

APPENDIX 8
SUCCESSFUL PLACEMAKING
DESIGN GUIDANCE



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As outlined in Scottish Planning Policy, planning should support development that is designed to a high-quality, which demonstrates the six qualities of successful place. The layout, siting and design of a new development contributes to meeting the six placemaking qualities. This Appendix document supports the criteria of Policy P1 when applying the six qualities of successful place. This relates to major developments or development on sites we have identified within the Settlement Statements requiring a Masterplan/Framework, or where the Planning and Environment Service consider appropriate to apply. Separate guidance can be found relating to individual building proposals.

The table below should be used to assess the design of developments in terms of the relevant placemaking quality. As per Policy P1 residential proposals that fall within the category of a major development will be required to participate in a Design Review Process. Other types of development, in terms of scale and nature, may be required to participate in a Design Review Process at the discretion of the Planning and Environment Service, including assessment against a Design Quality Audit. This guidance should form the basis for this, and any supporting design statements.

Regard should be given to planning advice and any other relevant design guidance documents.

The six qualities of a successful place can be defined as:

- **Distinctive** - developments with a sense of local identity through the creation of a sense of place and the aesthetics of the design features and elements.
- **Safe and pleasant** - new development encourages both activity and privacy, providing security and protecting amenity.
- **Welcoming** - through ease of movement around the site, visual appeal, style, and the creation of a welcoming environment.
- **Adaptable** - to future needs through the balance of land uses, building types, density, sizes and tenures (including housing for people on modest incomes), and the flexibility to adapt to the changing circumstances of occupants.
- **Resource efficient** - in terms of waste management, water use, heating and electricity, the use of recycled materials and materials with low embodied energy, and responding to local climatic factors associated with cold winds, rain, snow and solar gain.
- **Well connected** - to create well connected places that promote intermodal shifts and active travel and are easy to move around.

Distinctive	Safe and pleasant	Welcoming
Fits within local context and pattern of development, respecting surrounding character.	Protection and retention of surrounding amenity.	Development creates 'walkable neighbourhoods' within 400-800m distance of local amenities.
Responds to natural and built heritage, utilising and protecting key features and assets.	Street design prioritises active travel, with appropriate street hierarchy.	Street layout is punctuated by variety of public spaces.
Development makes provision for a variety within the built form in terms of density, house types & sizes and, where appropriate, mixed uses.	Shared streets provide safe and attractive movement, designed to be inclusive.	Makes good use of sequence markers, gateways and landmarks.
Height, footprint and proportions respect surrounding area and can be accommodated within the site.	Streets designed to be easily navigated, safe, welcoming, and permeable.	Public open space and principal streets are safe, welcoming and a focal point to encourage social interaction.
Materials and colour enhance the character and visual appeal of the area.	Minimal street clutter and functional, well designed street furniture.	Shared surfaces making spaces more functional for communal events.
Sympathetic boundary treatments define public and private space, using existing features where possible.	Adequate privacy, including screening by boundary treatments.	Street hierarchy is permeable.
Street design based on Designing Streets Principles.	Buildings have active frontages and open space has natural surveillance and is bound by active frontages.	Cyclists accommodated.
Includes functional open space and landscaping in line with Parks & Open Spaces Strategy.	Site is free from flooding and remedial action for contaminated land.	Mixed uses appropriately laid out.
Sequence markers utilised (e.g. landmarks).	Development responds to existing green-blue network, avoiding habitat fragmentation, and contributing by providing green-blue infrastructure to expand existing green-blue network.	Networks and paths inclusive for all.

Adaptable	Resource efficient	Well connected
Buildings are flexible and functional and can adapt to change for future needs.	Proposal protects and enhances existing open space and natural environment including green-blue networks, habitats, biodiversity, landscape, planting, buffer strips and water features through landscaping and street design.	Well connected to surrounding roads and destinations to provide a choice of travel and routes for pedestrians, cyclists, and public transport (including links to core paths, public transport and near to amenities).
Utilises historic buildings/ brownfield sites/vacant and disused buildings to allow for continued use.	Development responds to local climate including wind and solar gain.	Car parking meets Council standards* and either incorporates or is adaptable to provide electric car charging points.
Integrates different typologies and tenures to meet a range of housing needs (including affordable housing).	Materials are distinctive, durable, and sustainably sourced as outlined in a supporting design statement.	Provision for safe and functional cycle parking and storage.
Proposal includes a compatible mix of uses, where appropriate.	Reuse of an existing site/ buildings or materials.	Separate customer and service access points for commercial developments.
Flood resilience designed in where required.	Utilises and protects existing natural and historic assets.	Use of sequence markers, gateways and landmarks for easy navigation.
Shared surfaces making spaces more adaptable.	Low carbon design.	Paths are accessible for all and well-lit and overlooked.
Provides connections to potential future development sites.	Site accessible by all transport modes.	Junctions reflect street hierarchy and prioritise active travel modes.
Provides connections to existing sites.	Incorporates appropriate and functional Sustainable Drainage Systems techniques.	Swept path analysis incorporated into street design.

*Aberdeenshire Council Car Parking Standards are currently found at <https://www.aberdeenshire.gov.uk/media/23771/parking-standards-2001-rev-2.pdf>

