

## **QA Assessment**

### **Masterplan & Development Brief Compliance**

- If applicable, does the proposal comply with the design principles set out on the masterplan/development brief?

### **Character & Identity**

#### **Site context**

- Does the development respond to the relevant elements of the landscape such as topography (i.e. avoids cut and fill) and planted features and the natural and historic environment? Have site sections and visualisations been provided to demonstrate this?
- Have existing trees been retained and incorporated into the layout? If it is proposed to remove trees, has satisfactory justification been provided to evidence that it is technically unfeasible to retain these and compensatory planting provided?
- If applicable, have street names with local context been provided?

#### **Character areas (if applicable)**

- Does the development create a place with locally inspired or otherwise distinctive character?
- Has reference to the local context been shown and justified in the Placemaking Statement and reflected in the proposal?
- Are the proposed character areas located in appropriate and logical locations within the development?
- Are they distinguishable from one another?
- Has variation been provided between and within the character areas? For example, variations in architectural styles, accent features, colours, materials.
- Has green and blue infrastructure been embedded into the design i.e. swales, permeable paving, rain gardens, wildflower verges?

#### **Buildings & Gateways**

- Does the development incorporate key buildings that reinforce the character and identity along key frontages and locations within the development? For example, variations in architectural styles, accent features, colours, materials.
- Are the proposed boundary treatments acceptable for each character area? And, do these help to distinguish the character areas?
- Do buildings have public fronts and private backs and overlook streets and open spaces?
- Are buildings designed to turn a 'corner' i.e. do they have active frontages on 2 elevations?

- Does the development layout and building orientation maximise visual connections with the surrounding area?
- Have roundabouts, key junctions and accesses from the strategic road network been designed to create gateways to the development that contribute the character of the overall development?

### **Public Art**

- Has public art been included in the development that reflects local context? Is the public art appropriate (i.e. standard walls and benches are unacceptable)?

**(Final score for Character & Identity is reliant on compliance with other QA categories below)**

### **Healthier & Safer Environments**

- Has a clear and legible street hierarchy been provided through street width, street building design, materials, and hard and soft landscaping?
- Does the development prioritise pedestrians and cyclists and have active travel connections been provided?
- Have streets been designed to reduce vehicle speeds i.e. shorter streets, varied building lines?
- Have all natural desire lines been connected within the development and to existing neighbourhoods?
- Are dead-end streets/cul de sacs limited (i.e. on rural edges or where topography dictates), short (limited to max 10 units) and provide walking and cycling routes to surrounding area?
- Have seating areas been provided within streets, paths and open spaces?
- Does the development provide for people with mobility problems or a disability to access buildings, places and open spaces?
- Has the development been designed to maximise environmental benefits, i.e. through the orientation of buildings, streets and open space to maximise solar gain and wind shelter?

### **Parking**

- Is there a minimum of 50% car parking provided to the side or rear and behind the building line on each individual street?
- Does parking still visually dominate the street even if 50% has been achieved (i.e. where quantitative requirement is achieved through communal parking for flats)? Can this be mitigated by improved boundary treatments such as hedging, or not?
- Do integral garages meet the Council's parking standards (7m x 3m)?

- Are communal and visitor spaces broken up at an interval of 4 spaces? If yes, are they broken up with semi mature trees and planting ensuring adequate mitigation?
- Has an acceptable plan showing a 40 cm gap between hedging and spaces so that people can enter their cars been provided?
- Have secure and covered cycle parking and storage, car sharing spaces and EV charge points been provided?

### **Housing Mix**

- Does the development provide a wide range of integrated tenures and meet the affordable requirements of Policy DP2? e.g. affordable and private units opposite each other in a street.
- Are the location of the affordable and accessible units located in appropriate locations in the development so that they are close to open space, active travel routes, and local amenities?

### **Open Space**

- Is there a clearly defined hierarchy of open space within the development?
- Does the development provide well integrated multi-functional open space?
- Does the development meet the quantity requirements of EP5 discounting any unusable areas of “leftover” open space?
- Is public and private space clearly defined?
- If a play area is required have details of the equipment been provided and located in an appropriate and safe location?
- Have ParentAble/Moray Disability Forum been consulted? Does the play equipment, seating and surfacing meet accessible standards?
- Does the open space achieve 75% of more in the quality assessment for EP5?

### **Landscaping**

- Is the level of landscaping adequate to differentiate the character areas sufficiently, i.e. small strips with limited plant coverage is inadequate?
- Has a detailed landscape plan proving details of numbers, species, heights, and girths of all planting been provided? Has a phasing plan for landscaping been provided?
- Have details of proposed boundary treatments been provided?
- Do landscape areas provide seasonal variation with food growing and pollination opportunities?
- Has semi mature tree planting (girth 18 -20 cm) and shrubs been provided along all routes?

- Does planting emphasise the street hierarchy?
- Have maintenance arrangements been provided?
- If applicable, have all site designation requirements for advanced or structural planting been provided?
- If applicable, have paths, waymarking and seating been provided through the woodland planting?

### **Biodiversity**

- Has an acceptable biodiversity plan been provided (i.e. this must be site-specific)?
- Have a variety of green and blue spaces and networks been provided to support habitats and wildlife from the outset of the development? This must include measures that go beyond simply a landscape plan, i.e. hedgehog highways, amphibians kerbs, bat boxes, swift and bee bricks.
- If applicable does the development safeguard and or enhance wildlife corridors and prevent fragmentation of existing habitats?

### **Technical Requirements**

#### **Transportation**

- Has a SER been provided?
- Have junctions been designed to prioritise pedestrians, accommodate active travel and public transport and service/emergency vehicles to reflect the context and urban form and ensure that the street form is not standardised?
- Acceptable swept path analysis for refuse vehicles, buses, cars and emergency vehicles (drawings to be provided by developer)
- Acceptable visibility splays at internal junctions, forward visibility and site accesses (drawings to be provided by developer)
- 'Speed Control' (also part of safer neighbourhoods) drawings and statement to demonstrate how vehicle speeds will be controlled and applicable to street hierarchy within development, reflecting place vs movement.

#### **Other Requirements**

- Has a SUDS strategy been provided by the applicant justifying the proposed measures?
- Have drainage discharge rates (if applicable) been provided?
- Has a Utilities Plans showing how water, electricity, gas and telecoms within the street been provided?