Renfrewshire's Places
Residential Design Guide
March 2015

Renfrewshire
Council

Contents

Introduction

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.

Renfrewshire's Places uses local examples to illustrate some successful approaches to sustainable placemaking in Renfrewshire.

Purpose

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 an 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 document is to encourage best practice and high quality design by showing factors which should be considered through the design process and appropriate ways of responding to these considerations.

Status of this Guide

The Planning and Property Policy Board on 10 March 2015 approved the Renfrewshire's Places Residential Design Guide as a means to provide advice and guidance to prospective developers.

Design is a material consideration in planning assessments 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 Delivering the Places Strategy in the Renfrewshire Local Development Plan (LDP). It applies in all areas covered by the places policies in the LDP

Using this Guide

The electronic version of this document is interactive. It contains navigation links which can be clicked to view different sections and other online resources. You can also use the navigation bar at the top of each page to view the following:

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Go to glossary page

Policy context

This guide shows how to deliver successful places in Renfrewshire by addressing national and local policies.
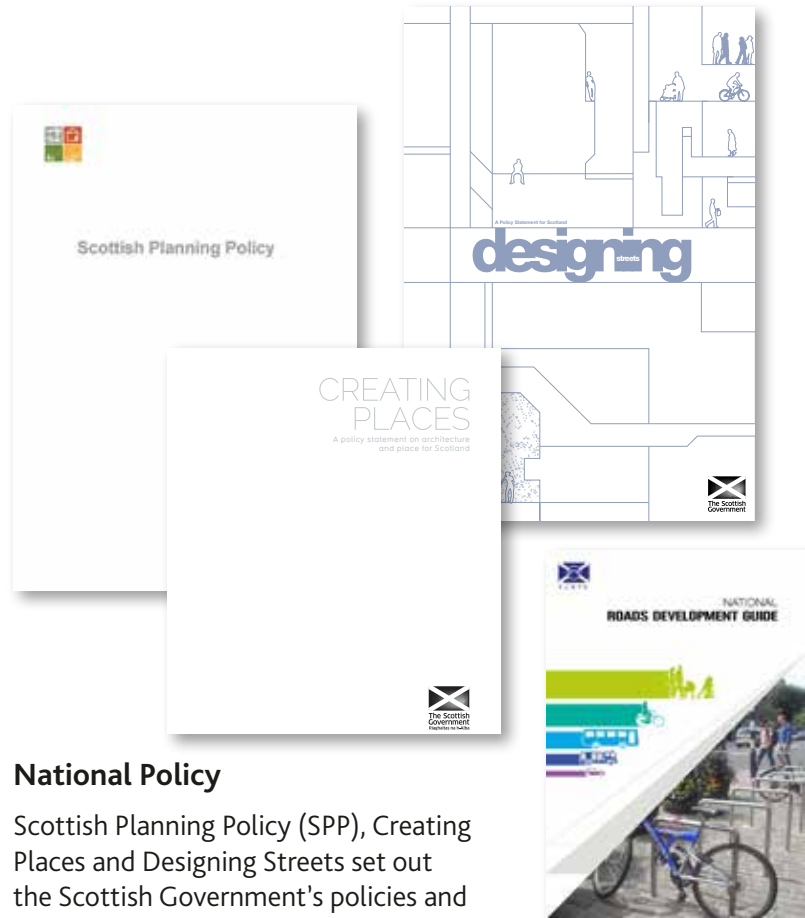
National Policy

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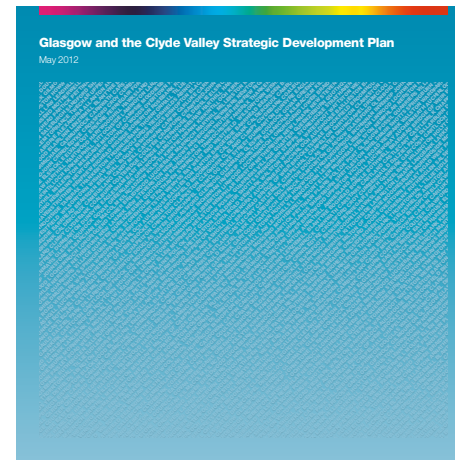
Clydeplan

The Glasgow and the Clyde Valley Strategic Development Plan, adopts a compact city model in order to achieve its spatial vision. This approach to urban sustainability has implications for the design of places across the city region and has informed the policies of the Renfrewshire Local Development Plan.
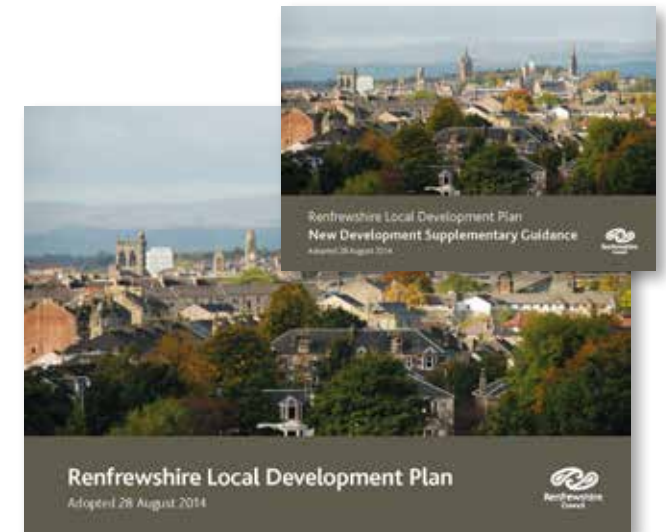
Renfrewshire Local Development Plan (LDP)

The six qualities 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 open space.

Sustainable Placemaking

This diagram shows how the Street Design Hierarchy from Designing Streets has informed the design considerations which are in the Local Development Plan Supplementary Guidance Places checklist and how these considerations contribute to creating successful places. Examples of how to address all of these design considerations are highlighted in this guide.

Street Design Hierarchy

Street structure
Pedestrians and cyclists
Connections to Wider Networks
Connections Within a Place
Block Structure
Walkable Neighbourhoods
Public Transport
Context and Character
Orientation

Street layout
Achieving Appropriate Traffic Speed
Junction Types and Arrangements
Streets for People
Integrating Parking
Emergency and Service Vehicles

Street detail
Drainage
Utilities
Planting
Materials
Reducing Clutter

Design Considerations

Context and Character

Location
Context
Identity
Redevelopment and Infill

Access and Connectivity

Pedestrians and Cyclists
Connections to Wider Networks
Connections Within a Place
Walkable Neighbourhoods
Public Transport

Layout and Built Form

Block Structure
Orientation
Plots
Density and Form
Achieving Appropriate Traffic Speed
Junction Types and Arrangements
Streets for People
Integrating Parking
Emergency and Service Vehicles

Environment and Community

Housing Type and Tenure
Open Space
Drainage

Buildings and Design

Utilities
Planting
Materials
Reducing Clutter
Low Carbon Design
Energy Efficiency

Six Qualities of Successful Places

Distinctive places have their own identity, this can be created through drawing inspiration from the existing character of the surrounding area such as local landscapes, topography, ecology and natural features, building and street forms, spaces and scales, skylines and materials.

Safe and 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 with an attractive and well lit public realm.

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 motorised transportation.

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.

Renfrewshire's Places

Six of Renfrewshire's places have been selected and analysed to illustrate what makes a successful place.

The case studies have been selected to represent neighbourhoods, in urban, suburban and rural locations with both private sector and social housing examples shown.

1. Dargavel Village, Bishopton

2. Charleston Square, Paisley

3. Ferry Village, Renfrew

4. Oldhall & Ralston, Paisley

5. Clippens and Brediland Roads, Linwood

6. High Street, Lochwinnoch

B-Plan

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 areas for pedestrian movement and lighter green has been used for private spaces.

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West Dunbartonshire

Langbank

Inverclyde

Bishopton

1

Erskine

Inchinnan

3

Renfrew

Houston

Bridge of Weir

Brookfield

Linwood

5

Paisley

4

Kilbarchan

Johnstone

Elderslie

2

Howwood

Lochwinnoch

6

North Ayrshire

East Renfrewshire
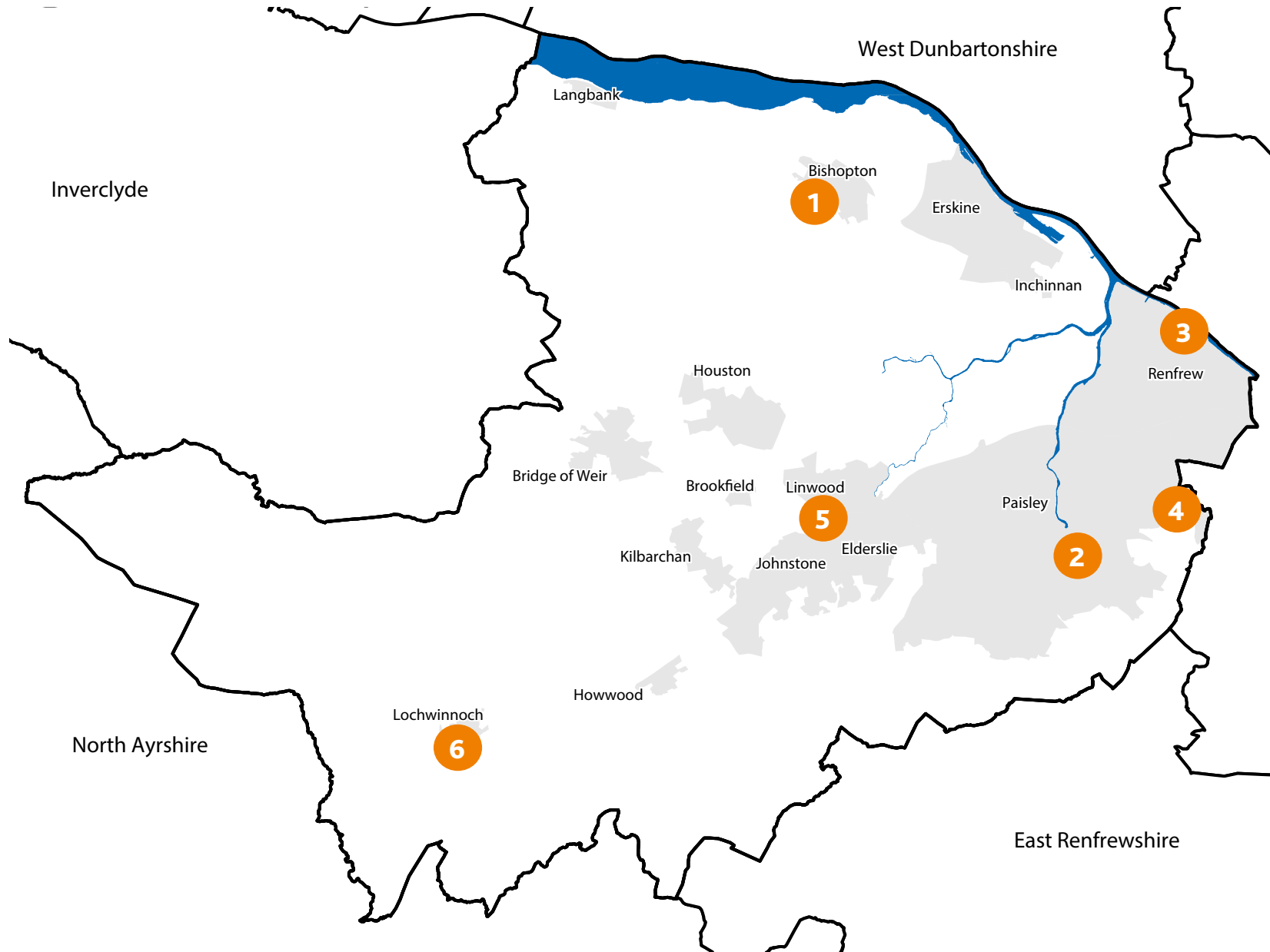
Dargavel Village, Bishopton

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. It is 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.
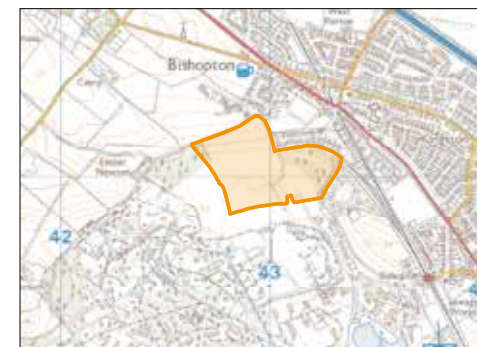
B-Plan: Dargavel Village North

1 Pedestrians and cyclists

✓ Off-road cycle and pedestrian route.

2 Public Transport

✓ Bus routes will be possible once further phases are completed.

3 Connections Within a Place & Block Structure

✓ Irregular grid structure provides visual interest and ensures that routes and spaces are overlooked.

4 Connections Within a Place & Block Structure

✗ Cul-de-sacs are often the result of blocks which are too large.

7 Walkable Neighbourhoods

✓ 5 minute walk from local services.

8 Housing Type and Tenure

✗ Little variation from detached homes with no tenure mix in these early phases.

9 Open Space

✗ Left over strips between rear boundary fences are not overlooked, serve no purpose and can be a maintenance burden.

10 Achieving Appropriate Traffic Speed

✓ Short streets which limit forward vision passively calm traffic.

5 Connections to Wider Networks

✓ Retained accesses for future development make the neighbourhood adaptable.

6 Connections to Wider Networks & Pedestrians and Cyclists

✓ Good connections to path network.

Gatehead Crescent

1 Identity

✔ Existing landscape features integrated into development.

2 Pedestrians and Cyclists & Walkable Neighbourhoods

✔ Links into village centre and onto path network.

3 Achieving Appropriate Traffic Speed

✔ Road narrows and winds to provide traffic calming.

4 Integrating Parking

✔ Visitor parking bays can prevent parking on the carriageway or footway.

5 Pedestrians and Cyclists

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

Millbank Circle

Building to Building Distance 18m

1 **Connections to Wider Network**

✓ Staircase connects pedestrians to footpath network.

2 **Streets for People & Materials**

✓ Raised table with change in road surface material distinguishes transition to shared surface and aims to indicate to drivers that there may be pedestrians in the carriageway.

3 **Integrating Parking**

✓ On plot parking remove cars from the street. On plot parking to the side of the house would further improve the streetscene.

4 **Utilities**

✓ Services are accommodated within the footway.

Slateford Road

Building to Building Distance 16.5m

Carriageway Width 5.5m

Carriageway Width 6.5m

1 **Achieving Appropriate Traffic Speed**

✓ This is the main access route into the development and has been designed for a high capacity. Introducing chicanes can have a traffic calming effect.

2 **Public Transport**

✓ Street width enables service by a bus route and traffic calming features have been designed to accommodate this provision.

3 **Planting**

✓ Green verges and trees which highlight the junction give character to the street.

4 **Block Structure**

✓ Hierarchy of streets indicated by building to building distance as well as carriageway width. A change in hierarchy is signalled by building at entrance to street being stepped forward.

Charleston Square, Paisley

This development, built by Lorretto Housing Association, reflects Designing Streets principles. The urban form reflects its location. Charleston Square, 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 'Passivhaus' principles in order to achieve a resource efficient development. All properties benefit from roof mounted photovoltaic panels.
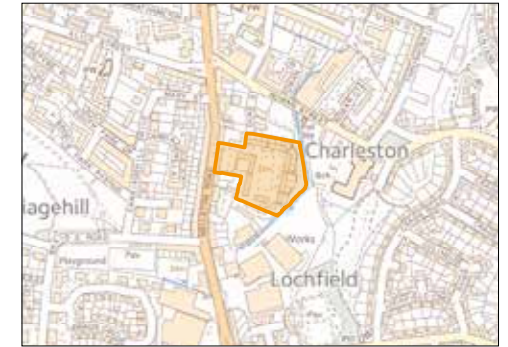
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B-Plan: Charleston Square

1 **Public Transport**

✔ There is a regular bus service along Neilston Road and Paisley Canal Railway Station is within a 10 minute walk.

2 **Connections to Wider Networks**

✘ Single access into square limits the connectivity for pedestrians and vehicles.

3 **Walkable Neighbourhoods**

✔ Local services along Neilston Road within walking distance.
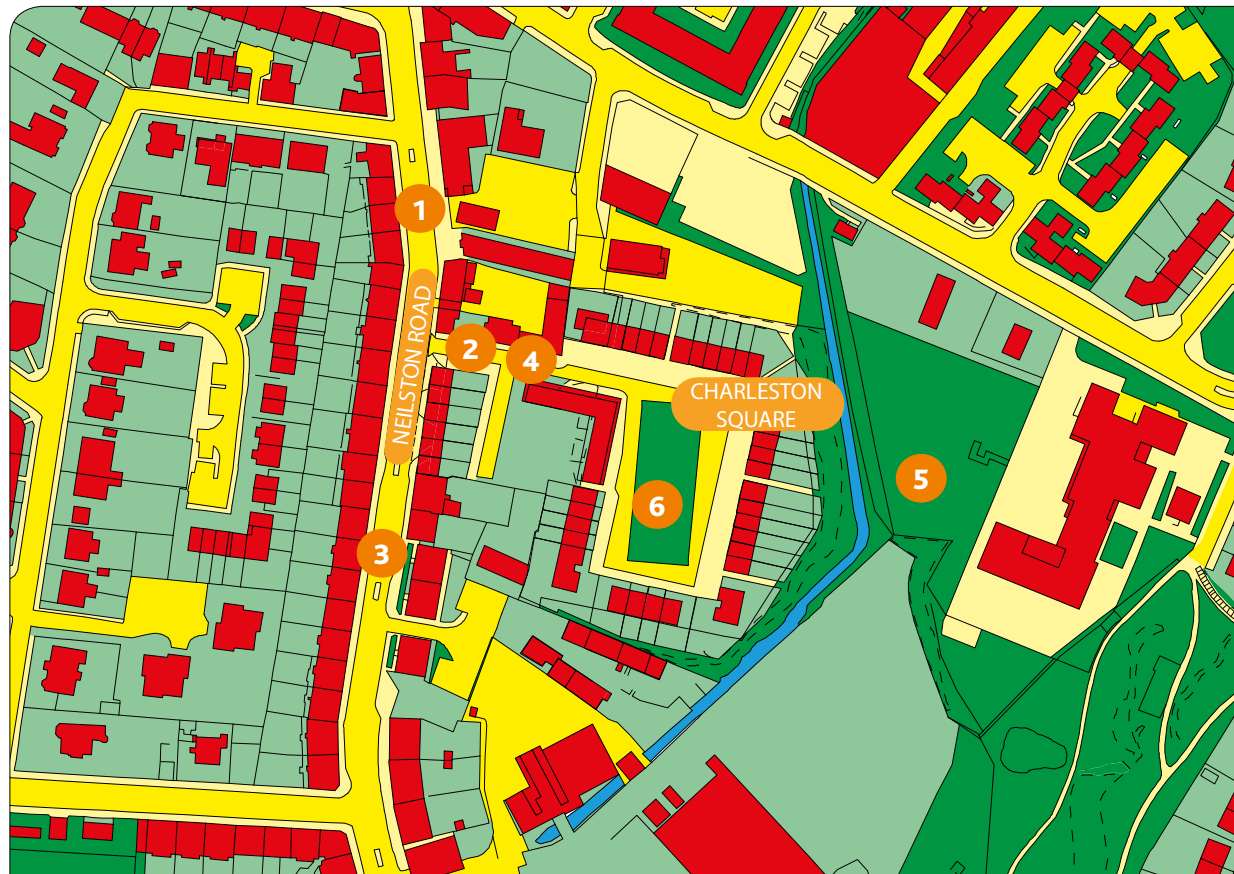
4 **Achieving Appropriate Traffic Speed & Junction Types and Arrangements**

✔ The carriageway narrows and is raised to emphasise the entrance to the shared surface area.

5 **Connections to Wider Networks**

✘ A direct pedestrian link to the park and school could improve connectivity.

6 **Block Structure**

✔ All buildings front onto open space.

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Charleston Square

1 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.

2 Drainage

✅ Permeable paving is supplemented by secondary gullies to avoid ponding.

3 Materials

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

4 Identity & Materials

✅ Brick gable features, deep recessed windows and doorways with timber lining create a unified appearance.

5 Pedestrians and Cyclists & Streets for People

✅ Pedestrian and vehicular areas are less segregated without the use of kerbs.

Charleston Square

1 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.

2 Low Carbon Design

✓ Photovoltaic panels generate 71kW of electricity on site.

3 Achieving Appropriate Traffic Speed

✓ The angled open space acts as traffic calming.

4 Open Space & Planting

✓ The open space contains an equipped play area which is overlooked with trees and hedges permitting good sightlines.

5 Reducing Clutter

✓ Street lighting integrated into design, bollard lighting illuminates footpaths within the open space.

Neilston Road

1 Context and 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.

2 Density and Form

✔ Massing reflects surrounding buildings and the density is high reflecting the urban location.

3 Walkable Neighbourhoods

✔ Housing, including the supported unit, and open space are the only uses on site. There are local services on Neilston Road.

Ferry Village, Renfrew

This is a large scale private sector led regeneration of a brownfield site 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 Designing Streets, it established its own guidelines for street design, which have resulted in a high quality place being created.
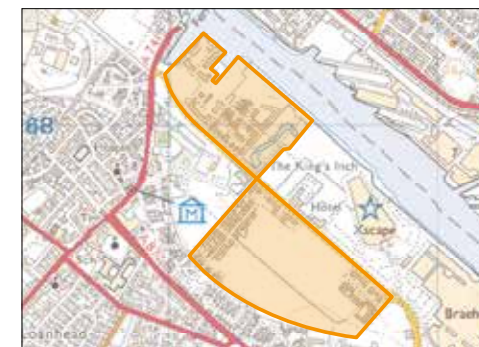
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B-Plan: Ferry Village North

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1 Integrating Parking

✔ Central parking courts within higher density blocks enable streets to be less dominated by cars.
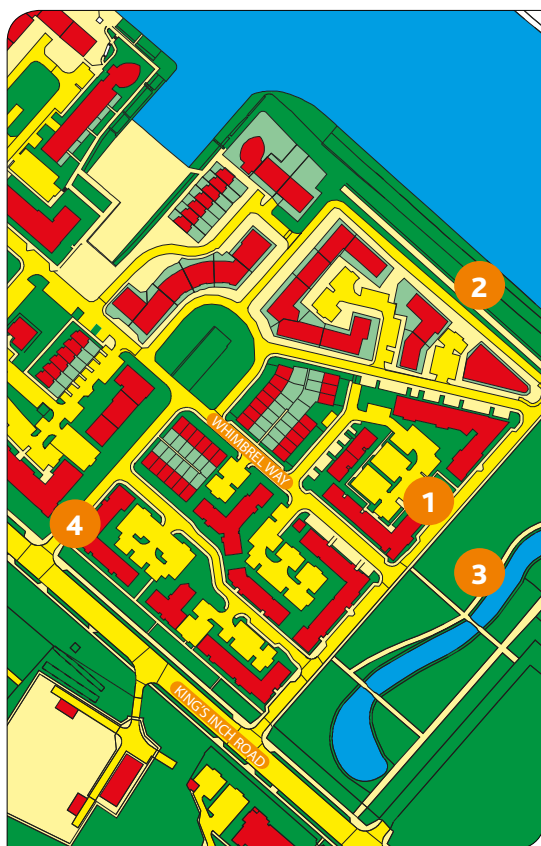
2 Pedestrians and Cyclists

✔ The Riverside Walkway increases access to the waterfront and creates a traffic free route to amenties.

3 Open Space

✔ Clydeview Park provides a multi use open space to serve the residents of Ferry Village and the wider Renfrew area.

4 Connections to Wider Networks

✔ Multiple accesses to King's Inch Road and the Riverside Walkway creates ease of movement for pedestrians, cyclists and road users.

B-Plan: Crofton Drive
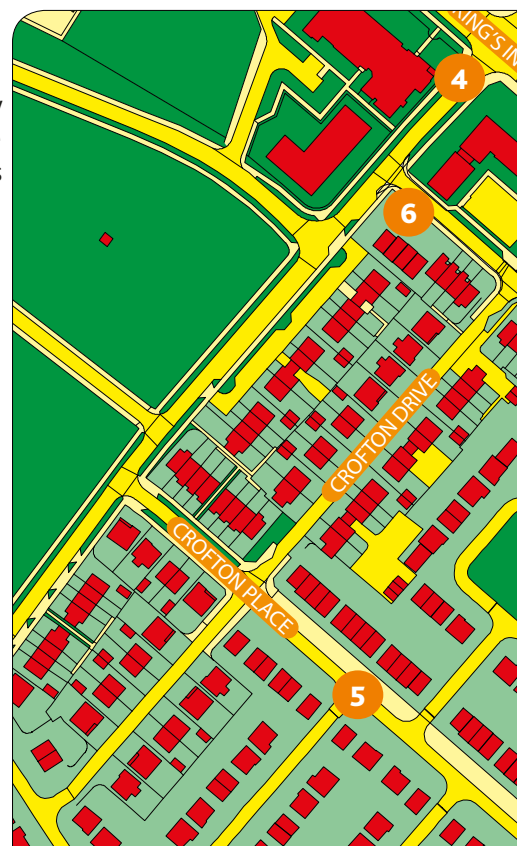
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5 Context, Block Structure & Connections Within a Place

✔ Grid pattern reflects the Victorian tradition and enables ease of movement through the neighbourhood.

6 Housing Type and Tenure

✔ Mixture of properties ranging from flats to terraces, and semi-detached and detached single family homes.

Whimbrel Way, Ferry Village North

Building to Building Distance 19m

1 Junction Types and Arrangements & Achieving Appropriate Traffic Speed
✔
Reduced turning radii and sight lines have been used throughout the development to calm traffic.

2 Integrating Parking
✔
Designated spaces are not adopted by the roads authority. Locating them behind the footway is acceptable in quiet neighbourhoods.

3 Planting
✔
Trees and planting at junction create visual interest and signify a break in built edge.

4 Type and Tenure
✔
Variety of housing types adds visual interest.

5 Identity
✔
Building lines close to the back of footways create enclosure.

6 Integrating parking
✔
130% parking achieved throughout. A balance between on-street and designated areas within blocks helps to reduce impact on the pedestrian environment.

✖
Designating parking bays to individual properties can undermine the flexible approach to meeting requirements.

Crofton Drive

Building to Building Distance 18m

1 Streets for People

✅ Shared surface provides a level and welcoming pedestrian environment, this is highlighted by coloured block paving.

2 Utilities & Plots

✅ Service strips integrated into design with plot edges defined by planting.

3 Integrating Parking

✅ Parking bays highlighted by use of coloured paving, on street bays provide traffic calming.

4 Achieving Appropriate Traffic Speed & Reducing Clutter

✅ Narrowing of junction and rumble strips calm traffic without use of signage or road markings.

5 Integrating Parking

❌ Parking on the footway suggests not enough visitor parking provision.

6 Walkable Neighbourhoods

✅ Largely single use as residential with amenity space. There are however multiple connections to Renfrew and Braehead which are within walking distance.

King's Inch Road

1 **Connections to Wider Networks**

✔ Connecting Renfrew and Braehead, King's Inch Road is the development's central boulevard.

2 **Identity**

✔ The street is 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 footways line the street on both sides.

Oldhall & Ralston, Paisley

Ralston is a suburban development on the edge of Paisley. Some villas along Glasgow Road date to the end of the 1800s, with much of the area 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.
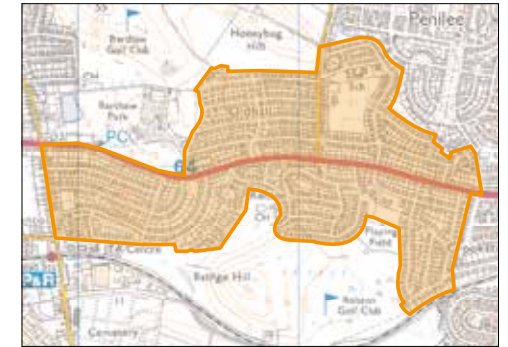
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B-Plan: Ralston

1 Location & Orientation

✔ The street pattern responds to the topography of the site, with many buildings orientated so that they are south facing.

2 Connections to Wider Networks & Public Transport

✔ Glasgow Road is a central transport route which runs through the neighbourhood. This is a high frequency bus corridor.

3 Housing Type and Tenure

✔ The majority of properties are in private ownership. Most of these are houses, rather than flats, with a mixture of terraces, semi-detached, bungalows and larger detached properties.

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4 Walkable Neighbourhoods & Open Space

✔ There are local shops, a church, parkland, play areas, a sports centre, halls and a library all within the neighbourhood.

5 Achieving Appropriate Traffic Speed

✔ Curves can limit forward visibility and reduce driving speeds.

6 Connections Within a Place

✔ The irregular grid structure enables ease of movement around the neighbourood.

Roffey Park Road

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.

3 Plots

A consistent boundary treatment defines public and private space contributing to the areas character.

Darvel Crescent

1 Building to Building Distance 30m

2 ✓ Carriageway Width 6m

3 ✓

4 ✓

1 Block Structure

✓ Carriageway width is defined by the character of the street. The distance between buildings gives the area an open spacious character.

2 Plots

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

3 Streets for People

✓ Wide footways enable access for pedestrians.

4 Planting

✓ Mature trees and hedges help to provide a distinctive character.

Penilee Road

Carriageway Width 9m

1 Block Structure

✔ Hierarchy of streets is identified by street width and building to building distance.

2 Streets for People

✔ Dropped kerbs allow pedestrians to cross the road with ease.

3 Walkable Neighbourhoods

✔ Locating services near to a junction ensures that they are more accessible.

4 Public Transport

✔ Glasgow Road is served by a frequent bus service.

Clippens and Brediland Roads, Linwood

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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.
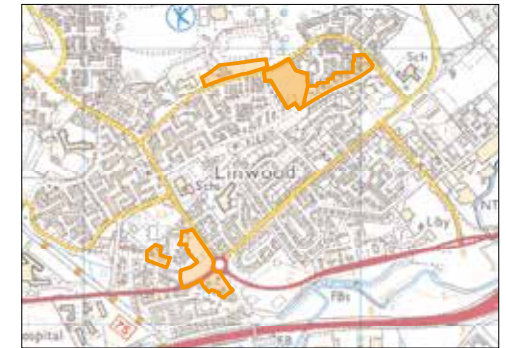
B-Plan: Clippens Road

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B-Plan: Brediland Road

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1 Connections Within a Place & Pedestrians and Cyclists

✔ Footways and pedestrian routes through the site mean that there is better connectivity for pedestrians and cyclists than there is for cars.

2 Connections to Wider Networks & Public Transport

✔ Properties front onto or have access to the main road which is a bus route.

3 Walkable Neighbourhoods

✔ Residential use throughout, but many services are within walking distance.

4 Emergency and Service Vehicles

✔ Rear lanes leading to street side waste collection area.

5 Block Structure & Integrating Parking

✔ Development has integrated into existing structure, with a back-to-back relationship. Some perimeter blocks have been formed enclosing semi-private parking courts.

Clippens Road

1 **Identity**

✅ The use of glazed and coloured bricks gives a unified character. The different coloured detailing adds visual interest.

2 **Context**

✅ Curved terraces at Bridge of Weir Road form a striking gateway landmark.

3 **Materials**

✅ Use of existing infrastructure is a resource efficient approach to providing footways, it should be considered whether they need be upgraded or replaced as part of the development.

4 **Utilities**

✅ Service strips to front of properties does not impact on footway design.

Morar Drive

1 Plots

✔ Low fences enclosing front and rear gardens. This defines the public and private space, while ensuring that streets and parking courts are overlooked.

2 Integrating Parking

✔ Rear parking courts often have a "sentry house" or pedestrian through routes in order to provide passive surveillance.

3 Streets for People & Materials

✔ Block paving identifies start of semi-private space. A tactile change in material can aid visually impaired pedestrians.

Erskinefauld Road

1 Housing Type and Tenure

✅ Housing mix ranges from single person to large family homes. Some were available for share equity.

2 Integrating Parking

✅ 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.

3 Density and Form

✅ Terraced and semi-detached houses enabled a high number of family homes to be delivered in the the former footprint of 23 flatted blocks.

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.
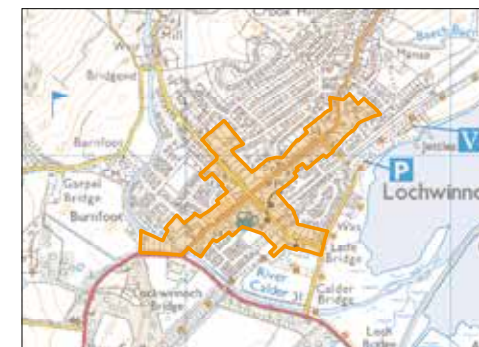
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B-Plan: Lochwinnoch

1 Walkable Neighbourhoods

✔ Lochwinnoch is compact with a variety of services spread along the Main Street and within walking distance.

2 Pedestrians and Cyclists

✔ Footways on both sides of the street throughout the centre. There are no cycle lanes in the centre but National Cycle Route 7 can be accessed at five points to the south of the village.

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3 Connections to Wider Networks

✔ As a historic intersection of two through routes the centre is well connected to the rest of the village and beyond.

4 Achieving Appropriate Traffic Speed

✔ Narrow enclosed streets help to calm traffic.

5 Connections Within a Place

✔ Lanes provide pedestrian links to the main routes and create interest.

6 Public Transport

✔ A bus route runs along Main Street and there is a railway station to the south of the village.

Lade Court

1 Housing Type 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.

Main Street

1 Walkable Neighbourhoods

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

2 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.

3 Achieving Appropriate Traffic Speed

✔ Limited sightlines with pedestrian priority crossing passively constrains speeds.

High Street

Building to Building Distance 11m

1 Context

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

2 Walkable Neighbourhoods

✓ Lochwinnoch has a mixed use centre with commercial premises as well as homes spread along the High Street.

3 Identity & Housing Type 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.

4 Streets for People & Integrating Parking

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

5 Integrating Parking

✓ A pend provides pedestrian access to back court parking. This through route provides passive surveillance of the space to the rear.

Process

This diagram shows how the applications for planning and roads construction consent are assessed in parallel as well as how these applications should be informed by the design process.

The design process should be collaborative and iterative. Early engagement with the council will enable proposals to be developed prior to submission of applications.

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 preservation.

▼

Developing the Design

Design concepts should be worked up using the appraisal and place analysis in relation to relevant policies. It may be appropriate to discuss a number of different options at pre-application stage. This should be a creative and iterative process between the applicant and planning authority.

▼

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.

Applicants for major or complex local applications are invited to enter into a processing agreement.

The planning officer will engage with other council officers as required on the following:

- Roads Development
- Lighting
- Maintenance
- Flood Management
- Building Standards
- Built Heritage/ Conservation
- Education
- Housing
- Open Space
- Waste
- Planning Policy
- Economic Development

Application for Planning Permission in Principle (PPP)

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 Conditions for PPP

A proportionate level of information will be required to support Full Planning Permission or Approval of Matters application. Pre application discussion will indicate requirements.

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. Early contact with roads officers is encouraged.

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 planning approval has been given.

Supporting Information

Pre Application Advice will clarify which of the information listed below will be required and when it should be submitted in the Planning Application or Roads Construction Consent processes

All applications

- Location Plan
- Site Plan
- Existing and proposed site sections
- Soft/Hard Landscape plan, including streetscene, services and street furniture
- Transport Assessment
- Existing and proposed topographical survey
- Flood Risk Assessment and Drainage Impact Assessment
- Drainage Plan
- Longitudinal Sections
- Typical Cross Sections
- Site investigation (contaminated land)
- Coal Authority Risk Assessment

Planning Applications

- Existing and proposed floor plans
- Existing and proposed elevations
- Roof Plans
- Design Statement
- Design and Access Statement
- Tree Survey
- Habitat and protected species surveys
- Noise Impact Assessment
- Air quality impact assessment, including where there is consideration of biomass as a heating/ energy source.

Roads Construction Consent Applications

- Stage 1 Quality audit
- Stage 2 Quality Audit
- Lighting Plan
- Utilities Plan
- A plan of areas proposed for adoption by the council and details of other maintenance arrangements

Location

Development proposals should show an understanding of the location that they are developing including the wider area characteristics, such as

- **landscape character,**
- **topography,**
- **natural heritage; and**
- **views into and from the site.**

All of the above 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.

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 which provide character and unique sense of place, can enhance a development proposal if retained or improved.

Views into and out of a site should be considered at an early stage. Areas where the development may be highly visible causing potential impact should be considered early in the design process and illustrated in design statements.

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

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

This development in Inchinnan retained the trees as a natural heritage asset. The trees help to give the place a unique character.

Identifying key views into a site has helped this development at Fordbank, Johnstone to fit into the landscape.

Protecting views of landmarks or the countryside beyond a site can also 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 places has a lasting legacy in the location of landmarks, public spaces and forms specific to a historical function. 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 the 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 there are conservation areas, designated in order to preserve their special character and identity, in Houston, Bridge of Weir, Kilbarchan, Lochwinnoch as well as Greenlaw, Thornly Park, Castlehead and the town centre in Paisley.

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

In the smaller villages such as Howwood, new developments should have a built form reflecting this more rural context.

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

This council development fits well 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.

Many of the specific characteristics that give places their unique identity are illustrated with relation to this document's other design considerations.

While there may be good reason to deviate from the established development form, **understanding how these features relate to the identity will help to create a successful place.** For example, even 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.**

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.

This modern block of townhouses in Paisley 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.

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

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

Redevelopment and Infill

Redeveloping within existing places can help to support local services and revitalise established neighbourhoods. This resource efficient approach to development makes use of existing infrastructure and facilities. It is important for infill proposals to show an understanding of the context and identity in which they are being proposed. This will ensure that they complement and enhance the existing streetscape. Reuse of existing buildings is a way of preserving the character of an area by returning them to active use. Redevelopment of exiting buildings can involve a change of use within the existing form or more significant changes to the internal structure of the building. Maintaining existing features is encouraged particularly where there is a historic interest.

The A Listed Anchor Mill in Paisley has been returned to use by conversion to flats and offices.

Conversion of historic buildings can return them to active use while preserving the character of an area. Converting the Ranfurly Church, Bridge of Weir to flats was a resource efficient way to maintain the character of the conservation area.

At the former Hawkhead Hospital, Paisley the development of new houses and flats has enabled the conversion and refurbishment of a number of listed buildings across the site.

The former St Margaret's Hospital in Brodie Park Crescent, Paisley was converted to flats in the 1990s. The houses, built as part of this redevelopment, fit into the setting of the grade B listed building by retaining the original features such as boundary walls and gatepiers.

This infill development at Gateside Place adopts a sympathetic palette of materials in order to fit in with the character of the conservation area in Kilbarchan. The strong building line, with entrances onto the street is also characteristic.

Connections to Wider Networks

Successful places are easy to move around with good linkages to the wider area. 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.

Moorpark Square, Renfrew is well connected to the main road network. Having a grid structure ensures that there are many alternative routes for ease of movement through the site and beyond.

Ferry Village, Renfrew

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

Having a visual connection to this landmark along Church Street in Lochwinnoch can help people to orientate themselves in the village.

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Porterfield, Renfrew

Having two accesses to the main road gives people a choice of routes to take. Connectivity could have been improved by increasing the number of accesses.

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At Machrie Crescent, Linwood, connectivity for pedestrians and cyclists is ensured by having an access route through the cul-de-sac.

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 also make it easier to navigate around a neighbourhood.

East Freelands, Erskine

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

Station Road, Bishopton

Places which are compact and permeable encourage people to walk instead of taking the car. Locating active uses near to a pedestrian desire line will make them more successful and sustainable.

Shuttle Street, Kilbarchan

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

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.

Intersections which have a lot of people passing through benefit from passive surveillance. This makes them feel safer and can be good locations for public spaces, like this one at the main crossroads in Lochwinnoch village centre.

Walkable Neighbourhoods

Having a mix of uses within a 5-10 minute walking distance from a neighbourhood will encourage people to walk rather than taking a car. People are more likely to take a car to a local service if the walk would be more than 7 minutes.

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.

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

The local service centre at Neilston Road, Paisley is along this key route into the town centre and serves people's daily needs by having active uses on the ground floor of the tenements.

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.

Much of the northern part of Ferry Village, Renfrew is further than 400m/5 minute walking distance from Renfrew and Braehead. 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 be considered in areas with good public transport provision, for example within 800m or 10 minutes from a railway station.

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.

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

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

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.

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 pedestrians and cyclists where they are direct, follow desire lines, have limited steep gradients, are barrier free and are over looked.

New paths that go around 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 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.

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

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.

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.

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

Block Structure

A clear and defined block structure can make an area easier to move around. The street pattern can take a variety of forms, from grid layouts to more irregular arrangements or concentric rings.

Introducing courtyards, squares and avenues into this pattern can create interest.

It is important to maintaining a relationship of fronts facing to each other with backs hidden, this helps to define public and private space.

Different boundary and architectural treatments also emphasise this difference.

The hierarchy of streets should be signalled by the street width and character of the buildings that sit on them. Character should determine the separation distance between fronts of buildings as well as the location of taller buildings, open spaces and active uses.

Privacy is a consideration that influences the separation distances between rear elevations. In order to maintain privacy between habitable rooms, a minimum distance of 9m from the rear elevation of the residential unit to the rear boundary is suggested to achieve a separation distance of 18m between rear windows. A greater separation distance may be required for larger buildings with guidelines set out below.

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

Daylight will also need to be considered in this respect.

Building to Building Distance 18m

At Machrie Crescent, Linwood, this infill development maintains an 18m window to window relationship with the existing built form. This ensures privacy and creates public spaces which are overlooked and have eyes on the street.

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.

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.

In Bruce Road, Bishopton the introduction of a square into the block structure helps to create a positive character. Locating this greenspace at the junction with the main road means that it is more accessible and can help with navigation.

Plots

The setting of buildings within plots can have an 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 60:40 for terraced properties will be encouraged.

A minimum separation distance of 4m is suggested from gable to gable.

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.

This infill development in Lochwinnoch has been built directly on the plot edge, which is characteristic in this conservation area. The location of houses in relation to the plot edge is often defined by local characteristics.

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

Building to Building Distance 5m

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

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 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 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.

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.

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

Stepping this infill development back from the historic building line at High Street, Lochwinnoch enables the footway to be widened. The scale and form of the new development mean that this narrow set back does not undermine the character of the street.

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 increase the daylight which can reach into buildings and maximise the sunlight reaching the public realm.

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 detrimental loss of natural light to existing properties and should themselves receive a reasonable amount of daylight.
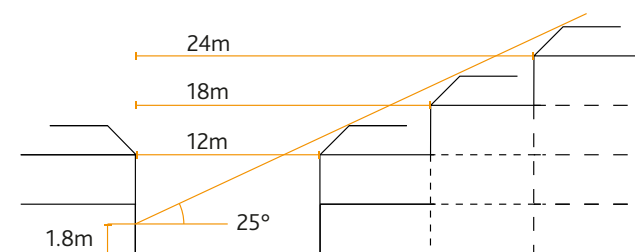
Daylight should be able to penetrate at least halfway into habitable rooms. At least half of a private garden spaces should also be able to receive sunlight between spring and autumn.

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.

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.

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.

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 be as effective as narrowing the carriageway width physically as a way to influence driver speed.

Limiting forward visibility through winding roads, having short streets with turns or by introducing physical features into the carriageway can helps to reduce driving speeds while changes in priority can interrupt driver flow.

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.

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.

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.

Objects which appear to narrow the carriageway encourage drivers to slow down due to barrier shyness, this effect can be achieved with street trees or on street parking.

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 traffic calming effect.

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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.

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 splays 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 (SSD) as set out in Designing Streets.

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 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.

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.

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

At Burnbrae Drive, Linwood a 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.

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Causeyside Street, Paisley is a good example of how block size determines the spacing between junctions. The block size decreases 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, the width of carriageways and footways as well as materials 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. Shared surfaces will only be successful if accompanied by measures which encourage vehicle users to reduce their speed without assuming priority.

Innovative approaches are welcomed when developing shared surfaces. The general principles are to encourage low vehicle speed and social interaction by creating an environment in which pedestrians can walk or stop and chat without feeling intimidated by motor traffic.

Shared surfaces make it easier for people to move around, particularly wheelchair users and people pushing wheeled equipment such as prams.

Shared surfaces can be challenging for visually impaired pedestrians. The use of tactile surfaces and changes of level can assist visually impaired users and guide dogs to navigate shared space.

Streets which are overlooked with buildings which have entrances and windows facing onto them are safe and pleasant for pedestrians.

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.

Renfrew Town Centre

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

Although having a pend access to these flats' parking area helps to maintain a continuous frontage, having entrances onto the street would help create pedestrian activity.

Lade Court, Lochwinnoch

While narrow gravel footways can contribute to the areas unique character, consideration should be given to accessibility 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.

In Dundonald Road, Gallowhill having parking bays in the street is a flexible way of accommodating parking needs without needing to use front garden spaces.

Parking at Charleston Square has been provided in a perpendicular arrangement. Bays have not been identified or allocated, which means they are a shared resource for all residents and visitors.

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 to a single residence.

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 individual flats.

Garages are not counted towards parking requirements as they are often not used for cars. At Stirling 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 avoid.

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 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.

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.

At North Road, Johnstone a small area has been set aside at the edge of the footway to accommodate bins. This prevents bins obstructing pedestrian access.

Kerb materials may need to be sunken and more resilient to take occasional overrun by large vehicles.

Charleston Square, Paisley

Where there is on street collection of bins, consideration should be given to the impact that this has on pedestrian movement.

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

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.

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

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.

During the early development phases of 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 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.

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 sought 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.

A Kick Pitch or other appropriate recreational space to serve the scale of development will be sought for developments of 100 houses or more, requirements will be agreed with the council.

The design of open spaces can provide opportunities to provide sustainable water management solutions. Consideration should be given to meeting Sustainable Urban Drainage Systems (SUDS) requirements within open spaces by including features for surface level water management.

Torran Drive, Erskine 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.

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

This left over open space between the backs of the new and existing developments would have been better if it was overlooked to provide a safe connection through it. Left over space of any scale risks becoming a maintenance burden unless it is accessible and usable.

The Clyde View Park, in Renfrew contains informal recreational space, play areas and a kick pitch. Developments near to high quality existing facilities may not require to construct additional provision.

Drainage

Renfrewshire Council recommends drainage to be considered at an early stage and early engagement is recommended in order to discuss drainage requirements, constraints and potential solutions.

Renfrewshire Council supports the vision of The Metropolitan Glasgow Strategic Drainage Partnership (MGSDP) to manage rainfall to end uncontrolled flooding and improve water quality. This vision is guided by the following principles.

• Enhancement of our urban biodiversity and landscape;

• Reconnection to our waterways;

• Design for the severity of the rain;

• Presumption that water will be kept on the surface;

• Creation of integrated blue-green networks;

• Integrated urban masterplanning and design;

• Sustainable and affordable drainage solutions;

• Climate-change ready.

These swales at Glenpatrick Road, Elderslie manage the surface water run off from the residences and the road. Although SUDS of this scale are unlikely to be necessary for all developments, early consultation with the council will identify requirements.

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.

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

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

The SUDS ponds at Cockelshill Park help to manage the surface water run off from the Renfrew Care Home. The SUDS have been designed to reduce the flood risk of both the new development and the surrounding neighbourhoods.

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 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 requirement for access to utilities should not prevent the use of boundary treatments which distinguishing public and private space.

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

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.

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. Consideration should be given to retaining existing trees or fresh planting of semi-mature trees.** Where street trees are proposed in footways the width of the footway may need to be wider to remain accessible for all users.

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.

Preserving existing trees can be an important aspect of creating the character in a place. In Brodie Park Crescent, Paisley retaining these mature trees along with new planting enhances the setting of the listed building.

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. A visible change of material can help drivers to identify a change in road priority and can indicate when a carriageway is shared surface.

Long term maintenance should also be considered at an early stage with arrangements agreed with the council.

The choice of construction materials for buildings will often 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.

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.

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 these houses in Linwood a unique character.

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.

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.

Consideration and design of street furniture 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.

This fire path sign has been designed so as not to be intrusive into the character of the conservation area at Oakshaw, Paisley. Reducing the number of signs and impact that they have is desirable in residential areas.

Unnecessary fencing and railings are a barrier to movement and can detract from the character of an area.

Removing the railings at this corner on Causeyside Street, Paisley has helped to icrease pedestrian accessibility and improved the quality of the public realm in the town centre.

In this example bollard lighting has been used to illuminate the footpaths in the open space at Charleston Square. This more sensitive approach was agreed with the council in order to meet the requirements of the adopting authority.

Low Carbon Design and 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 require an increasing level of energy efficiency in new developments and refurbishments.

Planning can have a role with considerations such as orientation, materials and built form having a significant impact on the energy efficiency of a development.

Relative amount of energy used each year by house type

All houses and flats are assumed to be the same size and have the same proportion of window to outside wall

Thousands of units (kilowatt hours) per year

Detached House
Semi-Detached
Top Floor Flat
Mid-Terrace
Middle Floor Flat

Adapted from Sustainable Housing Design Guide for Scotland, F. Stevenson & N. Williams, 2007
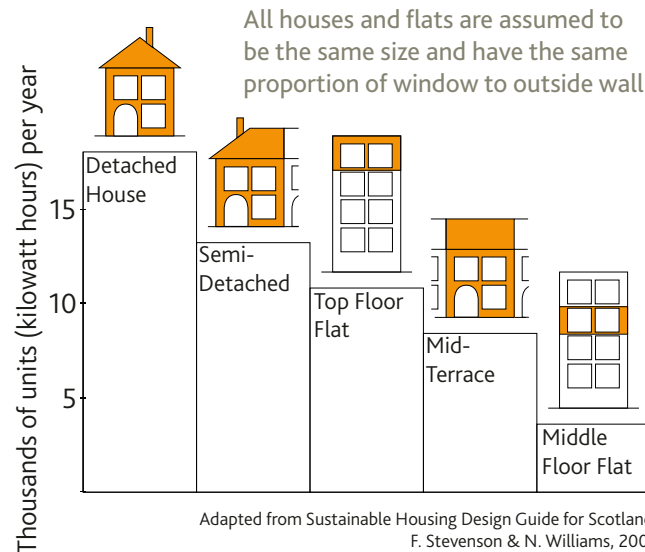

The council development at Barrhead Road, Paisley uses solar thermal panels to help with heating water and reduce energy bills for residents.

Terraced and flatted properties tend to have higher energy performance than detached properties. These townhouses in Crofton Avenue, Renfrew have a higher level of energy performance because less external walls being exposed to the elements.

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.

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

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
From German Bebaungsplan, a plan that uses colour to highlight the components of a development layout e.g. red for buildings, green for open spaces and yellow streets and paths.

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

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 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 dipped section of kerb to allow people in wheelchairs or with buggies to cross the road.

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

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

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

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

Landcover
Buildings, structures, surfaces and vegetation (including agricultural land uses).

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

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

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

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

Passivhaus Standard
A 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; includes carriageway, cycleway and footway.

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

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

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

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

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

SSD
Stopping Sight Distance is the distance within which drivers need to be able to see ahead and stop from at a given speed.

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

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

SUDS
Sustainable Urban Drainage System. Physical structures built to receive surface water runoff including constructed wetlands, detention basins, infiltration devices, permeable surfaces retention ponds and swales.

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

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

Swept path
The plan envelope shape that a vehicle makes when carrying out a manoeuvre like turning.

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

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

Unallocated/Visitor Parking Spaces
Parking spaces which do not relate directly to any particular dwellings and are considered to be for the use of either residents or visitors on a "first come first served" basis.

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

Verge
Soft landscaped area adjacent to the road.

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.

Additional Information

Scottish Government Policy

Scottish Planning Policy:
www.gov.scot

Designing Streets:
A Policy Statement for Scotland:
www.gov.scot

Creating Places - A policy statement on architecture and place for Scotland:
Publication:
www.gov.scot

Further information:
www.creatingplacesscotland.org

Planning Series Circular 3/2013: Development Management Procedures:
www.gov.scot

Scottish Government Guidance

Planning Advice Note (PAN) 33, Development of Contaminated Land:
www.gov.scot

Planning Advice Note (PAN) 44, Fitting new housing developments into the landscape:
www.gov.scot

Planning Advice Note (PAN) 51, Planning, Environmental Protection and Regulation:
www.gov.scot

Planning Advice Note (PAN) 58, Environmental Impact Assessment:
www.gov.scot

Planning Advice Note (PAN) 61, Planning and Sustainable Urban Drainage Systems:
www.gov.scot

Planning Advice Note (PAN) 65, Planning and Open Space:
www.gov.scot

Planning Advice Note (PAN) 67, Housing quality:
www.gov.scot

Planning Advice Note (PAN) 68, Design Statements:
www.gov.scot

Online Planning Advice on Flood Risk
www.gov.scot

Planning Advice Note (PAN) 72, Housing in the Countryside:
www.gov.scot

Planning Advice Note (PAN) 77, Designing Safer Places:
www.gov.scot

Planning Advice Note (PAN) 79, Water and Drainage:
www.gov.scot

Planning Avice Note (PAN) 83, Master Planning:
www.gov.scot

Planning Advice Note 1/2011, Planning and Noise:
www.gov.scot

Sustainable Housing Design Guide:
www.gov.scot

Green Infrastructure: Design and Placemaking:
www.gov.scot

Development Plan Policy

Glasgow and the Clyde Valley Strategic Development Plan:
www.clydeplan-sdpa.gov.uk

Renfrewshire Local Development Plan:
www.renfrewshire.gov.uk

Renfrewshire LDP New Development Supplementary Guidance:
www.renfrewshire.gov.uk

Renfrewshire's Character

Glasgow and Clyde Valley Landscape Character Assessment:
www.snh.org.uk

Paisley Town Centre Conservation Area - Character Appraisal:
www.renfrewshire.gov.uk

Johnstone South West Charrette Report:
www.scotland.gov.uk

Johnstone South West - Integrated Green Infrastructure Design Study:
www.gcvgreennetwork.gov.uk

Other Guidance

SCOTS National Roads Development Guide:
www.scotsnet.org.uk

Historic Scotland's New Design in Historic Settings:
www.historic-scotland.gov.uk

Cycle by Design:
www.transportscotland.gov.uk

Passivhaus:
www.passivhaus.org.uk

Sustainable Energy in the Built Environment - Best Practice for Scottish Planners:
www.rtpi.org.uk

Site layout planning for daylight and sunlight: a guide to good practice (BR 209):
www.bre.co.uk

Outdoor Access Code:
www.outdooraccess-scotland.com

Development Management Guidance on drainage requirements is available on Renfrewshire Council's web page :
www.renfrewshire.gov.uk

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Useful Contacts

Architecture and Design Scotland
www.ads.org.uk

Clydeplan Strategic Development Planning Authority:
www.clydeplan-sdpa.gov.uk

Historic Scotland
www.historic-scotland.gov.uk

Scottish Environment Protection Agency
www.sepa.org.uk

Scottish Natural Heritage
www.snh.gov.uk/planning-and-development

Scottish Water
www.scottishwater.co.uk

Transport Scotland
www.transportscotland.gov.uk