EAST AYRSHIRE COUNCIL
Local Development Plan 2

Design

Supplementary Guidance

2025

East Ayrshire Local Development Plan 2

SUPPLEMENTARY GUIDANCE

DESIGN

INTRODUCTION
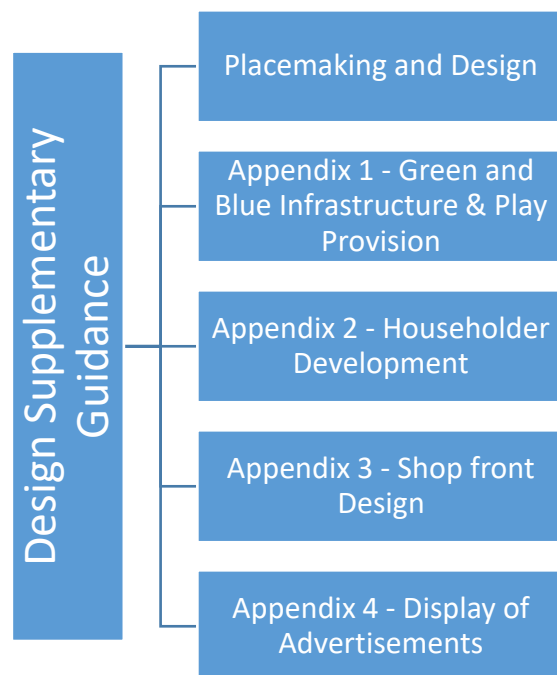
PURPOSE OF THIS GUIDANCE

This supplementary guidance (SG) supports the Local Development Plan (LDP2) spatial strategy and implements the principles of LDP2 policies SS2: Overarching policy and DES1: Development Design. It provides further detailed guidance on all aspects of design and placemaking, including development design and green and blue infrastructure.

VISION FOR PLACEMAKING IN EAST AYRSHIRE

Good placemaking is fundamental to planning in East Ayrshire. The planning authority is committed to delivering quality design and placemaking at all scales of development; this will be demonstrated through robust and strong decision making with placemaking at its heart. By working with our partners in the development industry, good placemaking will deliver for East Ayrshire:

- **New and revitalised places where people want to be**

- **Thriving and healthy communities**

- **A diverse and high quality environment**

The SG consists of the following:

Design Supplementary Guidance

- Placemaking and Design
- Appendix 1 - Green and Blue Infrastructure & Play Provision
- Appendix 2 - Householder Development
- Appendix 3 - Shop front Design
- Appendix 4 - Display of Advertisements

The guidance is designed to provide detailed policy advice on all aspects of design and placemaking.

POLICY CONTEXT

Urban design is the design of the physical setting of places, from towns, to landscapes, to groups of buildings, and to streets and spaces. Ultimately, the role of the Planning system is to create better places, which in turn improve the quality of life for everyone. The Council will take a design-led approach to the development process as required by the Scottish Government and essential to creating high quality places throughout East Ayrshire, directing the right development to the right place and applying the Place Principle. The Council seeks to encourage and promote the creation of high-quality design in our places, spaces and environments through its development plan, which consists of National Planning Framework 4 (NPF4) and East Ayrshire LDP2.

National Planning Framework (NPF4)

NPF4 sets out the national policy principles for achieving quality places, spaces and environments. It supports places that consistently deliver the following six qualities of successful places:

1. **Healthy**: Supporting the prioritisation of women's safety and improving physical and mental health.

2. **Pleasant**: Supporting attractive natural and built spaces.

3. **Connected**: Supporting well connected networks that make moving around easy and reduce car dependency.

4. **Distinctive**: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.

5. **Sustainable**: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.

6. **Adaptable**: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.

NPF4 Annex D provides further detail on delivering these six qualities of successful places.

East Ayrshire Local Development Plan 2 (LDP2)

LDP2 supports the creation of successful places through its vision, spatial strategy and policy framework. Its policy framework is linked to a series of supplementary guidance. In particular, this guidance supports the place and environment policies, specifically:

- DES1 – Development Design
- OS1 – Green and Blue Infrastructure
- PLAY1 – Play Provision

In addition, it also supports the following economy and employment policy:

- TC1 – Supporting development in Centres

WHO IS THIS GUIDANCE FOR?

This guidance is for all those that are involved in the design process of development and regeneration proposals in East Ayrshire. It is fundamental that engagement and discussions start as early as possible in the design process and particularly prior to a planning application being submitted. Those involved in this process will include planners, placemakers, house builders, agents, landowners, local communities and groups, architects (landscape and buildings), elected members, engineers and government agencies. All should work together to ensure that high quality designed places, spaces and environments are created.

WHAT IS EXPECTED OF DEVELOPERS?

East Ayrshire Council expects all development, regardless of scale, to be of a high design quality and embed placemaking qualities. The level of detail, in terms of the information to be submitted to support the pre-planning application process and discussions should be commensurate to the size and scale of the development proposed.

<u>Concept and site appraisal</u>

It is fundamental that developers fully consider the context of a development site to ensure that all six qualities of successful places are achieved. Where required, a site appraisal should be undertaken to demonstrate that the context of a development has been considered. The level of detail required will depend on the size and scale of the proposed development. A site appraisal should consider the following in relation to the site itself and the wider environment around the site:

- o Existing and surrounding uses;

- o Landform, topography and ground conditions;

- o existing settlement pattern;

- o level and quality of connections with surrounding area, including active travels infrastructure, public transport provision and the road network;

- o access to local services, facilities and green and blue infrastructure;

- o scale, style and materials of existing surrounding buildings; and

- o previous history and use of the site and surrounding area.

NOTE: For larger residential development opportunity sites, a set of design standards should be developed at the concept and site appraisal stage and design codes set within a masterplan. The development of design standards and codes recognise that each site is unique and need to be approached in an individual manner. The benefits relate to enhancing local character, addressing the climate crisis, achieving quality development and supporting the health and wellbeing on the local community.

Engagement and Collaboration

- A plan for effective placemaking should be demonstrated at pre-application stage. This plan should include information on how all stakeholders will be involved and their views taken into consideration.

- Good placemaking requires collaboration; local residents and communities will understand how a place works and how new development can impact positively on existing places.

- Including local communities, local planning officers and key stakeholders at an early pre-planning application stage will ensure successful engagement and collaboration which has fully informed the development and design process.

Pre-application advice

The planning service provides pre-application advice as per its agreed process. Whilst this is chargeable in certain circumstances, in-person meetings to discuss proposals in detail (depending on the nature and scale of the proposal) can be arranged. In such cases, the planning service will offer further meetings, as and when required. Written comments for smaller scaled proposals can also be provided by the planning service and have dedicated webpages to this effect. The pre-application process is kept under review in order to respond to development led demands and tailor our service as much as possible. Developers should submit an application for pre-application advice with as much information as possible to enforce effective discussion.

For Major Developments and large scale projects Elected Member awareness sessions can be provided as required and as determined appropriate by the Council's Chief Planning Officer. This comprises a briefing of certain larger scale developments to Elected Members who have extensive local knowledge and can point out issues that might require further consideration. Elected Members will not offer a formal view in this regard but this is an event that can usefully highlight issues for further review prior to the lodging of a planning application.

Information regarding pre-application advice can be found at: Planning applications · East Ayrshire Council (east-ayrshire.gov.uk). For queries concerning the pre-application process or Elected Members Awareness sessions, please contact submittoplanning@east-ayrshire.gov.uk where a member of the development management team will be pleased to discuss these processes.

PLACEMAKING AND DESIGN

PLACEMAKING

What is placemaking?

Placemaking is the process of creating good quality places that promotes people's health and wellbeing thus creating a sense of identity and purpose. It concerns the environment in which we live and use; the people that live in these spaces; and the quality of life that comes from these places. Placemaking is a collaborative approach involving the design and development of places over time with local communities being central to the process.
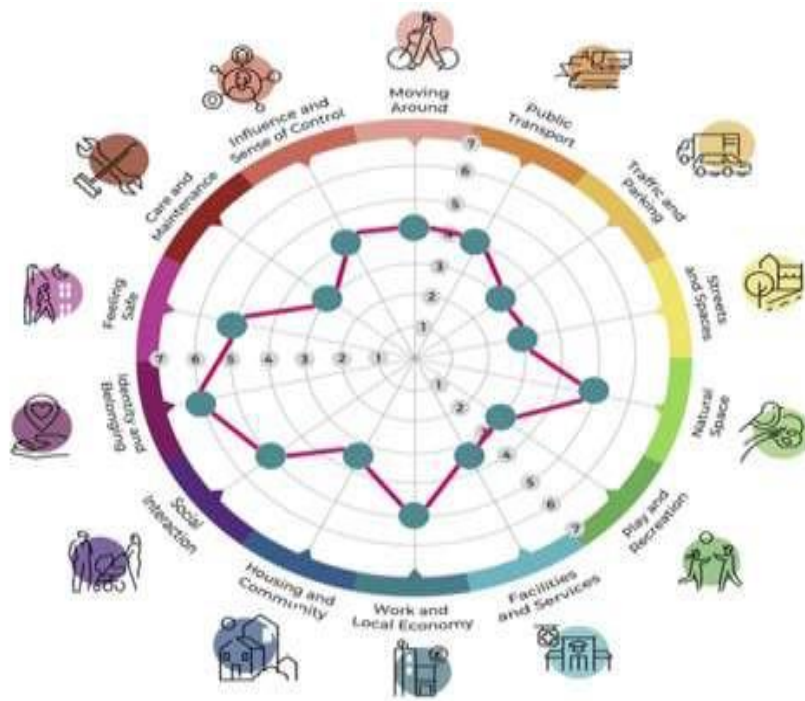

Figure 1: Place Standard Tool

Role of planning in placemaking

The planning system plays an important role in delivering placemaking via robust planning policy and guidance. It promotes a design-led approach to development and regeneration ensuring that a high-quality environment is created, which meets the six qualities of place and fundamentally that makes people feel connected to that environment. Focusing on place allows all stakeholders to be involved in the development and regeneration process and helps to design out problems. Use of the place standard tool, as shown in Figure 1, during the placemaking process is encouraged. This tool enables structured conversations for those involved around many of the physical and social elements of assessing the quality of a place. It also helps to identify where a place could improve.

How does the placemaking process work?

From town scale to an individual building, placemaking has a key role to play. Placemaking forms part of the design process from the early concept and site appraisal stage right through to the completion of a development or regeneration project.

DESIGN

Detailed design at pre-planning application stage

Details of the proposed design layout should be submitted at a pre-application stage to support a planning application and include:

- how the development demonstrates the six qualities of design and adheres to relevant LDP2 policy requirements;

- how the development responds to the principles and guidance set out in this document and responds to its surroundings;

- how previous concerns and problems have been designed out to ensure quality development is provided; and

- how engagement and collaborative working with the community and other stakeholders has informed a development proposal.

Details should be submitted in the most appropriate format and can include 2D visuals, 3D modelling or by use of flythrough software.

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PLACE DESIGN

Development proposals should not be considered in isolation. The design stage should examine how a development will successfully integrate into its surrounding environment and enhance that environment. It should be demonstrated that an assessment has been undertaken to set out how a development will impact upon its surrounding environment and how it will enhance it. This assessment should be demonstrated through a masterplan and supplemented by a design and access statement, transport statement and/or sustainability assessment where necessary.

As part of the six qualities of successful places, the following should be taken into consideration in such an assessment:

- appropriateness of the development proposal, in terms of scale and size, quality of design and materials to the place;

- it's impact on streetscape;

- the creation and enhancement of legible new connections/routes;

- the creation of green and blue infrastructure and connections to the existing green network;

- biodiversity creation and/or enhancement;

- incorporation of appropriate boundary treatments; and

- identification of mitigation measures needed, such as landscaping and noise buffering, where appropriate.

In addition, it should be demonstrated how infrastructure is being considered first and the planned delivery of infrastructure requirements as a result of development. This ensures that potential impacts of development on existing infrastructure and infrastructure needs are identified early in the development planning process. Development proposals should provide or contribute to infrastructure that is identified as necessary in the LDP and Action Programme; in instances where a development proposal creates an infrastructure need, it should be demonstrated how the Scottish Government's investment hierarchy has been taken into consideration; and how any impacts are to be mitigated or offset.

Designing for everyone

It is important that developers create places that are inclusive and accessible for all. This has several elements:

- Prioritising active travel and walkable streets is especially important for woman and girls, but will ultimately benefit all.

- The needs of disabled people should be factored into all design solutions, especially when considering shared spaces and materials.

- Small design details can make a big difference. For example using a tailored colour palette for amenity housing can help dementia suffers, whilst adding some colour to open space and streetscape can help provide more child-centred, playful spaces.

- As part of creating healthier and safer places, it is important that developers have an awareness of locations of concern for death by suicide. There is therefore a need to consider suicide prevention measures in development, in particular infrastructure in order to reduce death by suicide risk.

This guidance and the associated appendices provide further detail, where appropriate.

STREET DESIGN

ACCESSIBLE ROUTES AND CONNECTIONS

Development sites must maximise the extent to which all users, from within both the development and the surrounding area, will be able to reach their destinations by active travel journeys. Car-oriented layouts encourage people to use their cars for journeys that would otherwise be made by active travel. Places must be inclusive of people that are physically unable to drive either permanently or temporarily, or that cannot afford or choose not to own a car.

Development proposals large enough to be creating new streets should assess the area surrounding the site to identify **existing nodes**, this is, places where the people that will live, use or pass through the site are likely to want to go. This can include active travel routes, railway stations, bus stations, bus stops, local shops, places of work, education establishments and/or local healthcare facilities. New development must connect to these places with routes that are the **most convenient for pedestrians**, this is, the most direct and easy path between most likely origins and destinations. These routes will be the **main streets** of the development.
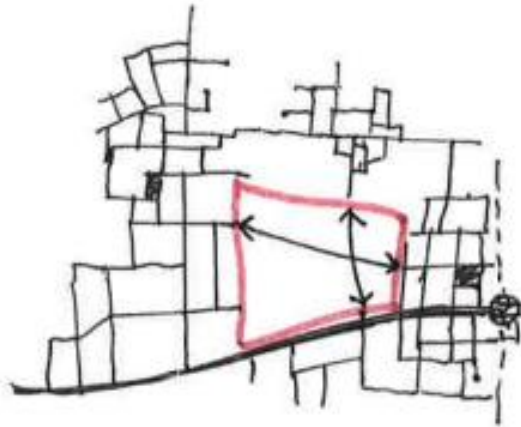
Well laid out main streets will generally be the straightest possible route between as many likely origins and destinations as possible.

The site layout of a new development must **maximise the number of access** points, including vehicular, active travel and pedestrian access, from outside the site to which it connects. On sites where multiple points of access are possible (for vehicles, walking and wheeling), proposals based on a single point of access will not be supported.
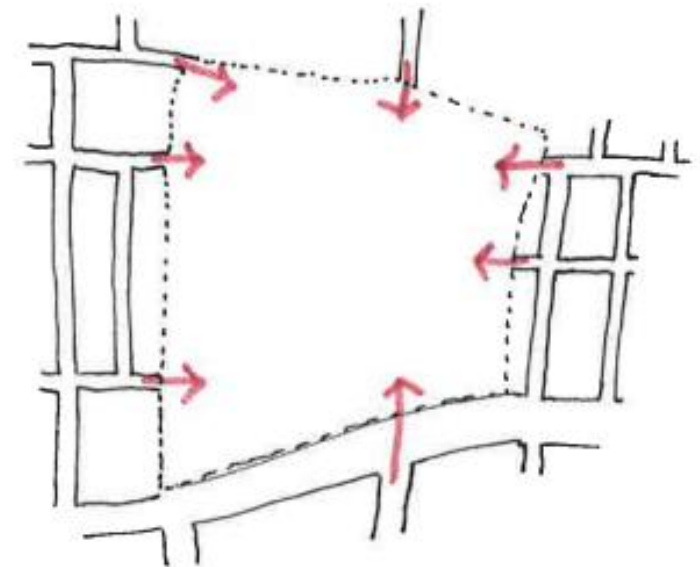
Figure 2: New main streets of the development

Wherever a point of access is possible, it should be connected irrespective of the intention to restrict vehicle access along the street (i.e. to avoid "rat runs"). Vehicle travel should never dictate the form of the routes and streets and it should be considered last. Alternatively, a site should always be designed as if every user were unable to drive. Restriction of vehicle movement can be achieved at the street design scale.
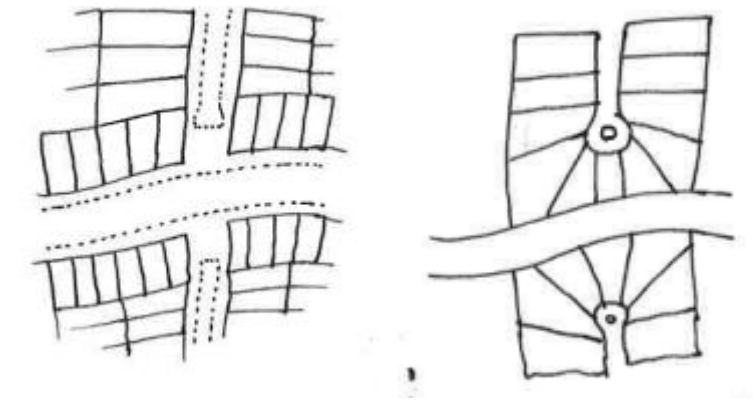
Figure 3: Maximise access points

Figure 4: Avoiding through traffic - good and bad example

SITE LAYOUT

Site layout is the way in which streets and open spaces, blocks, plots, and buildings are arranged in a space in relation to each other. It is the most important aspect of the design of developments that create new streets. Street design can generally outlive the buildings that sit on top of them and shape movement and land use patterns for future generations.

Laying out the network of streets

This section applies to all development proposals that create new streets.

Layouts should be compact and walkable, akin to **traditional layouts** (e.g. grid iron pattern or avenues). This is because traditional patterns of development were laid out before the use of the car was widespread and thus had no choice but to be walkable, and walkability is a core aim of this design guidance.

Streets have different levels of importance in a network:

(1) **Main Streets** connect nodes, and whilst they may carry considerable vehicular traffic, they are also the backbone of the social use of the urban space and present the main footfall generating uses.

(2) **Local Main Streets** carry local services and convenience shops.

(3) **Local Streets** give access to plots locally, branching away from and connecting to Main Streets and Local Main Streets, and forming loose grids. Aside of these three types of streets,

(4) **Lanes or mews** may run around the backs of plots or give access to otherwise isolated plots. Development proposals must identify the existing hierarchy of streets surrounding the site and shape their layout accordingly.

Any street should, in general be faced by a continuous strip of development plots on both sides, which are accessed from the street and whose buildings present their main elevation towards the street. At any intersection, the continuous strip will be that of the street that ranks higher in the street hierarchy (i.e. Main Street, then Local Main Street, then Local Street, then lanes).

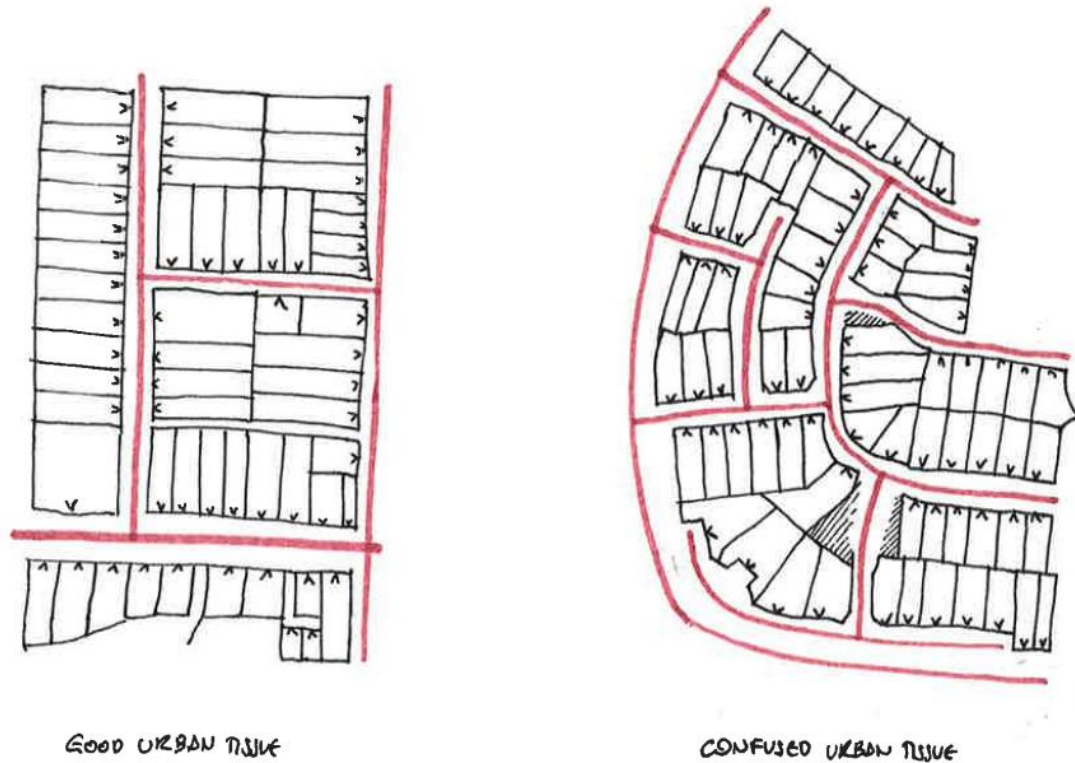GOOD URBAN TISSUE   CONFUSED URBAN TISSUE

Figure 5: Diagram of a good urban tissue (left) with plots oriented towards the highest ranking streets, and a confusing one with no hierarchies (right).

The way traditional layouts are formed tend to produce **grid** networks, whether regular or loose. This is often the most compact way of using land, with the width of each block being twice the plot depth with no residual space to the back. They are also the most walkable, with the multiple intersecting streets offering a variety of routes to reach any destinations. In addition, this layout promotes urban compact growth which encourages local living and minimises the use of greenfield land (see LDP policy RES4).

The design of a new layout presents an opportunity to achieve distinctiveness through a **key internal feature** such as a garden, a crescent, or a tree-lined avenue. This is much preferred to seeking distinctiveness through the provision of "gateway features"; this is because a well-integrated development should not aim to highlight its border, but to diffuse them so as to seamlessly integrate with the surrounding urban tissue.

Depending on the size and scale of a development there should be access for users to accessible and useable open spaces, whether they be private or public amenity or recreational spaces (see policy OS1 and Appendix 1 – Blue and Green Infrastructure for further details).

Cul-de-sac layout

Cul-de-sacs are contrary to the aims of achieving permeable, walkable layouts, as they create a series of dead ends, which isolate the development from any further urban expansion, which when it happens, will be unable to connect appropriately.

Layouts based or featuring strongly cul-de-sacs will not be supported. At times, a cul-de-sac that cannot be connected further may be required due to topography or existing unmovable boundaries, which do not allow through routes; these will only be supported where it is evident that no alternative arrangement can exist. Short, open-ended cul-de-sacs may be appropriate as a temporary measure at the edges of a development, where they offer to connect to future urban expansion.

Figure 6: Inappropriate cul-de-sac layouts

To enable future connections in cul-de-sacs, development proposals must ensure that the area of road to be adopted to become public highway meets the edge of the development.

Figure 7: Appropriate cul-de-sac layouts: dead end or temporary)

Layouts of development plots and blocks

This section applies to all development proposals that create new plots and blocks.

The plot is the most basic element of the urban tissue. It should tend to be rectangular in shape, and to generally be arranged with its short side facing the street and the long side perpendicular to its axis; this tends to make the most efficient use of land and provide the best arrangement for any buildings upon it. New urban areas should aim to be made of a substantial number of small, largely regular plots; a large number of small plots, as opposed to a smaller number of larger plots, is crucial to ensure a sufficient degree of diversity and can better accommodate change over time.

A grid of streets with a strip of plots on each side produces **perimeter blocks**. A perimeter block is a group of adjacent plots fully surrounded by streets, which they face. The buildings on these plots (tenements, terraces, semi-detached or detached houses, depending on the required density) are placed on the street-side of the plots, i.e. on the perimeter. Consideration should be given to the important role that streets play in forming successful places. The creation of accessible, safe and attractive streets with active frontages i.e. front doors facing streets will achieve the formation of such places. Layouts based on perimeter blocks are likely to meet many of the design principles required by policies DES1 and RES4 of the Local Development Plan.

Figure 8: A grid street pattern giving rise to a perimeter block

As streets should always have plots facing them on both sides, a good site layout should not result in a back garden facing a main street, and very rarely a local street. Normally, back gardens will only be adjacent to each other, or in some circumstances, lanes or wynds. Where in a development proposal a majority of the back gardens are exposed to the streets, this is a strong indicator that the layout is badly designed. Exposed back gardens are not a desirable feature for the following reasons:

- privacy and security vulnerability

- detraction from the visual amenity of the street

- reduction in street activity resulting in little visual contact and no interface between private and public space

Figure 9: Good example of blocks with no exposed back gardens

Figure 10: Bad examples of back gardens against the street.

Plots within a block should generally use up the whole area enclosed by their perimeter. Proposals that include areas of residual, ill-shaped,inaccessible space or exposed back gardens will not be supported; instead, designs should ensure that all land within a block has a visually evident use and ownership.
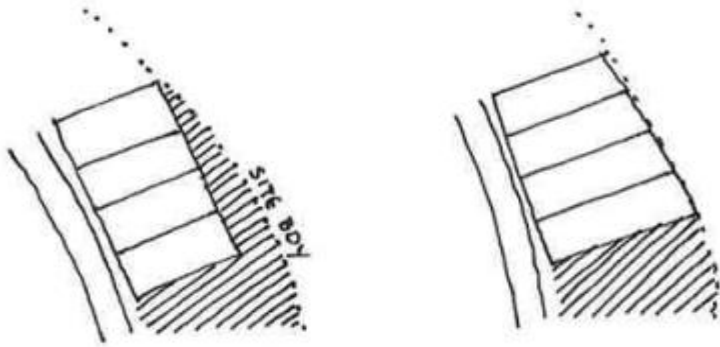

Figure 11: Residual space to the back of plots

The design criteria for the layout of plots is not only relevant for the larger developments that create streets, but also for smaller scale proposals for new buildings on small sites facing one or several streets.
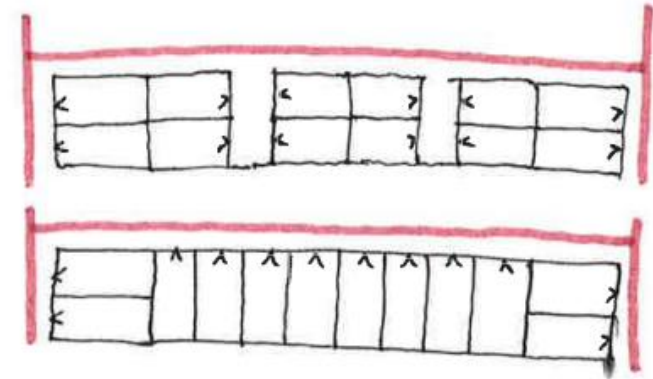

Figure 12: Bad design turning away from the street: Elmbank St, Kilmarnock (top) and a better solution (bottom)

Street Lighting

Street lighting is to be discreetly designed into the development, however it should provide adequate illumination for quality design and safety purposes to ensure that streets are safe and inclusive spaces for people. Early engagement with the Ayrshire Roads Alliance is encouraged to ensure that lighting is appropriate and sympathetic to the development and its surrounding environment.

Parking

A variety of parking should be provided on site, including cycle parking, disabled car parking and electric vehicle parking. This variety should be met through a high quality designed streetscape or between gables. Development proposals should consider on-site car parking provision at an early stage in the design process. The justification for car parking should be considered as part of a travel plan and included within a transport statement or assessment, as appropriate. A proposal should consider how to reduce car dominance including, the incorporation of low traffic schemes and minimising space dedicated to car parking.

A supported by LDP2 policy T1, car parking should be of an appropriate capacity with the level of provision reflecting wider development considerations, such as the site's proximity to public transport and local services & facilities. Development proposals within town centre or edge of town centre locations should contain a low number or no parking spaces due to the proximity to sustainable transport modes and access to local services and facilities.

In terms of residential driveways, these should be located to the side or rear of terraced, detached and semi-detached properties with courtyard parking encouraged where it has been carefully factored into the overall design solution for the development. Front garden parking is discouraged and will only be accepted as a small element of a mix of parking solutions. 'Stacked' car parking spaces can be incorporated into the design of a development in appropriate locations. Early engagement with the Ayrshire Roads alliance is encouraged, in terms of car and cycle parking provision.

DENSITY & MIX

This section applies to all development proposals that erect new buildings within urban areas.

In line with NPF4's 20 Minute Neighbourhood principles and LDP policies RES4 Compact Growth and T2 20 minute neighbourhoods, the Plan aims to achieve a compact model of growth that makes optimal use of available land and enables local living. In particular, this is sought in central locations within settlements where more population would benefit from, and would help maintain the vitality and viability of, shops, services and public transport.

Development proposals should ensure that the density of the proposal is appropriate and relates to the character of the surrounding environment.   In central areas where access to public transport and local amenities is greatest, density should generally be higher. More specifically, higher densities are appropriate on sites within 800m of town centre boundaries and on sites within sustainable locations that are easily accessible from good quality public transport, such as areas within 800m of railway stations. Development of higher density should:

(i) ensure that it protects and enhances the character, amenity, and environmental quality of the surrounding area, in particular within established residential areas; and

(ii) deliver the increased density by virtue of appropriate building typologies (i.e. terraces, flats).The reduction of the provision of private open space in flats or terraced housing will be considered on a case by case basis. Minimum quantitative standards may be relaxed at the discretion of the Council where considered appropriate.

BUILDING TYPES/TENURE

This section applies to all residential development proposals that erect new buildings within urban areas.

A diverse range of building types and architecture can significantly contribute to creating attractive environments. However, this diversity must be considered within the wider context of the existing surrounding environment of a development proposal. New development should take cues from, but not necessarily imitate, the surrounding built up areas and wider environment.

Larger developments should generally incorporate a mix of building and tenure types, as these are more likely to attract a wider demographic which is key to vibrant, integrated communities. A variety of options to choose from is also conducive to a more adaptable and responsive housing market, and ensures the changing needs of a population of all ages can easily be met at all times. A large residential development might create a place with its own character, with the need to blend in with the surrounding environment being more acute on the edges of the development.

In certain areas of East Ayrshire, there should be a percentage of large developments delivering affordable housing on site, in line with the requirements of LDP policy RES2 and associated supplementary guidance.

Urban residential building types

Flats / tenements

Tenements are considered an appropriate building typology for town centre developments, particularly in some of East Ayrshire's town centres including Kilmarnock, Cumnock, Newmilns and Stewarton, where there is a clear precedent both historically and in recent practice.

The preferred form of flatted developments is that of a continuous row of buildings in parallel street. This is as opposed to standalone flatted buildings, which tend to be less efficient in the use of land and energy, detract from the appropriate enclosure of the street, have less active frontages and are overall less aligned with the aims of this guidance.
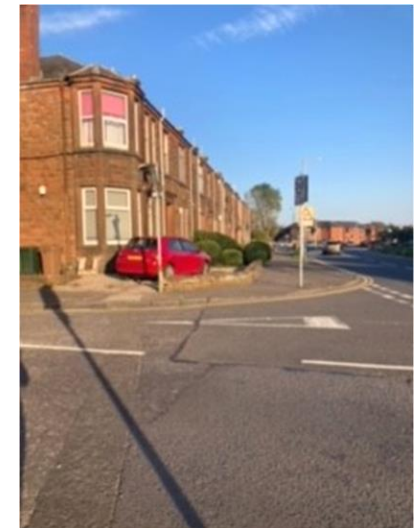
Terraces

Terraced housing (including townhouses) is widely used both within urban and rural landscapes of Ayrshire in both traditional and contemporary ways. The terraced house presents a number of advantages over detached and semi-detached houses, namely:

- Economic
  - Efficient use of land
  - Popular form of high density housing
  - Efficient in the use of materials minimising envelope costs
  - Economy of repetitive form
- Urban Design
  - By homing a larger number of people and presenting entrances on shorter intervals than other forms of housing, it increases the vibrancy of the street
  - Provides more enclosure through a continuous frontage
  - Gently transitions higher and lower density areas
- Environmental Value
  - Minimises envelope for energy efficiency

Applicants may refer to [Architecture & Design Scotland case study: Housing Typology - The Terrace](#) in order to see good examples of contemporary terraces.

For these reasons, terraced housing is generally preferred to semi-detached and detached housing, especially where the buildings would face a main street or road, or where the desired number of units cannot be accommodated without utilising an inappropriately narrow distance between neighbouring houses.

<u>Semi-detached and detached</u>

Semi-detached and detached houses may be appropriate for the lower end of densities. Despite not presenting a continuous frontage, proposals including semi-detached and detached houses should seek to form a consistent building line that still provides enclosure. Proposals for semi-detached and detached houses should consider walls and greenery as supplementary methods of enhancing street enclosure.

Proposals for semi-detached and detached houses where the separation between houses is inappropriately small should consider using terraces instead as per the previous section.

This section applies to all development proposals that erect new or alter existing buildings within urban areas.

Active frontages are the front faces of buildings, where they have their main doors and windows, creating activity and visual engagement between the inside and the outside of the building and provides street identity. In addition allowing for passive surveillance. The level of frontage activity is a gradient, therefore a frontage can be more or less active, with footfall generating uses on the ground floor being the most active, a mix of uses on small plots with frequent entrances being very active, and a residential street with frequent entrances being active. The backs of properties facing away from the street, which are not accessed from it, despite presenting some level of opening towards it, cannot generally for these purposes be considered active; this is more so when the boundary treatment is opaque and higher than eye level. Long, blind sides of large buildings such as commercial units, do not provide any level of activity.

A good layout of plots will generally result in all frontages (i.e. the sides of buildings facing a street) being active, and all streets having active frontages on both sides. Where the lack of active frontage is due to the characteristics of the plot or the proposed use of the building, then remedial actions might be taken to address this. For example, opening windows or incorporating complementary uses on ground floors, however where the lack of active frontage is due to badly laid out plots (i.e. plots that face away from the street). This is a strong indication that the layout needs to be reconsidered. Design teams should follow the principle "**public fronts and private backs**", as recommended in Designing Streets.

High capacity or high speed roads may not be appropriate for surrounding plots to have direct access to the main carriageway. In these cases, in order to present an active frontage towards the main road, **frontage roads** should be considered to facilitate local access and should be integrated into the design layout. Where this is the case, tree planting on the verges should be considered to mitigate noise impacts arising from traffic.

BUILDING DESIGN AND MATERIALS

This section applies to all development proposals that erect new or alter existing buildings within urban areas. Proposals for housing in the countryside are also required to meet with the requirements of the Housing in the Countryside Guidance.

Building Design

The design of buildings and choice of materials used in buildings can have a significant impact on a place. It is therefore imperative that the design process considers how the building will affect its surrounding environment and how it will enhance that environment.

Dependent on the end use of a building, for example a residential building, community facility or Gp practice, the design of a building should be distinctive, easily identifiable and recognisable from the street entrance. There should also be a positive relationship between the building and the street it is situated on.

In terms of scale and massing, the design of buildings should take into consideration its orientation, distance to other buildings and impact on sunlight and daylight on its end users and surrounding environment. The design of buildings should also take into account impacts on overlooking and privacy. Further detailed guidance regarding householder development can be found in Appendix 2.

Development on gable ends or corners of streets can have a significant effect on the character and setting of a street, therefore it should be of high quality design and create a high level of visual interest. Consideration should be given to how the building will relate to surrounding built forms and how people will use that building given its more prominent location.

Materials

Materials should complement the existing urban fabric of a place, be of high quality and be distinctive to create a sense of identity and character. In addition, materials used should be appropriate to the end use of the building and sustainable to ensure durability and be easy to maintain. The appropriate use of materials should also be considered in relation to a building's location as some sites could be located within or within close proximity to conservation areas. Developers will be required to ensure that proposals are in line with the relevant LDP policies and supplementary guidance relating to the historic environment.

Low and zero carbon buildings

Low or zero carbon generating technologies are required to be incorporated into new buildings as per LDP2 policy RE3 to contribute towards carbon emission targets and reduce greenhouse gas emissions.   The Council encourages developers to exceed minimum standards by aiming to achieve higher sustainability standards, such as Passivhaus standards or a high BREAM score, of very good or above. Further guidance on the different types of technologies that can be incorporated into developments proposals, is detailed in the Energy and EV charging supplementary guidance.

Active frontage	Front faces of buildings, where they have their main doors and windows, creating activity and visual engagement between the inside and the outside of the building
Active travel	Journeys made by walking, wheeling or cycling.
Block	A classification system that categorises buildings based on their structural and architectural configurations.
Building typology	The identification of essential types of buildings
Cul-de-sac (pl. culs-de-sac)	A street or passage that is closed at one end.
Density	The number of people or things in a place in relation to the size of the place
Active Frontage	Street frontages or edges that allow a visual or physical engagement between the **street** users and the ground floors of buildings.
Layout	*The way in which streets and open spaces, plots, and buildings are arranged in space in relation to each other.*
Masterplan	a plan that describes and maps an overall development concept, including present and future land use, urban design and landscaping, built form, infrastructure, circulation and service provision.
Main street	A prominent street in a settlement where there are a mix of uses, such as retail, offices, health services, residential.
Local Main Street	A street where there are local services and convenience shops.

Local Street	Typically, a street where there are residential properties and at times open spaces.
Lanes/Mews	A type of street or narrow way or road.
Plot	A piece of land where a building, such as houses, flats or offices can be built.
Road	Any route (other than a waterway) over which there is a public right of passage (by whatever means) and includes the road verge or footway and any bridge (permanent or temporary) over which, or tunnel through which, the road passes, and any reference to a road includes a part thereof.
Site layout	Typically, a large scale drawing that shows the full extent of the **site** for an existing or proposed development.
Typology	*See "building typology"*
Urban area	*A developed area made of a density of human structures, such as houses, commercial buildings, roads, active travel routes, bridges and railways.*
Urban Design	The design and planning of cities, towns, streets and spaces