between LGB and straight people. Source: Scottish Household Survey 2017 (Last updated: September 2018)	The benefits of proposals to improve access to high quality open space will be evenly distributed in relation to sexual orientation.

Actions

Policy has a negative impact on an equality group, but is still to be implemented, please provide justification for this.

n/a

Will the impact of the policy be monitored and reported on an ongoing basis?

The implementation will be monitored annually through the Housing Land Audit, Industrial Land Supply Audit, Town Centre Outlet Survey and the Planning Performance Framework.

Q7 What is your recommendation for this policy?

Introduce

Please provide a meaningful summary of how you have reached the recommendation

The policy has a wide range of potential positive impacts both in of an opportunity for community empowerment and engaging with under represented groups, and in the eventual final shape of places; no groups with the protected characteristics are disadvantaged by these impacts. No negative impacts are identified.