

PLACEMAKING



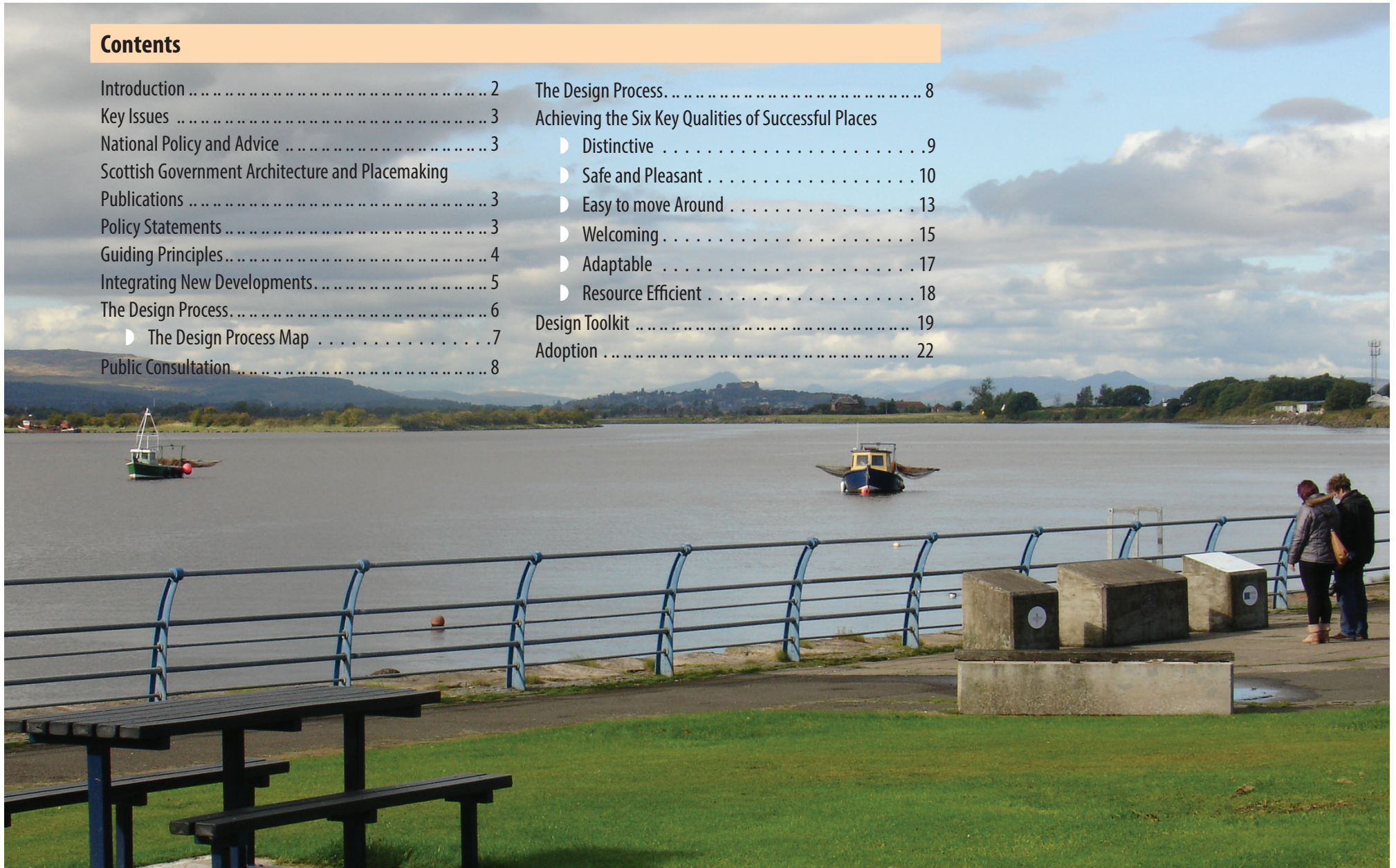
Clackmannanshire
Council

www.clacksweb.org.uk

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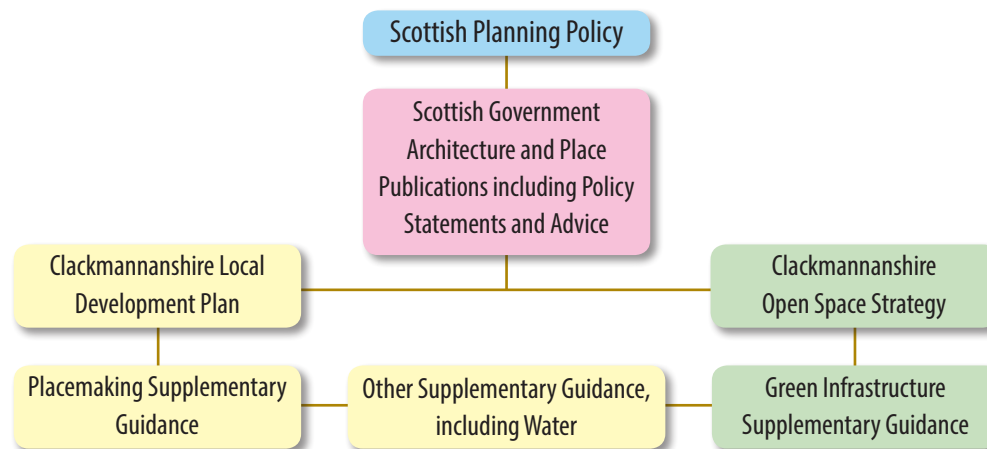
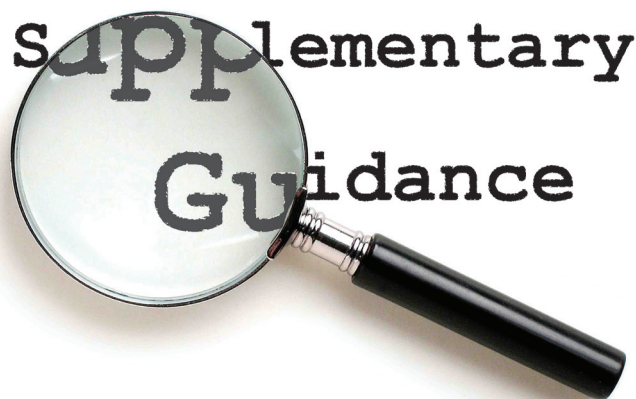
Introduction

- 1.01 Placemaking is at the heart of good design as it considers and responds to the needs of the place and those that will use it. It relies on designers planning new places that are in harmony with their surroundings.
- 1.02 This Supplementary Guidance (SG) incorporates the principles of placemaking in guiding the successful layout and design of new developments in Clackmannanshire by providing additional advice to supplement policies of the Local Development Plan (LDP), Policy SC5 'Layout and Design' and SC6 'Additional Design Information'. This SG is one of a suite of supplementary guidance the Council has prepared in support of the Local Development Plan. This SG should be read in conjunction with the following SGs:
- ▶ Green Infrastructure,
 - ▶ Water,
 - ▶ Low and Zero Carbon Generating Technologies.

1.03 Strategic Objective 7 of the Local Development Plan (Built Environment) seeks to facilitate the creation of sensitively and well designed places and enhance local distinctiveness and identity, through designing places which have a strong sense of local identity, are people-centred, safe, and promote mixed uses and sustainable lifestyles.

- 1.04 The purpose of this Supplementary Guidance is to:
- ▶ set out the Council's approach to placemaking in the planning of new developments in Clackmannanshire, in order to deliver on Strategic Objective 7 of the LDP.
 - ▶ identify the main challenges that require to be addressed in order to achieve high quality layout and design in new developments.
 - ▶ promote the importance of placemaking and green infrastructure in the design process and its outcomes.
 - ▶ set out the design process and describe the range of design tools that can be used to achieve high quality outcomes, and how and where these should be deployed.

The SG is one of a suite of documents, promoting the importance and role of green infrastructure in providing a quality environment to live in, detailed below.



Key Issues

- 1.05 Well designed places are vital economic, social and cultural resources, whereas those places or buildings that have been poorly designed can have a long-term detrimental impact on their locality. It is therefore vitally important that the planning and design of new places and buildings ensures that they make a positive contribution to the quality of our built environment. our public realm.
- 1.06 In recent years, there has been a growing realisation, both locally and nationally, that many new developments have failed to create high quality environments within which we can live, work and socialise, and that poorly designed places can have a number of negative characteristics, such as:
- ▶ Lacking any distinct character or attractiveness;
 - ▶ Being designed principally to accommodate car movement;
 - ▶ Being poorly connected to existing neighbourhoods or local amenities;
 - ▶ Discouraging people from spending time in public spaces;
 - ▶ Reducing the scope for social interaction and community building;
 - ▶ Detrimentially affecting footfall for local businesses; and
 - ▶ Being costly to maintain or re-design.

- 1.07 Some developments in Clackmannanshire have also suffered from these characteristics in the past. However, through the LDP and the guidance set out in this SG, the Council has made the delivery of the high quality and sustainable new places of tomorrow a high priority.

National Policy and Advice

- 1.08 The Scottish Government has placed quality design and placemaking at the heart of planning policy. This is reflected in the requirements of Scottish Planning Policy and in the suite of Architecture and Place policy statements and advice which are available using the following link - <http://www.scotland.gov.uk/Topics/Built-Environment/AandP/AandPdgn/#a2>
- 1.09 All development proposals in Clackmannanshire will be expected to adhere to the principles set out in Scottish Government guidance and advice.

Scottish Government Architecture and Placemaking Publications

Policy Statements



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Advice



Inspirational Designs is a web-based resource database of exemplar projects aimed at promoting good quality house design and placemaking, and is aimed at everyone with a stake in working in the built environment.



Guiding Principles

The Government has identified the six qualities of successful places as:

- ▶ distinctive;
- ▶ safe and pleasant;
- ▶ easy to move around;
- ▶ welcoming;
- ▶ adaptable; and
- ▶ resource efficient.

These guiding principles underpin the guidance and advice set out in this SG.

- ▶ **Distinctive:** places that complement local landscapes, topography, ecology and natural features, building and street forms, spaces and scales, skylines and materials;
- ▶ **Safe and Pleasant:** places where consideration is given to crime rates, where the windows, doors and active frontages face onto the street creating liveliness, where inhabited rooms overlook streets, paths, open spaces and play spaces enabling natural surveillance and encouraging activity, where there is a clear distinction between private and public space and the environment is attractive to pedestrians;
- ▶ **Easy to Move Around and Beyond:** street design should consider place before movement, connecting the site beyond its boundary, using densities that promote accessibility by walking and cycling, putting the needs of people before the movement of motor vehicles, providing facilities that link different means of travel and direct paths and routes which connect well with the wider environment;
- ▶ **Welcoming:** places that help people to find their way around by providing good signage, providing landmarks that improve views, creating distinctive works of art, marking places that act as gateways, including quality lighting to improve safety and showing off attractive buildings;
- ▶ **Adaptable:** places that are diverse and integrate a mix of compatible uses and communities, considering age, gender, degree of personal ability and mobility, with a range of densities and tenures that can accommodate future changes in use, and;
- ▶ **Resource Efficient:** places that reuse existing buildings and previously developed land, maximising energy efficiency through siting and orientation to take advantage of sun and shelter from natural land forms, using relevant landscaping and building materials and technologies, making use of sustainable water and waste management systems, conserving and enhancing natural features and green spaces, improving and protecting habitats and wildlife and deriving energy from renewable sources;

Integrating New Developments

2.01 All new developments should integrate well with their immediate environment, and seek to enhance the character of the surrounding area through their layout and design. This requires a holistic approach that responds to the site's context, and considers the relationships between:



Source: Scottish Planning Policy (June 2014)



Building

- ▶ Buildings should be of a design, scale and massing that respects and enhances their surroundings.
- ▶ Building design and layout should consider the local architectural styles and development patterns.
- ▶ Developments on the edge of settlements should ensure a high quality of built development and landscaping to enhance the urban edge.
- ▶ The density of new development should be determined in relation to the character of the place and its relative accessibility, with higher densities appropriate at central and accessible locations.
- ▶ The design of new developments should minimise greenhouse gas emissions by achieving energy efficiency through location, siting, orientation, design, materials and insulation.
- ▶ Buildings should front on to streets and be arranged to provide good natural surveillance of public open spaces.

Movement

- ▶ New housing developments should be integrated with public transport and active travel networks, such as footpaths and cycle routes.
- ▶ New streets should connect well with existing streets and allow for links into future areas of development.
- ▶ Compact and well connected developments will promote and encourage the use of green transport networks and public transport.
- ▶ New places should be designed to reduce dependency on the car and promote the use of public transport and active travel networks.

- ▶ The design of new residential streets should be guided principally by their function as a PLACE, over their function for MOVEMENT.

Natural Resources

- ▶ Developments should consider their visual impact on the wider town and landscapes, and seek to enhance, rather than detract from, important views and skylines.
- ▶ All new developments will be expected to enhance and support Green Network objectives (as set out in the Green Infrastructure SG), including enhancement of the connectivity, quality and/or extent of the Green Network.
- ▶ Layouts should seek to incorporate green assets, such as mature trees or hedgerows in a positive manner that ensures the health of the asset and contributes positively to the amenity of the development.
- ▶ New developments should incorporate a good quality landscaping and planting scheme, utilising native species that can enhance biodiversity and amenity.
- ▶ New developments should protect and where possible enhance the biodiversity and amenity of watercourses and waterbodies on or adjacent to the site.
- ▶ Carefully and sensitively designed places can improve habitat and biodiversity, contribute positively to green infrastructure and water quality and in so doing, take forward the objectives of the Central Scotland Green Network (CSGN).

Utilities

- ▶ New developments must be efficient in terms of their use of land, buildings and infrastructure resources. The Council will expect new developments to ensure efficiency, through appropriate siting, design and density.

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The Design Process

- 3.01 New developments that are informed by a holistic design process are far more likely to be successful places. Policy SC6 sets out the type of applications that will require to be accompanied by a Design Statement. However, the design process is appropriate to all types and scales of development.
- 3.02 All new developments, even small scale proposals, can benefit from having been informed by a design process. This need not be a complex exercise, and the following section sets out the manner in which a design process can be undertaken and what considerations it should include.
- 3.03 The Council would encourage all developers to undertake this type of process in relation to their project, and also to provide a summary of the process to accompany their planning application submission. This can not only enhance the proposals, but can also greatly assist with providing a clearer understanding of how they have been arrived at.
- 3.04 There are five key stages of design that should be followed in all cases, whether setting out a brief, design statement or masterplan. Each stage informs the production of the design statement. Policy SC6 (Additional Design Information) of the LDP sets out the circumstances in which a planning application will require to be accompanied by a Design Statement. The Development Requirements relating to allocated sites also highlight where additional design information will be required for specific sites.

"First life, then space, then buildings: The other way around never works" Jan Gehl.



Building placement and orientation helps frames the street and communal space - Lover's Loan, Dollar (Mactaggart & Mickel Homes Ltd)

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The Design Processes map

Stage 1 Site and area appraisal

- ▶ Carry out initial appraisal of the site and its wider context.



Stage 2 Identifying the design principles

- ▶ Create a vision for the development.
- ▶ Establish and refine the development vision based on the appraisal.
- ▶ Make clear aspirations about how the proposed development can contribute positively to the local character and create a sustainable place.



Stage 3 Analysis

- ▶ Understand the site topography and landforms.
- ▶ Look at historical records to assist in understanding existing development patterns or the evolution of a settlement.
- ▶ Be aware of the site's status in the Development Plan, and any previous or current planning decisions affecting it.
- ▶ An awareness of possible future developments around the site is vital, as this may influence linkages, layout, infrastructure or planting.
- ▶ As well as understanding the physical form of the site and surroundings ensure that the influence of the elements, such as sun path and prevailing wind, as they affect the site are known, as this can inform building position, layout and orientation.

- ▶ Establish key views into and from the site and ensure these are considered in development design.
- ▶ Confirm ground conditions.
- ▶ Check the potential flood risk to the site via SEPA's website, and through liaison with the Council's Flood Prevention Officer. Establish if a Flood Risk Assessment or Flood Statement will be required.
- ▶ Establish availability of utilities, and also any constraints, such as pipelines or power cables that may affect the site.
- ▶ Establish what the natural assets on and around the site are, such as wetlands or woodlands. Ensure you are aware of any statutory designations, or potential presence of protected species.
- ▶ Establish if the site has any archaeological significance.
- ▶ Establish if any built heritage designations exist such as listed buildings on or near the site, or if the site is in or adjoining a conservation area.



Stage 4 Design concept(s)

- ▶ Establish a design concept for the proposed development, based on the design principles and analysis.
- ▶ Consider undertaking pre-application consultation with the planning officers, to set out initial principles and seek advice.



Stage 5 Design Development

- ▶ Refine design and detailed resolution of issues.
- ▶ Complete any options appraisal work.
- ▶ Move from concept design to more detailed proposals.

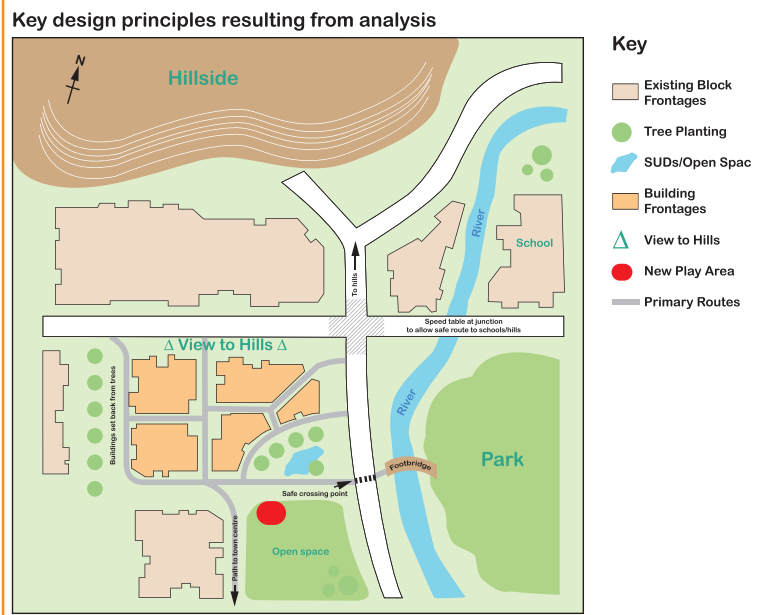


Stage 6 Design Solution

- ▶ Produce information to communicate the design process, key decisions and final product, including:
 - ▶ Plans/visualisations
 - ▶ Site photos showing visual impact
 - ▶ Design Statement

3.05 The Design Process Diagram above emphasises the need to start by looking at a site in its wider context before focussing in on its detailed design. The diagram below helps to illustrate how the information gathered through the design process should be used in shaping the development proposals at the relevant stages of the design process.

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The Design Process	Wider Context	Immediate Environment	Within Site	
	Consider how key views in/out of site can be addressed in design	Work with existing site features rather than against them. Consider sunpath/ prevailing wind direction/natural shelter	Buildings laid out and designed to be energy efficient	
	Take design cues from buildings, development patterns and densities in the surrounding area	Create a design that fits well with surrounding buildings and can enhance the character of the area	Use appropriate designs, materials, proportions that reflect the best qualities of local vernacular styles	
	Maximise access to active travel network	Create a layout on a human scale that encourages walking	Public spaces that are well defined and overlooked by buildings.	= Better Place to Live

Public Consultation

Depending on the nature or scale of the development, there may be a need for public involvement during the design process. This can occur at any stage however, early consultation with the community councils, local residents or businesses and other interest groups should help to identify any key issues or concerns. Once the design concept(s) have been worked up, it is advisable to feed these back to the contributors in order to check that nothing has been missed or misinterpreted. This exercise will also help to gauge initial reactions to the preliminary design which may help to influence the final design.

Planning applications that fall into the categories of MAJOR or NATIONAL development require pre-application consultation (PAC) to be undertaken between the developer and communities. More details on this procedure can be found in Scottish Planning Series Circular 4 2009: Development Management Procedures: <http://www.scotland.gov.uk/Publications/2009/07/03153034/5>

Achieving the Six Key Qualities of Successful Places

4.01 The six key qualities of successful places should be central to the design process. Designers should check to ensure, in moving from one stage to the next, that these 6 key qualities are being considered and will be delivered in the final development. This section of the SG provides a checklist under each of the 6 headings that should be used at key stages of the design process.

4.02 In reality, these 6 key qualities are not distinct or self contained, but overlap with one another.

- ▶ distinctive;
- ▶ safe and pleasant;
- ▶ easy to move around;
- ▶ welcoming;
- ▶ adaptable; and
- ▶ resource efficient

Distinctive

4.03 Distinctive developments will demonstrate an understanding of their context, in terms of landscape, townscape, development patterns and building vernacular, and are likely to prove to be more successful places.

4.04 The Council expects new developments to be designed to consider their context and local identity and be integrated into the movement and settlement pattern of the wider area.



Successful integration of new development into Alloa Conservation Area

4.05 Streets have multiple functions which extend well beyond solely enabling vehicular traffic movement. These wider functions, which include play, cycling, walking and socialising, are fundamental to quality of life and for health and well-being. Seen in this wider context, streets are an important aspect of creating a sense of place in new developments.



The Cross, Clackmannan - a distinctive place where the space is shaped by the buildings and building character, materials and finishes are of a recognisably local character.

4.06 Layouts that are designed principally around the movement and parking of the car are unlikely to be acceptable, for instance cul-de-sacs fronted by double driveways and regimented rows of detached houses, do not represent the aspirations of the Council for people-focussed new places. Placemaking should be the key driving force in designing new places., focussing on creating a people- centered high quality public realm.



New housing that integrates well with the existing development pattern and building design - Pool of Muckhart

4.07 Housing is the largest single urban land use. The design, quality and character of new housing developments have the ability to shape our towns for decades to come.

4.08 Suburban housing in particular provides significant opportunities for good design and the creation of a sense of place.

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4.09 The Council does recognise that house builders will often want to use standard house types in new developments, however within a standard building envelope there is still significant scope to adapt elevations and finishes to reflect local building styles and features.

4.10 The layout of developments and positioning of buildings should shape the form of the public spaces, and can be used, for example, to articulate a street corner or junction, sitting close to the carriageway edge, and with facade detailing to give public frontages to both streets.



Buildings shaping shared public space and successful integration of mature trees into a layout - Alloa Park

Distinctive Checklist



- ▶ Is the design informed by the built and natural environment around the site?
- ▶ Does the PLACE function of streets take precedence over their MOVEMENT function?
- ▶ Ensure the layout is not standardised and based around the movement of the car?
- ▶ Have building design, layout and plot arrangements been adapted according to the requirements of the design?
- ▶ Are the buildings shaped around spaces, and not the other way around?

Safe and pleasant

4.11 It is recognised that a rigid application of standards, be they house styles, plot sizes, or roads and parking standards can often limit design-led approaches to new developments. In respect of street design, the Council will apply safety standards in a proportionate manner based on the judgement of risk and taking full account of:

- ▶ Movement and place
- ▶ Risk and opportunity
- ▶ Ensuring sustainability

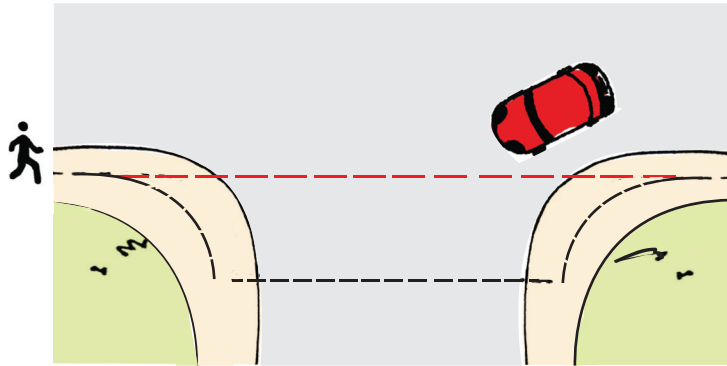


A street layout informed by overly rigid standards; large radius junction, over-dominant lighting columns, segregated footpath, standard driveways, and large building set-back which is an inefficient use of land

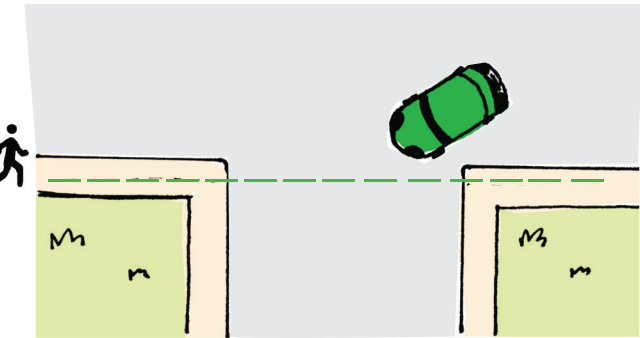
4.12 Where areas of tension exist between quality of place and safety, it is important at the design stage to assess the severity of any safety issues and the likelihood of them occurring, in order to ensure that the correct balance is struck in the final design. The use of Quality Audits, and as part of this process, Roads Safety Audits are recommended as a means to resolve such issues appropriately.

4.13 The movement needs of pedestrians and cyclists should take priority over those of cars, and this should be reflected in street layout and design. This need not mean that transport modes are segregated, but does mean that all users can safely use shared spaces.

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Junction Design favouring vehicles
 Detour required to minimize crossing distance
 Vehicles turn faster



Junction Design favouring pedestrians
 No detour required to minimize crossing distance
 Vehicles turn slower

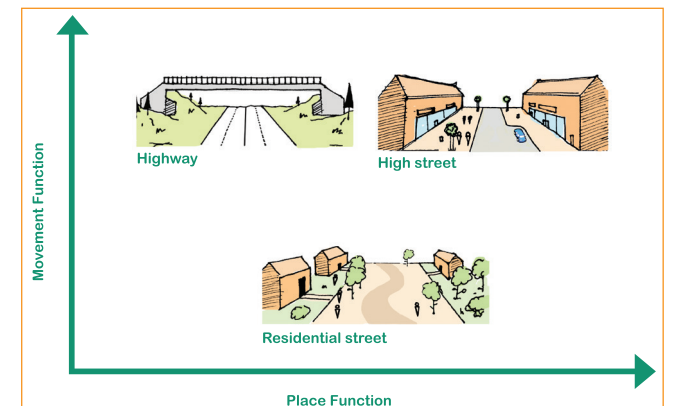
----- Pedestrian Desire Line

An example of how the same junction can be designed differently to favour pedestrians and slow vehicle traffic - *Designing Streets*

4.14 Junctions in built up areas should not be designed with unnecessarily large radii, as this allows vehicles to manoeuvre around them at a higher speed, at the expense of the safety and convenience of others, such as cyclists and pedestrians.

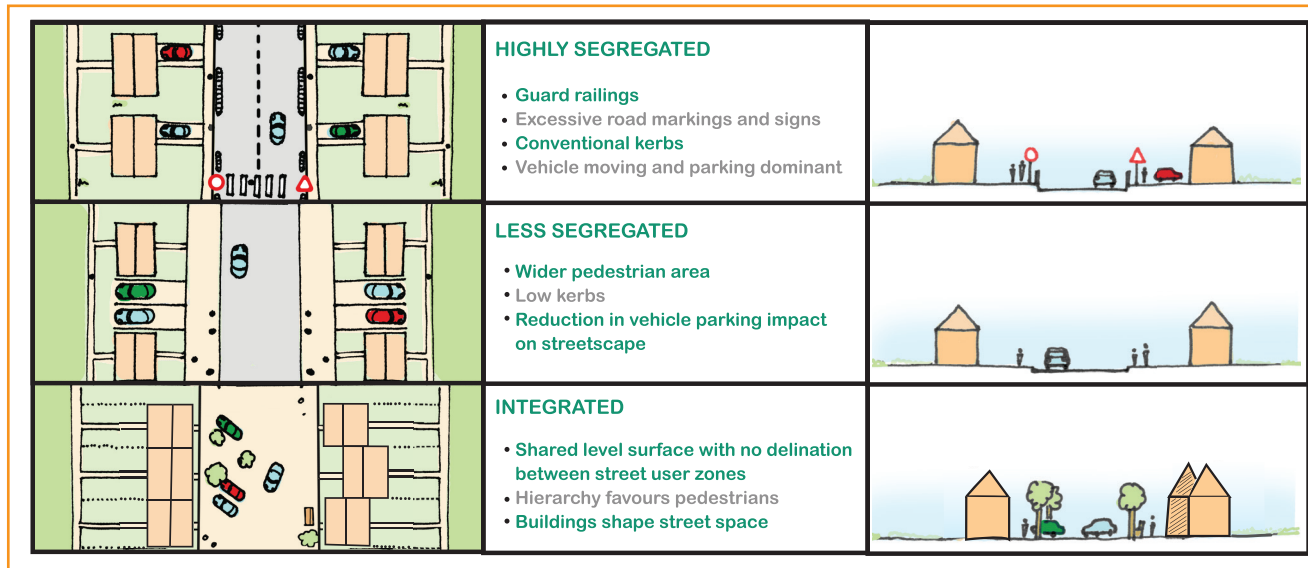


A junction with a large radii bellmouth which allows vehicles to manoeuvre easily but gives pedestrians a wider crossing distance or deflects them away from their desire line.



When designing in town centres or residential streets the place rather than movement function becomes increasingly important - *Designing Streets*

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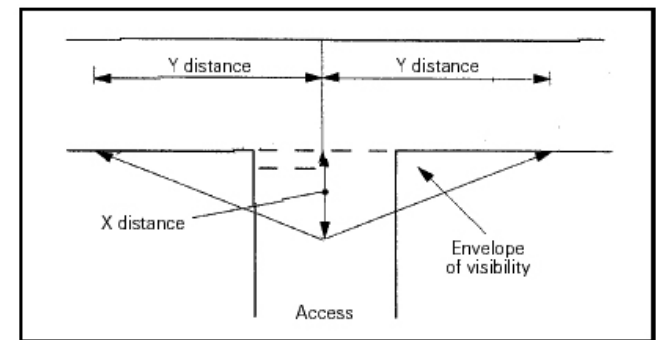


An example of how the same street can be designed in a number of different ways by decreasing segregation and favouring its PLACE function over its MOVEMENT function - *Designing Streets*

- 4.15 The Council will expect all new residential streets to be designed to achieve a practical maximum speed of 20mph, however lower design speeds will be sought in new layouts.
- 4.16 The Council expects that junction radii in residential streets is reduced to the extent that the speed of turning traffic is around 10-15mph, making the streets safer for all users, and allowing the pedestrian desire line to be maintained, with a shorter section of road requiring to be crossed. Designers should ensure that the junction can still be safely negotiated by all vehicles expected to use it.

- 4.17 It will often be desirable to reduce forward visibility in order to help control traffic speed. Where possible this should be done by the positioning of buildings and the road layout, obviating the need for speed reducing features, road marking and signage.
- 4.18 With regards to achieving Safe Stopping Distance (SSD) for vehicles in junction design, the Council will assume the X-distance for measuring junction visibility to be 2.4m, with the Y-distance informed by the characteristics of the junction and street network, including SSD (see diagram opposite).

- 4.19 Shared surfaces, as part of an overall street design package, can contribute greatly to reducing traffic speeds and creating a safe street environment, encouraging walking, street play and social interaction. The absence of formal carriageways and the presence of appropriately designed and positioned buildings result in motorists entering shared surfaces driving more cautiously.
- 4.20 The use of appropriate landscaping and boundary treatment can help define public and private spaces and contribute to a sense of ownership and responsibility.
- 4.21 Creating well connected pedestrian and cycle routes with an open aspect, well lit and overlooked by buildings increases both usage and safety.
- 4.22 Communal spaces, including paths, open spaces, play areas and landscaping should have an open aspect, and be overlooked by buildings to create passive surveillance.
- 4.23 The main facade and entrance doors of properties, be they houses, flats, shops or other business premises should be designed to face the public street.



- 4.24 The design and quality of lighting can help to create a safe night-time environment, and should be considered in the detailed design stage.
- 4.25 The provision of adequate and safe parking can be accommodated by a variety of means to provide flexibility and lessen visual impact. Well -designed on-street parking can help reduce traffic speeds and can be accommodated in a visually sensitively manner, such as through subtle street widening.
- 4.26 Police Scotland have Architectural Liaison Officers (ALO) who provide advice and guidance on how the built environment can be designed to reduce opportunities for criminal activity, so that appropriate crime prevention measures can be taken at an early stage. Secured by Design is a UK police initiative designed to help create safer, more secure environments. Further information about the initiative can be found at www.securedbydesign.com



Safe And Pleasant Checklist



- Has a balance been struck between quality of environment and safety?
- Have the movement needs of pedestrians and cyclists taken precedence over the movement needs of cars?
- Have roads and streets been designed in accordance with their intended purpose?
- Have residential streets been designed to achieve a maximum 20mph speed?
- Does junction favour pedestrian movements and reduce vehicle speeds to around 10-15mph, through appropriate layout and geometry?
- Have opportunities to reduce forward visibility in a safe manner that reduces traffic speeds been taken?
- Have opportunities to provide shared surfaces been taken in residential and mixed use environments?
- Are active travel routes and communal spaces designed to be safe and open; overlooked by buildings and designed with suitable landscaping and planting?
- Is parking integrated in a safe and attractive manner, such that it does not dominate public spaces?
- Are the boundaries between public and private spaces clearly defined?
- Have safety and security been adequately considered in the design process?

Easy to move around

- 4.27 Layout and movement need to be considered together. The layout of a development determines the character of streets and public spaces, and influences patterns of movement. It also can largely dictate building position and orientation. The buildings should be designed around the public spaces, and not vice versa.
- 4.28 The boundaries between public and private space should be clearly defined by walls, fences, planting or other means.
- 4.29 Existing building lines should be respected and reinforced by new development, creating continuous street frontages in urban areas.
- 4.30 Relatively dense urban developments, such as in town centres, may be developed in the form of perimeter blocks, whose frontages face public space, creating more or less continuous building frontages along the streets, and enclosed private spaces to the rear.

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An integrated street pattern and distinctive building style- Tillicoultry Conservation Area



- 4.31 Traffic speeds should be dictated by the street layout and design, in preference to vertical calming features, such as speed cushions.
- 4.32 New developments should be well connected to public transport and active travel networks, and new streets should be continuous and connected, with a minimum of cul-de-sacs, and linking with existing streets wherever possible.
- 4.33 Clackmannanshire has an excellent active travel network that provides for all types of journeys. It is vital that new developments integrate well with the active travel network, and indeed expand and enhance this network wherever possible.

- 4.34 Layouts should accommodate emergency and waste collection vehicles without compromising a sense of place. Design and layout should eliminate or reduce to a minimum, the need for emergency or waste collection vehicles to reverse.
- 4.35 Garages are frequently used for storage rather than to park a car in. Carports are often more useable and provide more freedom in design, allowing houses to be located much closer to the carriageway edge.

- 4.36 There will also be scope, within appropriately designed street environments, for integral garaging positioned very close to the carriageway edge, rather than, as is typical in suburban developments. This approach can assist with placemaking, in terms of bringing buildings closer to the street, and also means the garage is more likely to be used for parking a car, in the absence of an off-street parking space in front of it.
- 4.37 The Disability Discrimination Act 2005 and the Equality Act 2010 place a duty on public authorities to promote disability equality. There are a number of factors that can contribute to the inclusivity of the public realm in new developments, and this goes beyond ensuring that minimum standards are met, requiring consideration of such matters as building placement, access points, gradients and access to transport infrastructure.
- 4.38 The incorporation of inclusive design principles into the historic environment can often pose challenges and create areas of tension. In such cases, early engagement between the developer/designer, planning, building standards and if necessary, Historic Environment Scotland is recommended in order to explore the issues and devise innovative solutions, that both ensure accessibility and preserve the character of the historic environment.

Easy To Move Around Checklist



- ▶ Has the layout adequately considered existing and future movement patterns?
- ▶ Has a compact layout been achieved that can assist in improving accessibility within a development and to its surrounding?
- ▶ Have opportunities been taken to use suitably sized perimeter blocks to create a permeable layout for people to move through on foot?
- ▶ Is traffic speed dictated by street design and layout, rather than being dependant on physical traffic calming?
- ▶ Does the new development integrate well with and expand public transport and active travel networks?
- ▶ Has safe emergency and waste collection vehicle access been adequately considered in the design process?
- ▶ Ensure the layout and design of parking provision does not restrict pedestrian and cycle movement?
- ▶ Have inclusive design principles been incorporated into the new development, in order to ensure access for all?



Residential streets designed on a human scale favouring pedestrian movement and naturally reducing vehicle speeds by the type of environment created, rather than through traffic calming features - Claremont, Alloa - Image courtesy of EMA Architects + masterplanners

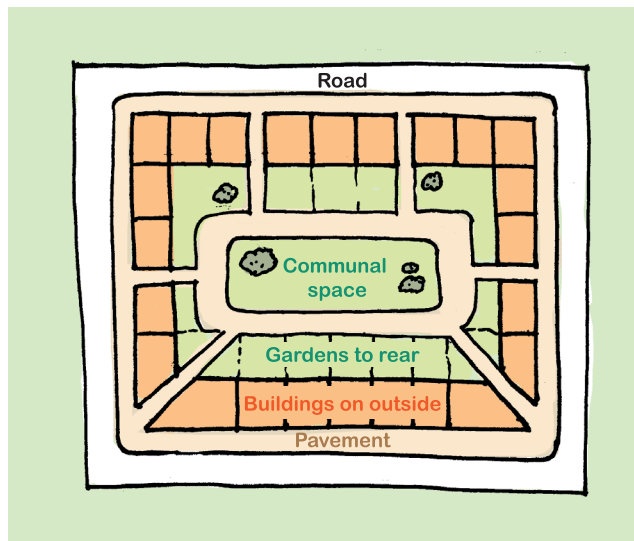
Welcoming

- 4.39 New streets should be designed on a human scale rather than prioritised for the movement of vehicular traffic.
- 4.40 Streets should be designed to reflect their role. Welcoming streets will typically be fronted by the active or principal frontage of the buildings that they serve.
- 4.41 Perimeter blocks are a traditional street pattern where short, well connected streets, often laid out in a grid, are designed with the public facade of all buildings facing the street and private spaces enclosed to the rear. This can help achieve welcoming streets that area also safe and permeable for people who wish to walk or cycle.



A wide road, with segregated footpath serving a residential development, but designed principally for car movement. The road width and geometry and segregation of pedestrians encourages higher vehicle speeds, necessitating speed cushions to be installed - Muirside Avenue, Tullibody

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- 4.45 The location, design and layout of public spaces is critical to their usability and ultimately their value in the success of a development as a place to live, work or spend time. For example, if a footpath is not direct, is poorly lit or lacks good passive surveillance, then it will fail to serve its purpose, and people will be inclined to avoid it.
- 4.46 Designers should consider the use of street trees to soften streetscape, create visual and environmental amenity and reduce traffic speed.
- 4.47 Buildings should be planned around the spaces, not the other way around.

A perimeter block layout can create active frontages and permeability - Designing Streets

- 4.42 Back gardens, blank frontages or austere boundary treatments should be minimised on public street frontages.
- 4.43 The over-use of street furniture, signage and road markings can often be confusing for drivers, pedestrians and cyclists alike and can also add to visual clutter. In addition, the manner in which such features are used can have a significant influence on driver behaviour and increase vehicle speeds.
- 4.44 The Council will expect building layout, street design and landscaping to contribute to the natural control of traffic speed within residential developments minimising the need for engineered solutions or signage, and result in a more welcoming feel to new developments.



Buildings framing a junction on shared surface, naturally slowing vehicles, and making a pedestrian friendly environment. Windows face the road from both sides to provide passive surveillance - Polnoon Masterplan, McTaggart Mickel

Welcoming Checklist



- ▶ Has the proposed development been designed on a human rather than a vehicle scale?
- ▶ Are streets as far as possible enclosed by the active frontage of buildings?
- ▶ Have rear elevations, or boundary features, such as screen fencing been minimised onto public frontages?
- ▶ Do the principal facades and entrance doors of buildings face public roads and streets?
- ▶ Has the use of perimeter block layouts been considered as a means to ensure active frontages to street?
- ▶ Does the design reduce the need for visual clutter created by signage, street furniture and road markings?
- ▶ Has the combination of building placement, surfacing, hard and soft landscaping been used to create a welcoming environment?
- ▶ Have opportunities to use of trees to enhance the character of a street and reduce vehicle speeds been taken?
- ▶ Has the layout and design of public spaces, including parks, play areas and paths ensured they are safe and useable?

SUPPLEMENTARY GUIDANCE 3

Adaptable

- 4.48 Well designed public spaces should be capable of performing more than one function; a road can be an area for play, or a SUDs area can be an area for passive amenity, such as dog walking.
- 4.49 The importance of landscaping, planting and provision of open space in creating successful new developments should not be overlooked, otherwise it can often appear as an afterthought, once buildings, roads, paths and utilities have been designed.
- 4.50 The layout and design of open spaces within new developments should also be informed by the Green Infrastructure SG.

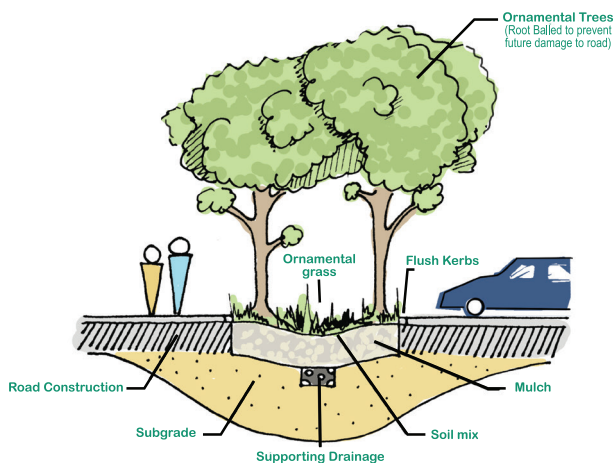


Integration of a residential street with an informal park overlooked by houses - Claremont Image courtesy of EMA Architects + masterplanners

- 4.51 The Council expects SUDs to be designed as a “positive” element of a development and to enhance biodiversity, the landscape setting of buildings and to provide passive open space.

- 4.52 Bio-retention areas are, in appropriate design circumstances, a suitable means of providing soft landscaping within a street environment which also acts as part of a SUDs system.

More information on SUDs can be found in the Water SG.



Incorporation of a bio-retention area within a parking area

- 4.53 Street design should aim to positively integrate natural landscape features and maximise the biodiversity value of new landscaping and planting.
- 4.54 Not only do new residential developments need to be served by adequate recreational open space, the location, layout and design of these areas can be critical both to their usability and contribution to the success of the development.

- 4.55 As a general rule, developers should provide open spaces that are of good amenity and recreational value, rather than a collection of small spaces of limited use, and which may be more costly to maintain.
- 4.56 Building design can incorporate habitat to support wildlife, such as bird nesting facilities and green roofs at little extra cost to the construction and maintenance cost of the building.
- 4.57 Developers should consider adaptability to future climate change, in terms of the layout and design of buildings and the spaces around them.

Adaptable Checklist



- ▶ Are communal spaces capable of serving more than one function?
- ▶ Has high quality landscaping and planting been given a high priority in the initial design stages and through to implementation and maintenance?
- ▶ Does landscaping and planting enhance amenity and provide for biodiversity?
- ▶ Has the SUDs layout and design been considered at an early stage, in order to provide amenity and habitat value?
- ▶ Is SUDs infrastructure designed correctly to enhance the character and amenity of a site?
- ▶ Does open space provision focus on meaningful, multi-functional spaces, rather than a collection of small disjointed spaces?
- ▶ Has adaptability to climate change been considered in the design of buildings and spaces?

SUPPLEMENTARY GUIDANCE 3

Resource Efficient

- 4.58 The Energy Efficiency & Low Carbon Development SG provides advice on low and zero carbon generating technologies. There is also much in the layout, positioning, orientation and design of developments that can contribute significantly to sustainability, at little or no cost to the developer.
- 4.59 The layout, orientation and height of buildings should be designed to ensure the maximum amount of light reaches the public realm, and wherever possible protect streets, and important nodes within them from prevailing winds.
- 4.60 Buildings should be arranged so as to benefit from passive solar gain, with principal elevations addressing the sun path, and blank south facing gables designed out.



Energy efficient housing enclosing communal space, providing security and shelter - Queen Street, Alva - Image courtesy of Machin Dunn + Macfarlane Architecture and Design

- 4.61 The main living rooms and areas in houses should be designed to face south and with adequate fenestration to maximise the benefits of passive solar gain. More private rooms and areas of the house, such as bathrooms, stairs, utility areas need not be on the south facing side.
- 4.62 Groups of buildings can be designed, and positioned so as to create a micro-climate within the spaces they surround, such as in a south facing courtyard.
- 4.63 Where existing natural features, such as trees, hedgerows or wetlands, have landscape and biodiversity value they should be retained and form an integral part of the development layout. More guidance on the incorporation of existing green infrastructure is available in the Green Infrastructure SG.
- 4.64 Landscaping and planting in house plots and within communal areas around buildings should be designed to shelter the buildings from adverse weather conditions, such as winter northerly winds. Hedges can be particularly effective in this role, and the choice of appropriate species of planting can also do much to enhance the biodiversity of an area.
- 4.65 The Council will expect a SUDs design solution to be considered at an early stage of the design process, and not "retro-fitted" to a design that is approved. The layout and design of SUDs should form an integral part of initial design stages, and are considered as part of an overall placemaking approach.
- 4.66 The accommodation of utilities should not determine the layout of streets or footways. It is important to ensure that adequate provision is made for utilities in the design of street layouts.
- 4.67 The retention of existing boundary walls and other structures can be used to help integrate new developments into the existing fabric. Where such features are worthy and capable of retention, the Council will expect them to be integrated positively into a new development.
- 4.68 Dense housing groups, such as flatted blocks or terraces are more energy efficient than detached houses. Many suburban housing developments are characterised by rows of detached houses with only the narrowest of gaps between them. The use of more dense building types and groupings need not mean that developments are more cramped or crowded as this approach can leave more space to provide adequate open spaces, gardens, or community growing spaces which themselves can further enhance the sustainability of the development.
- 4.69 Space for community growing, particularly in and around higher density developments, should be considered, as this can provide a valuable community resource with multiple benefits.
- 4.70 All dwellings should be provided with adequate garden to meet the needs of the residents in terms of amenity, and also provide for growing of home produce, such as through vegetable patches.

Resource Efficient Checklist



- ▶ Has the development layout, building design, position and orientation been informed by energy efficiency?
- ▶ Does house design, fenestration, and layout of rooms consider passive solar gain and protection from prevailing winds?
- ▶ Are buildings laid-out to create protected micro-climates in important public spaces?
- ▶ Have existing natural features, such as trees, hedgerows, wetlands, watercourses been integrated positively into the layout and design, in a manner that enhances amenity and biodiversity?
- ▶ Has the design of new and existing landscape feature been used to protect buildings and public spaces from the elements?
- ▶ Has the integration of utilities been given adequate consideration in the design?
- ▶ Have opportunities to re-use existing buildings or structures been taken in order to enhance character of the development?
- ▶ Have appropriate densities and building design such as terraces been used to enhance a sense of place, and also improve energy efficiency?
- ▶ Are dwellings provided with adequate garden ground for amenity and growing of produce?
- ▶ Has scope to provide space for community growing been considered, where private garden ground may be limited?

Design Toolkit

- 5.01 The term 'design toolkit' describes a set of exercises that can be undertaken in order to set out urban design guidance for a site or area.
- 5.02 The development guidelines for particular sites identified in the LDP indicate where additional design work has been or will be undertaken to inform development. In addition, Policy SC6 sets out circumstances where the Council will expect proposals to be accompanied by a Development Brief, Design Statement, or Masterplan. The Council will advise developers of the need for additional design work, and in what form this should be, as early as possible in the pre-application or application process.
- 5.03 Detailed advice on preparation of design statements and masterplans is contained in the Scottish Government's PANs:
 - ▶ PAN 68 Design Statements
 - ▶ PAN 83 Masterplanning

Development Briefs

- 5.04 A development brief provides an assessment of constraints and opportunities presented by a site and the type of development expected or encouraged, based on this assessment. A brief will provide guidance on key elements that any development should incorporate, with reference to the LDP, where necessary, and will be a material consideration in decision making. A brief may include details on function, layout, plot sizes, building heights and lines and materials.
- 5.05 A brief can often precede and inform a design statement or masterplan.
- 5.06 Development briefs may be prepared by the Council for certain sites, however, it will more often be expected that prospective developers will prepare briefs and agree these with the Council in advance of a planning application.

SUPPLEMENTARY GUIDANCE 3

Urban Design Frameworks

- 5.07 Used to plan larger areas of significant change, and seek to address major issues in a co-ordinated way, and addressing the key issues, often with maps and diagrams.

Masterplans

- 5.08 A masterplan explains how a site or series of sites will be developed. Masterplans will be required for sites classed as major or national developments. A masterplan should comprise three dimensional images and text describing how an area will be developed. It should describe and map an overall development concept, including present and future land use, urban design and landscaping, built form, infrastructure, circulation and service provision, and be based on an understanding of place.
- 5.09 The process of preparing a masterplan should follow the 5 key stages set out for Development Briefs, above, and should show how the intended vision for the place will be delivered, and how a distinct and appropriate character will be created. It should also describe how the project will be implemented through a delivery strategy which sets out phasing, timing and funding.
- 5.10 A masterplan should stem from a clear brief, and will require input from a multi-disciplinary team working towards the same outcome.

- 5.11 In general, masterplanning is required for areas of large-scale change such as town extensions; regeneration projects; town centres; housing developments; and places where significant environmental assets require protection. Masterplans can be particularly useful where, for example, a large urban expansion will be developed on the edge of an existing settlement or where a site is to be phased, and may be developed by different parties over a long period of time. The masterplan can ensure the delivery of a vision and, for example, the phased creation of community infrastructure elements at appropriate points in the development.

Design Statements

- 5.12 A design statement can be prepared for large or small developments and sets out the design principles which determine the design and layout of the development proposal. It enables the applicant to explain why the selected design solution is the most suitable in the circumstances, in terms of the building(s) and the quality of spaces created.
- 5.13 A design statement need not be elaborate, and can be a short document (one or two pages), which sets out the principles on which the development is based and explains the design solution. Irrespective of the scale of development, the design statement must be supported by good graphics.

- 5.14 The Government promote the use of design statements as part of the urban design toolkit, and which can benefit applicants, the Council and communities, in terms of illustrating and explaining a design, demonstrating how it relates to its context and how a particular design solution has been arrived at.
- 5.15 As well as being able to both articulate the design solution and the analysis that sits behind it, a well considered design statement can be an aid to more efficient decision making as well as quality development.
- 5.16 A Design statement can be submitted with any planning application, however, Policy SC6 sets out the circumstances in which a Design Statement will be required to accompany a planning application. In addition, certain sites in the Schedule of Site in the Local Development Plan have also been identified as requiring a Design Statement to inform any development proposals, in order to address site specific issues.

Design Guides

- 5.17 A design guide may be produced for a particular subject matter, eg shopfront design, signage or house extensions.
- 5.18 This will show how development can be put into practice in line with policies, and will often include images and examples of good and bad practice.

Design Codes

5.19 A design code is a set of illustrated design rules and requirements which instruct and may advise on the physical development of a site or area. The graphic and written components of a code are detailed and precise, and build upon a design vision such as a masterplan or a design statement.

A Design Code will normally:

- ▶ combine written instructions and graphic illustration,
 - ▶ concern physical development within a defined area,
 - ▶ give prescriptive and precise instructions (at least in part),
 - ▶ distinguish clearly between mandatory and advisory elements, and
 - ▶ not constitute a plan in their own right but put into operation another plan or framework.
- 5.20 The decision to write a code usually comes after the decision to undertake a masterplanning process, which means that the code tends to be based on an emerging plan.
- 5.21 Design codes are a way of putting a plan into operation, being as much about setting out how to assemble different elements as they are about what should be delivered. They require substantial design work up-front but can lead to time savings and more certainty and quality later on. If well-written, they can help to provide continuity between the way that a place has been assembled over time and the way it continues to develop into the future. They have the potential to be more sensitive to the physical, economic and social dynamics of place than detailed masterplans can be.

Design and Access Statements

5.22 A Design and Access Statement is a document containing both a design statement and a written statement about how issues relating to access to a proposed development for disabled people have been dealt with and which:

- ▶ (a) explains the policy or approach adopted to access and, in particular, how -
 - ◆ (i) policies relating to such access in the development plan have been taken into account; and
 - ◆ (ii) any specific issues which might affect access to the development for disabled people have been addressed;
 - ▶ (b) describes how features which ensure access to the development for disabled people will be maintained; and
 - ▶ (c) states what, if any, consultation has been undertaken on issues relating to access to the development for disabled people and what account has been taken of the outcome of any consultation.
- 5.23 Normally, the following types of planning applications will require to be accompanied by a Design and Access Statement
- ▶ 1. Applications for national or major developments
 - ▶ 2. All planning applications which involve land within:
 - ◆ a conservation area
 - ◆ a historic garden or designed landscape;
 - ◆ a National Scenic Area;
 - ◆ the site of a scheduled monument; or
 - ◆ the curtilage of a Category A Listed Building

5.24 A Design and Access Statement is not required where the development comprises the alteration or extension of an existing building.

Joined up Approach

- 5.25 The Council's Development Quality team is responsible for dealing with all planning applications for new residential developments whether for one house or several hundred. The Council's Roads and Transportation Service is involved in the development process as a statutory consultee on planning applications, and also deal with Construction Consent applications to build roads and paths in new developments.
- 5.26 In Clackmannanshire Council, we are conscious that developers require clear and consistent advice from the Council both as Planning and Transportation Authority, in order to give confidence that a design can achieve both Planning and Roads Construction Consents. We also understand that early engagement with planning and transportation professionals can often remove delay and uncertainty from the consent processes.
- 5.27 For that reason, planning and transportation professionals in the Council will welcome early engagement with developers planning to build in Clackmannanshire, and will seek to ensure that advice and subsequent decision making are co-ordinated and consistent. It is hoped that this approach can help avoid what can often be a source of delay and cost for developers.

SUPPLEMENTARY GUIDANCE 3

- 5.28 The Council's Roads and Transportation Service has a key input to ensure the success of new developments and again, in order to reduce uncertainty for developers, this input can begin at the pre-application stage, when advice is being sought on a development proposal through the Development Quality team. Transportation's involvement carries on through the planning application process, where the Service will be a key consultee on matters to do with ensuring appropriate standards of road, footway, cycleway and public transport access, in order to ensure road safety, user amenity and accessibility for all. These are key elements of designing successful places, and will inform decision making on planning applications.
- 5.29 Where a new road, part of a new road, or a new footway or footpath is required to be constructed, Construction Consent must be applied for from the Council. A copy of the application form is available for download below. In terms of Construction Consent applications, "Designing Streets" suggests that, ideally, this technical application to the Council should occur in tandem with associated submissions for planning consent and this approach will, as far as practicable, be adopted by the Council, however, Construction Consent will not be approved without a necessary planning consent being in place.
- 5.30 Excavation or changes to the existing public road or footway requires Minor Roadworks Consent from the Council. A copy of this form can be downloaded below.

<http://www.clacksweb.org.uk/transport/minorroadworksconsent/>

Adoption

Roads

- 6.01 The Council recognises that in taking forward this approach to street design, a more flexible approach will be required to road adoption, whilst ensuring that the Council's future maintenance liability is not unduly increased through the use of development layouts or infrastructure which are considered to require excessive maintenance provision.
- 6.02 The Council as Roads' Authority will advise on adoption standards at an early stage of the planning process, and will also seek to develop an agreed palette of finishing materials and street furniture which respond to the new design challenges, reflect local materials and design characteristics and are economical to maintain.
- 6.03 List of Road/path types and features that the Council as Roads Authority will normally adopt:
- ▶ Residential streets, combined footways and cycle tracks,
 - ▶ Footways adjacent to carriageways and main footpaths serving residential areas,
 - ▶ Home Zones and level surface streets,
 - ▶ Land within visibility splays at junctions, and on bends (in some cases),
 - ▶ Street trees,
 - ▶ Verges and planted areas adjacent to carriageways,
 - ▶ Structures i.e. retaining walls and embankments supporting roads and other adoptable areas,
 - ▶ Street lighting,
 - ▶ Gullies, gully connections and road drains and other road drainage features,
 - ▶ On-street parking spaces adjacent to carriageways, and
 - ▶ Service strips adjacent to level surface streets.



SUDs

- 6.04 Adoption arrangements for SUDs should also be clarified at an early stage between the developer and the relevant authorities. The Council will work closely with Scottish Water in order that we can provide greater clarity on which authority will adopt particular elements of SUDs infrastructure in new developments.



Landscaping and Open Space

- 6.05 In order to ensure that maintenance in new developments is carried out to an equal and appropriate standard, the Council produced a guidance document in 2010, entitled “The Clackmannanshire Standard”, which sets out the Council requirements for the provision and ongoing maintenance of landscaped areas and public open space.
- 6.06 The Clackmannanshire Standard also makes provision for a “Landscape and Open Space Bond”, which is a legally binding requirement which secures payment of a sum of money in the event of either a) the developer not completing open space or landscaping, and / or b) failing to put into place satisfactory arrangements for the long term maintenance of these open space areas. The bond is a safeguard that would enable the Council to potentially step in and either complete and / or maintain these open spaces if the developer failed to do so.



- 6.07 The Council cannot compel developers to hand open space to the Council and pay a contribution for future maintenance, however, the Council will strongly recommend that developers transfer all public spaces within new developments for adoption by the Council.
- 6.08 Finally, where the Council is disposing of land for residential development, it will normally seek to retain ownership of the public open spaces, and set an example by maintaining these, without the requirement for a commuted sum to be paid, provided it meets the Council’s standards.



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