



To: Planning and Property Policy Board
On: 10 March 2015

Report by: Director of Development and Housing Services

Heading: Renfrewshire's Places Residential Design Guide

1. Summary

- 1.1. The Renfrewshire Local Development Plan (LDP) and Action Programme sets out a commitment to prepare Renfrewshire's residential design guide.
 - 1.2. *'Renfrewshire's Places Residential Design Guide'*, circulated to Board Members with this paper, uses examples of local good practice to illustrate what works well in Renfrewshire and provides guidance to developers in terms of what should be considered in preparing development proposals.
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2. Recommendations

- 2.1 It is recommended that the Board:
 - (i) Approves the Renfrewshire's Places Residential Design Guide as a means to provide advice and guidance to prospective developers.
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3. Background

- 3.1. The Planning and Property Policy Board approved the LDP Action Programme at its meeting of 11 November 2014. The Action Programme includes a commitment to prepare a residential design guide in line with national policy set out in "Designing Places" and "Designing Streets".
- 3.2. Renfrewshire Council is one of three local authorities invited to be part of a pilot programme in preparing our design guidance with the support of the Scottish Government. This benchmarking process has ensured that the Renfrewshire's Places Residential Design Guide is location specific, concise,

accessible, joined-up and flexible. The guidance gives an integrated approach to street design and placemaking that fits with both Designing Streets and the Society of Chief Officers for Transportation in Scotland's (SCOTS) National Roads Development Guide, while highlighting Renfrewshire's local characteristics.

- 3.3. Renfrewshire Council's approach to the benchmarking process involved the guidance being prepared by Planning and Community Resources teams. Housing Services and Property Services have also been engaged in this process due to their frequent involvement into the design or consenting process for new housing.
- 3.4. The Renfrewshire's Places Residential Design Guide provides advice and guidance for applicants submitting residential proposals. It will be used by Council officers as a handbook to help with the consideration of planning applications and roads construction consent for new housing development. The guide provides certainty and clarity on the design quality that will help create successful and sustainable places in Renfrewshire.
- 3.5. The guide sets out the objectives of sustainable placemaking, design considerations and the process through which high quality designs can be achieved in development proposals. It provides an understanding of the Renfrewshire context along with best practice. It does not set out prescriptive or universal design standards.

4. Next Steps

- 4.1. Continuing the collaborative process, training sessions will be provided for all Council officers who are likely to use the guide. Developers will be invited to take part in an engagement workshop and other key stakeholder groups will be invited to take part in training and information sessions.

Implications of the Report

1. **Financial** – None
2. **HR & Organisational Development** – None
3. **Community Planning –
Empowering our Communities –
Community Care, Health and Wellbeing -**

Greener – Renfrewshire's Places seeks to limit carbon emissions from new residential development. The guide encourages sustainable growth through the creation of sustainable communities and high quality places.

Jobs and Economy – The design guide encourage development which delivers attractive environments, which contribute positively to local community and economic growth.

Safer and Stronger – The guide seeks to enhance development in Renfrewshire to create places where people living, working or visiting feel safe and secure.

4. **Legal** - None
5. **Property/Assets** – None.
6. **Information Technology** - None
7. **Equality & Human Rights** -
 - (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report because it is for noting only. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** – None
9. **Procurement** – None
10. **Risk** – None
11. **Privacy Impact** – None

List of Background Papers

- (a) None

Author The contact officer within the service is Sharon Marklow, Assistant Manager (Policy), 0141 618 7835, email: Sharon.marklow@renfrewshire.gov.uk



Renfrewshire's Places

Residential Design Guide



Renfrewshire
Council

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Introduction

Purpose

The Renfrewshire’s Places Residential Design Guide sets out the objectives of sustainable placemaking, design considerations and the process through which high quality designs can be achieved. Design quality can be achieved in a variety of different ways and there will not be a single correct solution for a site. This guide provides advice which will be useful through the pre-application and application stage for Planning Permission and Roads Construction Consent of a development. The guide aims to provide a clear understanding of the Renfrewshire context and illustrates appropriate ways to respond to it, rather than setting out prescriptive or universal design standards. The purpose of the guidance is to encourage best practice and high quality design. However, where there is no evidence that a proposal has satisfactorily addressed design considerations, a minimum standard may be applied.

Status of this Guide

Design is a material consideration in planning decisions and is supported through national as well as development plan policies.

Renfrewshire’s Places complements these policies and shows how to deliver successful sustainable places in Renfrewshire.

Renfrewshire’s Places is non-statutory guidance, although this document will be a material consideration in the determination of planning applications.

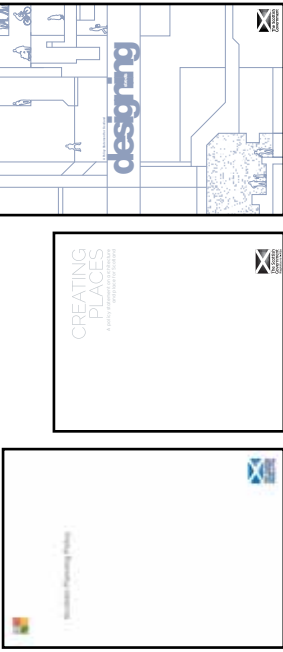
Scope

This guidance has been prepared in support of Renfrewshire Local Development Plan Policy P1 - Renfrewshire’s Places. It applies in all areas covered by this policy, uncoloured areas on the Local Development Plan Proposals Maps.

Sustainable Placemaking

National Policy

Scottish Planning Policy (SPP), Creating Places and Designing Streets set out the Scottish Government's policies and aspirations for design and placemaking in the built environment. SPP sets out the principle that Planning should support Six Qualities of Successful Places.



The Street Design Hierarchy set out in Designing Streets shows how to consider the relevant issues of street design in a way that will meet the six qualities.

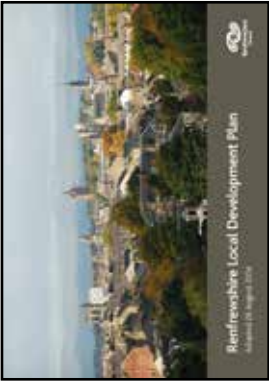
The SCOTS National Roads

Development Guide supports Designing Streets by providing advice on its principles without additional policy requirements.



Renfrewshire Local Development Plan

The six principles are a key part of implementing the spatial strategy for Renfrewshire.



Renfrewshire LDP

Supplementary Guidance

The Places Checklist highlights the key considerations for creating successful places in Renfrewshire, this incorporates the Street Design Hierarchy as well as Design Considerations which go beyond street design such as relating to built form and community facilities



Renfrewshire Guidelines for Development Roads

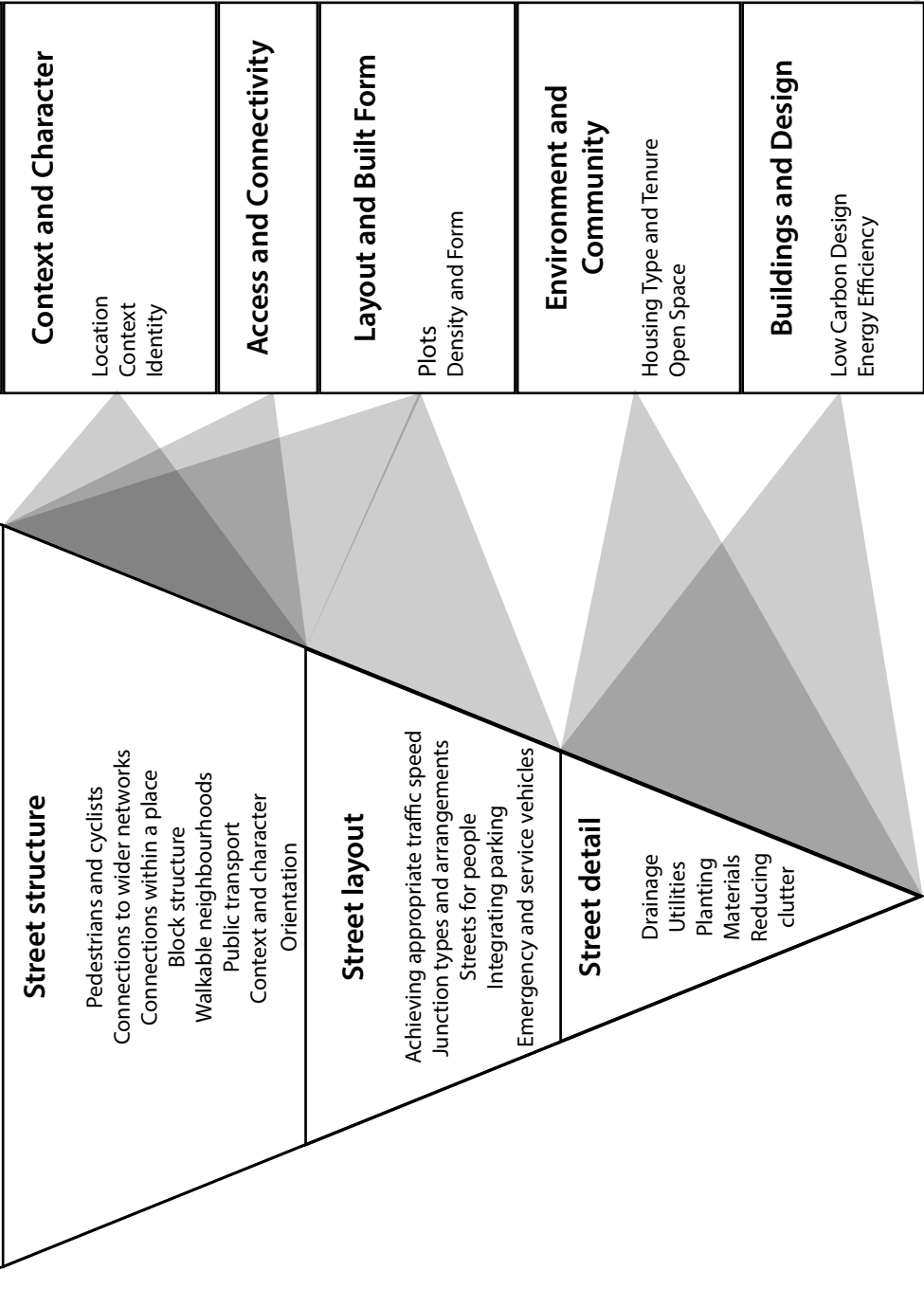
Roads guide can be found on the council's website. This guide shows how successful places in Renfrewshire have addressed the Street Design Hierarchy and other Design Considerations.



Six Qualities of Successful Places

Distinctive places have their own identity, this can be created through drawing inspiration from the existing character of surrounding area such as local landscapes, topography, ecology and natural features, building and street forms, spaces and scales, skylines and materials.	
Safe & Pleasant places are lively, with doors and windows overlooking and opening onto streets and public spaces; the mixture of uses encourage activity at different times of day; there is a distinction between public and private space and public spaces are attractive and well lit.	
Easy to Move Around and Beyond places have streets which are designed to consider place quality before movement, they are connected beyond their boundary, have services within walking distance and put the needs of pedestrians and cyclists before motor transport.	
Welcoming places use landmark features, signs, views and gateways to enable people to find their way around. A clear hierarchy of streets and spaces as well as highlighted landmark buildings and public art all help people to understand a place feel comfortable within it.	
Adaptable places are accessible and attractive to people of all ages and abilities; they have a mixture of uses so that people can live, work and play within them; they accommodate a range of tenures and densities; and are able to accommodate future changes of use.	
Resource Efficient places reuse existing buildings and previously developed land; are more dense and use existing services; minimise energy use through orientation towards the sun or being sheltered from the wind; using energy efficient or local materials and renewable energy technology; sustainable water and waste management and protection of habitats and ecology.	

Street Design Hierarchy



Process

Design Process

Site Appraisal	An assessment should be made of all economic, social and environmental factors that can influence the design. This appraisal should be detailed in the Design Statement.
Analysis	Pulling together the site appraisal along with the relevant policies and guidance will help to identify the key opportunities and priorities for enhancement and reservation.
Developing the Design	Using the appraisal and place analysis in relation to relevant policies design concepts should be worked up. It may be appropriate to discuss a number of different options at pre-application stage. This should be a creative and iterative process.
Testing the design concepts and finalising the masterplan	Illustrating a design in three dimensions can help with understanding a design concept. This will be useful for public engagement. It may also be useful to undertake a quality audit at this stage.
Proposal	The scale of proposal will determine the amount of supporting information that is required when submitting a planning application. Specific details can be clarified during pre-application consultation.

Planning Applications

Pre Application	Early engagement with the planning service is encouraged for all developments. Applicants for major or complex local applications are invited to enter into a processing agreement during initial discussions with the council. Applicants for Major Applications are invited to enter into a processing agreement, on or before receipt of the Proposal of Application Notice. The lead planning officer will engage with other council officers as required on the following: <table><tr><td>Roads (Traffic)</td><td>Community Resources (Environmental Services)</td></tr><tr><td>Roads (Design Services)</td><td>Community Resources (Communities and Leisure)</td></tr><tr><td>Built Heritage/Conservation</td><td>Community Resources (Waste)</td></tr><tr><td>Education</td><td>Planning Policy</td></tr><tr><td>Housing</td><td>Economic Development</td></tr></table>	Roads (Traffic)	Community Resources (Environmental Services)	Roads (Design Services)	Community Resources (Communities and Leisure)	Built Heritage/Conservation	Community Resources (Waste)	Education	Planning Policy	Housing	Economic Development
Roads (Traffic)	Community Resources (Environmental Services)										
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Built Heritage/Conservation	Community Resources (Waste)										
Education	Planning Policy										
Housing	Economic Development										
Application for Planning Permission in Principle	A proportionate level of information will be required to support a PPP application. Pre application discussion will indicate requirements.										
Application for Full Planning Permission or Approval of Matters Specified in Condition											

Road Construction Consent

Pre Roads Construction Consent	There should be early and appropriate involvement of roads officers for any development proposals that requires changes to roads (including carriageways, footways and verges etc) or requires to build new ways (roads, footways, cycleways etc). This includes proposals that would have an impact on pedestrian, cycle, bus rail, other transport, loading and car generation as well as potential impacts on surrounding infrastructure. All enquiries for development proposals should be directed to planning in the first instance. Where an applicant makes contact with the Roads Service in the first instance, the planning team will be notified so that a coordinated approach can be provided. Applications for Roads Construction Consent require about six weeks to process from agreeing final proposals so it is better to make contact as soon as possible.
Application for Roads Construction Consent	Applicants are encouraged to submit applications for Roads Construction Consent at the same time as Full Planning Permission or Approval of Matters. This enables both permissions to be considered at the same time, although Roads Construction Consent will not be granted until after the grant of planning permission.

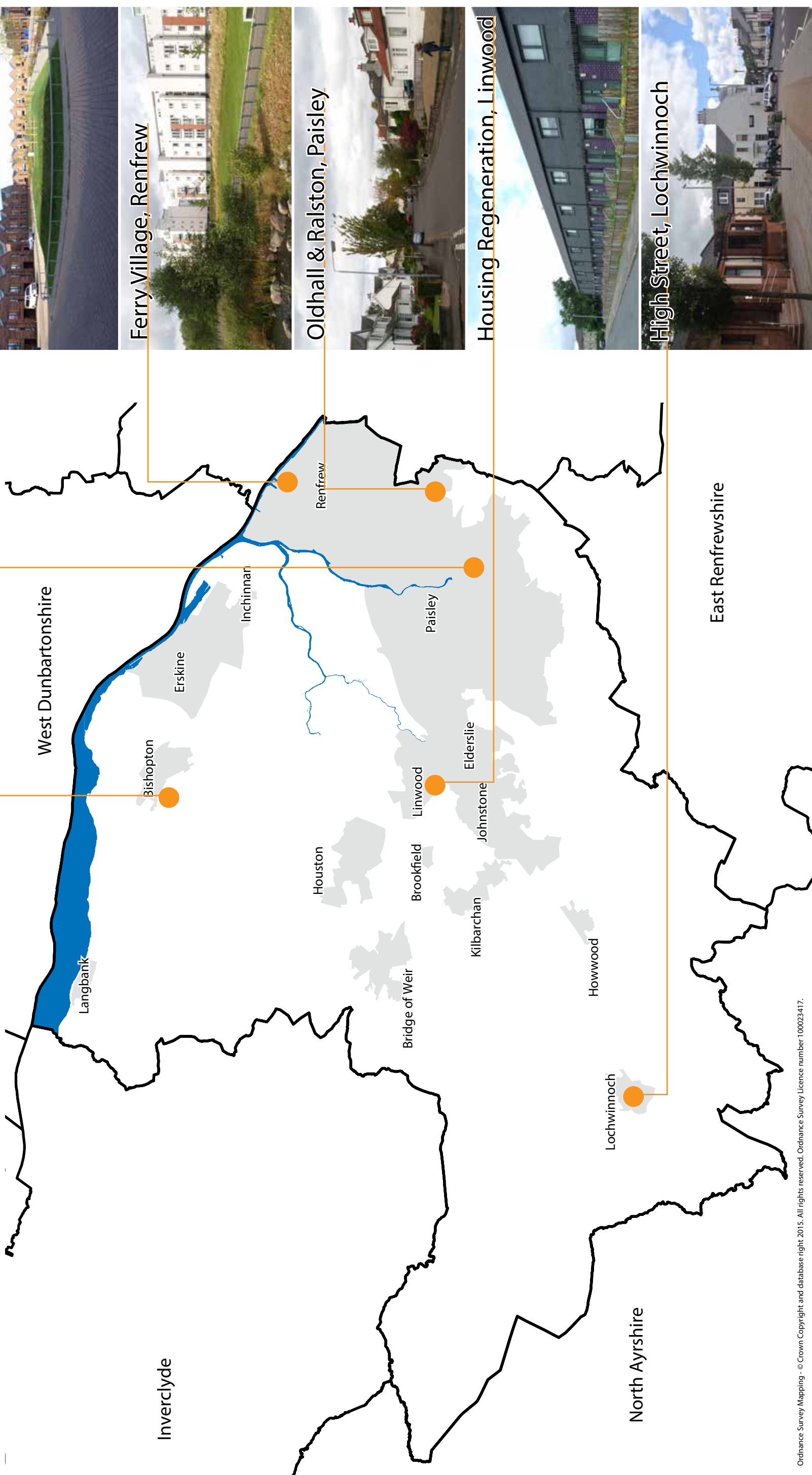
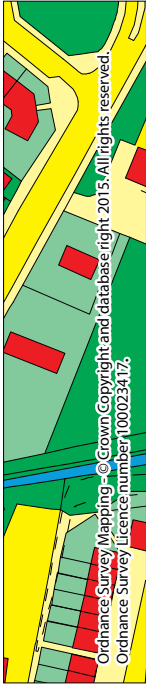
Supporting Information

All Applications	• Location Plan • Site Plan Pre Application Advice will clarify which of the below information will be required and when they should be submitted in the Planning Application or Roads Construction Consent processes • Existing and proposed floor plans • Existing and proposed elevations • Existing and proposed site sections • Roof Plans • Soft/ Hard Landscape plan • Design Statement • Design and Access Statement • Tree Survey • Habitat and protected species surveys • Stage 1 Quality audit • Stage 2 Quality Audit • Transport Assessment • Flood Risk Assessment and Drainage Impact Assessment • Noise Impact Assessment • Longitudinal Sections • Typical Cross Sections • Lighting Plan • Drainage Plan • Utilities Plan • A plan of areas proposed for Adoption by the roads authority • Site investigation (contaminated land) • Existing and proposed topographical survey • Coal Authority Risk Assessment
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Renfrewshire's Places

Six of Renfrewshire's places have been selected and analysed to illustrate what makes a successful place in Renfrewshire. The case studies have been selected to represent the broad range of housing development typologies. Examples include, contemporary, pre-Designing Streets and more historical neighbourhoods, in urban, suburban and more rural locations with both private sector and social housing examples shown.

The analysis has been undertaken using a B-Plan, which is a way of quickly highlighting the movement network (yellow), open spaces (green) and buildings (red). Lighter shades of yellow have been used to differentiate pedestrian movement and lighter green has been used for private spaces.



Dargavel Village, Bishopton

Charleston Square, Paisley

Ferry Village, Renfrew

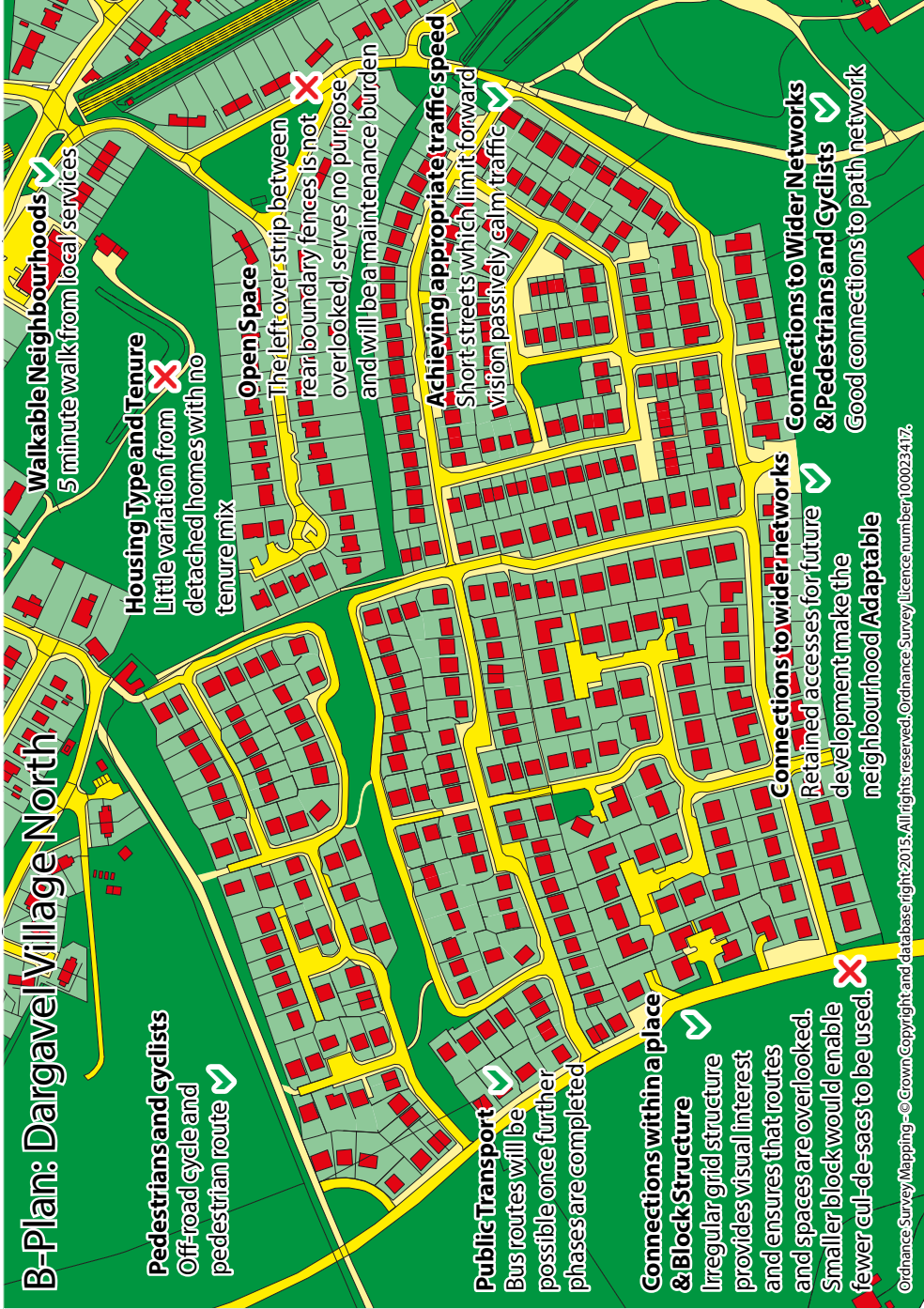
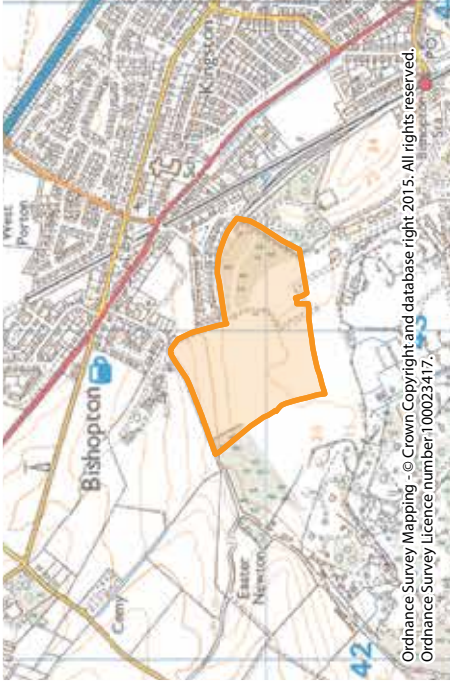
Oldhall & Ralston, Paisley

Housing Regeneration, Linwood

High Street, Lochwinnoch

Dargavel Village, Bishopton

This neighbourhood is part of the ongoing private sector led regeneration of the previously developed Royal Ordnance Factory site. The development is largely suburban in character and reflects the built scale of Bishopton village. One of the first examples of applying Designing Streets in Renfrewshire. The development is expected to deliver 2500 houses, commercial and employment space; a community woodland park; recreation and open space areas; community facilities; local services; retail and educational provision.



- Connections to wider networks:** The main access route into the development and future phases. High capacity and speed, but not a direct route to village centre, highlights poor vehicular connectivity to wider networks. ✗
- Drainage:** Swales provide sustainable drainage on both sides of the road. ✓
- Pedestrians and Cyclists:** Off road cycle and pedestrian Route. ✓
- Streets for People:** Raised table to allow pedestrian and cycle crossing; change of road surface colouring helps to announce end of 40 mph zone at gateway to development. ✓

Gatehead Drive

Block Structure
Building line creates sense of enclosure ✓

Streets for People ✓
Raised table with change in material colour to distinguish transition from shared surface.

Building to Building Distance 21m

Integrating Parking
On plot parking remove cars from the street, but it would be better if this parking allocation was to the side ✓

Utilities
Service strip creates poor transition from public to private ✗

Materials ✗
This shared surfaces could be highlighted better by use of different material colouring.

Planting ✓
Defines edge between public and private space

Gatehead Crescent

Identity ✓
Existing landscape features integrated into development

Pedestrians and Cyclists & Walkable Neighbourhoods
Links into village centre and onto path network ✓

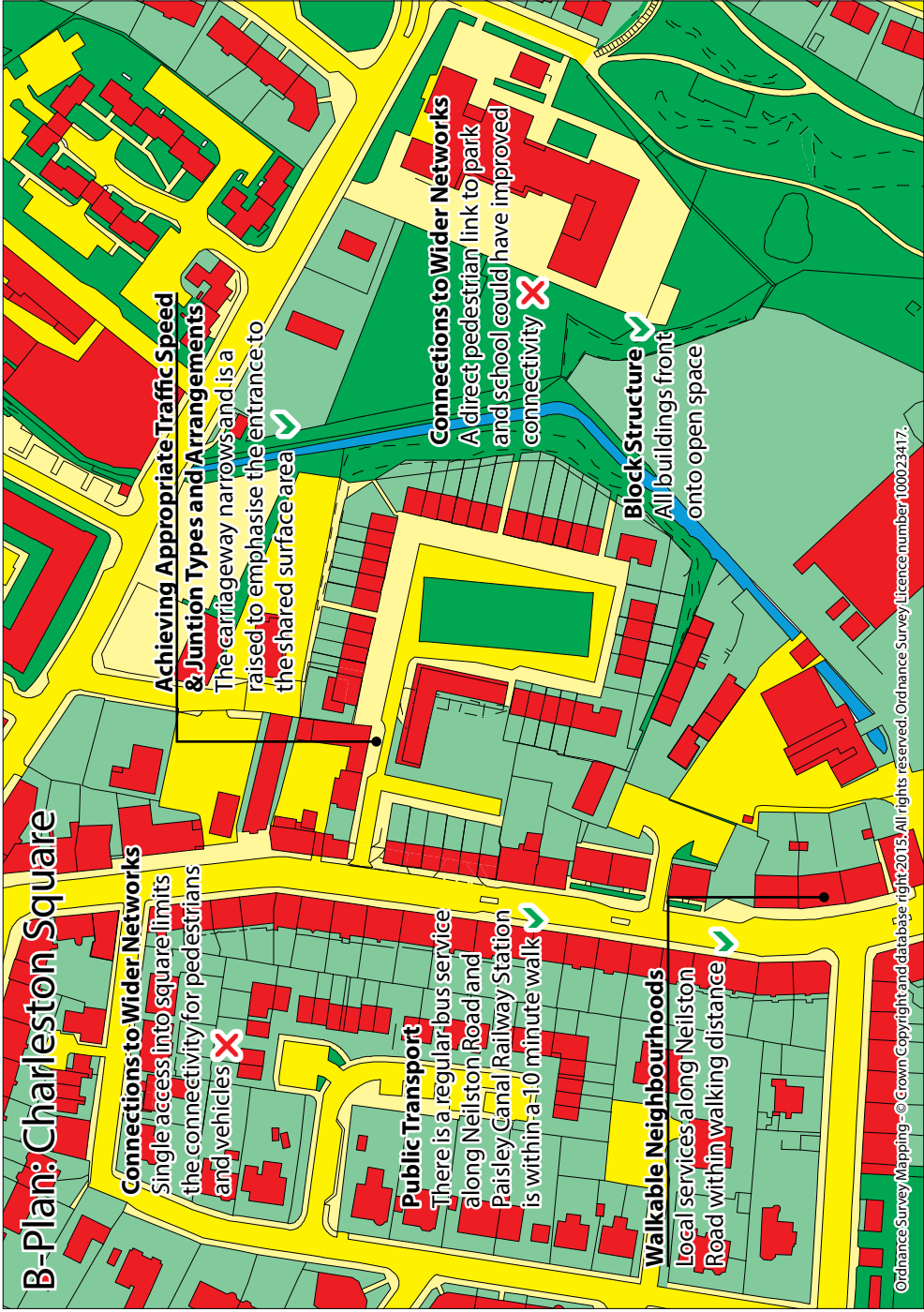
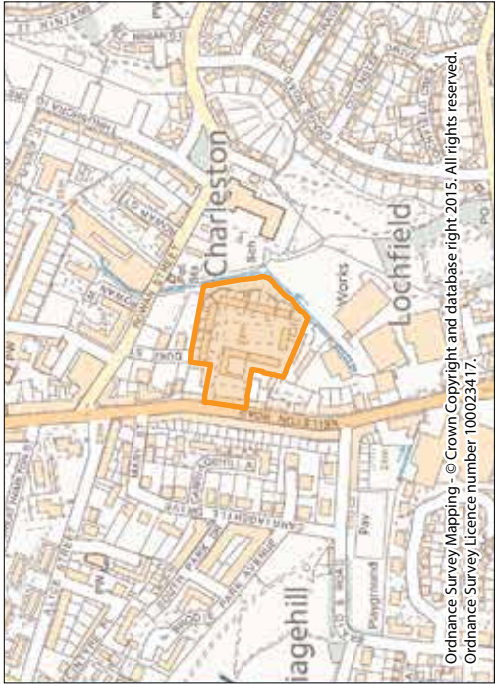
Integrating Parking
Visitor parking bays can prevent parking on the carriageway or footway ✓

Achieving appropriate traffic speed
Road narrows and winds to provide traffic calming ✓

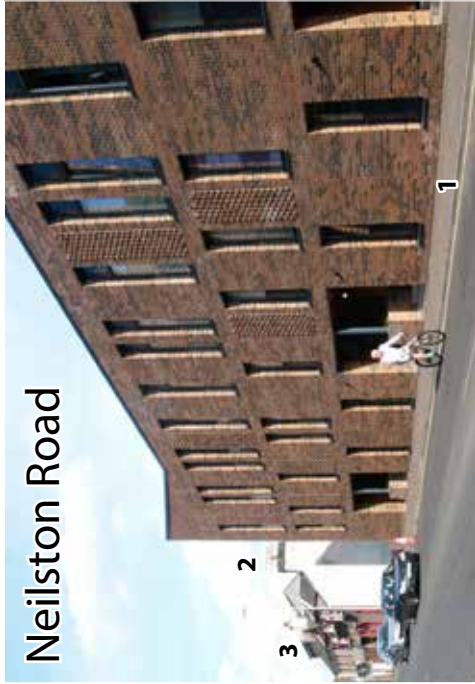
Pedestrians and Cyclists
Hierarchy of streets identified by footways. Main routes have two, secondary streets have only one and minor accesses are shared surfaces. ✓

Charleston Square, Paisley

This housing development, built by Lorretto Housing Association, reflects Designing Streets principles. The urban form reflects its location off a main street leading into the town centre. The development, which includes a supported housing block for young people and a large public open space at its centre, is an award winning example of a low-carbon housing development on the former site of the South School. The design and construction of the 53 houses followed 'Passive Haus' principles in order to achieve a **Resource Efficient** development. All properties benefit from roof mounted photovoltaic panels.



- Context & Character:** The 3-storey townhouses, which front onto Neilston Road, maintain a strong building line on this key route and reflects scale of surrounding area. ✔️
- Density and Form:** Massing reflects surrounding buildings and the density is high reflecting the urban location. ✔️
- Walkable Neighbourhoods:** Housing, including the supported unit, and open space are the only uses on site. There are local services on Neilston Road. ✔️



Charleston Square

Low Carbon Design
Photovoltaic panels generate 71kW of electricity on site. ✔️

Open Space & Planting
The open space contains an equipped play area which is overlooked and trees and hedges which permit good sightlines. ✔️

Achieving Appropriate Traffic Speed
The angled open space acts as traffic calming. ✔️

Reducing Clutter
Street lighting integrated into design, bollard lighting illuminates footpaths within the open space. ✔️

Integrating Parking
Unallocated parking surrounds the central open space. The additional shared surface space means that the area is adaptable and can accommodate more parking in the future. ✔️

Charleston Square

Housing Type and Tenure
There are a variety of different house types ranging from 1 bedroom flats to 4 bedroom houses, in addition to the supported housing. ✔️

Identity & Materials
Brick gable features, deep recessed windows and doorways with timber lining create a unified appearance. ✔️

Emergency and Service Vehicles
Waste management facilities are poorly integrated with on street collection of bins. ❌

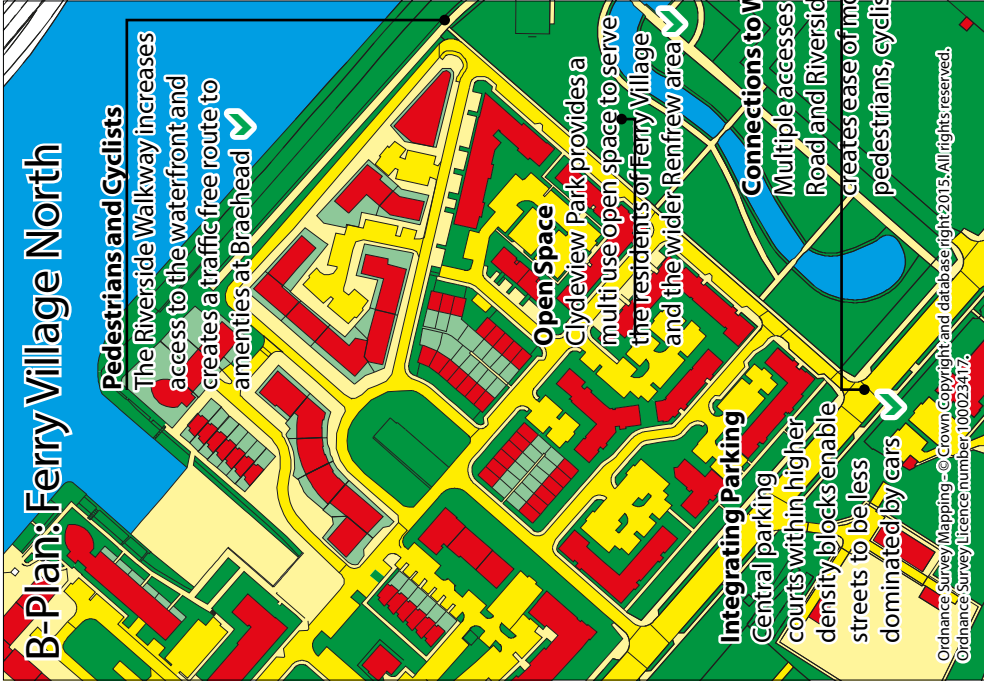
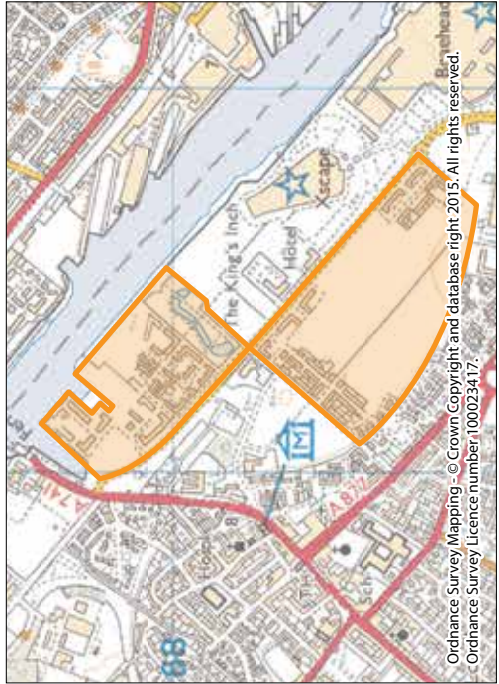
Drainage
Permeable paving is supplemented by tracklined gullies, belt and braces. ✔️

Materials
Some pavers have started to crack at their corners. Build quality must be able to cope with service vehicles. ❌

Pedestrians and Cyclists & Streets for People
Pedestrian and vehicular areas are less segregated without the use of kerbs. ✔️

Ferry Village, Renfrew

This is a large scale private sector led regeneration of a brownfield site into a mixed use new urban area at the Renfrew riverside. Since 2004 the masterplan has delivered approximately half of more than 2000 proposed homes. The masterplan envisages a new urban quarter which seeks to integrate fully with the existing built-up area of Renfrew; creates a high quality waterfront with public access, linkages to walking and cycling routes and reduces reliance on the car for short trips. Although the masterplan pre-dates Designings Streets, it established its own guidelines for street design.

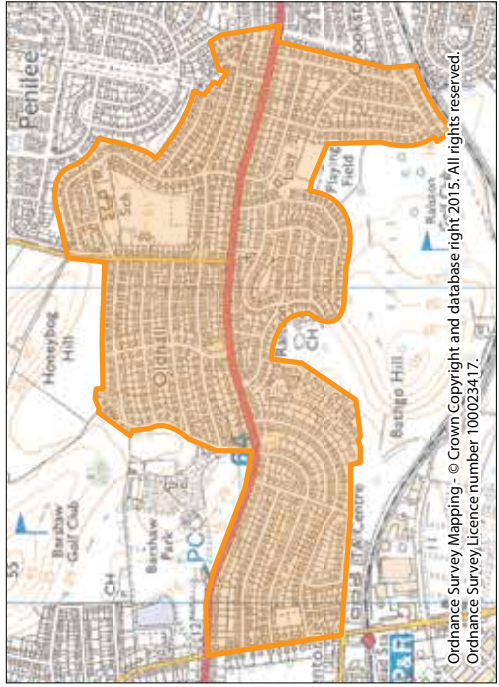


1. **Connections to Wider Networks:** Connecting Renfrew and Braehead, King's Inch Road is the development's central boulevard. Lane widths have been reduced to limit the severing effect of the carriageway.
2. **Identity:** The street is lined with trees and overlooked by flats which form a built edge.
3. **Public Transport:** The street is a bus corridor and has been future proofed to accommodate light rapid transit in dedicated 3.3m lanes.
4. **Pedestrians and Cyclists:** Segregated tree lined footways line the street on both sides.



Oldhall & Ralston, Paisley

Ralston is a suburban development on the edge of Paisley. Although some villas along Glasgow Road date to the end of the 1800s, much of the area was built as a large private sector led development in the first half of the 20th Century. Although the neighbourhood was developed well before Designing Streets, it has matured into a successful place with many lessons for contemporary developments. Ralston particularly benefits from being a **Safe and Pleasant** place popular with families and is also very **Easy to move around and beyond** with a variety of local services within walking distance.



1. **Pedestrians and Cyclists:** Wide roads with footways on both sides make the area pedestrian friendly, no specific cycling facilities would be required in a quiet neighbourhood like this. ✓
2. **Streets for People:** Low kerbs make footways more accessible for all users. A defined kerb can help visually impaired pedestrians. ✓

Darvel Crescent

Achieving appropriate traffic speed
Drivers slow when approaching street trees due to a visual narrowing of the carriageway ✓

Building to Building Distance 30m

Emergency and Service Vehicles
No special provision for bins, but can be accommodated due to width of footways ✗

Planting
Mature trees and hedges help to provide a distinctive character. Lower hedges mean that streets continue to be overlooked ✓

Plots
Private space is strongly defined by low walls, fences and hedges. ✓

Penilee Road

Block Structure
Hierarchy of streets is identified by street width and building to building distance ✓

Achieving appropriate traffic speed
Wide streets can encourage high traffic speed ✗

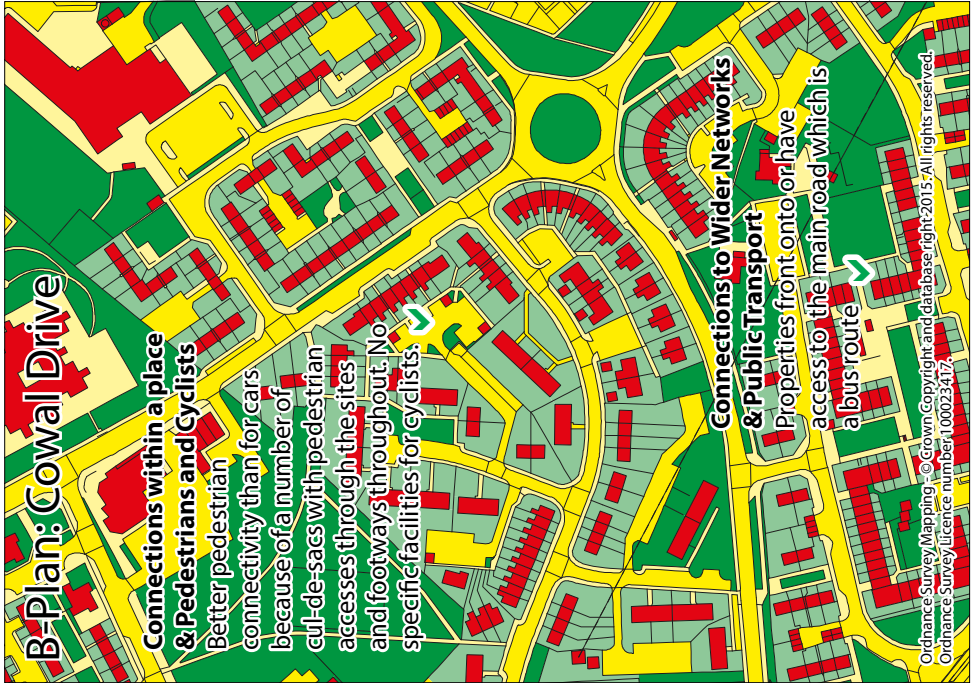
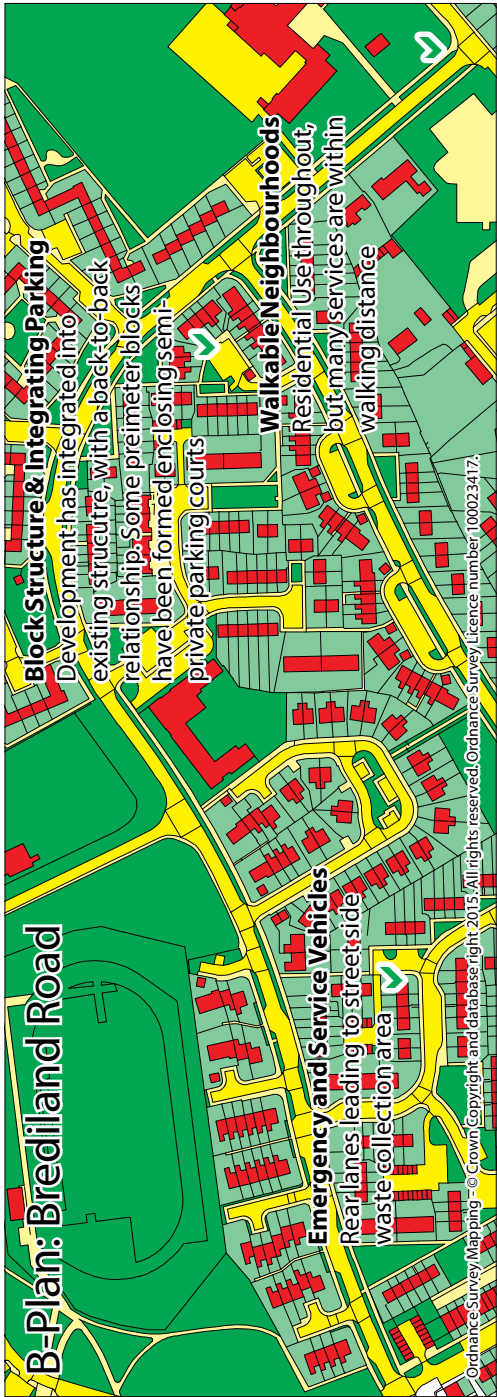
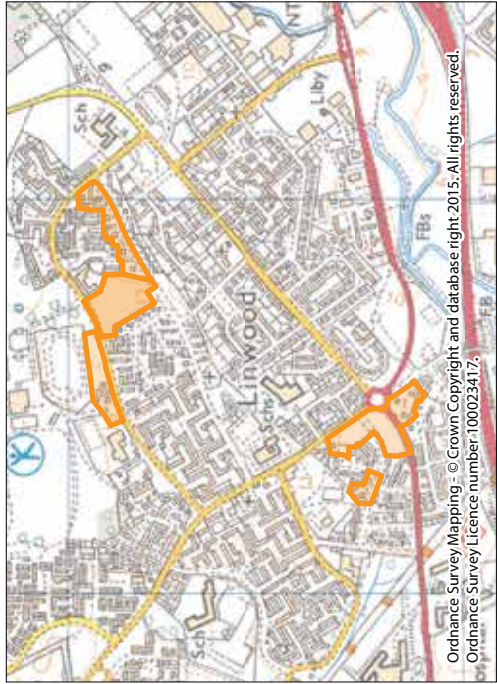
Building to Building Distance 33m

Integrating Parking
Most parking is accommodated on plot. Wide carriageways and footways mean that on street parking has less of an impact on pedestrians and other vehicles are able to pass ✓

Public Transport
Penilee Road is serviced by buses ✓

Housing Regeneration, Linwood

This was the regeneration of seven brownfield sites in Linwood by Sanctuary Housing Association. The terraces are distinctly urban while having a density appropriate to its small town setting. The proposal pre-dates Designing Streets and was completed in 2011. The reuse of previously developed land and existing infrastructure makes this an example of a **Resource Efficient** place while the coloured glazed bricks help to make the place **Distinctive**. Although the tenure mix is limited, the mixture of 14 housing types helps this award winning development to be a successful sustainable place, which has made people want to move back into the area.



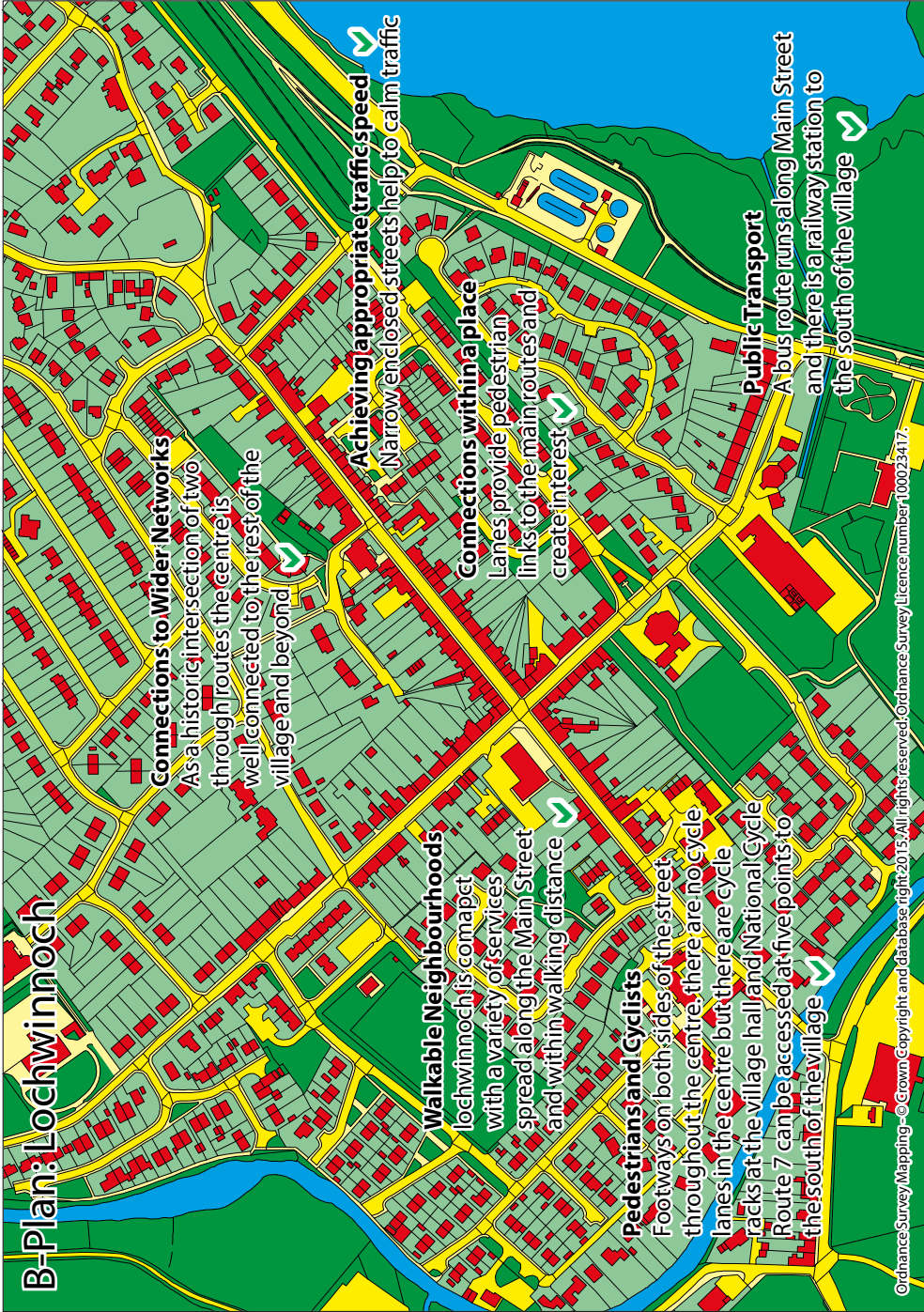
1. **Housing type and Tenure**: Housing mix ranges from single person to large family homes. Some were available for shared equity.
2. **Integrating Parking**: Requirement is met by creating an overlooked area set back from the street which ensures footways and front gardens are not taken up by parking.

High Street, Lochwinnoch

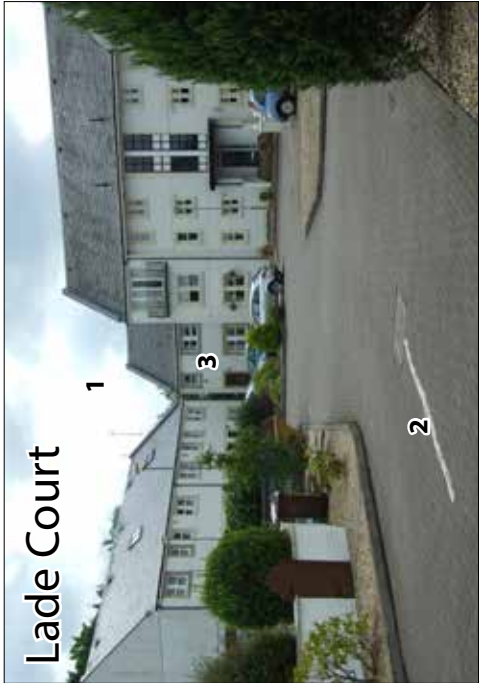
The historic centre of Lochwinnoch is a good example of an urban centre in a smaller settlement. The **Distinctive** village centre, which is a conservation area, has many qualities which could help contemporary developments become successful places. Recent infill developments have shown a **Resource Efficient** approach by developing brownfield sites within the village centre, while the continued vibrancy shows the value of being Adaptable.



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1. **Types and Tenure**: The mixture of flatted and terraced properties seen on Main Street is reflected by this modern addition. ✓
2. **Streets for People**: The change of road surface material indicates that this is a semi-private space and suitable for all users. ✓
3. **Integrating Parking**: having the parking in this overlooked courtyard arrangement reduces the impact of parking on the main road. ✓



Walkable Neighbourhoods
Lochwinnoch village centre achieves a mixture of uses ensuring that amenities are easily accessible throughout the village. ✓

Community Facilities
The village hall is at the cross and is an accessible focal point for activity. The public realm surrounding it is well used, with benches and cycle parking which is well located so that it does not obstruct pedestrians. ✓

Achieving appropriate traffic speed
Limited sightlines with pedestrian priority crossing passively constrain speeds. ✓



Identity & Types and Tenure ✓
This infill development of council houses increased the tenure mix within the village. It reflects the historic character by use of materials and built form such as building height and line as well as window detailing

Context ✓
Maintaining a sightline to landmarks like church gable emphasises the unique character of the High Street

Integrating Parking ✓
Pend provides pedestrian access to back court parking. This through route provides passive surveillance of the space to the rear

Building to Building Distance 11m

Walkable Neighbourhoods ✓
Lochwinnoch has a mixed use centre, even here further along the High Street has commercial premises as well as homes

Streets for People & Integrating Parking
On street parking and narrow footways can be problematic for pedestrians. ✗
Stepping back of new development increases the footway space but maintains a strong building line so that the character of the place is not compromised. ✓

Location

Development proposals should show an understanding of the location that they are developing in. This involves an understanding of the wider area characteristics, such as landscape character, topography, natural heritage and views into and from the site. All of these should be considered during the initial design appraisal of the site.

Renfrewshire is made up of seven Landscape Character Types, in three Regional Character Areas. These reflect physical, historical and cultural influences including geology, drainage, landform, landcover and land use. New development should aim to respond to these influences in order to build on the areas existing character.



Understanding how physical, historical and cultural influences have shaped a place, will ensure that new development fits in to the local landscape.



This development in Inchinnan retained the trees as a natural heritage asset. Now that he neighbourhood is established the trees help to give the place a unique character.

Topography is a key aspect of landscape; the ability of a development to fit into the landscape will often depend on the topography of the site. Consideration should also be given to the potential impact on the skyline.

Adopting an assets based approach to natural heritage is encouraged. Features such as trees, hedges and burns can give a character a unique sense of place. Wherever possible development should retain or enhance these features.

Views into and out of a site should be considered at an early stage. Areas where the development will be visible from as well as the potential impact should be considered and illustrated in Design Statements.



Paisley's skyline is influenced as much by the topography of the town centre as by the buildings within it.



Identifying key views into a site will help to ensure that a development fits into the landscape. While protecting views out of a site will can enhance the area's character.

Context

It is important for development proposals to demonstrate an understanding of the settlement context in which they are to be built.

The origin and historical development of settlements has a key impact on its character. In Renfrewshire, these influences include a historic religious centre at Paisley; the Royal Burgh of Renfrew, 18th century planned communities in Johnstone, Houston and Lochwinnoch; 19th century railway suburbs and industrial towns as well as a 20th century new town at Erskine.

The historical development of all of these will have a lasting legacy in the form of landmarks, public spaces and forms specific to a historical function.



Houston Square, in Johnstone, was set out during the towns planned expansion in the 18th century. The grid that it sits at the centre of continues to define the urban form of development in the town.



The Ferry Village development at Renfrew uses the slipway of the former Clyde Navigation works to create a waterfront setting for a new community.

The resulting pattern of settlement is varied and complex. An important aspect of understanding the character of each place is identifying whether they are urban or rural as well as size of the settlement, whether it is a village, town or part of a larger conurbation.

Renfrewshire has a rich legacy of historical buildings, ancient monuments and archaeological sites. Buildings, listed for their special historical interest, can be found across Renfrewshire and conservation areas, designated in order to preserve their special character and identity can be found in Houston, Bridge of Weir, Kilbarchan, Lochwinnoch as well as Greenlaw, Thornly Park, Castlehead and the town centre in Paisley.



In the smaller villages such as Howwood, new developments will typically have an urban form reflecting this more rural context.



This council development fit into the conservation area in Lochwinnoch by adopting a vernacular palette of materials and building style.

Identity

Successful places often have their own unique character and identity. Taking inspiration from existing built forms, typical materials and other local characteristics can help a development to establish its own identity. Analysis of these characteristics should be considered in design and access statements.

Some of the specific characteristics that give places their unique identity are looked at more closely with relation to this document's other design considerations. While there may be good reason to deviate from the established forms, understanding how these features relate to the identity will help to create a successful place. For example, even



In this regeneration project in Linwood, the use of different coloured, glazed bricks throughout the development shows design individuality. The consistent boundary treatment throughout the development is a unifying characteristic.



Consistent boundary treatment of stone walls and gatepiers contribute to the Ranfurly Conservation Area's unique character in Bridge of Weir.

small architectural details like windows or dormers can contribute to the character of an area if they are of a consistent form or regularly spaced.

In some places there is a less pronounced character, so development has an opportunity to create a stronger identity through unifying architectural elements, such as use of colour and consistent materials.



This modern block of townhouses reflects the scale and continues the building line of the adjacent tenement. While the materials used and typology are very different, the proportions of the windows are a reference to the traditional form.



Uncharacteristic development within an area which has a strong identity can undermine the character of the area as a whole.

Pedestrians and Cyclists

Ease of movement of pedestrians and cyclists should be considered first in the street design hierarchy. This means that priority should be given to needs of pedestrians and cyclists in the design of layouts, routes and junctions.

Routes are particularly suited to cyclists and pedestrians where they are direct, have limited steep gradients, are barrier free and are over looked. Paths that go round of the edges of developments and to the rear of properties should be discouraged.

Facilities to support cycling such as cycle paths or parking should be considered early in the street design process to try encouraging more cycle



The Riverside Walkway in Renfrew, provides an off road cycle and pedestrian route connecting Ferry Village to Braehead Town Centre. The traffic free route enables cyclists to travel in a direct and uninterrupted way.



Chicanes are a barrier to people with pushchairs, wheelchairs and mobility scooters as well cyclists. Alternatives, such as surface treatment or signage can indicate the need to reduce speed without limiting accessibility.

usage. Innovative approaches are supported for cycle parking which can be included within garages, bespoke cycling units, communal storage areas in flats and on street cycle racks. Any shared facilities should be secure, overlooked , convenient and sheltered.



This junction in Paisley has been designed to enable ease of movement for pedestrians. The dropped kerb maintains the pedestrian desire line and the small corner radii requires vehicles to slow down thereby giving the pedestrian priority.

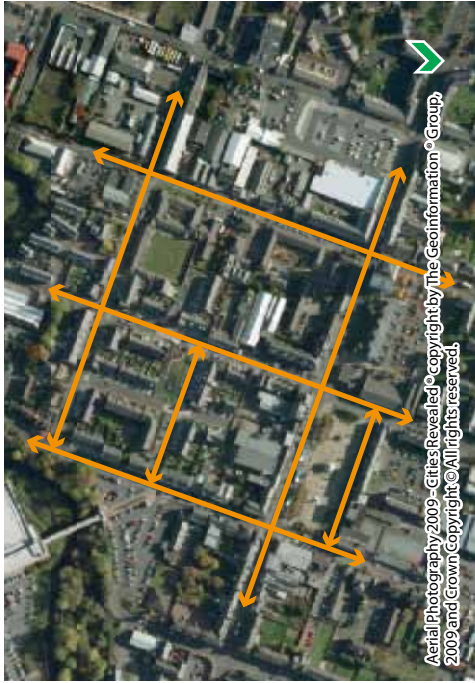


This development of student residences included facilities for cycle parking within the design of the rear courtyard.

Connections to wider networks

Successful places are easy to move around and beyond. They should be well connected with multiple connections back to key routes or into the surrounding neighbourhoods. Successful places have street patterns which are fully integrated with surrounding street and path networks which encourage walking and cycling especially when these routes connect to key destinations. Developing places which are permeable and have multiple options for pedestrians, cyclists and vehicles to pass through will be encouraged.

Visual connections to the surrounding area with views of landmarks can help people to orientate themselves within a neighbourhood.



Rankine Street, Johnstone

This development is well connected to the surrounding neighbourhoods. There are multiple ways for pedestrians, cyclists and vehicles to pass through the site.



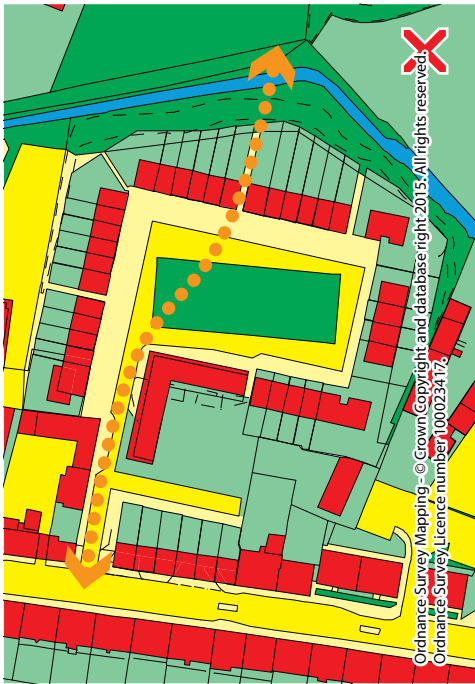
Ferry Village, Renfrew

Although this site is bounded by the river on one side the street layout has multiple connections back to the main road network.



Ferry Village, Renfrew

The Riverside Walkway creates a continuous pedestrian and cycle connection from Ferry Village to Braehead town centre.



Charleston Square, Paisley

This development has a single access to the main road, the layout could have been improved by having a pedestrian link through the site, and across the river.

Connections within a place

Proposed developments which provide for good connectivity within a site for all groups of users including cyclists, pedestrians and motor vehicles are easy to move around. Separation of land uses into zones connected by distributor roads, can discourage walking. A more appropriate pattern of development creates a mixed and connected neighbourhood where there are multiple and direct routes for all users to pass through an area. Encouraging pedestrian activity along overlooked routes can help to creating a safe and pleasant pedestrian environment which benefits from passive surveillance. The location of open spaces and active uses near to key intersections can make it easier to navigate around a neighbourhood.



East Freeland, Erskine

Although this neighbourhood only has a single vehicular access to the main road, it has good internal connectivity and multiple pedestrian routes throughout.



High Street, Lochwinnoch

This segmented approach to land use, which separates residential, civic and retail uses from each other discourages pedestrian movement and can increase reliance on the car.



Kilbarchan

Having a number of different routes that people and vehicles can take can reduce vehicle speeds and create a more pedestrian friendly environment.

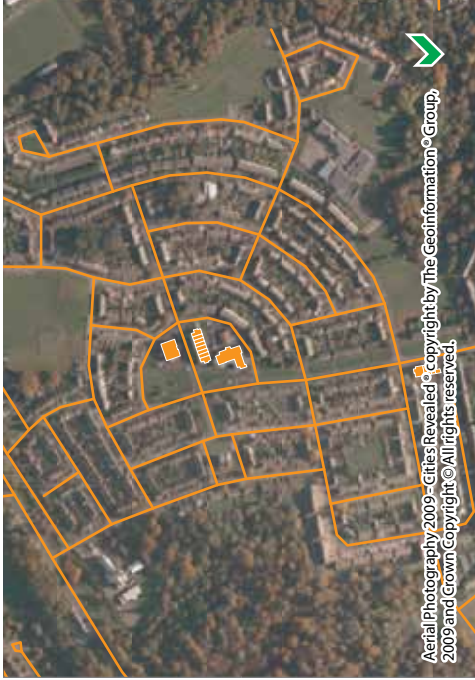


High Street, Lochwinnoch

Neighbourhoods which are compact and permeable encourage people to walk instead of taking the car.

Walkable neighbourhoods

Having a mixture of uses within a 5-10 minute walking distance from a neighbourhood will encourage people to walk rather than taking a car. This means that services should be located within 400-800m from residences. Locating shops or play areas next to primary routes and junctions will mean that they are more accessible. Residential densities will have a role to play in supporting local services. Where services cannot be located within walking distance then good public transport links should be considered.



Johnstone Castle has a permeable street network with a number of different routes which make it easy to move around. Local services are located near to key routes and at intersections which makes them accessible to pedestrians



Much of Ralston is outwith the 400m/5 minute walking distance from Paisley's East End Local Service Centre. Having a small parade of shops at the corner of Glasgow Road and Penilee Road means that services are within walking distance.



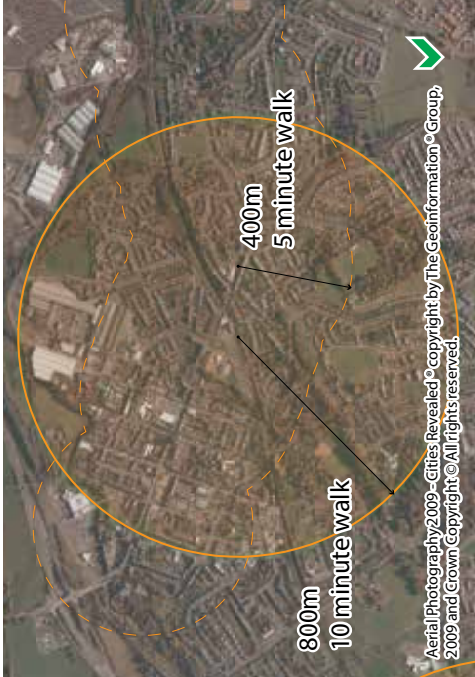
Bridge of Weir's compact form means that much of the village is within a 400m or 5 minute walking distance from the centre.



Much of the northern part of Ferry Village, Renfrew is further than 400m/5 minute walking distance from Renfrew and Braehead town centres. Having good connections to these centres can still encourage pedestrians to walk.

Public transport

Easy access to public transport will encourage a more sustainable pattern of travel. For bus services, a 400m or 5 minute walking distance to a stop will be encouraged. Swept path analysis will be required in order to ensure that buses can be accommodated within street designs, this will be crucial if buses are going to penetrate the residential area. Attention should also be given to the location and design of bus stops for example they should be sited so they can easily be accessed by all pedestrians and preferably located at junctions so they can be accessed by more than one route on foot. Design features which make it easier for wheelchair users or people with prams to enter a bus should also be considered. As with local services, higher residential densities should



Johnstone town centre is well served by public transport, with much of the centre being within a 10 minute/800m walk from the railway station and 5 minute/400m walk from a high frequency bus corridor.



When designing streets for bus traffic, swept path analysis can help prevent overrun onto the footway.

be considered in areas with good public transport provision, for example within 800m or 10 minutes from a railway station.



The raised kerb at this bus stop in Linwood will help pedestrians getting on and off the bus. The textured raised surface will assist visually impaired passengers.



Glasgow Road in Ralston has bus stops all along its length. Locating these near to junctions means that they are more easily accessible for pedestrians.

Block structure

Having a clear and defined block structure can make an area easier to move around. The structure of a street network can take a variety of forms, from formal and informal grid layouts to more irregular arrangements or concentric rings. These street patterns can be interrupted by courtyards, squares and avenues in order to create interest. It is important for the hierarchy of streets to be signalled by the street width and character of the buildings that sit on them; with for example active uses located on primary routes or at junctions. Maintaining and continuing a relationship of fronts facing to each other with backs hidden helps keep fronts public and backs private. Different boundary and architectural treatment in the design can emphasise this difference.



At Machrie Crescent, Linwood, this infill development maintains a back to back relationship with the existing built forms. This ensures that public spaces are overlooked with increased security from having eyes on the street..



Ferry Village, Renfrew uses buildings and streets of different heights and widths to identify the hierarchy of streets. This improves legibility and enables people to find their way around the neighbourhood.

Privacy is a consideration that influences the separation distances between buildings. Where it cannot be demonstrated that habitable rooms will otherwise have their privacy maintained, a guideline minimum distance of 9m from the rear elevation to the rear boundary is suggested. A greater separation distance may be required for larger buildings with indicative guidelines set out in the table below. Daylight will also need to be considered in this respect.

One to Two Storey	9m
Three Storey	11m
Four Storey	13m
Five Storey	15m
>Five Storey	Individual circumstances will be considered.



Ralston and Oldhall are characterised by having a strong grid structure, which is more formal north of Glasgow Road and more irregular south of it. A grid structure maximises through routes and can add to passive surveillance.



Moorpark Square in Renfrew provides relief to the formal grid by providing an overlooked open space, which is accessible to pedestrians and cyclists.

Plots

The setting of buildings within plots can have a significant impact on the character of a place. The plot width, distance of the buildings from the edge of the plot and the distance between buildings should all be considered. The size and dimension of a plot should be derived from the character of the place, smaller narrow plots will help to create visual interest and can sustain a higher build density but variation in plot sizes across a development helps to identify the urban structure and supports a variation of densities. The position of buildings within the plot will very much depend on the character of the street. In order to provide adequate private open space an indicative guidelines of 70:30 open space to plot coverage for detached and semi-detached dwellings and



This infill development in Lochwinnoch has been built directly on the plot edge, which is characteristic in this conservation area. Where building should occur in relation to the plot edge is often defined by local characteristics.



In Brookfield, these houses have space between the property and the plot edge to enable for parking between the houses. This allows parking on the plot without impacting on the streetscene by having vehicles within the front curtilage.

60:40 for terraced properties will be encouraged. A minimum separation distance of 4m is suggested from gable to gable, this allows 3m space for parking between the gables on one of the plots.

Plot boundaries are another key consideration. Separation of public and private space should be clearly defined by boundary treatments. This shows ownership of spaces and helps to create a safe and pleasant environment. In some neighbourhoods, a uniform identity is created by using hedges, walls or railings of the same height and form to denote the edge between the street and the plot.



Boundary treatments should clearly define the separation between public and private space. This image from Moorpark, Renfrew clearly shows a more successful approach to this on the left.



The the position of the building line in relation to the plot edge should be defined by the character of the street. These tenements front directly onto the footway overlooking Glasgow Road, but 7.5m front gardens provide a setback on Greenlaw Avenue

Density and form

Building lines, roof lines and building heights can be create local character, whether consistently applied or with repeating elements to create rhythm. The scale, height and massing of proposed developments should be sympathetic to the surrounding environment. Proposed buildings should be of similar scale and reflect the form, including detailing, of adjacent properties. For infill developments an elevation in context will be required to show these relationships.

New development should achieve a density that is appropriate to the location. Uniform densities across a development are rarely successful and should be discouraged. Proposing a range of densities across a site helps create a distinctive



This infill development on Neilston Road, Paisley continues the existing building line. It also reflects the existing built form by having the same number of stories.



Stepping this infill development back from the historic building line enables the footway to be widened, although this is out of character with the existing form.

place. Using a range of house types especially across larger housing sites helps achieve a varied density.

Higher density developments make efficient use of the land available, help to reduce land take and contribute to the viability of local services and public transport.



In Storie Street, Paisley, the student flats reflect the massing of the adjacent tenements. This is achieved even with the addition of 2 stories.



In Ferry Village, Renfrew having higher density properties fronting onto King's Inch Road, helps to support this public transport provision along this corridor.

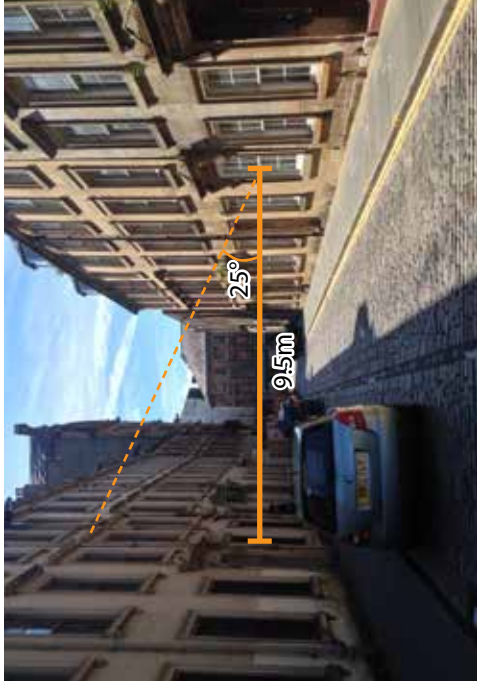
Orientation

Maximising the environmental benefits of a development through orientation requires consideration of the solar path and the prevailing wind direction.

Orientation of buildings and streets towards the solar path can maximise the sunlight reaching the public realm and increase the daylight which can reach into buildings. Building heights and the distances between buildings also influences the amount of solar gain that buildings and spaces receive. Habitable rooms and public spaces should be orientated towards the solar path. New developments should not cause a loss of natural light to existing properties and should themselves receive a reasonable amount of daylight. Daylight



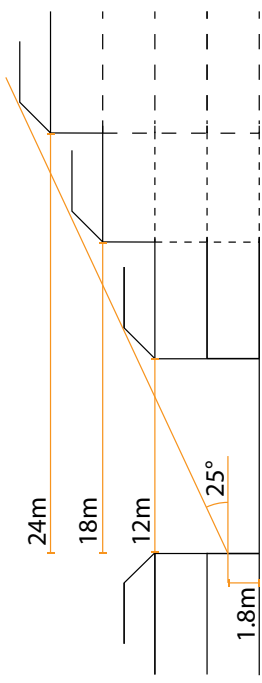
These streets in Kilbarchan run from east to west and are stepped up the hill which allows for maximum solar gain.



Forbes Place, Paisley
This narrow intimate street is an example of where the context would allow a variation from the 25° rule. Larger windows go some way to addressing the need for light in this instance.

should be able to penetrate at least halfway into habitable rooms. At least half of a private garden spaces should also be able to receive sunlight between spring and autumn. The potential for existing and proposed trees, fences and other physical features to obstruct daylight and sunlight should also be considered.

Consideration should also be given to prevailing wind conditions so as to ensure on-street shelter and minimise the impact of cold air infiltration into buildings. Consideration of the prevailing wind direction can influence the direction of streets, the scale of individual buildings, street width and the relationship of a settlement to natural landscape features.



The 25 degree rule provides a guideline for ensuring that buildings receive a reasonable amount of sunlight. The method uses a 25° line drawn in section from the horizontal midpoint of the ground floor window. Taller buildings will often need a greater separation distance in order to ensure that enough sunlight can reach the ground floor windows.



The narrow streets at the historic centre of Houston provide shelter from the prevailing wind.

Achieving appropriate traffic speed

In order to create safe and pleasant pedestrian environments street design for residential neighbourhoods should aim to achieve a design speed of 20 mph. A key part of achieving this is to influence driver behaviour to reduce vehicle speed without introducing unsympathetic traffic calming measures wherever possible. Narrowing the carriageway and changing of road surface materials can both give a visual and physical signal to motorists that they should slow down. Visually narrowing the carriageway with buildings closer together or street trees can often be as effective as narrowing the carriageway width physically in influencing driver speed. Limiting forward visibility either through winding roads, having short streets with turns or by introducing physical features into the carriageway also helps to reduce driving



Narrowing of the carriageway can be a significant influence on driver speed. This can be achieved through physical narrowing, as here in Renfrew town centre, or though visual narrowing for example with street trees.



Limiting forward visibility can encourage drivers to slow down. In East Freelands, Erskine, this has been achieved with winding streets. Short streets with turns also can achieve this effect.



This street in Crofton Drive, Renfrew has a number of features to influence driver behaviour. The street is narrowed, both physically and by the parking bay; the colour of the road surface and rumble strips provide cues to slow down.



In Lochwinnoch village centre the change of priority at the cross disrupts traffic flow. Having the pedestrian priority crossing at this point adds to the calming effect.

Junction types and arrangements

Junctions should be designed to meet the needs of pedestrians in the first instance and should reflect the street design, use and demand. For example tight corners are an effective method for reducing traffic speed. Using different materials to change from one street to another and using raised junctions to provide a crossing point for pedestrians can also help reduce vehicle speed. Visibility plays at junctions and along the street will be required to demonstrate that oncoming vehicles will be able to stop within the relevant stopping sight distance. Visibility should be measured both horizontally and vertically to check there are no obstructions.

Junctions that can be used in residential areas include cross roads and staggered



The small corner radii and low visibility for vehicles emerging from this junction on Lochwinnoch High Street means that drivers need to slow down. This favours pedestrian movement. Junctions are accessible and can be good places to locate shops.



At Burnbrae Drive, Linwood squareabout has been used to manage potential user conflict at this junction. The area has been highlighted with different coloured paving and is a raised table so that road users know to slow down.

junctions, formal and informal squares and mini roundabouts. As junctions are usually places of high accessibility and have good surveillance they can be ideal locations for facilities such as shops or public transport stops.

Turning areas may be required in some instances, the form of the turning areas should be determined by a vehicle tracking assessment, and relate to surrounding environment rather than being determined by standard geometries.



Kirklands in Renfrew has a number of enclosed turning areas with the character of squares. If turning areas are required a tracking assessment should be made. Additional parking has been allocated to help keep the turning area clear.



Causeyside Street, Paisley is a good example of how block size determines the spacing between junctions. The block size decreases as you get closer to the town centre as there is an increased need for permeability and pedestrian movement.

Streets for people

The shape of streets can be a strong unifying element of the character of a place, whether they are typically straight or curved as well as the width of carriageways and footways can all have an impact on the sense of place created. Streets should be designed to allow for and encourage social interaction. This includes spaces where children can play or local residents can interact. Ideally this can be created through shared spaces where pedestrians are considered first before vehicle users. Innovative approaches are welcomed when developing shared surfaces but the general principles are to encourage low vehicle speed, create an environment in which pedestrians can walk or stop and chat without feeling intimidated by motor traffic, make it easier for people to move around, particularly wheelchair

users and people pushing wheeled equipment such as prams and social interaction



This shared surface street in Crofton Drive, Renfrew is formally set out with parking bays indicated in the carriageway with a different colour of material. These parking bays act as informal traffic calming which encourage motorists to drive slowly.



Level surfaces make it easier for pedestrians, particularly wheelchair users, to move around.



In Charleston Square, Paisley the shared surface area is less formally set out with space for visitor and residents' parking needs without formal bays. Not having traffic management features signals that the area is suitable for all users.



Narrow gravel footways are not accessible for all users.

Integrating parking

Parking arrangements are often related to the width of plots and street character. Places with on street parking, on plot, or back court parking will all have a different sense of place. Consideration should be given to the impact that parking will have on the streetscene. Parking provision of 1.3 spaces per residential dwelling is encouraged.

Residents' parking should be provided within the curtilage of the dwelling where possible or within private parking areas. Private parking areas should be distinguished from the carriageway through a change of use of material or landscaping. Allocated spaces are not encouraged, as unallocated spaces provide a greater degree of flexibility. Visitor parking should be on-street and unallocated.



At Burnbrae Road, Linwood visitor parking is accommodated in half size parking bays. These spaces provide traffic calming by narrowing the carriageway and can be adopted by the roads authority because they are not allocated



The flatted development at Ferry Village, Renfrew is served by rear parking areas which are enclosed and overlooked by the flats which they serve. The parking allocation would have provided more flexibility if bays had not been allocated to flats.



Residents' and parking at Charleston Square, Paisley has been provided end on within the square. Bays have not been identified or allocated, which means that they are a shared resource for all residents.



Garages are not counted towards parking requirements as they are often not used for cars. At Cowall Drive, Linwood the use of car ports provides covered parking without the risk of creating additional demand for on-street parking.

Emergency and service vehicles

Street layouts should be designed to accommodate emergency and service vehicles without compromising a positive sense of place. Swept Path analysis is a useful tool to ensure street layouts are of a satisfactory standard for both emergency and service vehicles. Well connected street networks can have significant advantages especially for service vehicles as a shorter route can be used to cover a given area and reversing may be avoided.

Developers are required to ensure there is adequate storage for general needs as well as for waste and recycling. An innovative approach would be encouraged in developing sufficient storage as households are required to separate



This fire path has been designed to sensitively fit in with the conservation area's character at Oakshaw, Paisley. It shows how fire service requirements can be accommodated sensitively through design.



Kerb materials may need to be more resilient to take occasional overrun.

Housing type and tenure

Some areas are characterised by the types of housing that are prevalent, whether these are detached villas, terraces, tenements, a mixture of these or otherwise.

The Council aim to ensure that there is a mix of dwelling types and sizes to meet a range of housing needs as this helps create sustainable communities. Developers will be encouraged to provide a range of house sizes and types, which meet the needs of the housing market. Developers of large scale residential developments will especially be encouraged to offer a range of housing options to cater for a large cross section of the population. Where different tenures are provided the design and materials should be kept



Moorpark, Renfrew was a successful regeneration project which saw the delivery of private sector housing following the redevelopment of some of the council's housing stock. This creates an area with a good mixture of tenures.



Ferry Village, Renfrew has a range of different house types including, flats, townhouses, terraces, semi-detached and detached properties. Although the tenure mix is all private there are homes for sale and to rent.

and store different recyclable waste. Bin storage areas should be located to allow convenient access for residents. Consideration should also be given for residents to have the ability to compost within their garden or within their development. Refuse vehicles must be able to access and turn in streets whilst collecting kerbside refuse however this should not be detriment to the quality and design of the streetscape. Communal bin storage areas in high density developments should be integrated into buildings. Bin storage areas should be safe and secure, well lit and ventilated and be easily accessible.



At Brediland Road, Linwood a small area has been set aside at the edge of the footway to accommodate bins on collection days. This prevents bins obstructing pedestrian access.



In Charleston Square, Paisley there is no specific provision for bin storage as a consequence on collection days bins can end up in the street.

similar even if the types of property are different so it is not obvious which is open market housing and which is social housing.



The regeneration in Linwood saw 14 different house types developed ranging from single person to large family homes. The development was largely fro social rent but some tenure mix was provided with shared equity houses for sale.



In Dargavel Village, Bishopton, there is a very limited mixture of housing types or tenures. There is very little variation from detached or semi-detached homes for sale.

Open space

Provision of both amenity and recreational open space are an important and valuable part of making sustainable places. The need to agree details regarding the maintenance of such areas prior to development commencing on site will be a condition of any planning consent. The requirements set out below are a guide as the Council is aware that many factors including house sizes, density of development, existing landscape features and open space needed within a specific development will influence the level, type and location of open space provision. Having open spaces overlooked by active frontages is encouraged.



Charlestone Square, Paisley includes a landscaped greenspace at its centre. The space is overlooked on all sides, has footpaths connecting through it and includes a small play area for the residents.



This left over open space between the backs of the new and existing developments at Dargavel Village, Bishopston is not overlooked and does not have connections through it. It is likely to become a maintenance burden future.

Where it can not be shown that open space provision has been adequately incorporated into the design of a place, the following minimum standards may be applied.

- Children's Play Areas are required for all housing developments in excess of 50 units. Provision should be equivalent to 1 square meter per house in the form of a single area serving 50-150 houses.
- Multi Use Games Areas (MUGA) will be sought in larger developments of around 100 house units, specific requirements agreed with Community Resources.



At Fordbank, Johnstone, retaining an area with mature trees at the centre of the development was key concept for the design. This area now includes a small play area to serve the development.



The Clyde View Park, in Renfrew contains informal recreational space, play areas and a MUGA. Having a high quality existing provision can have an impact on is required within new developments such as Ferry Village.

Drainage

Drainage requirements should be considered at an early stage. Early engagement with the council is recommended in order to identify requirements. A green infrastructure approach will be encouraged; green and blue corridors can bring multiple environmental benefits in addition to providing sustainable water management solutions.



In Johnstone South West, the integrated green infrastructure study and charrette put the sustainable management of water at the centre of the design proposals for the area.



Large scale swales such as this one serving the major access route into Dargavel Village, Bishopston are unlikely to be required for many developments. Early consultation with the council will identify requirements.



Trees planting and green areas can help to absorb surface water. In Johnstone Street, Paisley the street trees will help with sustainable water management.



In Charleston Square, Paisley porous paving has been used in conjunction with tracklined gullies belt and braces to provide surface drainage. Care should be taken during construction to ensure that spaces between paviors are not blocked with sand.



The retention pond in the Clyde View Park, Renfrew is a SUDS feature which helps with surface water management for the Ferry Village development. The pond also provides an attractive water feature and has biodiversity benefits.

Utilities

Utilities and servicing are a necessary component of street design which can have a significant impact on the character of a place. Accommodating these should be based on the specific requirements rather than a standards based approach. The location of services should



In Charleston Square, Paisley utilities are incorporated into the shared surface area without impacting on the design of the space.

Planting

Planting and retaining existing trees can help to create distinctive places. Particular species of trees and hedges may be common within an area and the pattern of public and private spaces can also be characteristic. The benefits of planting can also include sustainable water management, biodiversity and impact on microclimate.



Planting can be used to highlight the edge of private and public space. This development in Cotton Street, Paisley uses Beech hedges to clearly signify the edge of the street.

aim to maintain the character of the place and generally should be in land which can be adopted by the roads authority. Grouping services together can limit the impact that they will have on the character of a place.



The service strip is formed by a grass area to the front of the garden fence for these houses in Linwood. This helps to maintain a coherent quality to the place.

Consideration should be given to retaining existing trees and planting where possible, reinstating lost trees or fresh planting of semi-mature. Early engagement with the council to discuss maintenance of all planted areas is encouraged.



Preserving existing trees and connections to the green network can be an important aspect of creating the character in a place. In Dargavel Village, Bishopton these mature trees integrate the development with the surrounding area.

Materials

Local and characteristic materials can help to tie an area together. The use of slate, sandstone or a unifying painted finish can tie buildings together as a place. Equally a unified approach to road surface materials can give an area a distinctive character.

The key considerations in the choice of carriageway and footway materials should be durability, safety, sustainability and context. The use of different materials can help to highlight the hierarchy of streets. Long term maintenance should also be considered at an early stage with arrangements agreed with the council.

The choice of construction materials for buildings



In Renfrew town centre, the use of different paving materials has been used to create a more pedestrian friendly environment. Changing material colours and textures can highlight the edge of footways in level surface areas.



Materials need to be resilient enough to bear the weight of service vehicles. This block paving at Charleston Square, Paisley is starting to wear at the corners. This is most evident at the corners of the square where vehicles have been turning.

will largely depend on context. Making reference to existing materials and forms is encouraged. The use of local materials can enhance the local identity and are more sustainable. Variation in the palette of materials can add visual interest to a place.



The use of materials in construction of buildings has a significant impact on the character of a place. The use of black and glazed bricks of different colours gives the housing regeneration in Linwood a unique character.



Sometimes it is more appropriate to make reference to the existing materials that are used in an area. In Paisley town centre these new flats use stone cladding in response to the buildings across the street.

Reducing clutter

Lighting, street furniture, signs, guard railings and traffic calming features all have to be accommodated within the streetscene and can have an impact on the character of a place. The sensitive consideration and design of these can help to reduce clutter. Consideration should be given to what signs are necessary and what could be indicated in another way for example through design features such as road surface materials or narrowing of the carriageway.

Design and location of lighting fixtures should be agreed with the council in advance.



Street furniture should be located where it will encourage and not obstruct pedestrian activity. The location of this bench in Lochwinnoch High Street encourages people to use the public space at the crossroads.

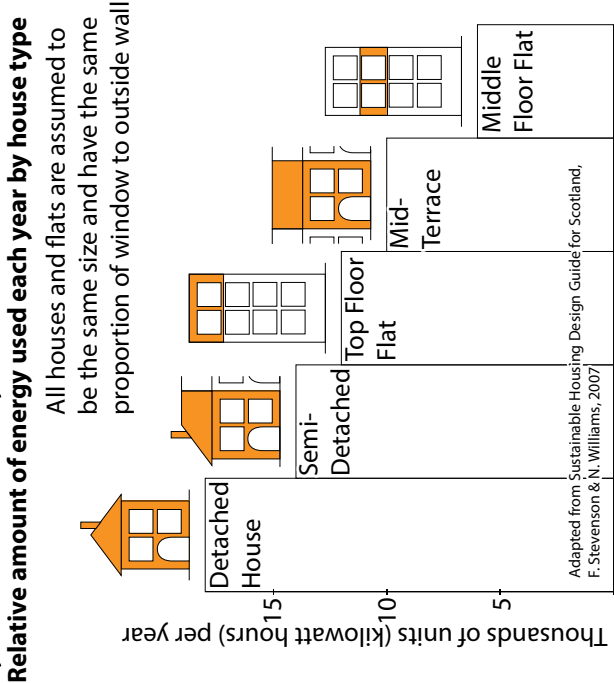


Bollards have been used in order to prevent parking on the pavement at Charlestone Square, Paisley. Although these are less obstructive to pedestrians than guard rails they still have an impact on the character of the street.

Low carbon design & Energy efficiency

Low carbon design requires the consideration of a number of factors, both active carbon reducing technologies such as solar panels and passive factors such as orientation, siting, ventilation and sustainable materials. Consideration should be given to maximising the use of daylight and solar heat gains by sensitively locating buildings, their windows and roofs towards the solar path. consideration should be given to the impact that built form can have on energy efficiency.

Building standards are requiring an increasing level of energy efficiency in new developments and refurbishments. Planning can have a role in



Charleston Square, Paisley sought to achieve a 42% reduction in carbon emissions through a “fabric first” approach. High levels of insulation work together with photovoltaic panels to produce sustainable low-carbon affordable housing.



These houses at Tannahill Crescent, Johnstone use heating and ventilation systems to maximise energy efficiency and reduce heat loss. The houses met the silver level of the 2011 sustainable development building standard.



Terraced and flatted properties tend to have higher energy performance than detached properties. These townhouses in Crofton Avenue, Renfrew have energy performance grade C with the potential to achieve grade B.



These flats at Maple Drive, Johnstone have been refurbished in order to provide a higher level of energy efficiency. The external wall insulation can reduce energy consumption by up 25%.

Glossary

Accessibility: The ease with which light that enters a building to provide satisfactory illumination of internal accommodation between dawn and dusk.

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.

Dropped Kerb: A short stretch of kerb set at a slope to allow people in wheelchairs or with buggies to cross the road.

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: 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.

B Plan: A plan that uses colour to highlight the components of a development in terms of such factors as its type, size, affordability, accessibility or tenure.

Biodiversity: The variety of forms of life.

Built form: Buildings and structures.

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

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

easily by its users and easy for visitors to orientate themselves in.

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

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.

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 (or supervision): 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).

Passivehaus Standard: A voluntary standard 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."

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.

Placemaking: Creating somewhere with a distinct identity

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.

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.

Road 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.

Topography: 1 A description or representation of artificial or natural features on or of the ground. 2 Mapping the shape of the land surface. From the Greek for 'place' and 'to describe'

Transport Assessment: A report which assessed the impact of a new development on the road and transportation network.

Unallocated 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: The landscaped part of a road adjacent to the carriageway and generally at substantially the same level. It may abut footways, cycle tracks or ditches.

Vernacular: The way in which ordinary buildings were built in a particular place before local styles, techniques and materials were superseded by imports.

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

Further Guidance



Cycle by Design:
<http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/cycling-by-design>

Historic Scotland's New Design in Historic Settings:
<http://www.historic-scotland.gov.uk/new-design-in-historic-settings.pdf>

<http://www.passivhaus.org.uk>

Scottish Planning Policy: http://www.scotland.gov.uk/Publications/2014/06/5823	Building Standards Advice on Flooding: http://www.scotland.gov.uk/Publications/2004/08/19805/41594
Designing Streets: A Policy Statement for Scotland: http://www.scotland.gov.uk/Publications/2010/03/22120652/0	Planning Advice Note (PAN) 72, Housing in the Countryside http://www.scotland.gov.uk/Publications/2005/02/20637/51636
Creating Places - A policy statement on architecture and place for Scotland http://www.scotland.gov.uk/Publications/2013/06/9811	Planning Advice Note (PAN) 77, Designing Safer Places: http://www.scotland.gov.uk/Publications/2006/03/08094923/0
Planning Advice Note (PAN) 33, Development of Contaminated Land: http://www.scotland.gov.uk/Publications/2000/10/pan33	Planning Advice Note (PAN) 79, Water and Drainage: http://www.scotland.gov.uk/Publications/2006/09/26152857/0
Planning Advice Note (PAN) 44, Fitting new housing developments into the landscape: http://www.scotland.gov.uk/Publications/2005/04/01145231/52326	Planning Advice Note (PAN) 83, Master Planning: http://www.scotland.gov.uk/Publications/2008/11/10114526/0
Planning Advice Note (PAN) 51, Planning, Environmental Protection and Regulation: http://www.scotland.gov.uk/Publications/2006/10/20095106/0	Planning Advice Note 1/2011, Planning and Noise: http://www.scotland.gov.uk/Publications/2011/02/28153945/0
Planning Advice Note (PAN) 58, Environmental Impact Assessment: http://www.scotland.gov.uk/Publications/1999/10/pan58-root/pan58	Sustainable Housing Design Guide: http://www.scotland.gov.uk/Topics/Built-Environment/Housing/investment/shdg/
PAN 61: Planning and Sustainable Urban Drainage Systems: http://www.scotland.gov.uk/Publications/2001/07/pan61	Green Infrastructure: Design and Placemaking: http://www.scotland.gov.uk/Publications/2011/11/04140525/0 www.creatingplacescotland.org
Planning Advice Note (PAN) 65, Planning and Open Space: http://www.scotland.gov.uk/Resource/Doc/225179/0060935.pdf	
Planning Advice Note (PAN) 67, Housing quality: http://www.scotland.gov.uk/Publications/2003/02/16489/18778	
Planning Advice Note (PAN) 68, Design Statements: http://www.scotland.gov.uk/Publications/2003/08/18013/25389	
Planning Advice Note (PAN) 69, Planning and	