

Angus Local Development Plan

Design Quality and Placemaking Draft Supplementary Guidance

Committee Draft

APRIL 2016

Design Quality and Placemaking

Supplementary Guidance

Consultation Draft 2016



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1 Introduction

Why Is Good Design Important?

The vision statement of Angus Council is that “Angus is a place where a first class quality of life can be enjoyed by all”. The creation of attractive, safe, well-designed sustainable places where people want to live, work and visit is fundamental in delivering this vision.

There has been long dissatisfaction with the quality of new development across Scotland and the feeling that it could be anywhere, with no relation or connection to its surroundings or consideration for the people using it. Good design can create distinctive, sustainable development and places of quality which;

- ▶ improves the attractiveness of Angus as a place to invest, live, work and visit
- ▶ reduces long term energy and maintenance costs
- ▶ increase the value of developments
- ▶ improve the health and social wellbeing of its residents
- ▶ achieve a range of environmental benefits.

The Council’s commitment to creating quality places and sustainable development is reflected in the Angus Local Development Plan (LDP) which identifies the creation of high quality places as an overarching principle applying to all new development. In pursuit of this, the Plan includes Policy DS3: Design Quality and Placemaking which sets out principles of sustainable development and good design that will be sought in all new development in Angus.

Purpose

The purpose of this guidance is to support understanding and delivery of Policy DS3 by providing detailed guidance to help achieve the outcomes expected by Policy DS3 and other related design policies of the LDP.

As statutory supplementary planning guidance, this document forms part of the local development plan for Angus. It will be used as a primary consideration in the determination of planning applications and should be read in conjunction with Policy DS3.

Scope

The guidance provides a basis for assessing the design of all new development across Angus in both urban and countryside locations and applies to all scales of development from individual buildings to the creation of new neighbourhoods. Whilst it is particularly relevant to housing proposals, the basic principles are applicable to all development regardless of type and size.

Angus has a variety of settlements with their own sense of place, architectural styles, materials and landscape setting. It also has a diverse rural landscape with different character types and therefore the design solution for one location may not be appropriate for another. Rather than setting out prescriptive design standards, the document provides detailed guidance on certain aspects of design which may be more or less relevant to particular proposals.

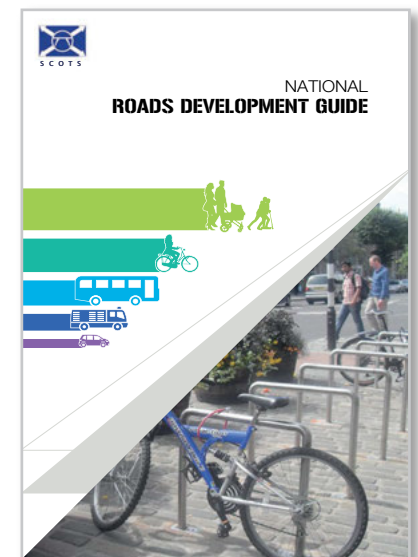
The guidance is intended for use by anyone considering development within Angus including:

- ▶ Applicants who wish to develop a site.
- ▶ Architects and agents working on proposals.
- ▶ Planning Officers assessing planning proposals.
- ▶ Elected Members representing constituents and making decisions on planning applications.
- ▶ Members of the public with an interest in development proposals within their local community.

Wider Policy Context

National

This SG supplements a suite of national planning policy and guidance promoting high design standards for urban and rural development and better quality placemaking. These include 'Designing Places', 'Designing Streets' and 'Green Infrastructure: Design and Placemaking' as well as a range of Planning Advice Notes which provide supporting advice. These documents should also be referenced and considered when developing proposals.



Local Policy Guidance

The Angus Local Development Plan reflects national planning policy at a local level. Whilst this SG is primarily intended to support and interpret Policy DS3: Design Quality and Placemaking, design issues overlap with other policy areas within the LDP including Policies PV1: Green Networks and Green infrastructure and PV2: Open Space Protection and Provision within Settlements and therefore need to be considered together.

A range of other supplementary guidance and advice notes has been or is being prepared to support the LDP which will also be relevant to design quality including:

Wherever possible the links between other relevant policies and guidance documents are highlighted within this SG.

2 Process

PLANNING APPLICATIONS

Pre Application

Early discussions with the planning authority are actively encouraged where co-ordination with other interested stakeholders will be arranged by planning officer.

A site appraisal/analysis should consider site issues against local and national planning policy, including supplementary guidance.

Agreement should be reached on the requirements for supporting information and the development of processing agreements, as appropriate.

Application for Planning Permission In Principle (PPP)

An appropriate level of supporting information should be provided, as identified through pre-application discussions with the planning authority.

Application for Full Planning Permission or Matters Specified in Conditions Local

Detailed information required, including further supporting information as identified by the planning authority.

ROAD CONSTRUCTION CONSENT

Pre Application

Early discussions with the roads authority is actively encouraged for all development that will impact on any modes of transport and their surrounding infrastructure, including parking provision.

Enquiries should be made through the planning authority to ensure appropriate co-ordination can be carried out with the roads service, SEPA and Scottish Water.

Provide necessary technical information, including Street Engineering Review (SER).

Stage 1 Application for Construction Consent

Applicants are encouraged to lodge applications for Construction Consent at the same time as they submit planning

Stage 2 Application for Construction Consent
SER approval and road layout agreed.

Stage 3 Application for Detailed Road Construction Consent

Detailed RCC granted in accordance with previously agreed SER.

SUPPORTING INFORMATION

Pre-application advice can assist in determining the level of information that will be required to support aligned applications.

Transport Assessment and Travel Plan
Design and Access Statement
Drainage Impact and Flood Risk Assessments

Stage 1 Quality Audit

Environmental Statement
Contaminated Land Investigation
Noise and Air Quality Impact Assessments
Protected Species and Habitat Surveys
Trees and Landscaping Proposals
Waste Storage and Collection Strategy

Stage 2 Quality Audit

Street Engineering Review
Vehicle Swept Paths
Visibility Splays
Traffic Calming
SUDS
Landscaping and Street Furniture
Public Utilities
Materials Specification and Local Palettes
Street Lighting
Maintenance Regime for Public and Private Areas
Road Safety Audit

3 Design Consideration For Sustainable Places

Policy DS3: Design Quality and Placemaking sets out the criteria for achieving design quality in Angus incorporating the principles of successful placemaking. This section of the document gives further explanation and direction on each of the principles and sets out detailed guidance on how each of these can be achieved.

Development proposals should deliver a high design standard and draw upon those aspects of landscape or townscape that contribute positively to the character and sense of place of the area in which they are to be located.

Regardless of the location or development type, the following design overarching design considerations must be taken account of when developing a proposal;

- ▶ makes a positive contribution to its surroundings
- ▶ further enhances existing places of quality
- ▶ helps address and rectify poor quality development or places
- ▶ creates a new development or place of quality.

On order to achieve an overall quality in placemaking a place should be;

- ▶ **distinct in character**
- ▶ **safe and pleasant**
- ▶ **well connected**
- ▶ **adaptable**
- ▶ **resource Efficient.**

Distinct In Character

Where development fits with the character and pattern of development in the surrounding area, provides a coherent structure of streets, spaces and buildings and retains and sensitively integrates important townscape and landscape features.

- ▶ Respond to site context & characteristics (urban / rural, topography, contours, retain features).
- ▶ Respond to pattern of development in surrounding area – streets, spaces, buildings.
- ▶ Appropriate Density for location (town centre, suburb, rural).
- ▶ Respond to surrounding streetscape / townscape – heights, building lines, rooflines, plot sizes materials / colour.
- ▶ Landmarks / focal points.
- ▶ Incorporate mix of uses (larger sites).



Safe And Pleasant

Where all buildings, public spaces and routes are designed to be accessible, safe and attractive, where public and private spaces are clearly defined and appropriate new areas of landscaping and open space are incorporated and linked to existing green space wherever possible.

- ▶ Provide attractive and useable open space – (fit for purpose, well located within development, multi-functional, connects to existing network, allows social interaction, future maintenance of space should be considered).
- ▶ Use of landscaping (attractive and robust to soften and enhance development).
- ▶ Active frontages, private backs , doors / windows onto street.
- ▶ Public routes and spaces – attractive overlooked, well lit.
- ▶ Consider views – building placed to allow views of important landscape features.
- ▶ Clear and easily navigable routes – street hierarchy use of landmarks.
- ▶ Adequate private amenity space (e.g. bins / cycle storage).
- ▶ Pedestrians before cars – streets designed to minimise vehicle speeds (street dimensions, materials, placement of buildings).
- ▶ Home zones.
- ▶ Car parking – located to minimise visual intrusion.



Well Connected

Where development connects pedestrians, cyclists and vehicles with the surrounding area and public transport, the access and parking requirements of the Roads Authority are met and the principles set out in 'Designing Streets' are addressed.

- ▶ Connections to surrounding roads and key destinations.
- ▶ Connections movement to / through site – pedestrians / cyclists / public transport.
- ▶ Connections Choice of routes for active travel.
- ▶ Connections Direct routes that lead to where people want to go.



Adaptable

Where development connects pedestrians, cyclists and vehicles with the surrounding area and public transport, the access and parking requirements of the Roads Authority are met and the principles set out in 'Designing Streets' are addressed.

- ▶ Sustainability of development over time – buildings and spaces are adaptable to a variety of future uses.
- ▶ Buildings with flexible form to allow new uses or adaptation to meet changing needs / circumstances.
- ▶ Variety of house types / tenures to meet range of individual and families with different needs / incomes – allows for social interaction and creation of mixed communities.
- ▶ Allow direct linkages to adjacent land.



Resource Efficient

Where development makes good use of existing resources and is sited and designed to minimise environmental impacts and maximise the use of local climate and landform.

- ▶ Make the most of existing topography and landscaping – solar gain.
- ▶ Orientation of buildings – maximise shelter and take advantage of natural sunlight / solar gain.
- ▶ Building design – maximise energy efficient.
- ▶ Use of green space – opportunities to improve / create habitats / natural flood management (SUDS).



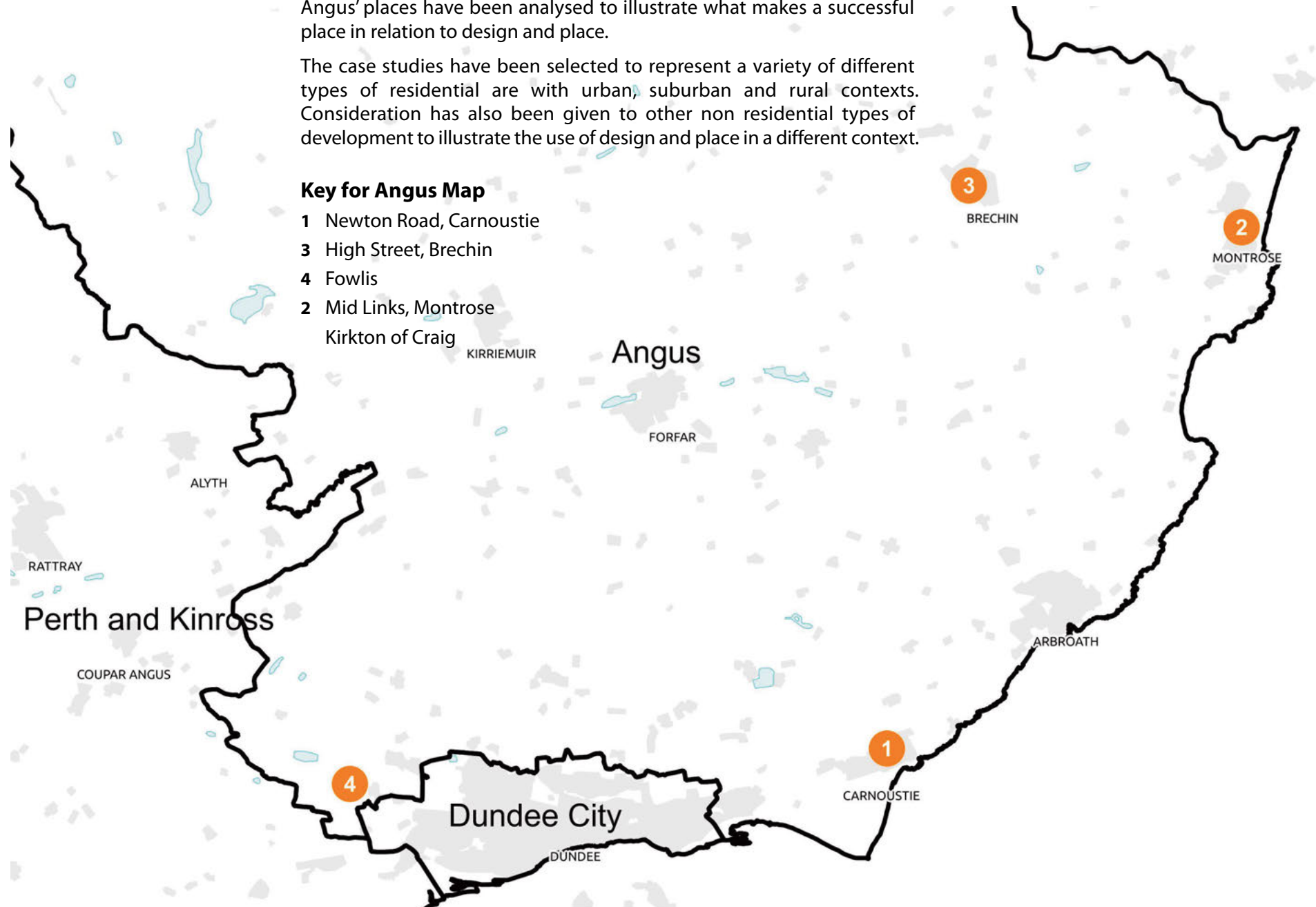
4 OUR ANGUS

Angus' places have been analysed to illustrate what makes a successful place in relation to design and place.

The case studies have been selected to represent a variety of different types of residential area with urban, suburban and rural contexts. Consideration has also been given to other non residential types of development to illustrate the use of design and place in a different context.

Key for Angus Map

- 1 Newton Road, Carnoustie
- 3 High Street, Brechin
- 4 Fowlis
- 2 Mid Links, Montrose
Kirkton of Craig



Newton Road, Carnoustie

This neighbourhood is greenfield private sector led extension to the northern periphery of Carnoustie. The development is suburban and was delivered over two phases. It provides connections to existing local services and provisions along with existing new open space and recreation areas.

Distinct in Character – Building heights and density respond to surrounding area, materials and colour palette add to the cohesive character and definition.

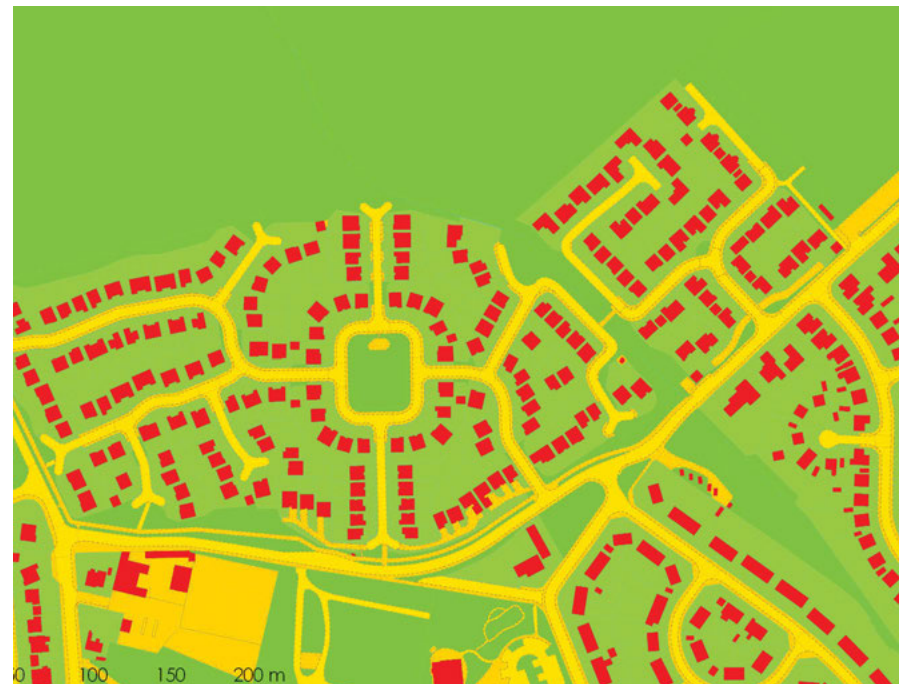
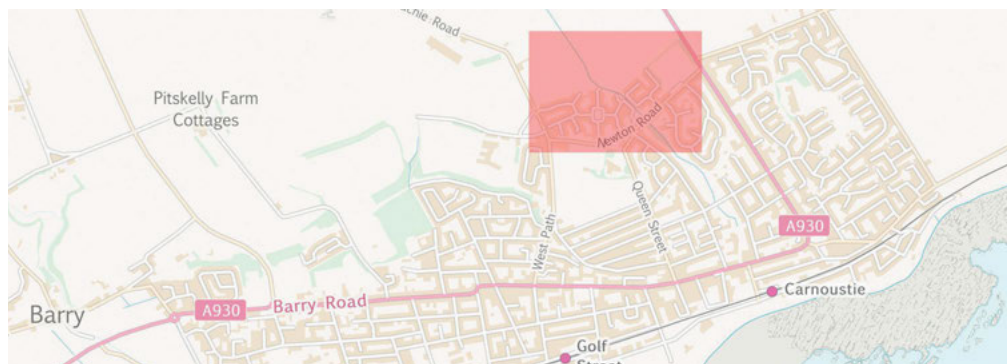
Safe and Pleasant – Designated cycle & pedestrian routes, and open spaces are overlooked/short streets slow traffic/landscaping softens the landscape and provides definition to boundaries/amenity space is contained within the site.

Well Connected – Choice of routes and connections to wider network as well as within the site/close proximity to bus service.

Adaptable – Future connections to wider area are defined.

Resource Efficient – Site topography and housing orientation maximise solar gain/use of natural features create natural habitats and assist with flood management.

Opportunities for Enhancement – Consideration should be given to ensure that road layouts and supply of adequate and sensitive parking reduce the opportunity for car users parking on the pavements as demonstrated in image on page 15.



Newton Road



Carnoustie

Mid Links, Montrose

The Mid Links is part of the larger Montrose Conservation Area. It retains much of its historic character and form with defined street pattern and open space a main feature within the area. It is closely connected to the town centre and is also easily accessible to the coastal amenities.

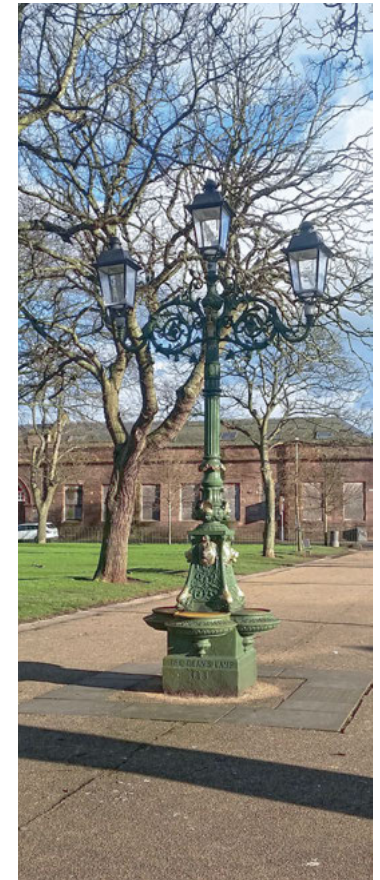
Distinct in Character – Initially a golf area, Mild Links was built as municipal gardens surrounded by significant, established buildings and later by residential streets to the east, laid in a grid iron patter. The mixed use, large open space and many landmarks make it distinctive.

Safe and Pleasant – Well defined pedestrian areas, revealing a successions of landmarks views and as you navigate the gardens. The public spaces are overlooked by residential buildings. Pleasant open space encourages social interaction.

Well Connected – Grid iron patterns ensures easily accessible pedestrian routes between the High Street and the Golf Links and coastal area.

Adaptable – Range of building uses in the wider area, from education, culture and residential. Some historic buildings changed use to adapt. Very good links to wider area.

Resource Efficient – Open landscape features to provide opportunities for visual enhancement and improved habitats.





High Street, Brechin

The historic centre of Brechin benefitted from a Townscape Heritage Initiative between 2008 and 2013. A conservation area covers the urban centre. Its distinctive character is enhanced by the topography of the land, and the increased vibrancy within the town centre as a result of built environment improvement and community engagement within the town.

Distinct in Character – Building heights and density respond to surrounding area/topography is enhanced with the variety of building types and uses.

Safe and Pleasant – Narrow enclosed streets help to calm traffic / Footways on both sides of the street provide access to services.

Well Connected – The town centre is compact with a variety of services accessible/access through closes and side streets to car parking make this an accessible and interesting centre.

Adaptable – Changes to the historic core are generally contained within the historic rigg patterns allowing change and expansion without detriment to the historic character.

Resource Efficient – Historic street development affords some shelter from the natural elements.





Fowlis Village

The historic settlement has seen expansion over recent years but has retained much of the original layout and character. There have been a number of opportunities where traditional, redundant buildings have been renovated and create new, characterful housing within the village.

Distinct in Character – Building heights and density respond to surrounding area/boundary treatments and local materials add character and definition/the historic layout including building lines and boundaries are sympathetic/the new village hall creates a contemporary village landmark but is still respectful of the surrounding area.

Safe and Pleasant – The village green maintains a dominant feature within the centre and is overlooked creating natural surveillance/narrow streets reduce traffic speed and although there are limited footways, pedestrians can still safely move around

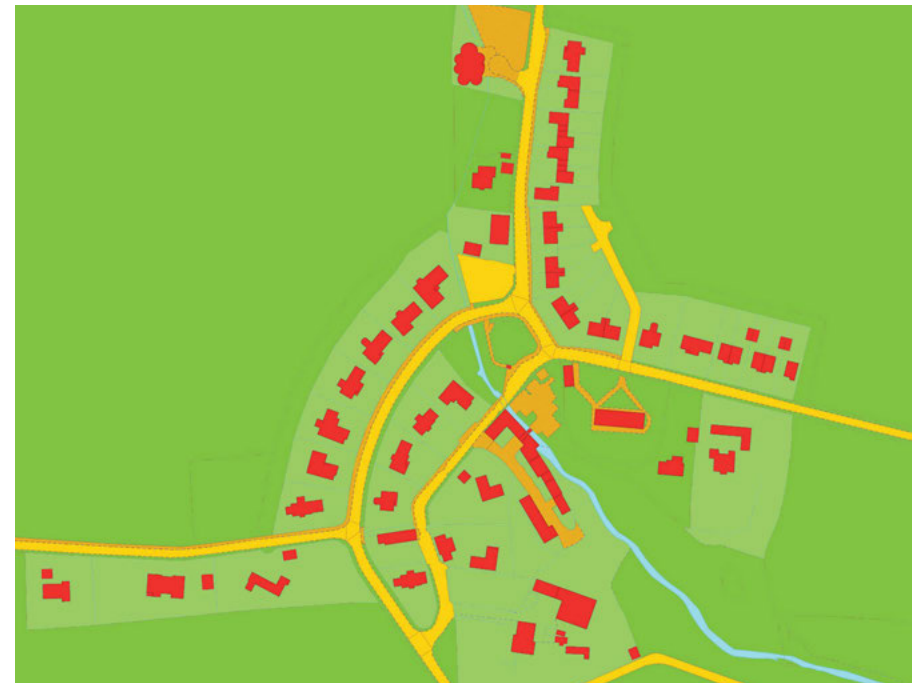
Well Connected – Residents have adequate parking provision but access is also possible via a local bus service.

Adaptable – The re-use of historic mill buildings and other traditional buildings retains the character but provides new homes for residents.

Resource Efficient – Natural water features are protected and enhanced to provide opportunities for visual enhancement, improved habitats and flood management.



Opportunities for Enhancement: Development should consider the provision of appropriate facilities including cycle storage and refuse collection.





Old Orchard, Kirkton of Craig

Distinct in Character – Scale and materials respectful of the listed building setting/Modern individual design gives character and identity.

Safe and Pleasant – Stone wall boundaries/Good Use of Landscape and Listed Building Landmark/ All parking to the north.

Adaptable – Features such as low stone built walls f retained/Walls of old cottage retained on the street elevation.

Resource Efficient – Plot 1 was built as a Passivhaus/All plots orientated south.



Countryside House in Zinc on Brownfield Site

Distinct in Character – Unique design fits well with rural character / Integrates and responds well with the landscape and existing features / Reads in landscape as a recognisable rural vernacular form.

Safe and Pleasant – Incorporated landscaping helps scheme to blend in with the landscape / Design makes the most of important views.

Adaptable – Re-use of previously developed site / Reclaimed materials used in landscaping scheme.

Resource Efficient – Well insulated / South facing to maximise solar gain / Renewable energy generation included in the scheme / Re-use of previously developed site.



Modern Infill in Historical Context, Arbroath

Distinct in Character – Identity-Materials bright, modern and durable/Modern and individual design/Traditional materials worked into design/Watercourse de-culverted and natural features reinstated/Established street frontage continued by the scheme/Designed to capitalise on coastal location.

Safe and Pleasant –Flood resilience built in/Readily accessible by foot via pleasant pedestrian routes/Quayside location and coastal outlook maximised/De-culverting watercourse reduces local flood risk are limited footways, pedestrians can still safely move around.

Well Connected – Well integrated with existing urban form and established transport hubs./Good pedestrian links to nearby facilities and services.

Adaptable – Re-use of existing brownfield site in historic area.

Resource Efficient – Modern efficient design/Readily accessible by foot , cycle and public transport/existing site characteristics respected/Re-use of brownfield site.



Infill Site Within Existing Mixed Housing Area, Arbroath

Distinct in Character – Identity-Materials bright, modern and durable/Modern and individual design/Traditional materials worked into design/Traditional forms used/Street frontage established and existing traditional boundaries retained/Views out maximised/Parking concealed to rear of site.

Safe and Pleasant –Set within established housing area with good amenity provision/Readily accessible by foot via pleasant pedestrian routes/Well related to local recreational opportunities/Excellent outlook/Parking concealed to rear of site are limited footways, pedestrians can still safely move around.

Well Connected – Well integrated with existing urban form/Local transport provision accessible/Good pedestrian links to nearby services and recreation opportunities.

Adaptable – Re-use of site with brownfield characteristics.

Resource Efficient – Modern efficient design/Readily accessible by foot, cycle and public transport/existing site characteristics respected /South orientation/Re-use of site with brownfield characteristics.



Infill Social Housing on Brownfield Sites– Forfar (Newmonthill) and Arbroath (Noran Avenue)

Distinct in Character – Identity-Materials bright, modern and durable/Modern and individual design.

Safe and Pleasant – Pedestrian access around and through the sites prioritised/appropriate landscaping and boundary treatments/ Vehicular access not prioritised/Welcoming appearance.

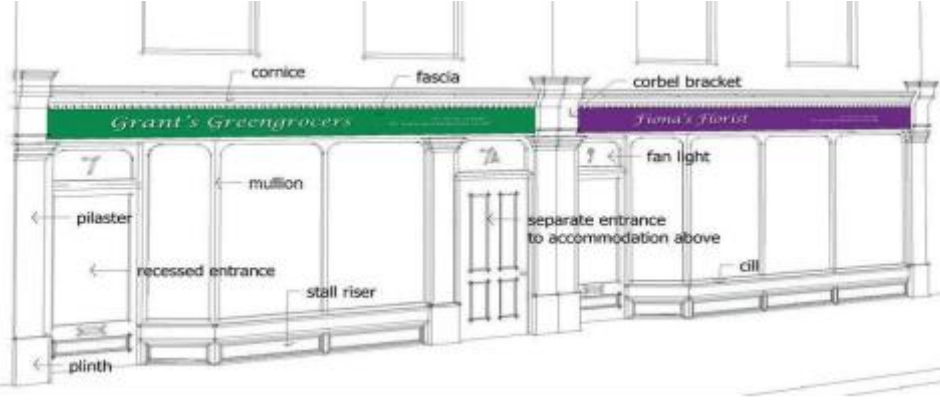
Well Connected – Well integrated with existing urban form and established transport links. Good pedestrian links to nearby facilities and services.

Adaptable – Houses facilitate different needs within both developments and are readily adaptable.

Resource Efficient – Modern efficient design/Readily accessible by foot, cycle and public transport/existing landform respected.



Shopfront Design



Within the town centres of the seven Angus towns, ground floor shop frontages are elements of the urban fabric that have a prominent effect on the quality of places. The experience of the passing spectator when moving through a place will be most directly influenced by their interaction at ground floor level. In many cases the erosion of traditional and unifying features and a disjointed approach to shop front design by individual occupants has diminished the quality of places incrementally.

The installation of shop frontages that seek to project a uniform corporate identity can lead to an inadvertent but detrimental impact on the quality of a place. Whilst individual shops themselves can be in reasonably good condition and well maintained, the loss of traditional features and the lack of unifying features and the lack of any cohesive approach between individual units and the access to upper floor accommodation diminishes the quality of the buildings overall.

A unified approach in terms of materials and colours on the upper floors which are balanced compositions can reinforce a detrimental effect of the lack of ground floor cohesion.

The examples above show how a cohesive approach to shop front design can have a unifying effect on the overall appearance of individual buildings. In the composition upper left the shop fronts are different in colour however the retention of unifying features such as stall risers and corbels along with a uniform fascia depth and background colour on the pilasters has preserved the overall quality of the building and its positive contribution to the surrounding urban fabric. Although the shops are occupied by national chain stores, they have maintained their corporate identities successfully without diminishing the traditional form of the building.

The example above right again highlights the positive effect that a unified ground floor scheme can have on what is otherwise an fairly plain and unremarkable building.

Angus Council will seek to maintain traditional shop front features where they are already in place. Within historic town centres, where new shop fronts are proposed in traditional buildings, Angus Council will seek to ensure that traditional features are reinstated and that unified ground floor compositions are achieved.

Superstore, Forfar

Distinct in Character and Identity – Materials high quality and sympathetic to edge of Conservation Area site/Modern and individual design.

Safe and Pleasant – Safe and pleasant access by foot from a number of points around the site/High quality landscaping and boundary treatments/Service area well screened by façade of original building/ open space with seating area incorporated/Views over town to Angus Glens included in design of cafe.

Well Connected – Multi modal transport facilitated/Good pedestrian links to nearby housing and town centre/Public transport link adjacent to site/Separate customer and service access /adequate cycle and car parking/Electric car charging available.

Adaptable – Parts of existing building incorporated into scheme.

Resource Efficient – Re-use of some existing site features/Modern efficient design/Readily accessible by foot , cycle and public transport/existing landform respected.



Business and Community Use

Design of buildings for uses other than non-residential can vary greatly depending on location and use however consideration of the same design principles are demonstrated in the various examples shown here.

Distinct in Character and Identity – Each building is sympathetic to its location, particularly in rural or conservation area contexts. The use of materials and colour palette add character and definition. Create contemporary design has worked well in all locations.

Safe and Pleasant – Opportunities for pedestrian access are utilised. Boundary treatments help create definition and screening.

Well Connected – Opportunities for cycle, pedestrian and car parking are considered relative to the location and use of the building. Where parking isn't incorporated within the site, connections are made to ensure it is accessible.

Adaptable – Although built a specific function in mind, many buildings could be utilised in a different way. In some instances the buildings themselves are multi-functioning which adds to the adaptability.

Resource Efficient – Modern efficient designs incorporating existing site features and utilising aspects such as sunlight and daylight in the design. Where possible being readily accessible to variety of sustainable travel choices.



Designers Summary and Quality Checklist

Distinctive Places

Block Structure

Does the design include distinctive features such as landmarks or views that provide good orientation and navigation?

☐

Character and Identity

Does the design respond to the site context and characteristics in terms of the urban or rural locality; such as topography, street and building relationships; historic environment, building density, materials and colours?

☐

Pedestrians and Cyclists

Is the design inclusive and does it respect the street users hierarchy, placing the needs of pedestrians and cyclists before motor vehicles?

☐

Safe, Pleasant and Welcoming

Achieving Appropriate Traffic Speed

Does the design create natural traffic calming effects in order to keep traffic speeds at appropriate levels? Features such as, minimising the length of straights between junctions, varying lane widths, on-street parking, use of contrasting materials and landscaping can assist.

☐

Reducing Clutter

Are signs and road markings considered as early as possible and kept to a minimum? Is street lighting discreet but effective? Is street furniture un-obstructive?

☐

Walkable Neighbourhoods

Do the connections provide convenient access to local amenities and usable public open space, following desire lines?

☐

Streets for People

Are the streets attractive and do they encourage social interaction? Are they overlooked from buildings and are they well lit?

☐

Easy to Move Around

Connections within a Place

Does the design respect the user hierarchy and provide clear connectivity and legibility to surrounding roads and key destinations for all users? Have you considered diversity and inclusivity and provided facilities on pedestrian desire lines to local amenities?

☐

Junction Types and Arrangements

Do junction designs prioritise the needs of pedestrians and cyclists over vehicles? Do junction designs vary and reflect the street pattern and development context rather than follow a standardised form?

☐

Adaptable

Connections to Wider Network

Do the connections provide convenient access to surrounding roads, and key destinations?

☐

Integrated Parking

Does car parking allocation meet local and national standards and is it provided by a variety of means?

☐

Service and Emergency Vehicles

Do the streets accommodate service and emergency vehicles without being dominated by them?

☐

Resource Efficient

Orientation

Does the layout maximise environmental benefits by providing good shelter and taking advantage of natural sunlight for solar gain?

☐

Drainage

Are SUDS provided in accordance with local and national standards?

☐

Utilities

Are public utilities appropriately located without compromising quality?

☐

Planting

Does the street design integrate the natural landscape, protect habitats and encourage positive biodiversity?

☐

Materials

Are materials appealing, distinctive, durable and easily sourced for maintenance purposes?

☐

Further Information and Contacts

Further information to help with the design and development of proposals and masterplans can be found in the online Toolbox created by The Scottish Government:

www.creatingplacesscotland.org/designing-streets

A template to assess how a development proposal rates against each design aspect within Designing Streets is also available. The aim of the audit is to provide a balanced inter-disciplinary assessment of the overall quality of street design proposals.

www.creatingplacesscotland.org/designing-streets/process/quality-audit

Additional information in relation to development in Angus can be obtained by contacting the following services:

PLANNING

Angus Council Communities

County Buildings

Market Street

Forfar

DD8 3LGE-mail: planning@angus.gov.uk

ROADS

Angus Council Communities

County Buildings

Market Street

Forfar

DD8 3LG

Tel: 03452 777778

E-mail: roads@angus.gov.uk

Distinct in Character

Safe and Pleasant

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