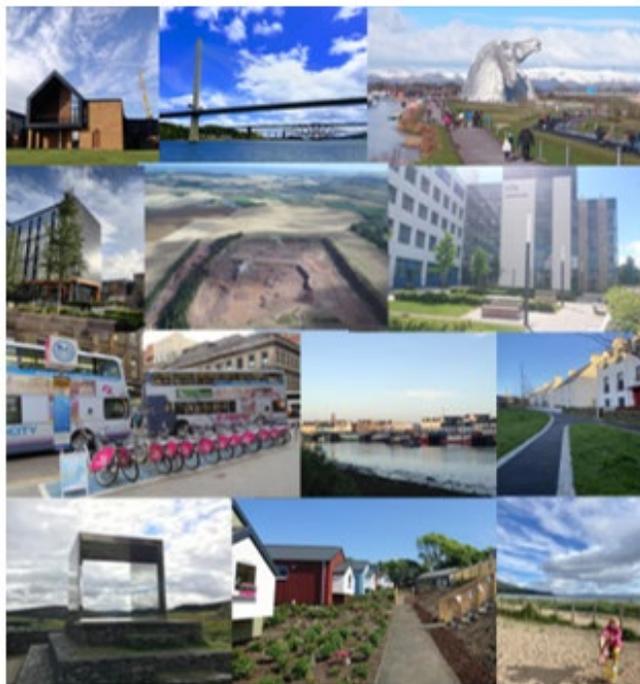# Local development plans:

Examples of graphic and visual communication for LDPs

September 2023

Scottish Government
Riaghaltas na h-Alba

Local development planning Guidance

May 2023

Scottish Government
Riaghaltas na h-Alba

The examples presented here should be viewed alongside the [local development planning guidance](#) published in May 2023. They are intended to support planning authorities in preparing place-based plans.

The examples have not been chosen to highlight their policy relevance, but as examples of graphic and visual communication in different contexts and for different purposes.

The examples are organised by theme. Click for illustrations of how to communicate:

- [sense of place](#)
- [place-based data](#)
- [illustrating change and masterplanning at different scales](#)
- [visualisations](#)
- [place-based policies](#)

Key expectations of local development plans

Place-based
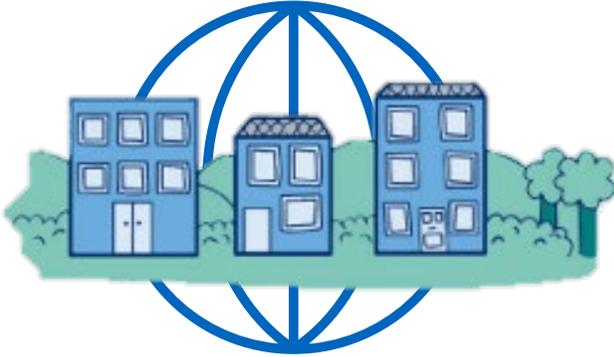
Using the 'place principle'.

Presented as a collation of site briefs and masterplans.

Minimal policy wording.

Addressing the global climate emergency and nature crisis at a local level.
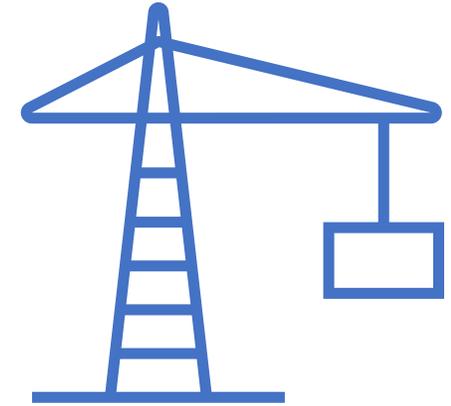
People-centred

Putting people and communities at the heart.

Meeting people's needs and aspirations.

Tackling inequalities.

Prepared collaboratively.
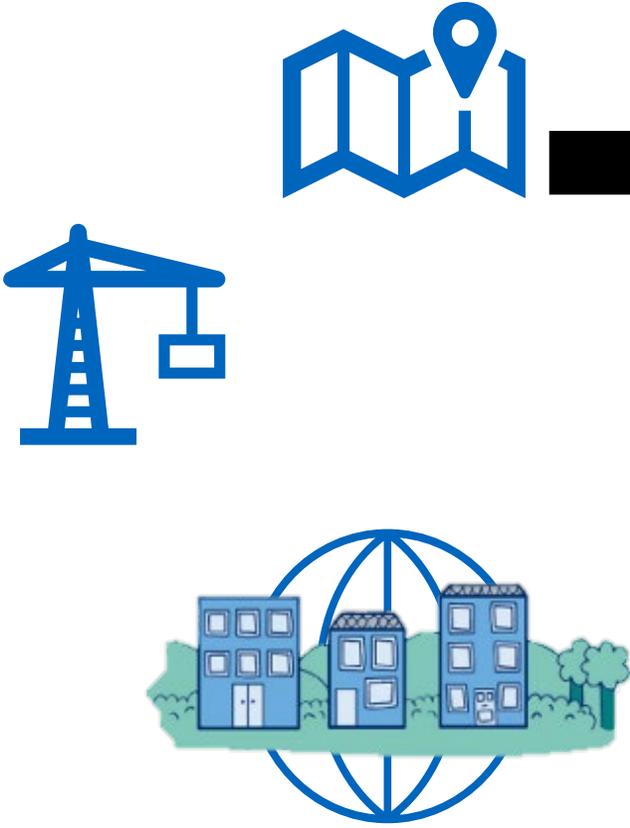
Delivery-focused

Infrastructure first approach.

Facilitating delivery of sustainable development.

Achieving outcomes.

LDP Guidance, Figure 3

Place-based plans focused on outcomes

LDPs → **National outcomes** → **Global outcomes**

Presentation

"The emphasis of the presentation of LDPs should be on spatial information and graphics - maps, allocations, masterplans and development briefs.

Plans should contain diagrams, illustrations and descriptive matter as the planning authority thinks appropriate for explaining or illustrating the proposals in the plan."

Status

"Place-based briefs should guide development and identify what is needed to deliver high quality development outcomes.

Masterplans and development briefs that are part of the LDP will have the status of the development plan in decision making."

Relevant and accessible

"The reader or user of the plan should be able to easily find what is relevant to a particular place in one part of the plan.

Plans should be relevant and accessible to the people with an interest in that place, including children and young people."

LDP Guidance paragraph 163

communicating
sense of place

"LDPs should tell a clear and compelling story about the future of places."

LDP Guidance, paragraph 21

"There isn't just one way to tell the story of a place, and different tools – including graphic & digital approaches – will work better in different places.

There should however be universal focus on clarity, succinctness and accessibility for everyone who will use the plan."

LDP guidance paragraph 25

Ardrossan Harbour and North Shore

Ardrossan is one of Scotland's largest and busiest ferry terminals and benefits communities and businesses across Ayrshire. The regeneration of Ardrossan Harbourside is, therefore, one of the key strands of the wider Ayrshire Growth Deal.

We support the regeneration of Ardrossan North Shore area for residential and mixed use development, particularly where community uses can be integrated into the development, which will increase pedestrian flow through the area and into the town centre.

The Plan supports development that:

- improves accessibility, quality and reliability of ferry services supported by excellent multi-modal transport interchanges that offer travel choice for all users.

- supports Island communities with efficient life-line services in an inclusive and locally valued manner.

- maximises economic links between Ayrshire and Arran and Argyll and Bute

- address socio-economic needs of local communities in capturing new, inclusive economic activity that extends economic resilience across mainland and island communities.

- delivers community priorities identified through the Three Towns Charrette.

- includes commercial leisure (including a hotel) and employment uses at the Harbour.

- provides active travel routes into and throughout the site, and regeneration of vacant land to form urban parkland.

North Ayrshire Council

Use of well chosen photos to illustrate descriptive text.

The Coast Objective

We recognise the North Ayrshire coast is one of Ayrshire's primary economic and environmental assets. We want the LDP to support the development of marine activities and infrastructure, tourism and business. We recognise coastal investment can improve the profile and desirability of Ayrshire by increasing the tourism volume and value, which in turn can tackle high unemployment rates, supporting inclusion and improving productivity, improving skills and capacity levels.

Use of text over photos or images to give a distinct sense of place.

Dundee City Council

Use of sketches, photos and simple stylising of photos to give visual interest and sense of place.
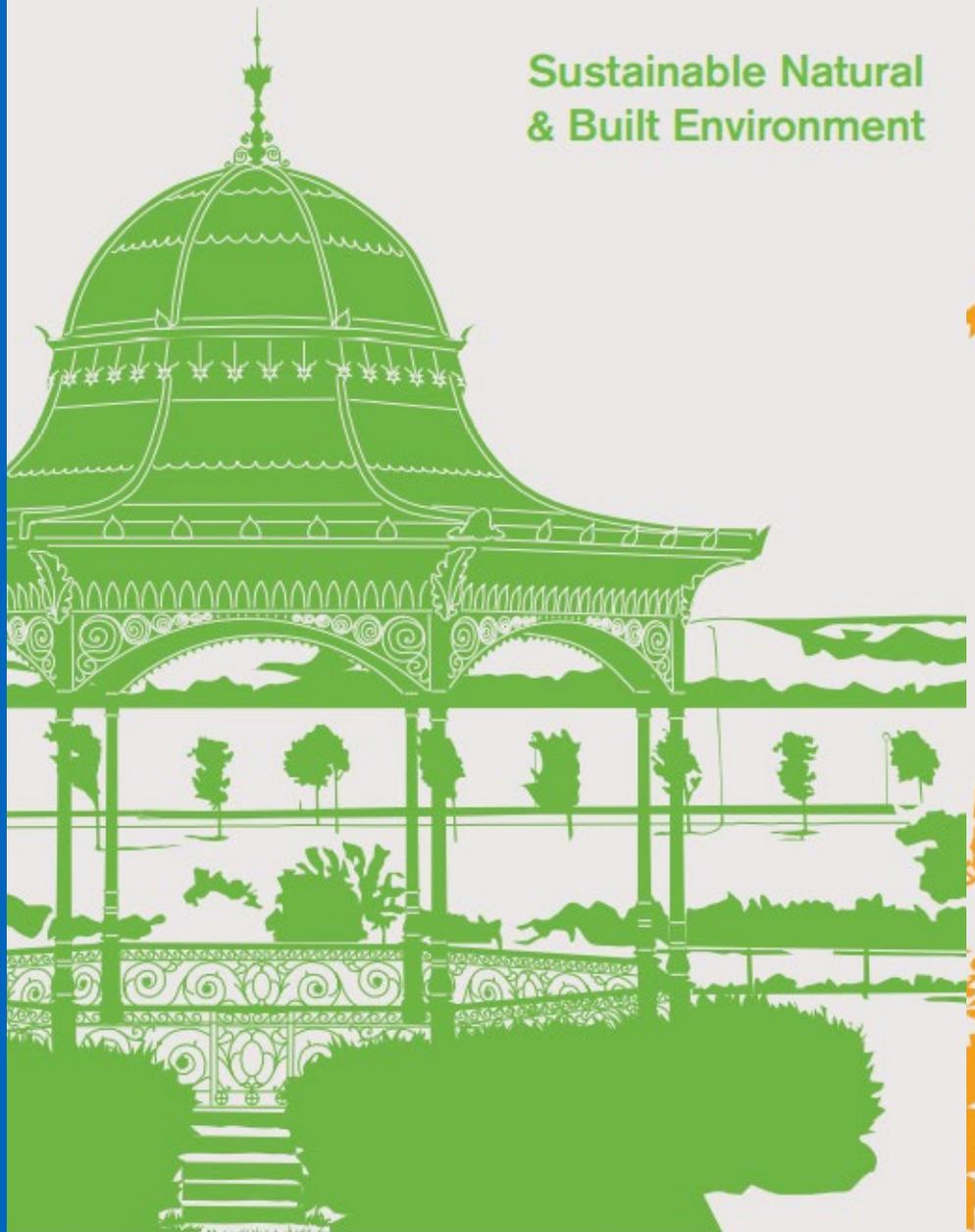
Sustainable Natural & Built Environment

Quality Housing & Sustainable Communities

PLaN iT APplecross

APPLECROSS COMMUNITY LAND USE PLAN

JULY 2019

Caroline Appleyard - www.appleyard-art.co.uk

C J Appleyard

HIE Highlands and Islands Enterprise
Iomairt na Gàidhealtachd 's nan Eilean

Scottish Government
Riaghaltas na h-Alba
gov.scot

APPLECROSS COMMUNITY COMPANY
COMPANAIDH COIMHEARSNACHD na COMRAIC

THE APPLECROSS TRUST
APPLECROSS ESTATE

The Highland Council
Comhairle na Gàidhealtachd

pas
building active citizenship

Applecross Community Land Use Plan

Use of art helps to convey a distinct sense of identity and place.

Moray Council

Sketches help to illustrate policy intentions, and the desired sense of place.

active travel route

variety of tree and plant species

including edible species

variety of seating areas - picnic bench and along raised beds

planting for seasonal variation, colour and pollination

raised beds for community growing

well-lit routes

different types of seating and public art

permeable path

meadow planting

Policies ....
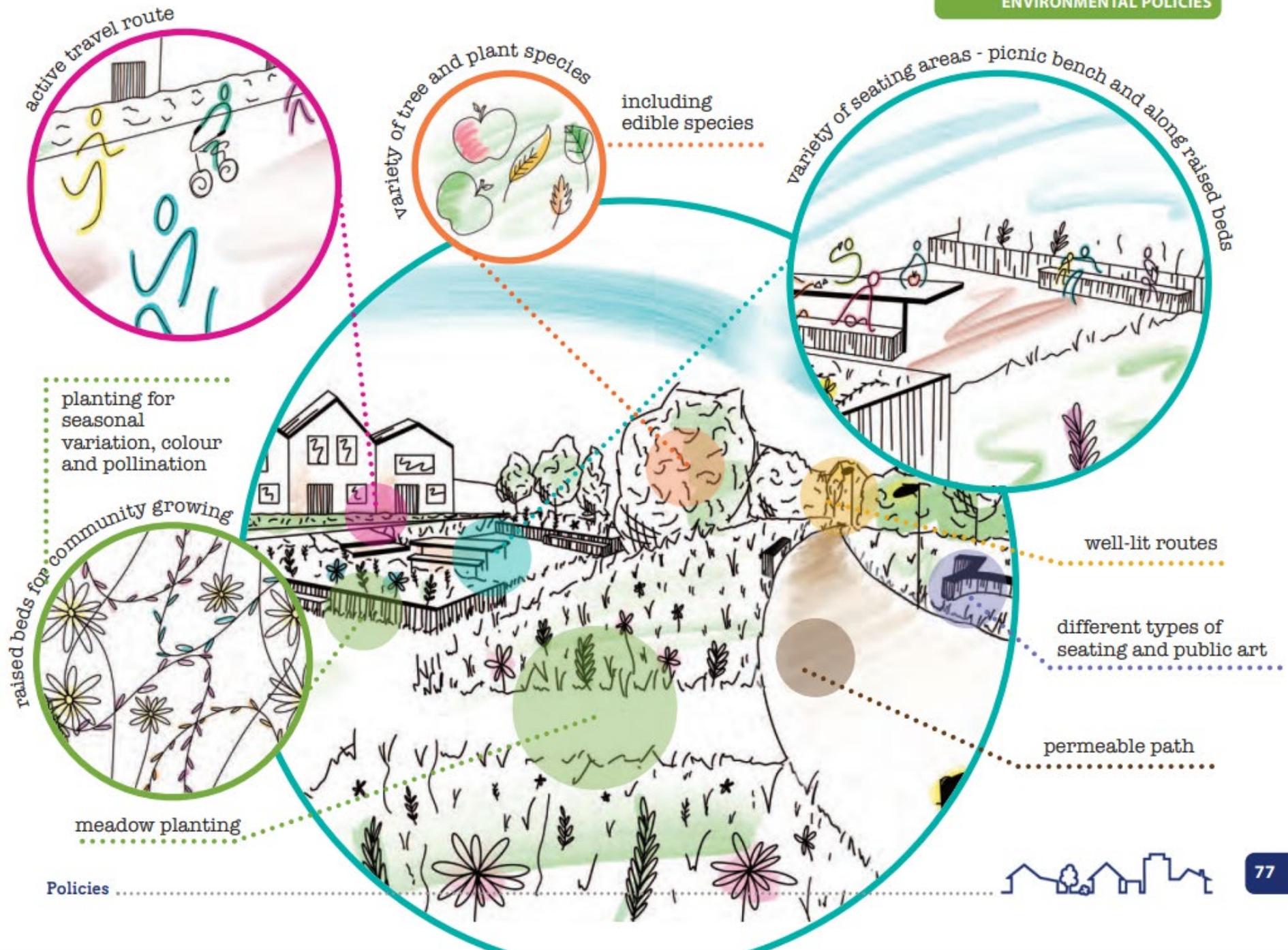
East Ayrshire Council

Street level photos help to convey sense of place and give context for local implementation of policy.

East Renfrewshire Council

Street level photos help to convey sense of place and give context for local implementation of policy.

Safeguarding our historic buildings to retain a strong sense of place

supporting the needs of everyone
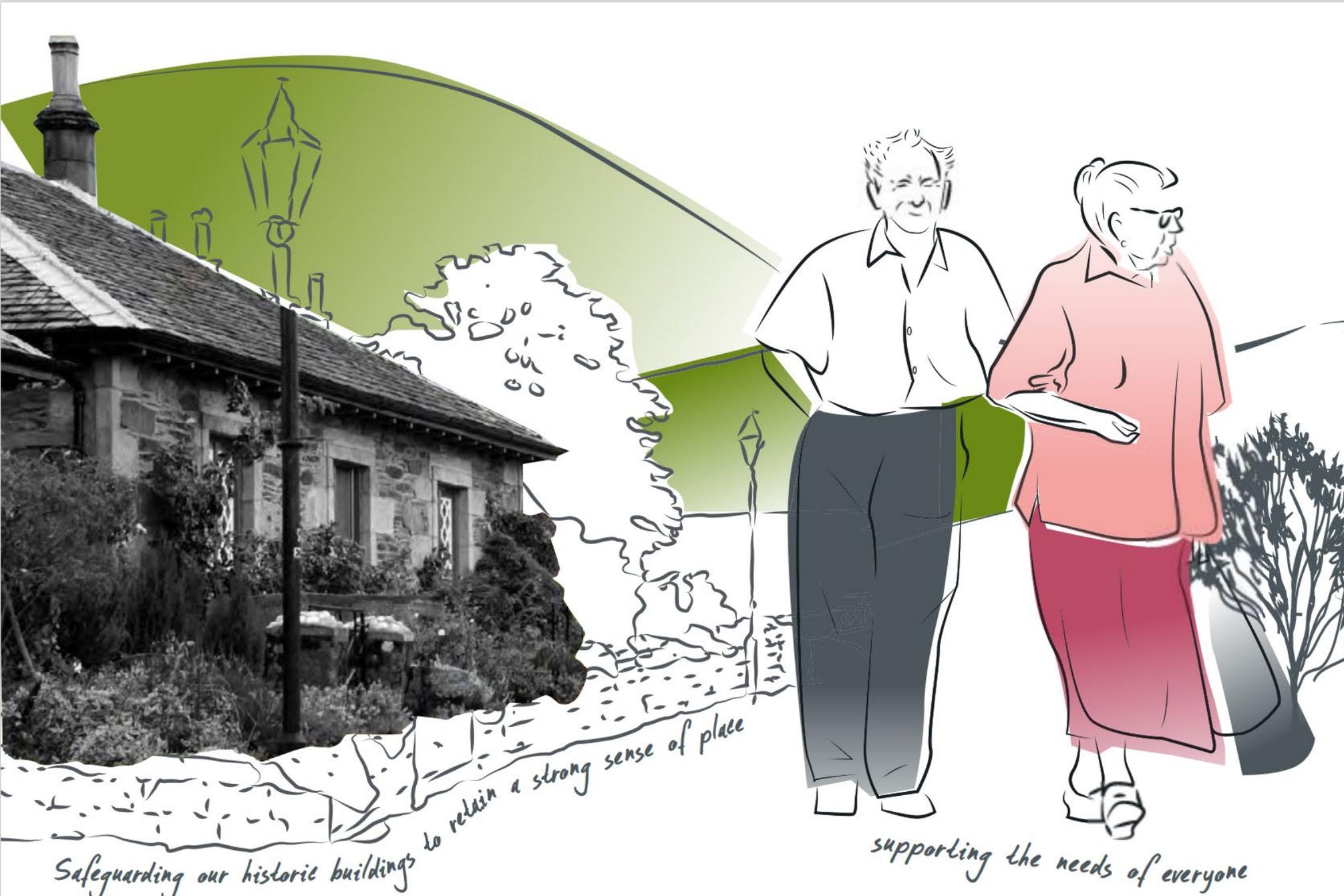
Loch Lomond and the Trossachs National Park

Sketching and brief captions help to communicate policy intentions, alongside photos which convey existing sense of place.

3. SPATIAL STRATEGY

Falkirk Council

Aerial photography of landmarks in context may help to orientate readers who are less used to reading maps.

place-based data

"Data is vital for understanding the context of our places, to inform evidence-led plan making and the shaping of places." paragraph 88, LDP guidance

39,517 ESTIMATED POPULATION

of Irvine locality in 2016 – 29% of the total North Ayrshire population

4.5% The Irvine locality unemployment claimant rate was 4.5% as of March 2017 – the second highest in North Ayrshire

♂ **MALE LIFE EXPECTANCY 69yrs**

Life expectancy for males born in Castlepark North today. The Irvine locality has the lowest median male life expectancy in North Ayrshire at 72.7 years

♀ **FEMALE LIFE EXPECTANCY +9yrs**

has improved most in Irvine Broomlands – up 9 years from 76 in 2007 to over 85 years in 2013

103 per 1,000

Irvine had the joint highest crime rate in 2015/16 at 103 incidents per 1,000 population. This compares with a rate of 82 per 1,000 across North Ayrshire

Over 65s

Residents aged 65yrs and over make up well under a fifth of the local population – the second lowest rate of all six localities. By 2026 this will rise to one quarter of the Irvine locality population

0.55 DEPENDENCY

The Irvine locality has the lowest ratio of young and older residents to working age residents of all six localities. A ratio of 0.55 compared with a North Ayrshire ratio of 0.60

Smoking

17% of Irvine locality residents smoke compared with 15% across North Ayrshire. The joint highest rate with the Garnock Valley locality

Education

Over a quarter of the locality's datazones fell in the top 15% most education deprived in Scotland. Over 10% more than the North Ayrshire rate (15.1%)

North Ayrshire Council

Combination of photography and infographics, locating key information in place.

Glasgow City Council

Presentation of data points in easily digestible snapshots.

ENVIRONMENT

Key issues include enhancing the city's compact and sustainable form by addressing the significant areas of vacant and derelict land; delivering access to better quality open spaces; addressing the significant number of car borne journeys and promoting active travel and reducing the need to travel; and ensuring that the city is in a resilient position to respond to environmental and water management challenges in coming years.

Climate change predictions mean that there is a **growing risk of flooding** from various sources and **major** investment is needed in Glasgow's drainage networks over the next **50 years** to deal with this

Council has designated **Air Quality Management Areas** where **air quality objectives** are **not** being met

73% of dwellings in Glasgow are **flats**, reflecting the predominance of **tenements** in the city

Glaswegians commuting to work **41%** by car, **30%** by public transport **27%** walk or cycle

There are over **1,800** **listed buildings or structures** and **25** **conservation area**

more than **3,500** Ha of Glasgow is **greenspace** and **91 parks**

60% Glasgow residents live within **500m of derelict land**, double the Scottish average

Glasgow has the **largest traffic volume of Scotland's local authorities**. It **rose to peak in 2008** and **has fallen** slightly since then

Clear visual identification of particular locations.

"All historic environment designations and non-designated assets in the plan area will be expected to be identified at the appropriate scale" page 113, LDP guidance

CDP 9
HISTORIC ENVIRONMENT

The Council will protect, preserve and, where appropriate, conserve and/or enhance the historic environment, in line with Scottish Planning Policy, Historic Environment Scotland Policy Statement, and this policy together with associated supplementary guidance (SG), for the benefit of our own and future generations. For clarity, historic environment encompasses, in this context, world heritage sites, listed buildings, conservation areas, scheduled monuments, archaeological sites, Inventory and non-Inventory gardens and designed landscapes and Inventory battlefields. The Council will assess the impact of proposed developments that affect historic environment features and/or their settings according to the principles set out in relevant SG. The Council will not support development that would have an adverse impact on the historic environment, unless SG criteria are fully satisfied. Figure 16 illustrates the extent of designated historic environment assets, with the exception of listed buildings (which is available online).

Conservation Areas

Historic Gardens and Designed Landscapes

Scheduled Monument

Frontiers of the Roman Empire - Antonine Wall World Heritage Site

Site of Battle of Langside

Figure 16
Historic Environment Policy Context Diagram

© Crown Copyright and database right 2016. OS Licence No. 100023379.

Clear visual identification of baseline information.

"The Evidence Report is expected to be informed by baseline information and data about the transport infrastructure and capacity of an area." page 54, LDP guidance

Such proposals should provide for the development/ improvement of proposed routes, including interim routes. New developments should take account of access rights (as defined by the Land Reform (Scotland) Act 2003).

Figure 18
Sustainable Transport Policy Context Diagram

Glasgow Airport Access Proposed Rail Link

- Proposed Rail Station
- Potential Rail Station Relocation
- Potential Rail Station
- Potential High Speed Rail Terminus Options
- Possible Future Rail Stations - City Union Line
- Safeguarded Rail Formations
- Subway Modernisation Complete / Under Construction
- Subway Modernisation Proposed
- Route of Subway
- New Roads
- Road with Planning Permission
- Pedestrian / Cycle Links
- Fastlink Core Route
- Fastlink Proposed Route
- Summerston Feasiblity Study
- Potential Local Road Enhancements
- Clyde Walkway
- Clyde Walkway Links

Figure 19
City Centre Off-Street Car Parking

- Existing Parking Spaces
- King St

© Crown Copyright and database right 2016. OS Licence No. 100023379.

Kirkwall's Indicative Heat Map

Legend:
- Heat from Biomass
- Heat from Curtailed Wind
- Heat from Water
- Project Areas
- Potential Heat Generating Location
- Key Network Users
- Settlement Boundary
- Heat Network Pipes (Links)
- Heat Network Pipes

Potental Waste to Heat/ Energy Plant

New Care Home

Link

PHASE 2

PHASE 1

Housing

Housing

PHASE 3

Based upon the Ordnance Survey mapping with the permission of the Controller of her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Orkney Islands Council 100021621. For reference purposes only. 2016
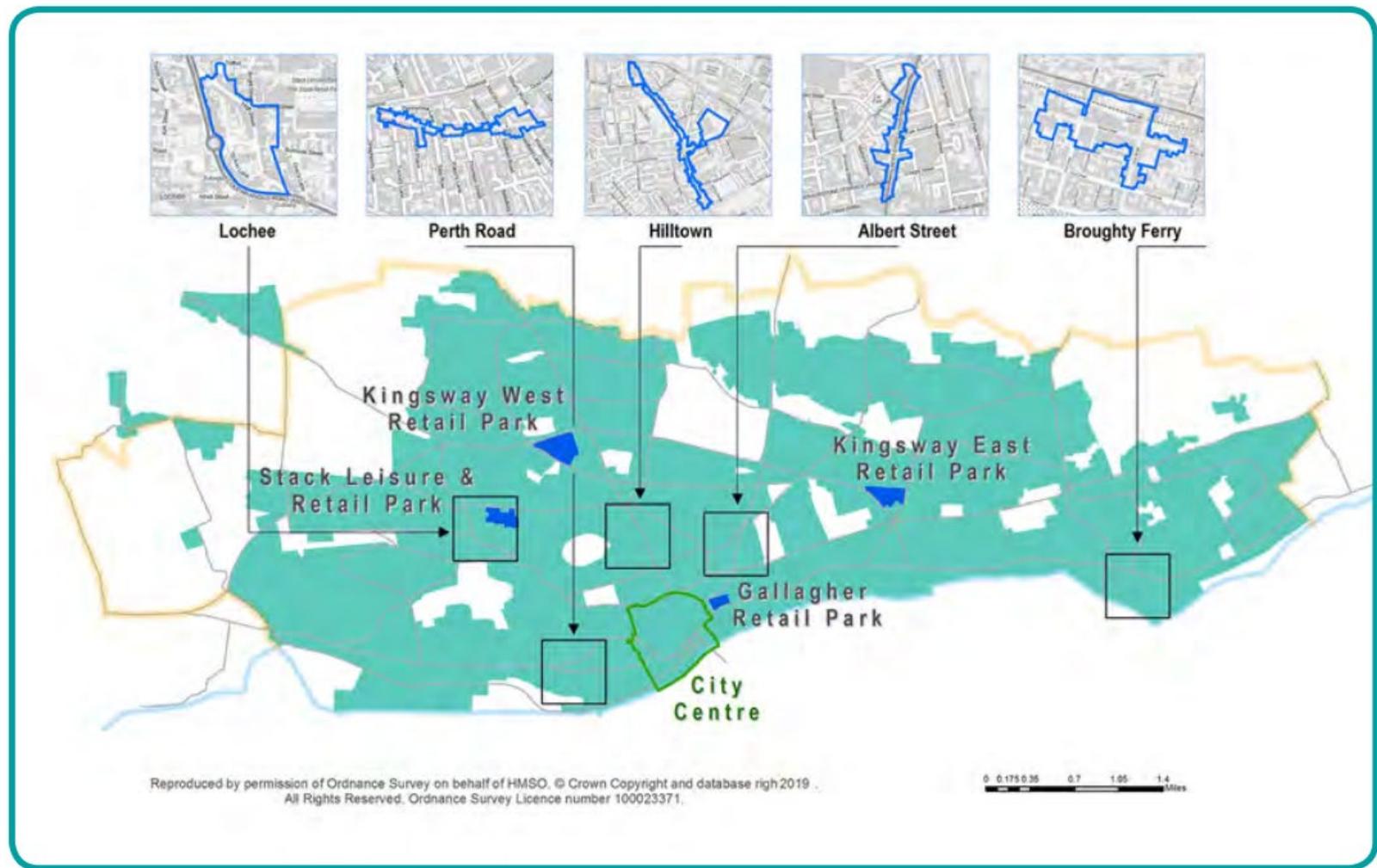
Orkney Islands Council

Colour overlay of grayscale map to illustrate spatial implications of policy.
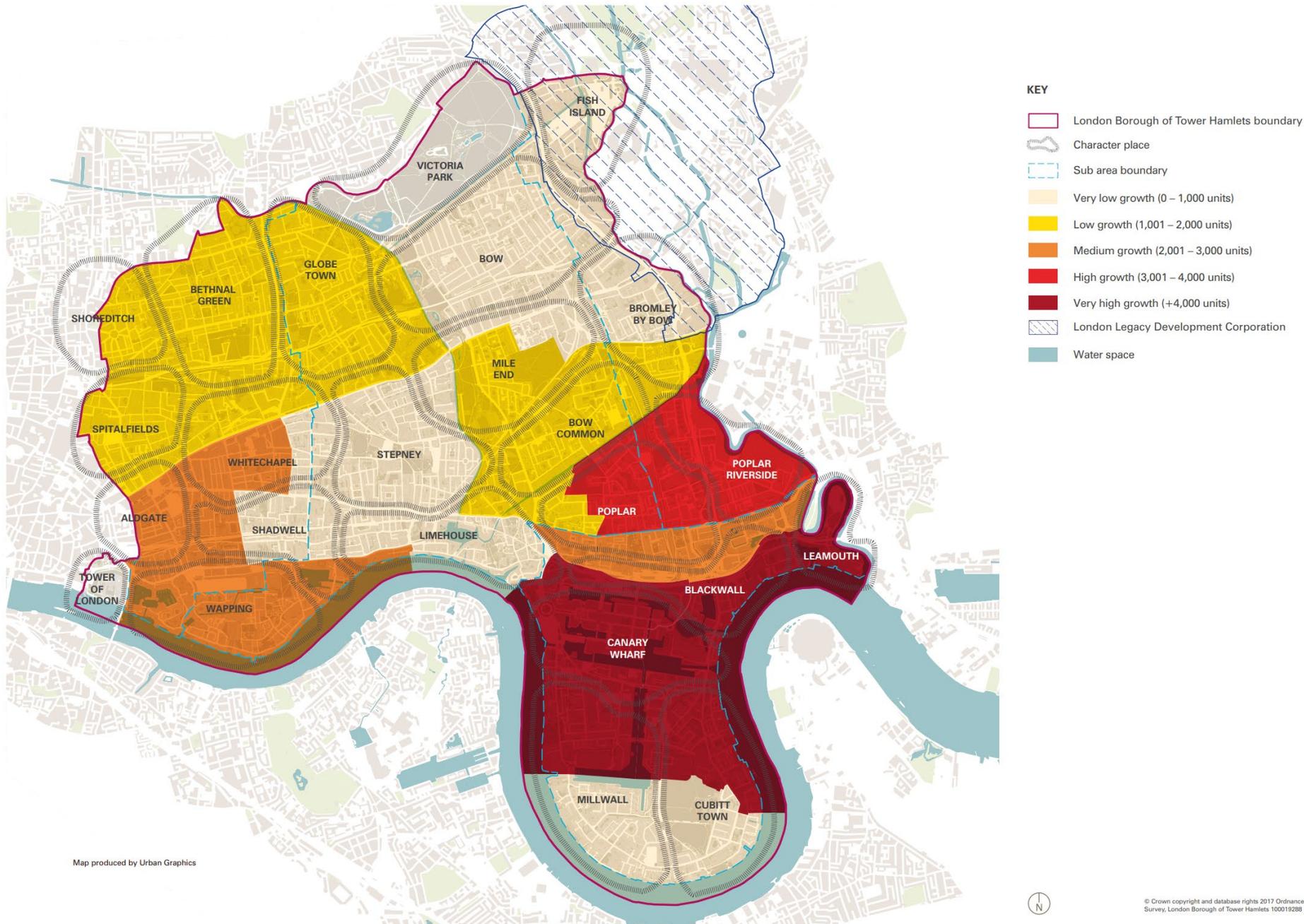
Dundee City Council

Use of maps to highlight areas where certain policies apply.

"Local Development Plans should identify a network of centres that reflect the principles of local living and 20 minute neighbourhoods and the town centre vision."
NPF4, City, town, local and commercial centres, page 81

Figure 9: Housing distribution across 24 places

KEY

- London Borough of Tower Hamlets boundary
- Character place
- Sub area boundary
- Very low growth (0 – 1,000 units)
- Low growth (1,001 – 2,000 units)
- Medium growth (2,001 – 3,000 units)
- High growth (3,001 – 4,000 units)
- Very high growth (+4,000 units)
- London Legacy Development Corporation
- Water space

Map produced by Urban Graphics

© Crown copyright and database rights 2017 Ordnance Survey, London Borough of Tower Hamlets 100019288

Tower Hamlets

Street map with simple colour overlay to give spatial meaning to baseline information.

illustrating change and masterplanning at different scales

Figure 13 – Design and placemaking tools

Scale	Tool
Strategic	**Design Frameworks** • For larger area of significant change, so must include some flexibility. • To address major issues in a co-ordinated and viable way. • May include general principles as well as maps and diagrams to show the importance of connections around and within a place.
	Development Briefs • To advise how policies for a place should be implemented. • Forms the basis of dialogue between the planning authority and developers. • May include detail on uses, layout, plot sizes, building heights and lines, materials, and required developer contributions.
	Masterplans • To describe and illustrate how a proposal for a specific site will meet the vision and how it will work on the ground. • May be phased so able to adapt over time. • May include MCA schemes that give permissions.
	Design Guides • For a particular subject e.g. shop fronts, rural housing design. • To show, with examples, how development can be put into practice in line with policy.
Site Specific	**Design Statements** • Required to accompany some planning applications, to explain how the development meets development plan policy and any relevant guidance.

"LDPs may include design frameworks, development briefs, masterplans, masterplan consent area schemes, and design guides and codes."

LDP Guidance, page 124

North Ayrshire Council

Colour and symbol overlay of OS map, illustrating town scale spatial strategy.
This provides context for the strategic development areas which follow.

Strategic Development Area 6: Kilbirnie

New Primary School

Stoneyholm Mill

Pedestrian links between Kilbirnie and Lochshore

Outdoor Recreation

Residential

Heritage Park

Open Space, Sports, Watersports and Tourism

Industry and Employment

Active Travel and Transport Linkages

© Get Mapping plc

Simple colour overlay of aerial photos can be effective for helping people to locate their area of interest and placing proposals in context.

The Highland Council

The Highland Place Principles were established collectively, and local area plans have then been written flexibly around them. For example, Inverness, Fort William and Applecross. Different approaches are used to illustrate analyses and future plans at different scales.

The Indicative Regional Spatial Strategy uses Storymap to communicate information at a <u>regional scale</u>.

A town scale spatial strategy uses a combination of colour and symbol overlay to illustrate key information.
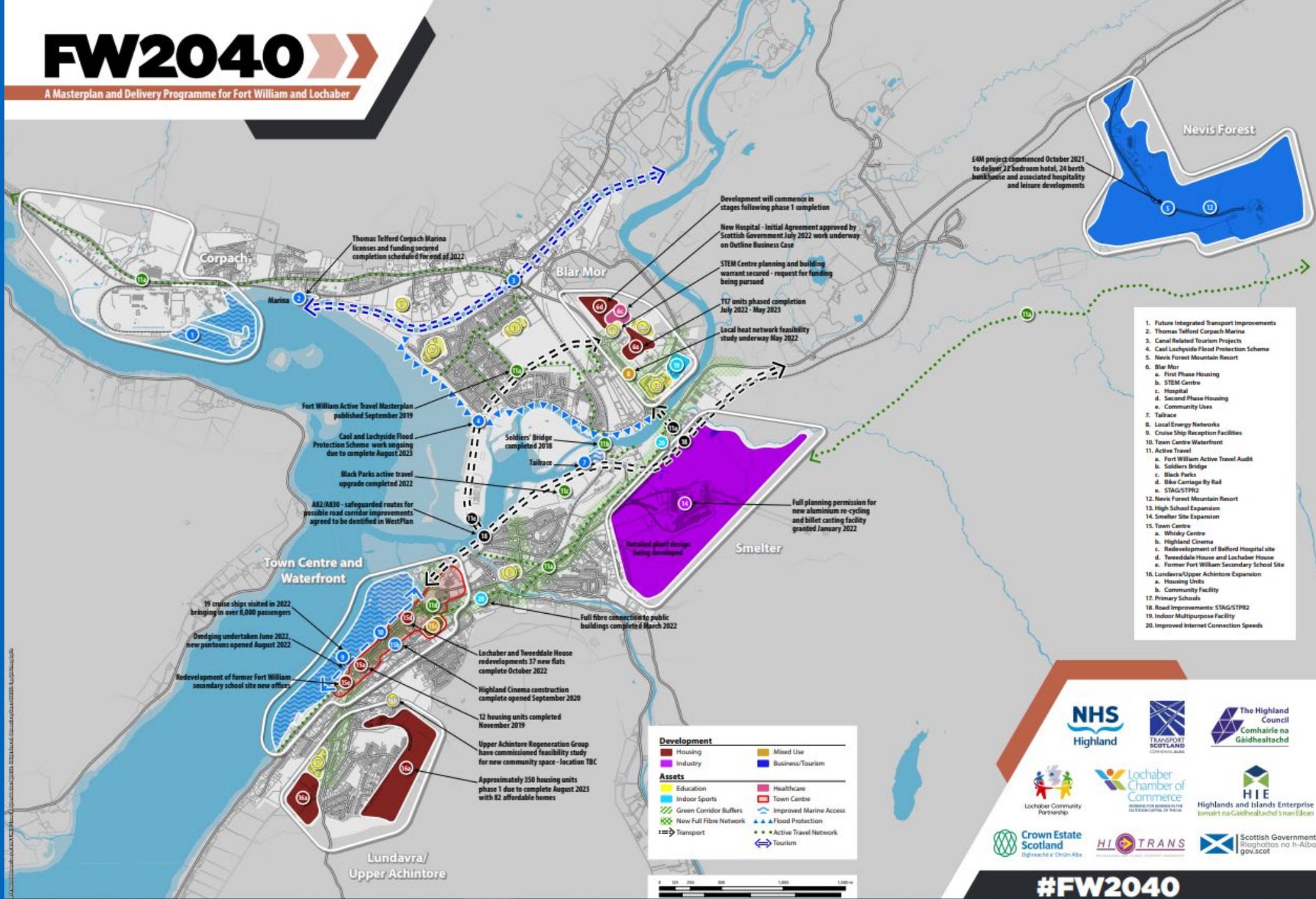
Applecross Community Land Use Plan

A community scale spatial strategy uses similar techniques but at a much smaller scale.

Site Analysis

City of Edinburgh Council

Sketches, graphics and mapping at a range of scales.
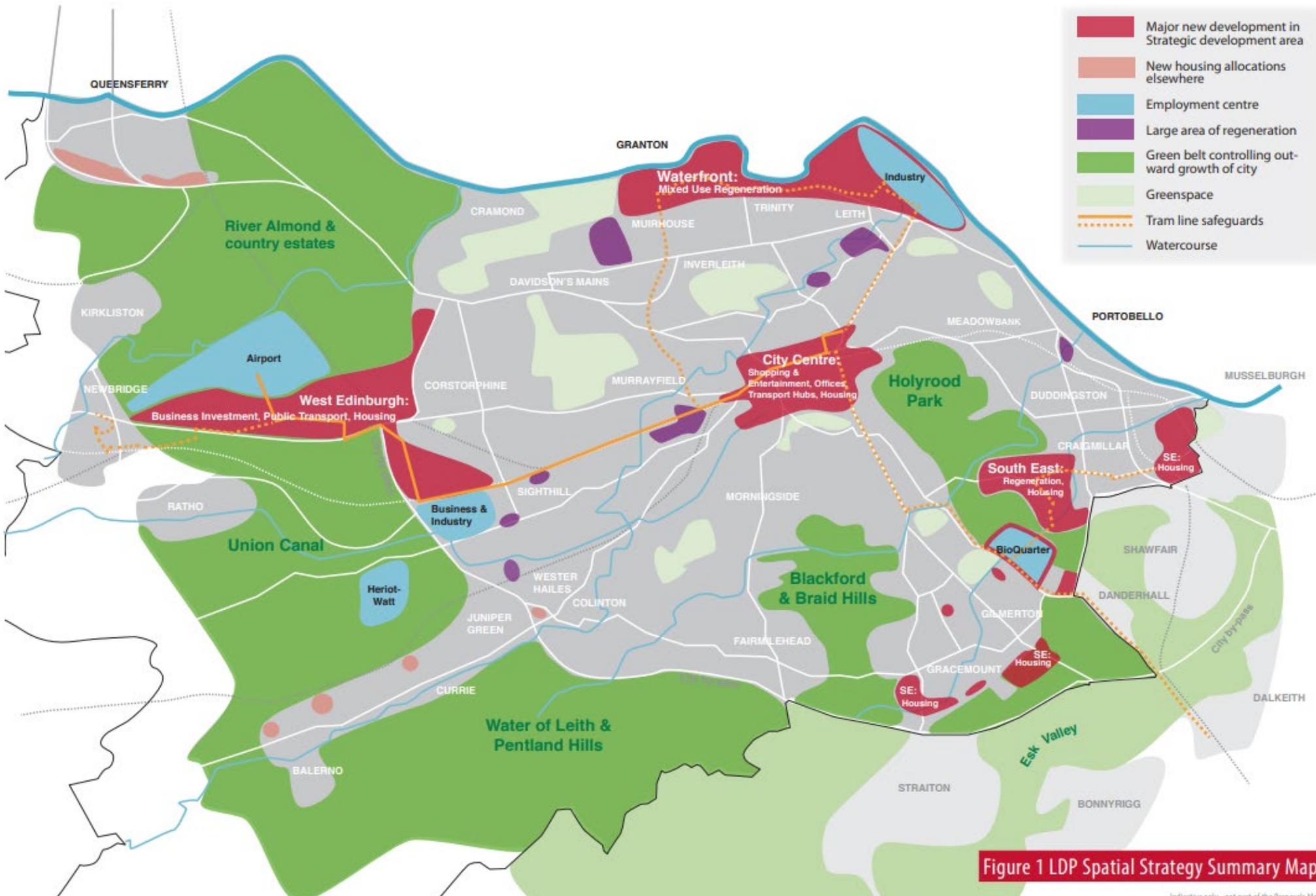
Figure 1 LDP Spatial Strategy Summary Map

Indicative only - not part of the Proposals Map

Legend:
- Major new development in Strategic development area
- New housing allocations elsewhere
- Employment centre
- Large area of regeneration
- Green belt controlling out-ward growth of city
- Greenspace
- Tram line safeguards
- Watercourse

Summary map with click through functionality* to larger smaller scale area maps.

*See LDP for full functionality

Figure 11 City Centre Overview Map

Edinburgh Local Development Plan

November 2016

Edinburgh St James

City Centre Retail Core

New Street

West Port/ King's Stables

Chambers St Public Realm

Haymarket

Dewar Place

Quartermile

Fountainbridge

Tram Line Safeguard

Aerial photography used as base with proposal areas outlined.

Table 10 City Centre Proposals - Development Principles

Reference: CC 1

Location : **Edinburgh St James**

Description: Comprehensive redevelopment of the existing shopping mall, hotel, vacant offices and multi-storey car park. A development brief was approved in 2007.

Indicative only - not part of the Proposals Map
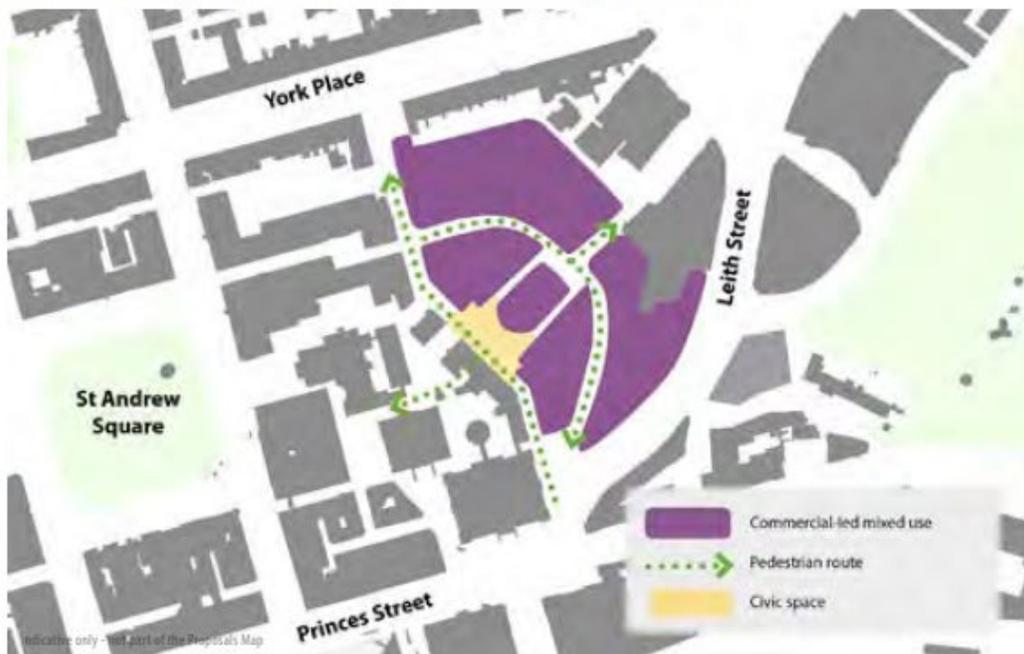
Development Principles

Proposals should create the opportunity for:

- a more outward-looking and less dominating form of development than currently exists, with new buildings that are well integrated into the surrounding townscape, for example by re-establishing an active frontage to Leith Street

- a significant expansion of retail floorspace

- provision of offices, hotel, housing, leisure and cultural uses

- replacement provision of off-street short stay car parking for public use

- a new civic space and public pedestrian routes to strengthen links with the surrounding area, especially St Andrews Square and Princes Street

- development that enhances local views into and across the site and contributes positively to the historic skyline from more distant views.

Reference: CC 2

Location: **New Street**

Description: Mixed use redevelopment to create a sustainable and integrated city quarter in the heart of Edinburgh's Old Town. A Master Plan was approved in 2006. Redevelopment is underway.

Indicative only - not part of the Proposals Map
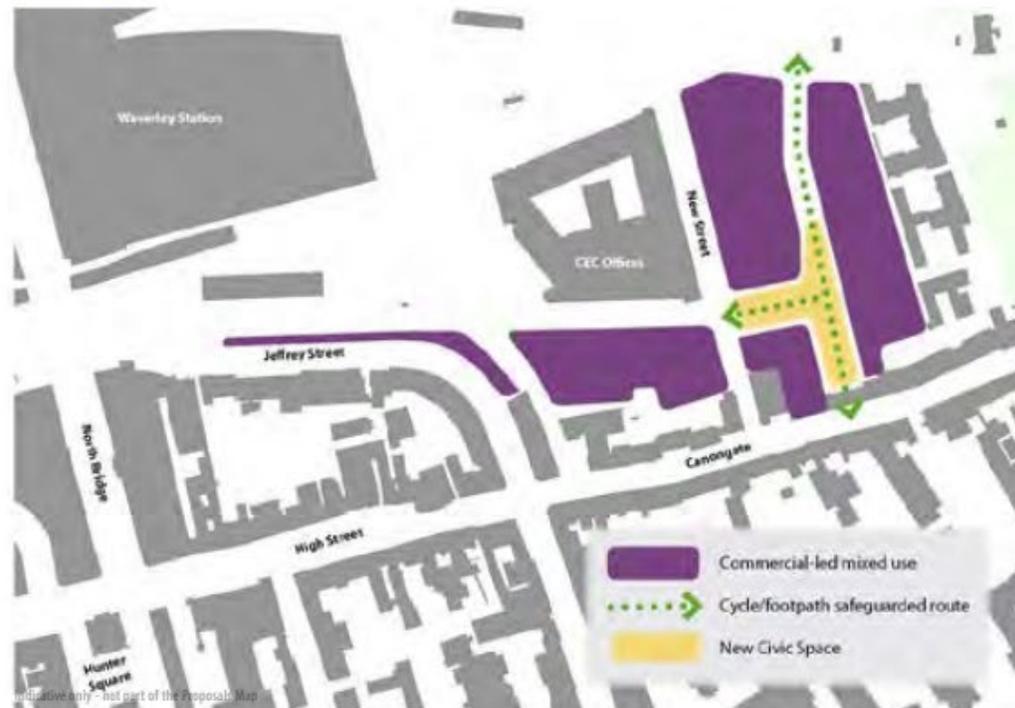
Development Principles

Proposals will be expected to provide for:

- a mix of uses including housing, offices, small business units, hotels, shops (including a small supermarket), food and drink premises and community facilities

- a close-grained layout which reflects the distinctive spatial pattern of the Old Town, provides a new strategic route between East Market Street and Canongate and includes a

Development principles for these proposal areas follow, outlined using a combination of colour block contrast maps and text.

new civic space within the site.

- new buildings, including landmark buildings, which respect the form and contours of the Waverley Valley and which preserve or enhance important existing views and the potential to create new views into and across the site.

Reference: **CC 3**

Location: **Fountainbridge**

Description: Comprehensive mixed use redevelopment of the land previously occupied by the Fountainbridge Brewery. Located close to the city centre and includes the Edinburgh terminus of the Union Canal. There are two approved development briefs for the site (Fountainbridge, 2005 and Tollcross, 2006). Development is underway.

Development Principles

Proposals will be expected to:

- provide mixed use development including a local centre, residential, office, small business units, retail, leisure, community and tourist/visitor facilities

- create a layout which integrates with adjoining neighbourhoods in Dalry, Tollcross and Viewforth

- improve north-south linkages, in particular provide a strong pedestrian/cycle link to Haymarket that reduces the barrier effect of the West Approach Road

- create new public spaces and streetscape consistent with the approved Fountainbridge Public Realm Strategy

- proposals should explore potential for expansion of water space and should provide attractive frontages to the canal, safeguarding its nature conservation. Proposals should also take the opportunity, where appropriate, to enhance the use, physical appearance and condition of the canal, where this would be of benefit to development implemented through Proposal CC 3.

- contribute to the improvement of Dalry Community Park (Proposal GS 1).

- protect and enhance key townscape views.
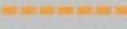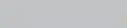
Reference: **CC 4**

Location: **Quartermile**

Description: Redevelopment of the historic Edinburgh Royal Infirmary site to create a sustainable, mixed-use urban community is well underway. The development involves a network of pedestrian routes and landscaped public spaces to draw the park directly into its heart. New development is combined with refurbishment of the historic buildings. On completion, Quartermile will be home to almost 2000 residents with 3000 people employed in its offices, shops, restaurants and a hotel.

Street level photos are also used in some examples, which helps to communicate the place context.

Broomhills, Burdiehouse and Lang Loan Site Brief

Legend:
- site boundary
- street improvement & frontage
- housing
- long term redevelopment opportunity
- commercial / retail opportunities
- bus route
- bus gate
- junction improvement
- **S** proposed school (2ha)
- vehicular access

Green network:
- new woodland
- new greenspace
- existing footpath / cyclepath
- new footpath / cyclepath
- green corridor

Map labels:
- CAPTAIN'S ROAD
- to Ellen's Glen & Craigmillar Castle Park
- FROGSTON ROAD EAST
- Burdiehouse Burn Valley Park (core path)
- BROOMHILLS ROAD
- BROOMHILLS
- to Morton Mains
- BURDIEHOUSE
- NORTH OF LANG LOAN
- A720 CITY BY-PASS
- LANG LOAN
- to Straiton Pond, Midlothian and onward to Straiton, Roslin & Bilston and Bonnyrigg
- Indicative only - not part of the Proposals Map

For larger proposal areas, site briefs use colour overlaid on greyscale aerial photography to illustrate development principles.

Broomhills, Burdiehouse and Lang Loan Site Brief - Development Principles

Description

These sites provide the opportunity to integrate new homes with the existing townscape and landscape setting, whilst enhancing important approaches to the city through street design. The housing sites will support the creation of vibrant urban areas served by public transport.

New open spaces will sit within the context of the Pentland Hills, the city skyline and Burdiehouse Burn valley and provide a focus for community life, enhance habitats and connect to local routes and the Midlothian core path network.

Broomhills (HSG 21)

- address the relevant General Development Principles on transport and education for South East Edinburgh set out in paragraphs 126-128 above.

- vehicular access should be taken from Frogston Road East and Burdiehouse Road with no direct route between the two access points. No vehicular access (including emergency) to be taken from Broomhills Road.

- opportunity to change the character of Burdiehouse Rd through street design, to enable and improve path connections across Burdiehouse Rd, provide street verges and trees, upgrade bus stops and create a residential frontage with a reduced speed limit.

- substantial public park should be provided on highest part of the site in line with open space Proposal GS 9 to reflect landscape constraint of elevated terrain and outward views to the Pentland Hills and the city skyline.

- tree belts should be provided to create a strong green belt boundary to the south and west of the site, as shown on the diagram. The width of these tree belts will depend upon the layout and design of housing and open space on the site. The tree belts should incorporate existing tree cover, provide habitat enhancements integrated with sustainable urban drainage provision and include a multi-user path to connect Burdiehouse Burn Valley Park to path networks at Morton Mains and Mortonhall.

- a green corridor should be provided incorporating pedestrian and cycleway connections through site from Old Burdiehouse Road.

- proposals for housing (including the finalised site capacity, design and layout), the school (if necessary), and any other uses provided on the site, should be informed by an adequate flood risk assessment. In addition, proposals should in particular avoid development in the area at risk of flooding in the south of the site, adjacent to the burn. Sustainable urban drainage will be required as appropriate, and as referred to in the bullet point relating to tree belts above.

Burdiehouse (HSG 22)

- address the relevant General Development Principles on transport and education for South East Edinburgh set out in paragraphs 126-128 above.

- vehicular access to be taken from Burdiehouse Road.

- opportunity to change the character of Burdiehouse Road through street design, to enable and improve path connections across Burdiehouse Rd, provide street verges and trees, upgrade bus stops and create residential frontage with a reduced speed limit.

- site layout should enable a bus route to be formed providing a link from 'The Murrays' to Burdiehouse Road, regulated by bus gate.

- active frontage should be provided onto Burdiehouse Road, incorporating streetscape enhancements.

- Tree planting to the south west of the site to form a new green belt boundary to the west of Burdiehouse Limekilns.

- Woodland planting along the south east boundary, which should enhance the connectivity of woodland habitat and incorporate a multi-user path link to Burdiehouse Burn Valley Park.

- off-site multi-user path connection to link with the paths network in Midlothian via Straiton Pond, with 4m wide landscape treatment to the west across open ground, including verge, hedgerow and hedgerow trees.

- local open space proposals should :

  a) provide amenity greenspace setting and retain views to the category B listed Limekilns

  b) improve semi-natural habitat and amenity value of the Local Nature Reserve, extend woodland along the southern bank of the Burdiehouse Burn and incorporate off-road path links to the Burdiehouse Burn Valley Park.

Text follows mapped information, providing further detailed local policies.

Moray Council

Settlement statements and site briefs for priority sites - easy for those just interested in particular places to find what they're looking for.

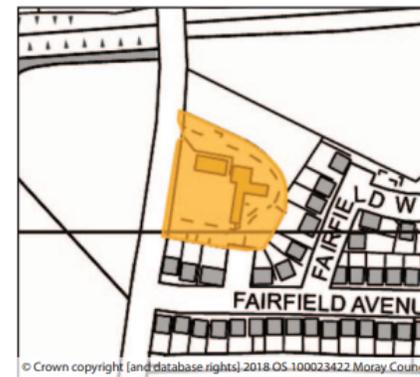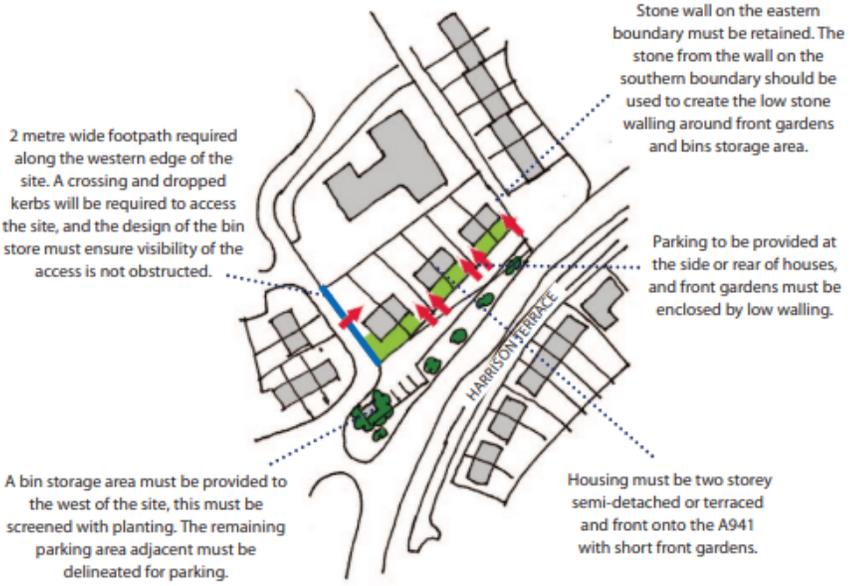Simple infographics convey contextual information about proposal areas.

Very small-scale maps show site location and context, sketches illustrate proposal layout, And photos illustrate current site vernacular and sense of place.

R8   Alba Place   0.2ha   6 houses

- Proposals must comply with the Key Design Principles in Figure 1.1.
- House design must reflect the architectural features found in Harrison Terrace (see photos in 1.1). Including arched doorways, vertical emphasis to windows, contrasting window dressing/surrounds and wet dash harling.
- Low roof pitches are not acceptable and roof pitch must reflect Harrison Terrace with chimney features.
- Development will be served from a private access.
- Detailed proposals required for road access.
- Drainage Impact Assessment (DIA) required.
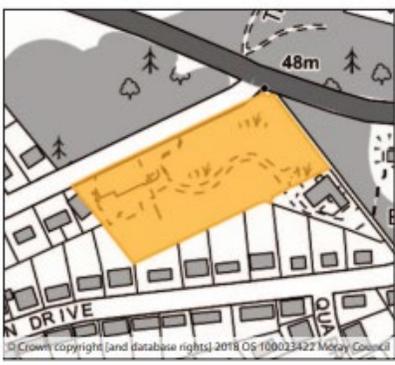- Contamination Assessment required.

© Crown copyright [and database rights] 2018 OS 100023422 Moray Council

Figure 1.1 Key Design Principles R8 Alba Place

2 metre wide footpath required along the western edge of the site. A crossing and dropped kerbs will be required to access the site, and the design of the bin store must ensure visibility of the access is not obstructed.

Stone wall on the eastern boundary must be retained. The stone from the wall on the southern boundary should be used to create the low stone walling around front gardens and bins storage area.

Parking to be provided at the side or rear of houses, and front gardens must be enclosed by low walling.

A bin storage area must be provided to the west of the site, this must be screened with planting. The remaining parking area adjacent must be delineated for parking.

Housing must be two storey semi-detached or terraced and front onto the A941 with short front gardens.

R8   Alba Place   0.2ha   6 houses

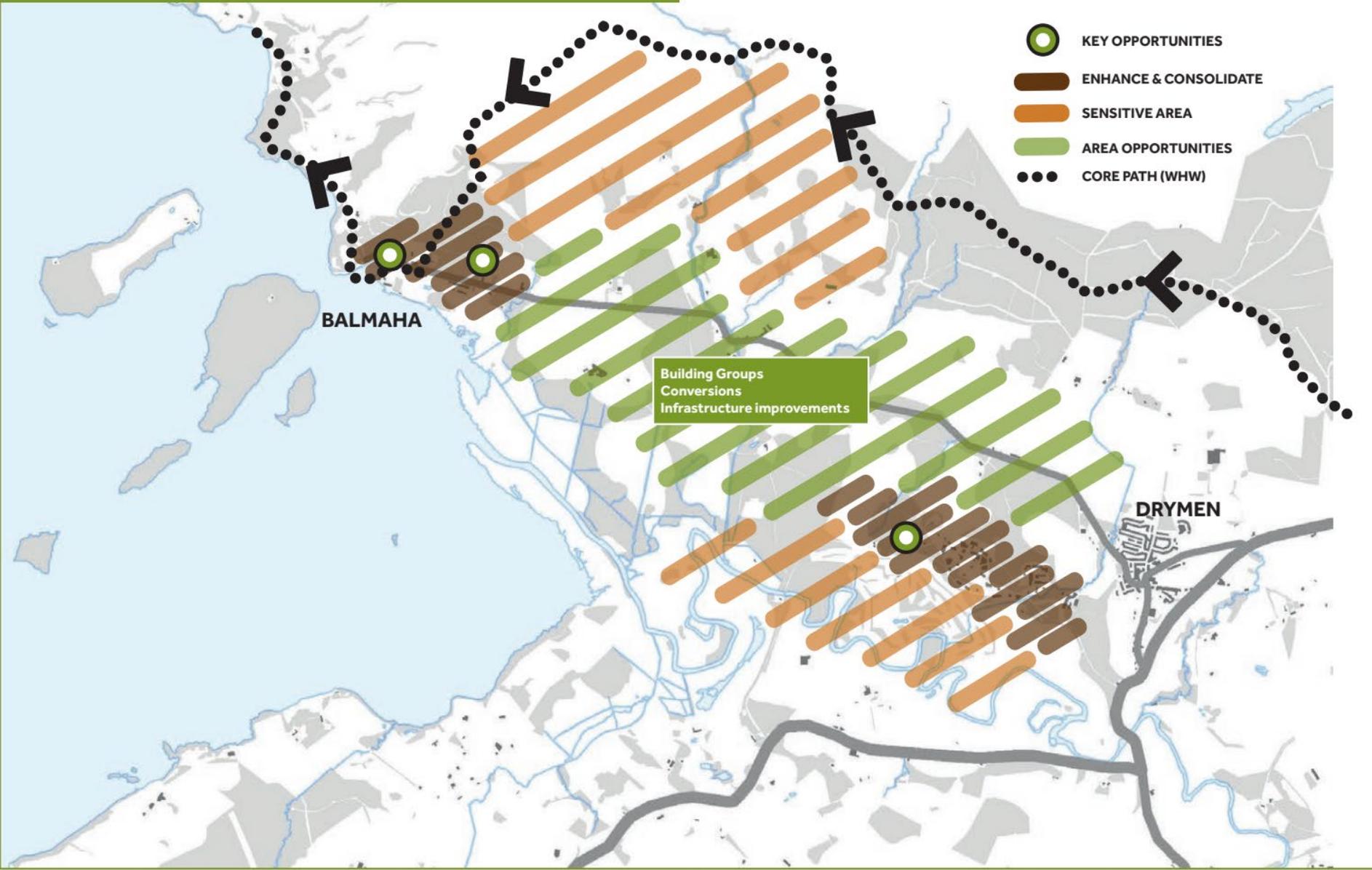**R9   Hamilton Drive   1.18ha   20 units**

- Proposals must comply with Development Brief.
- Access to address visibility and gradient. One main primary route through site to be provided.
- Vehicle and pedestrian access to existing buildings to south east of the site must be retained.
- Pedestrian and cycle connection must be provided to the existing remote cycle path to the east of the site.
- A uniform building line and height must be provided along the northern/Hamilton Drive frontage.
- Housing must have bespoke individual designs and repetition of house types along the Hamilton Drive frontage must be avoided.
- Retention of stone boundary walls required.
- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- SUDS to be designed into the development at the outset and should address any existing surface water issues.
- Contamination Assessment required.
- A Tree Survey is required.
- Survey work to assess impact on bats and red squirrels in trees may be required.

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Map 1: Area covered by this guidance and strategy summary

LIVE Park
Buchanan South
Supplementary Guidance

RURAL DEVELOPMENT FRAMEWORK AREA

KEY OPPORTUNITIES
ENHANCE & CONSOLIDATE
SENSITIVE AREA
AREA OPPORTUNITIES
CORE PATH (WHW)

BALMAHA

Building Groups
Conversions
Infrastructure improvements

DRYMEN

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Loch Lomond and the Trossachs National Park

Simple but effective graphic representation of area types.
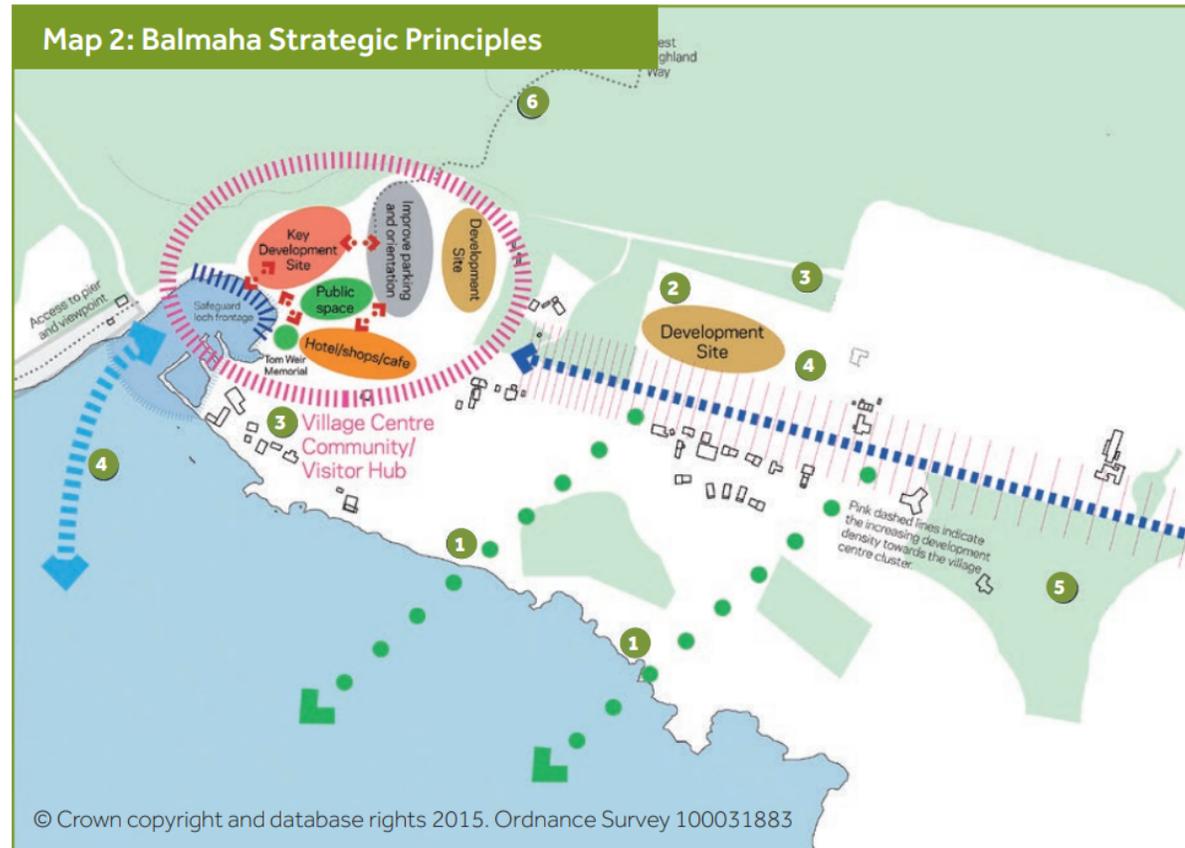
4. Area Strategy

BALMAHA

The 'Strategic Principles' plan for Balmaha illustrates the key sites and characteristics that require focussed attention over the short to medium term.

Development proposals for these sites are at various stages in the planning process and it is anticipated that work will commence on these over the short to medium term. Given the scale of development already proposed, it is not envisaged that support will be given to additional development proposals coming forward unless they help deliver the development priorities identified below or are small scale.

Development proposals should:

- reinforce Balmaha's existing low density development pattern and retain its lochside and, particularly on the northern side of the approach into Balmaha, forested/woodland rural character.
- respect and enhance the character of Balmaha,
- assist in the creation of a central village focus for visitors and residents in the vicinity of the car park, including the creation of public open space
- be primarily low density, although gradually increasing towards the centre of the village
- contribute to:
  - Establishing improved connections to the loch, pier, viewpoints and walking/cycling routes.
  - The retention and, where possible, enhancement of views from the road to the loch.
  - Improved car parking and more opportunities for water transport.
  - Focus on the provision of affordable housing to meet the communities housing needs.

Appendix 1 on page 12 provides further advice on design principles for Balmaha.

Map 2: Balmaha Strategic Principles

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KEY PRINCIPLES

1. Balmaha is characterised by southerly views of the expanse of the loch contained by the wooded hillside to the north. The open space between the road and the loch should therefore be retained to maintain views of the loch and to safeguard the small scale low density, dispersed settlement character.

2. Development to the north of the road should be contained within woodland and screened from the road

3. The village centre cluster should be enhanced as an arrival destination and a focal point for facilities and services with improved connections to the bay and between areas (as indicated with red arrows)

4. Greater water access should be encouraged to improve accessibility and activity

5. Improve cycle links between Balmaha and adjacent villages for local people and visitors as indicated by blue arrow

6. Place greater emphasis on the network of forest paths for walking and cycling

Spatial illustration of strategic principles at an area scale.
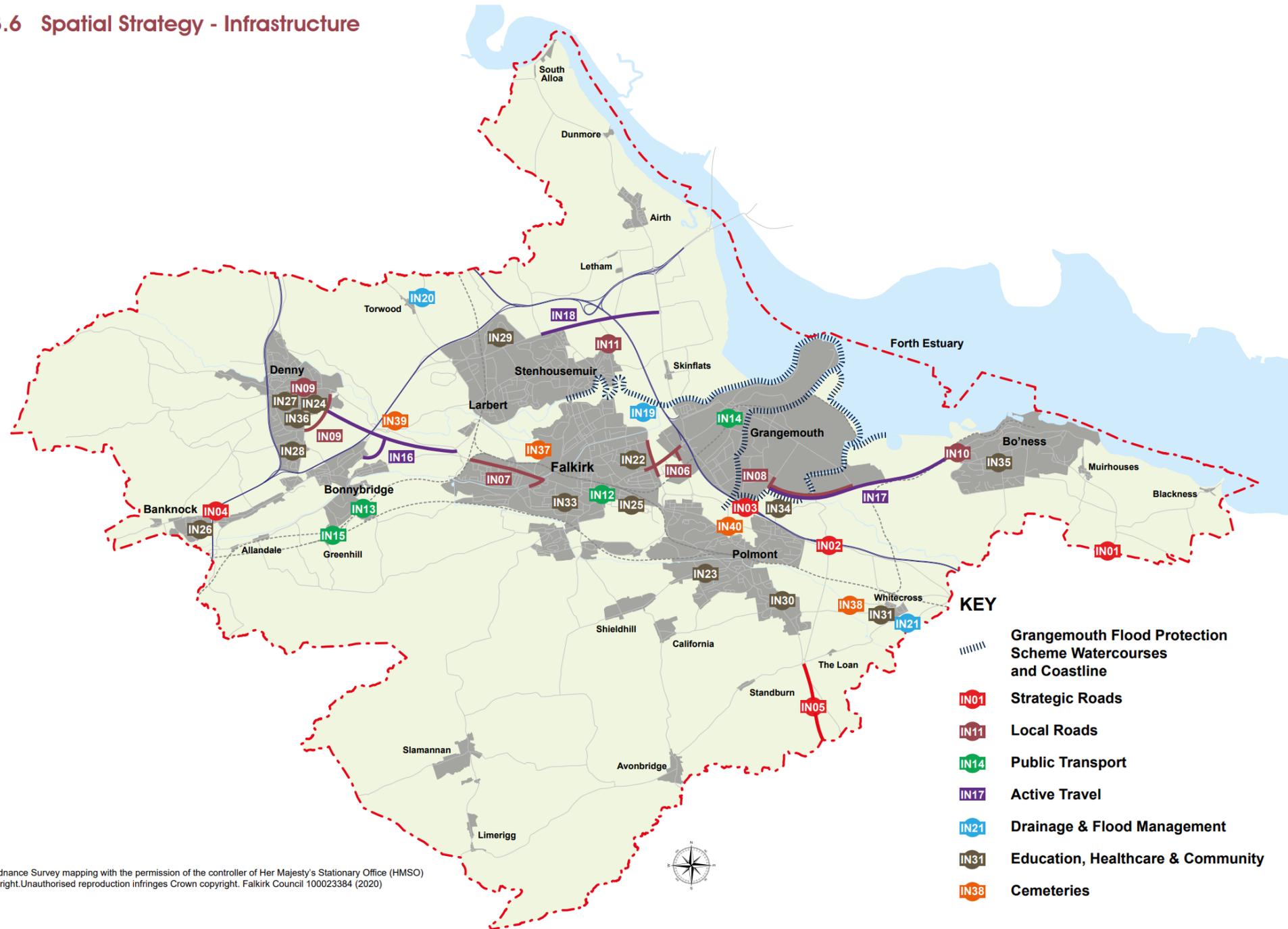
Falkirk Council

Spatial strategy marked up with key locations helps to orientate the reader and provides a snapshot of the plan area.
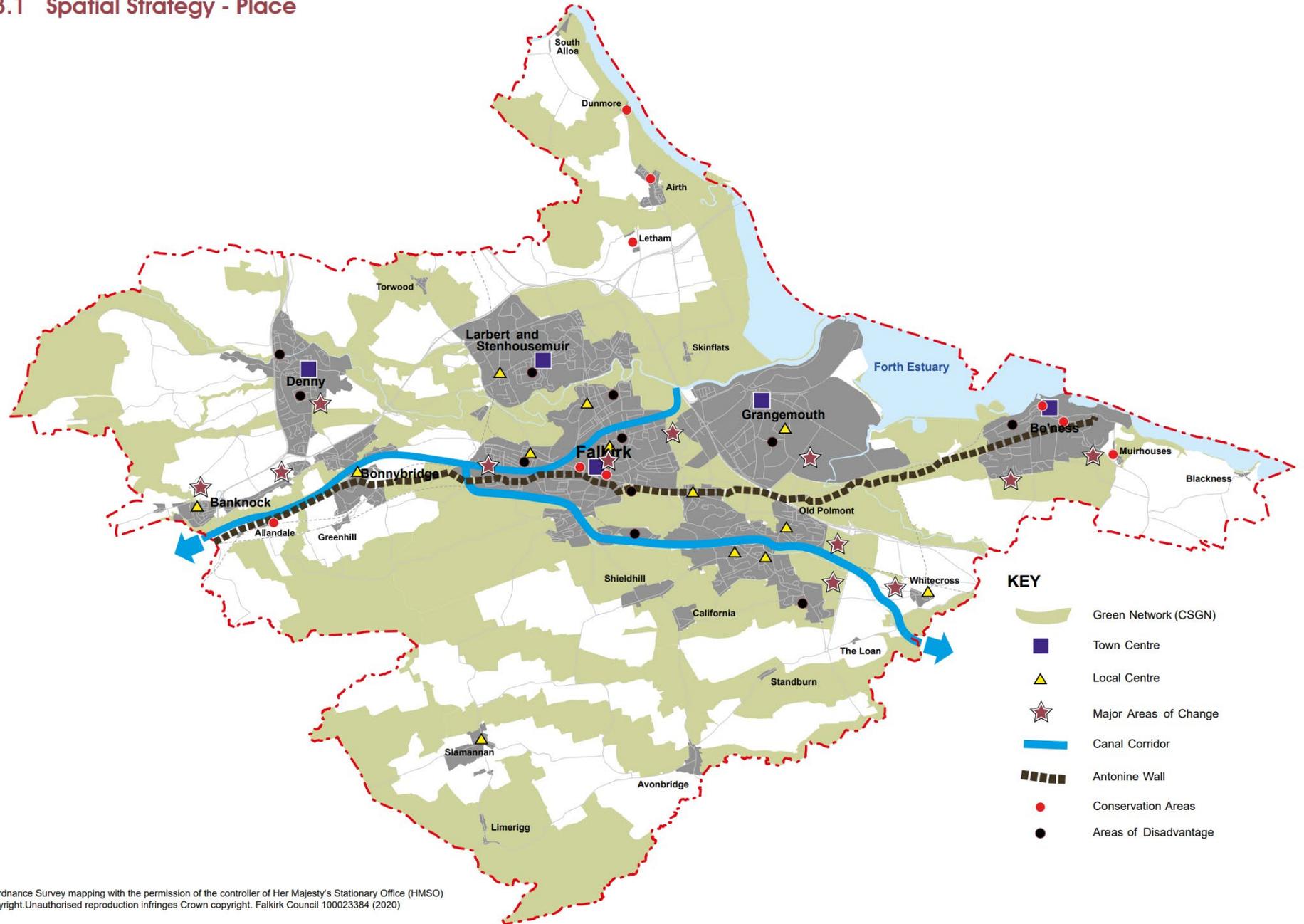
Map 3.6   Spatial Strategy - Infrastructure

Spatial strategy uses colour overlay to areas to which locate different topic areas - in this example infrastructure.

KEY

Grangemouth Flood Protection Scheme Watercourses and Coastline

IN01	Strategic Roads
IN11	Local Roads
IN14	Public Transport
IN17	Active Travel
IN21	Drainage & Flood Management
IN31	Education, Healthcare & Community
IN38	Cemeteries

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Development guidance for Major Areas of Change using B-plan style of three colours: red (buildings), green (spaces) and yellow (movement). (PAN 83)

The inset map clearly locates the site.

Banknock (Sites MU04/H08) Major Areas of Change: Development Guidance

Key

- Housing
- Neighbourhood Centre
- Green Network
- Open Space
- Structure Planting
- Vehicular Access
- Paths
- Key Frontages
- Upgrade of M80 Slip Roads
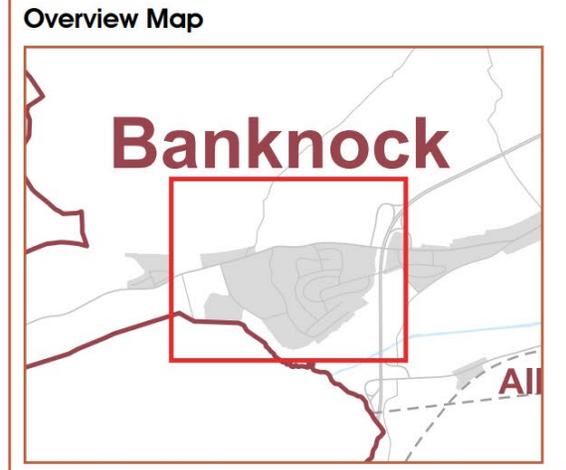- 1 Key Principle (see text opposite)

Overview Map

Banknock

Map is indicative only to illustrate key land uses and design principles

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Vision

These two sites in Banknock will provide over 700 new homes and facilitate regeneration in the settlement by increasing the population to sustain existing and future businesses. In addition to housing, the new neighbourhood centre on Kilsyth Road will provide improved facilities and a new focus for the community. The environment will be enhanced through high quality development and the creation of new well connected public open space. The dereliction and contamination of the former Cannerton Brickworks and Bankier Distillery will be transformed into vibrant new neighbourhoods. The significant scale of housing regeneration will help address the current transport infrastructure and sewer constraints which have limited development within the community. An extension to Bankier Primary School will be built to accommodate pupils for the new development.

Land Use

• Housing (indicative capacity 750) to include 15% affordable housing;
• Neighbourhood centre on Banknock North site (retail, food and drink, business);
• Greenspace.

Process

The Banknock and Haggs Development Framework (amended version) was approved January 2015, jointly prepared by three principal landowners. Planning permission in principle has been granted for Banknock North (504 Houses, a neighbourhood centre, nature conservation area, associated roads and Infrastructure) subject to a Section 75 obligation with an accompanying masterplan. Applications for detailed phases will follow and should conform with the masterplan. A masterplan has been prepared for Banknock South, and further negotiations are required between the landowners to establish a framework to taking the constituent sites forward. Each will need its own detailed masterplan.

Key Principles

Banknock North (MU04)

• Two vehicular accesses required off the A803 Kilsyth Road. **1**
• Housing layout should deal appropriately with site gradients.
• A range of housing types, sizes and tenure to be provided.
• New neighbourhood centre to be created with frontage on Kilsyth Road. **2**
• Development should present frontages on to Kilsyth Road to enhance its townscape character.
• Nature conservation area to be created, providing compensatory habitat for great crested newts, on site of former landfill site at north west corner of site. **3**
• Development to be arranged around a framework of open space running through the site, connecting the Doups Burn corridor to the wider countryside. **4**
• SUDS development should be integrated into the greenspace and not overly engineered in appearance.
• Upgrading required to M80 Junction 7 slip roads and their junction with A803. **5**
• Site capacity capped at 80 units until upgrade completed.

Banknock South (H08)

• Access to be taken off reconfigured junction of Wellpark Road and Kilsyth Road. Vehicular access to/from John Bassey Drive and southern part of Wellpark Road not appropriate. Pedestrian/cycle link to John Bassey Drive required.
• Development should present frontages to Kilsyth Road to enhance its townscape character.
• Development to be arranged around a managed SUDS wetland along the Doups Burn. **6**
• SUDS development should be integrated into the greenspace and not overly engineered in appearance.
• Landscaped edge required along Wyndford Road retaining existing hedges with active housing gables appropriate.
• Woodland to be retained and enhanced along southern part of site where possible. Proposals for tree removal to be accompanied by a tree survey and tree protection plan.
• Housing layout should deal appropriately with site gradients.
• Development to avoid areas at high risk of flooding from Bonny Water and Doups Burn, as informed by flood risk assessment; potential to incorporate 6m buffer strip.
• Site lies partly within Antonine Wall World heritage Site Buffer Zone. Development should avoid adversely affecting the setting of the World Heritage Site, as evidenced by an appropriate landscape and visual appraisal.
• Linkages to be secured to Forth and Clyde Canal towpath and public right of way maintained between Wellpark Road and the Bonny Water.
• Upgrading required to M80 Junction 7 slip roads and their junction with A803. **5**

Other Requirements

• Poor ground conditions and land contamination to be addressed;
• Retrofit of existing surface water drainage required to create capacity for foul water flows from new development to connect to combined sewer.
• Potential protected species issues associated with the Bonny Water and Doups Burn which required to be investigated.
• Developer contributions to be in accordance with the Development Framework and relevant Supplementary Guidance, and will cover necessary education capacity improvements, and contributions to M80 Junction 7 upgrading and DEAR as may be necessary and proportionate. Contributions towards provision of additional primary healthcare capacity may be required.
• Flood risk assessment and transport assessments required.

Accompanying text provides detailed policy expectations, with clear reference made to the graphic content.

Proposal Site 1 Corran Cismaol, Barra

Location: Barra

Settlement: Castlebay

Area (ha): 0.51   **Indicative Unit Number:** 8

Grid reference: 65895E 798194N

Proposed Uses: Housing

Existing Use: Greenfield site, amenity land

Owner: Hebridean Housing Partnership

Developer: Hebridean Housing Partnership

Landscape Character Assessment Type: Crofting 2

Constraints:
Part of the site is below the 1 in 200 year flood risk level

Corran Cismaol, Castlebay, Isle of Barra
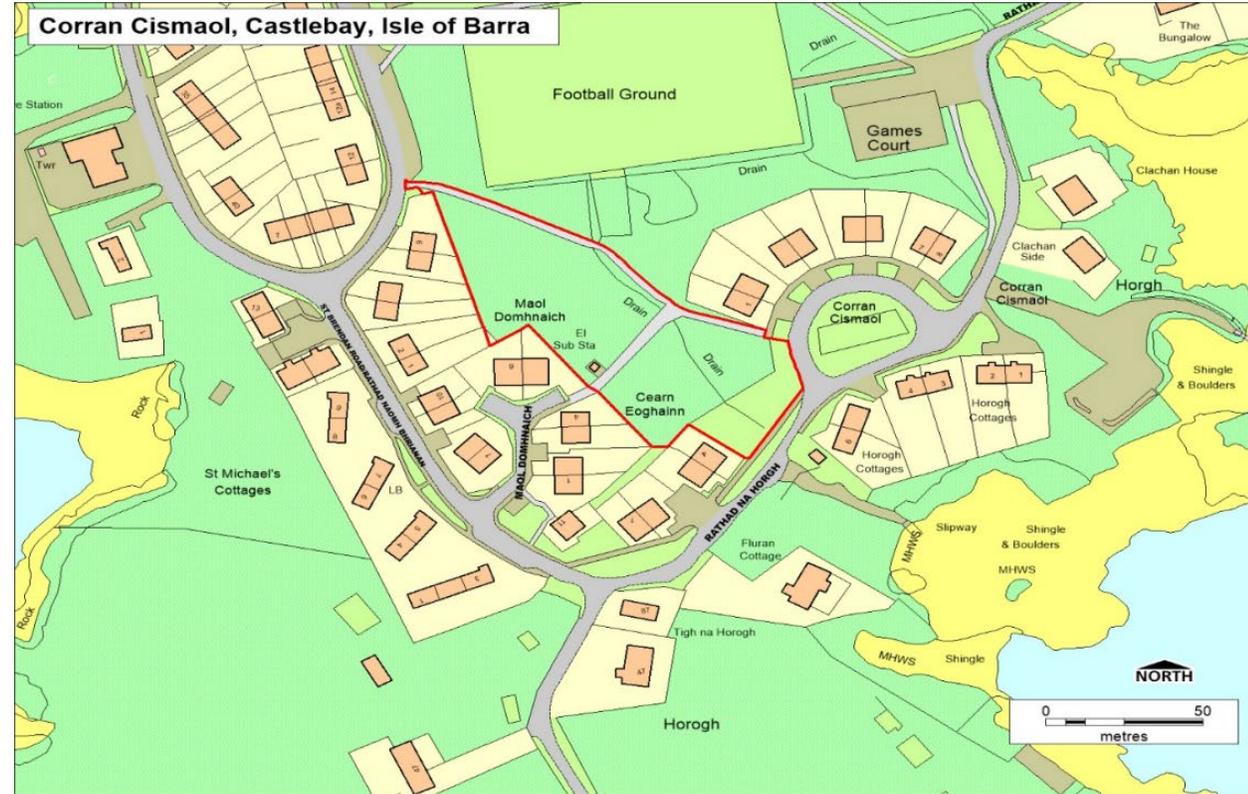
Comhairle nan Eilean Siar

Proposal site shown clearly located in context, with key information summarised in text alongside.

Site/Planning History (Existing Plan Policies and Proposals): 18/00080/PPD Granted in May 2018 for 6 semi-detached houses

Summary Description (topography, features, boundaries, neighbouring issues, access, exposure, aspect etc.):
The site is relatively level; topographical survey has been produced by developer; the site is located on the edge of an existing housing site and is currently public amenity land with one of the few established tree planted areas in Barra. Electricity and water connections are available close by; local concerns regarding car parking and site access.
Early discussions should be held with the planning service regarding the layout of the development. A band of trees should be retained around the edge of the site adjacent to existing housing and their curtilage to maintain the privacy of existing residents. In addition to this, compensatory planting (comprising native species) equal to the area of woodland lost shall be planted in Barra, preferably within Castlebay.
Early discussion with the planning service is also required to ensure effective mitigation of coastal flooding on the lower part of the site (below the 5 metre contour) either through careful siting and design of buildings or, if necessary, land raising. Land raising may be acceptable subject to diversion of the man-made drain that runs through the site, so that it is at least 6 metres away from any buildings or land raising and is kept open for maintenance.
A flood risk assessment may be required to demonstrate compliance with Scottish Planning Policy.

Corran Cismaol, Castlebay, Isle of Barra

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Accompanying aerial photography enhances the understanding of place and spatial context.

Source of suggestion: Hebridean Housing Partnership Call for Sites	Pre- MIR Site Ref:
GIS Site Ref:	Within Settlement: Yes, Castlebay Main settlement
MIR Site Ref:	MIR Status

2

Tower Hamlets

Colour and symbols overlaid on street mapping used to illustrate strategy at progressively decreasing scales.

Whole place spatial strategy.

Figure 5: The key diagram

Figure 20: Vision for City Fringe

The same approach is used in a smaller scale sub-area vision.
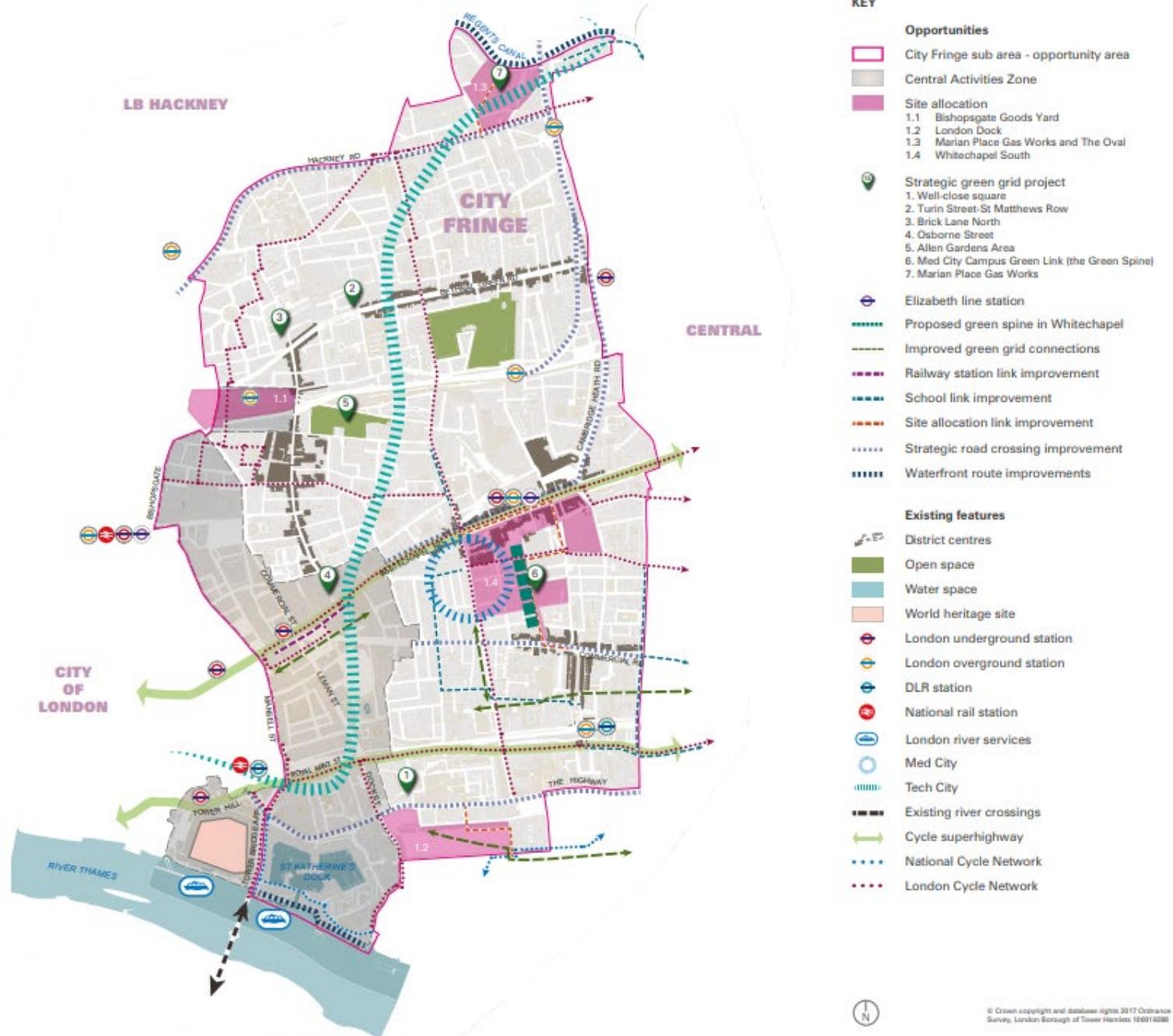
Figure 23: London Dock

Site scale, simple illustration of design principles.
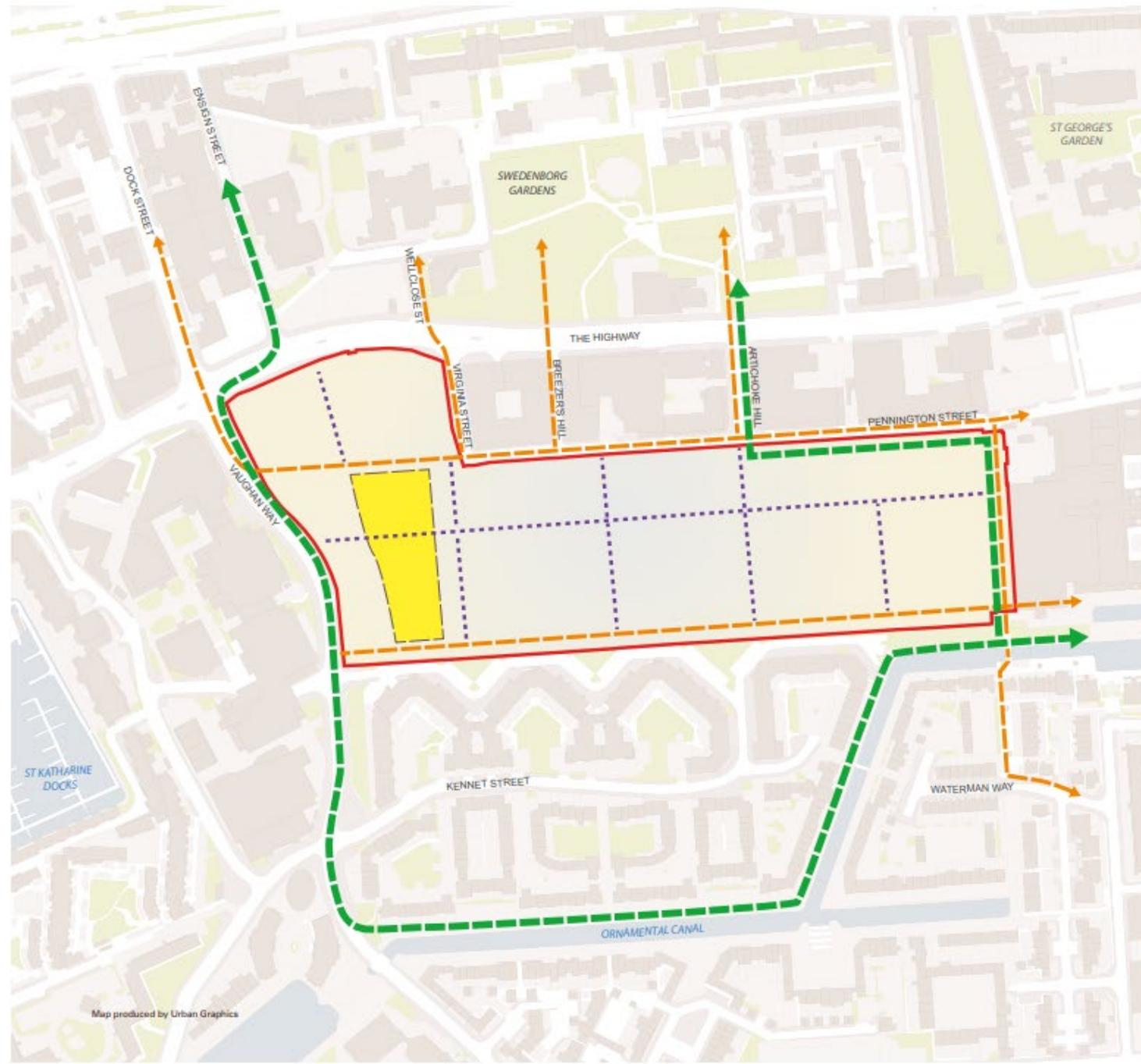
visualisations

"LDPs are expected to be place-based, visual plans with the inclusion of a clear spatial strategy reflected more in a collection of maps, development briefs and masterplans than in lengthy written text and policy."

LDP guidance, paragraph 25

Play (k)

0:08 / 3:00

Planning Masterplan, Polnoon Fly-through

Scottish Government
37.7K subscribers

Subscribe

5   Share   Download   Save   ...

Loch Lomond and the Trossachs National Park Authority

Sketches and photos help to illustrate design expectations.

SINGLE PROPERTY – ON THE APPROACHES TO BALMAHA

in this example properties follow the existing development pattern and integrate into the existing setting. They have:–

• consistent boundary walls
• consistent setbacks
• planting retained and new planting
• consistent spacing between houses
• new property is orientated in a similar way to existing houses
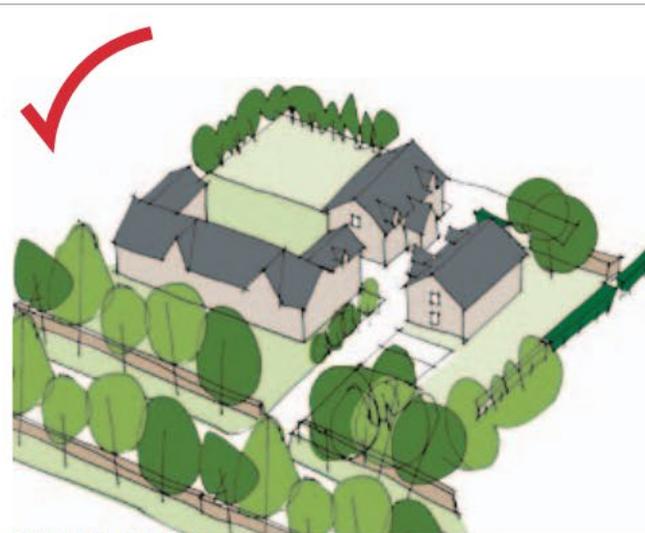• existing building typology, massing and scale informs new building design

PRECEDENT

Dunkeld; contemporary timber cottage   Balmaha; typical single property

SMALLER GROUP

A limited number of units (2–4) can be grouped together informally to form a rural courtyard type space

• new development is built behind existing property
• consistent setback and boundary is retained at street frontage
• original access is retained
• planting is retained
• characterful shared space is created

PRECEDENT

Balmaha; new backland development

LARGER GROUPING

A limited number of units (4–8) can be developed whilst still retaining the rural character of Balmaha

• new development maintains existing setbacks, landscaping and boundary treatment of the area
• massing and density is similar to existing development
• alternate orientation of properties allows for rural courtyard arrangement
• parking is well integrated
• good quality boundary treatment between properties defines shared central space and private garden areas

PRECEDENT

Applecross; contemporary courtyard development

SITING

Drawing illustrates acceptable siting, with existing mature trees and landform providing containment, enclosure and backdrop.

Drawing illustrates unacceptable siting, the proposal lacks immediately adjoining landform, mature trees, established woodland or buildings of a sufficient scale to provide acceptable enclosure, containment and backdrop.

Clear felling woodland to create plots will not be permitted.

Moray Council

Sketches and photography help to illustrate policy intentions and the existing place characteristics.

Applecross Community Land Use Plan

Sketch showing proposed development in context.

* = All images are indicative and for illustrative purposes only, they are one suggestion of what could happen on a given site.

Artist impression*

place-based policies

"LDPs are to include the planning authority's policies and proposals but are not required to duplicate NPF policies. Any local policy wording included in the Proposed Plan should focus on adding value by providing any further detail building on NPF policies, or place-based policies…"

LDP guidance, paragraph 165

Dumbarton Town Centre
Image: Turkey Red Media

"The spatial elements of town centre strategies can be included in the Proposed Plan."

LDP guidance, page 141
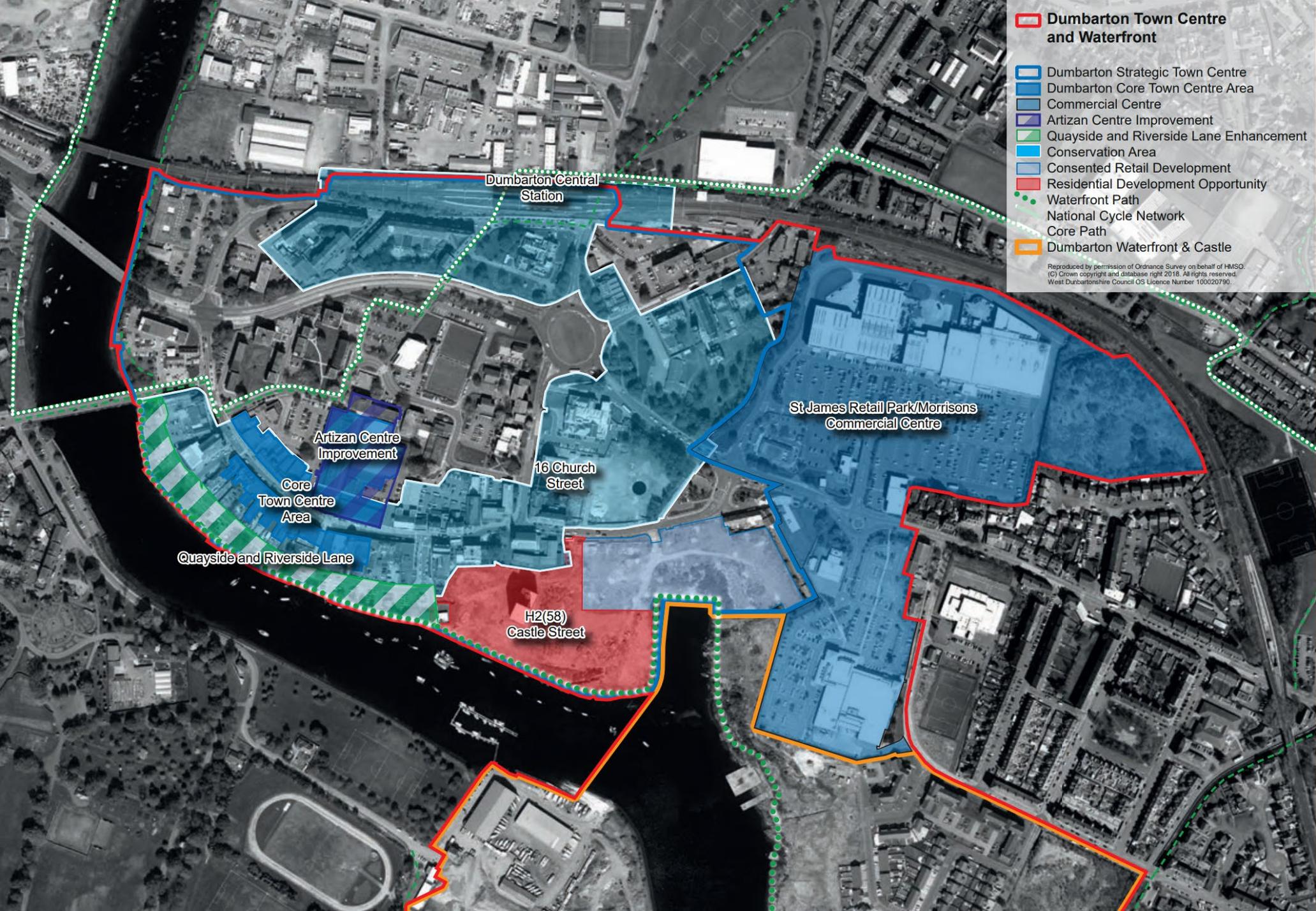
Dumbarton Town Centre and Waterfront

- Dumbarton Strategic Town Centre
- Dumbarton Core Town Centre Area
- Commercial Centre
- Artizan Centre Improvement
- Quayside and Riverside Lane Enhancement
- Conservation Area
- Consented Retail Development
- Residential Development Opportunity
- Waterfront Path
- National Cycle Network
- Core Path
- Dumbarton Waterfront & Castle

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Dumbarton Central Station

St James Retail Park/Morrisons Commercial Centre

Artizan Centre Improvement

16 Church Street

Core Town Centre Area

Quayside and Riverside Lane

H2(58) Castle Street

West Dunbartonshire Council

Colour overlay of proposal areas on grayscale aerial photography clearly illustrates where different policies apply.

Waterfront Redevelopment Area

Waterfront sites to the west of Castlegreen Street and at Sandpoint Marina offer large but complex development opportunities adjacent to the Town Centre. The Plan supports the regeneration of this area as detailed in the policies below.

Dumbarton Policy 5

Sandpoint Marina

Sandpoint Marina is a prominent site on the waterfront. The Plan supports development of housing on the site to a scale reflecting the site's prominence and proximity to Dumbarton Castle. Any development of the site should:

- Provide high quality design, layout and materials to reflect the close proximity of the site to Dumbarton Castle and Rock and Levengrove Park;

- Provide a waterfront path; and

- Ensure there is no adverse effect on any Natura site.

The continuation of marina/maritime uses on the site, in conjunction with development of some parts for residential purposes, may be acceptable if it can be demonstrated that a satisfactory level of residential amenity can be achieved.

In order to mitigate for a lack of public transport infrastructure within 400 metres of the site, development will be required to contribute towards enhancing the use of bus services currently operating on Bridge Street and to upgrade connections to the existing service provision from the site. This would require the review of the location of bus stop infrastructure on Bridge Street and West Bridge Street with view to providing direct access to bus services from the site. In addition, the pedestrian and cycle route between the site and the bus stop must be attractive, direct, flat, well-lit and well maintained. A Travel Plan will be required to provide with any planning application for the site, explicitly outlining measures to encourage public transport use such as free or discounted ticketing to new residents; information packs; signage to highlight and encourage public transport use or encouraging car sharing.

Dumbarton Waterfront Path

Following the Dumbarton Castle and Rock Charrette, planning guidance on the Dumbarton Waterfront Path was adopted in 2016 and revised in 2019. This details the approach to its delivery, including the required financial contributions from landowners/developers to enable the construction of the Waterfront Path. This should be taken into account by landowners and developers.

Dumbarton Policy 6

Dumbarton Waterfront Path: Development Contributions

The Council will support the development of a continuous Waterfront Path leading from the Town Centre to Dumbarton Castle. Developer contributions will be sought from landowners/developers to enable the delivery of the path in line with the Dumbarton Waterfront Path Planning Guidance.

Where developers wish to deliver the path as part of their development proposals they will be required to demonstrate to the Council that this is the best way of delivering the path overall and will be required to comply with the specification and procedures set out in the Dumbarton Waterfront Path Planning Guidance.

Proposals for development must not have an adverse effect on the integrity of any Natura site.

Dumbarton Proposal 1

Dumbarton Football Club

Enhancements to the area around the football stadium are supported, as are uses that would increase the attractiveness of public realm on the approach to Dumbarton Castle for visitors.

Place specific policies follow, relating to proposal areas as illustrated.

Moray Council

Photos used to illustrate preferred design approaches.

Boundary Treatments

Variation of Design

Spaces/ Connections

Sketched site plan, with photos to illustrate examples of applicable good design.
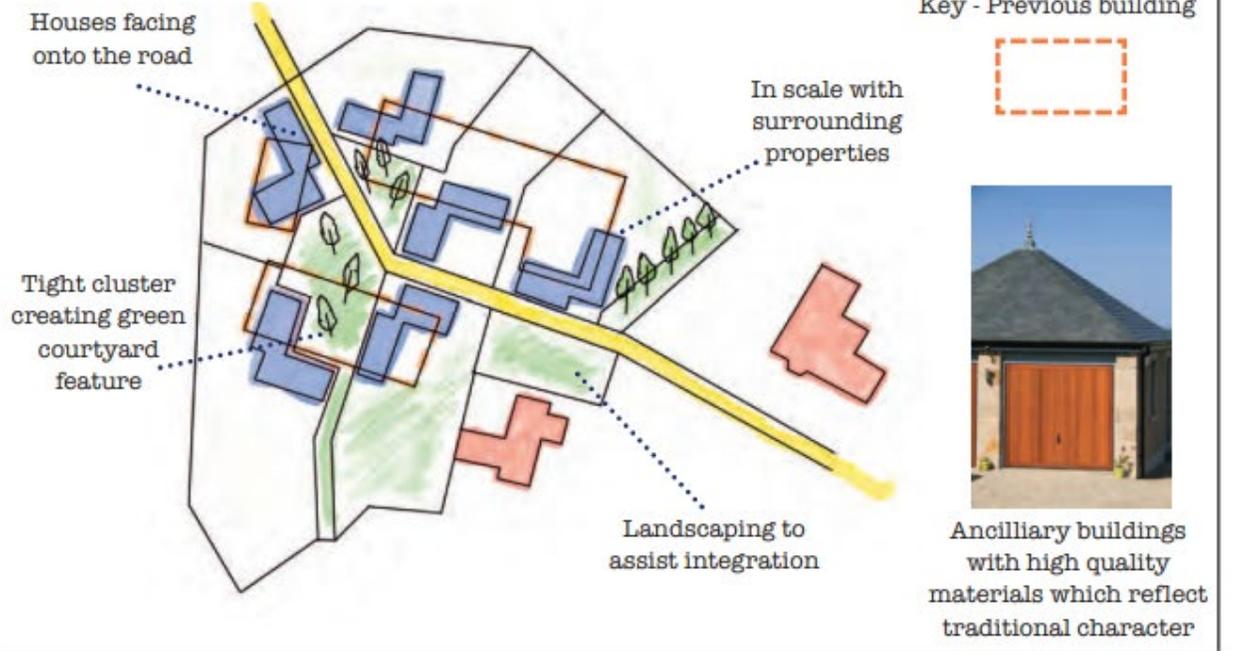
RE-USE AND REPLACEMENT

Use of material finishes in keeping with traditional building

Designs are a modern interpretation of farm buildings using contemporary materials

Siting and Layout of Replacement Buildings

Key - Previous building

Houses facing onto the road

In scale with surrounding properties

Tight cluster creating green courtyard feature

Landscaping to assist integration

Ancilliary buildings with high quality materials which reflect traditional character

Evidence of Previous Building

| Level 1 Rubble Pile | Level 2 Plan form complete | Level 3 Gable only | Level 4 Windowsill height | Level 5 Complete shell | Level 6 Ruinous state |

Policies

Sketches and photos to illustrate place-specific policy intentions.

DESIGN

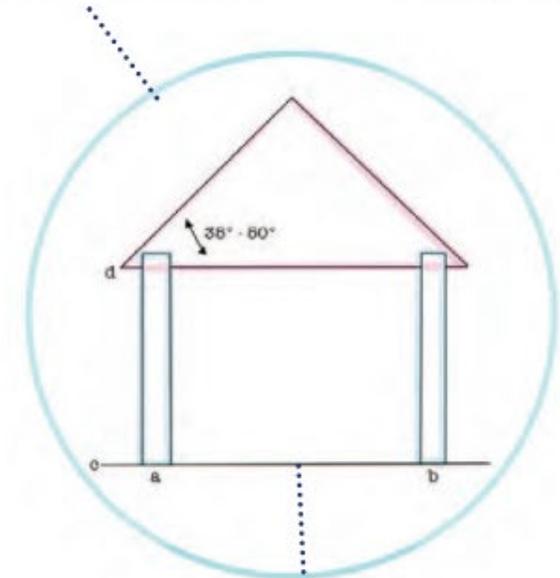**Examples of good traditional and contemporary design**

The very limited use of long thin rectangular windows is acceptable

The width of the gable as measured from A to B must not be greater than 2.5 times the height to eaves measurement C to D

Eaves: The point where the front face of the external wall intersects with the uppermost point of the roof line

Ground level is a fixed point measured 100mm below the finished floor level of a house with a solid ground floor; or 300mm below finished floor level of a suspended ground floor
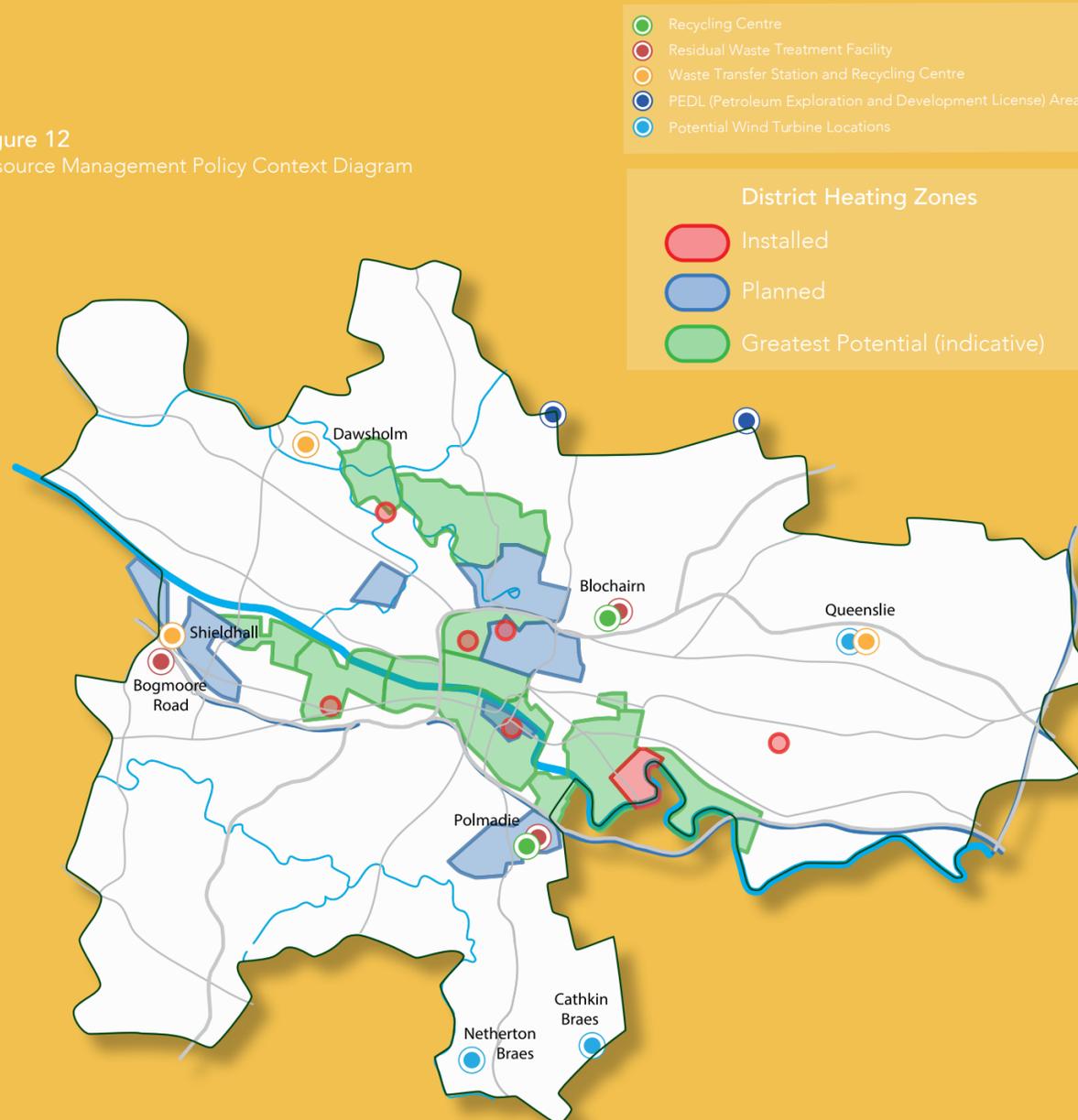
property, at the planning application submission date, should be as set out in Table 3.

Table 3 Required levels of sustainability for

proposed domestic and non-domestic properties

Submission Date	Domestic and Non-domestic Properties
2014	Bronze Active – the baseline level for sustainability achieved where the building meets the functional standards set out in Sections 1-6 of the Technical Handbook and includes a minimum 10% carbon dioxide emissions abatement through the use of Low and Zero-Carbon Generating Technology (LZCGT).
2016	Silver Active – where the building complies with the Silver Active level in each of the 8 aspects in the handbook and includes a minimum 15% carbon dioxide emissions abatement through the use of LZCGT.
2018	Gold – where the building complies with the Gold level in each of the 8 aspects in the handbook and includes a minimum 20% carbon dioxide emissions abatement through the use of LZCGT.

Figure 12
Resource Management Policy Context Diagram

Recycling Centre
Residual Waste Treatment Facility
Waste Transfer Station and Recycling Centre
PEDL (Petroleum Exploration and Development License) Area
Potential Wind Turbine Locations

District Heating Zones
Installed
Planned
Greatest Potential (indicative)

Dawsholm
Blochairn
Queenslie
Shieldhall
Bogmoore Road
Polmadie
Netherton Braes
Cathkin Braes

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Glasgow City Council

Colour overlay to locate policy proposals – in this case Resource management.