



North Ayrshire Council
Comhairle Siorrachd Àir a Tuath

North Ayrshire Supplementary Street Design Guide

Appendix A – Development Assessment Form

Version 1: 2023



Version Control

Issue	Date	Nature of Change/Pages Affected
Version 1	xxxxxxx	Issue of Supplementary Street Development Guide



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1.1 Notes

This Appendix provides developers with an overview of key points for a development that will be assessed by officers of North Ayrshire Active Travel and Transport. Reference should be made to the key sections listed to ensure that the development has been designed in accordance with this Street Development Guide.

Key Design Considerations

Infrastructure provision should be provided and planned for in line with the number of predicted and existing vehicles on the road/street.

Public Transport and Active Travel opportunities/ locations should be available at the initial stage of the development either by linking to existing or providing new routes and provide a seamless connection to the existing public network.

Drainage should be planned to provide a 1 in 200 level of provision, with the application of SuDS integral to the development's drainage design.

Designers should aim to create streets that **control vehicle speeds** naturally by well-crafted design from the outset rather than through unsympathetic traffic-calming measures added at the end of the design process." Residential street should be designed to ensure speeds do not exceed 15 to 20mph.

1.2 Development Assessment Form

Development: Assessed by: Date:

No.	Item	(Delete as required)	Comments
1	<u>Street Hierarchy</u> Has the development a clear street hierarchy with different types of streets. This should be based on the volume of vehicles on each street. Advise developer to use Designing Streets "Street Technique".	Acceptable Requires slight adjustment Cause for concern	
2	<u>Infrastructure</u> Are the street widths appropriate for the street types? Sightlines appropriate? Junction Spacing appropriate? Multiple connections to existing network for all modes (vehicle/ped/cycle)?	Acceptable Requires slight adjustment Cause for concern	
3	<u>Speeds</u> Are the streets designed to ensure speeds are below 20mph or 15mph in certain circumstances? Has horizontal deflection been utilised?	Acceptable Requires slight adjustment Cause for concern	
4	<u>Pedestrians and Cyclists</u> Has suitable pedestrian/cyclist provision been provided within site? Are the links/connections to the adjacent facilities acceptable? Protected pedestrian routes provided?	Acceptable Requires slight adjustment Cause for concern	
5	<u>Service and Emergency Vehicles</u> Can vehicles that would be expected to travel the street, travel okay? Tracking diagram if necessary. Consider potential for parked cars. Where might they park, and can the vehicle still pass?	Acceptable Requires slight adjustment Cause for concern	
6	<u>Public Utilities</u> Is there a continuous service strip to every property? One could be acceptable but should be positioned to reduce utilities individually crossing the road. Local deepening if located in carriageway. Is the service strip located out with the carriageway?	Acceptable Requires slight adjustment Cause for concern	
7	<u>Drainage</u> What drainage strategy is being provided? Is there space for SUDs feature? Suggest separate 1 in 30 features for everyday use and a separate 1 in 200 that could be used as open space. No manholes in narrow sections?	Acceptable Requires slight adjustment Cause for concern	

No.	Item	(Delete as required)	Comments
8	<u>Parking</u> Number of spaces per dwelling, garages of suitable size to be counted as a space, double width driveways where required, location close to door, visitor parking not grouped and spread evenly through site.	Acceptable Requires slight adjustment Cause for concern	
9	<u>Over-run</u> Are there areas of service strip/footway that could be potentially over-run by vehicles? What mitigation measures are proposed?	Acceptable Requires slight adjustment Cause for concern	
10	<u>Materials</u> Have the proposed street materials been identified at planning stage? Should be identified at this stage.	Acceptable Requires slight adjustment Cause for concern	
11	<u>Active Travel</u> Is there a proposed Active Travel strategy? Has cycle parking been provided in key nodal areas? Does the proposed Active Travel network connect to existing routes? What are the widths, gradients and crossfalls are the acceptable? Has suitable pedestrian/cyclist provision been provided within site? Are the links/connections to the adjacent facilities acceptable? Are protected pedestrian routes provided?	Acceptable Requires slight adjustment Cause for concern	