

# 3.0 : DESIGN PRINCIPLES



## 3.1: NATIONAL DESIGN GUIDANCE

The Policy Statement for Scotland Designing Places identifies the components of the 'Design Tool Kit' and the sequence in which they are to be applied. Development Frameworks help deliver planning policy requirements by setting out the main planning and design principles to which subsequent masterplans will conform.

Scottish Planning Policy and advice requires that land and resources be used efficiently. Key policy objectives include planning for integrated transport with an appropriate mix of land uses and offering a full range and choice of housing types, forms, sizes and tenures. The Scottish Government also places great emphasis on improving the design of all new development to reflect the character of the area within which it is to be located, as well as creating mixed communities that are safer, more inclusive and that provide new residential streets that are both attractive and safe for all to use. Additionally, developments of this scale must provide a range of house types, sizes and tenures including affordable housing, as well as the necessary enabling and supporting facilities and infrastructure.



New residential development should produce mixed communities where opportunities to live, work and recreate are located side by side. This is to be achieved at higher densities by designs that respond to the context and qualities of a site and its surroundings. From this, positive relationships between buildings are to be created to produce a sense of place, identity and welcome, and to clearly define public from private space. Designs are to provide a hierarchy of attractive streets and spaces that are defined by buildings that reflect local architectural styles. The result is to be distinctive new places in which it is easy for people to find their way around. Such places must also be designed to a human scale, be resource efficient and adaptable. Central to this is a network of well-connected, attractive and enclosed public spaces that are safe, pleasant, and easy to move around, especially on foot and cycle.

## 3.2 : STATEMENT OF URBAN DESIGN PRINCIPLES

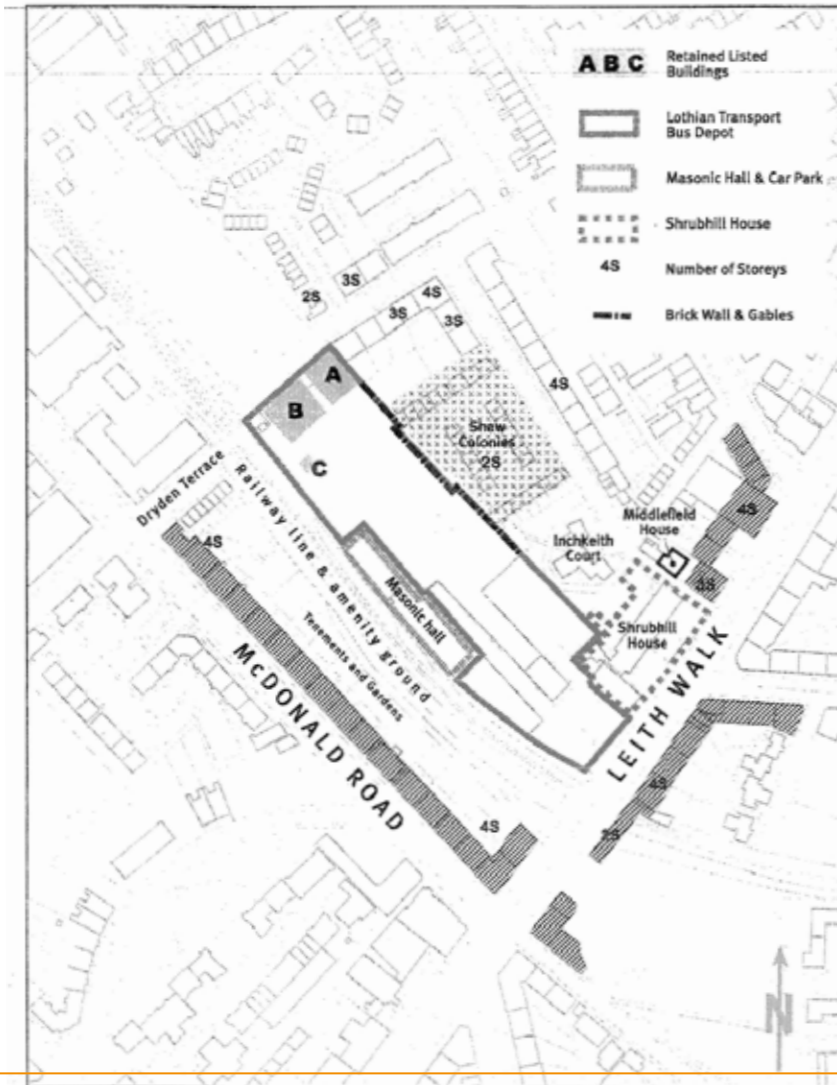


Figure 2 : Site and Surroundings

Urban Design Statement - Shrub Place

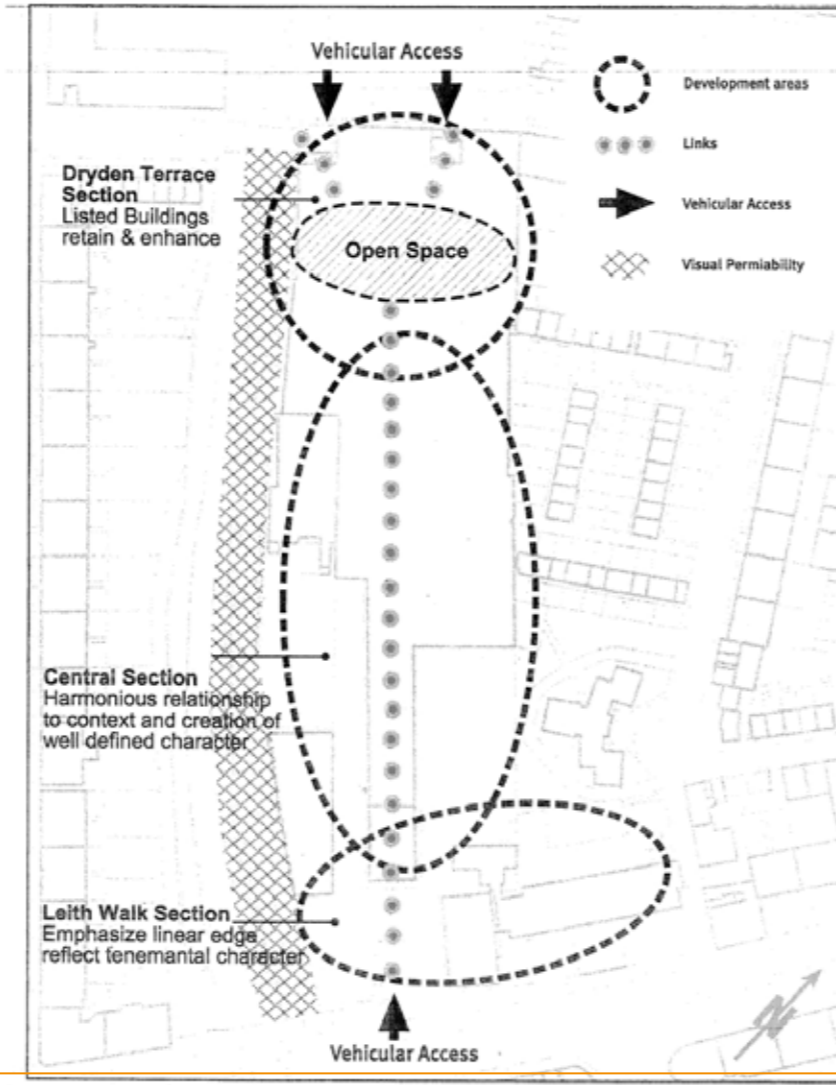


Figure 3 : Conceptual Framework

Urban Design Statement - Shrub Place

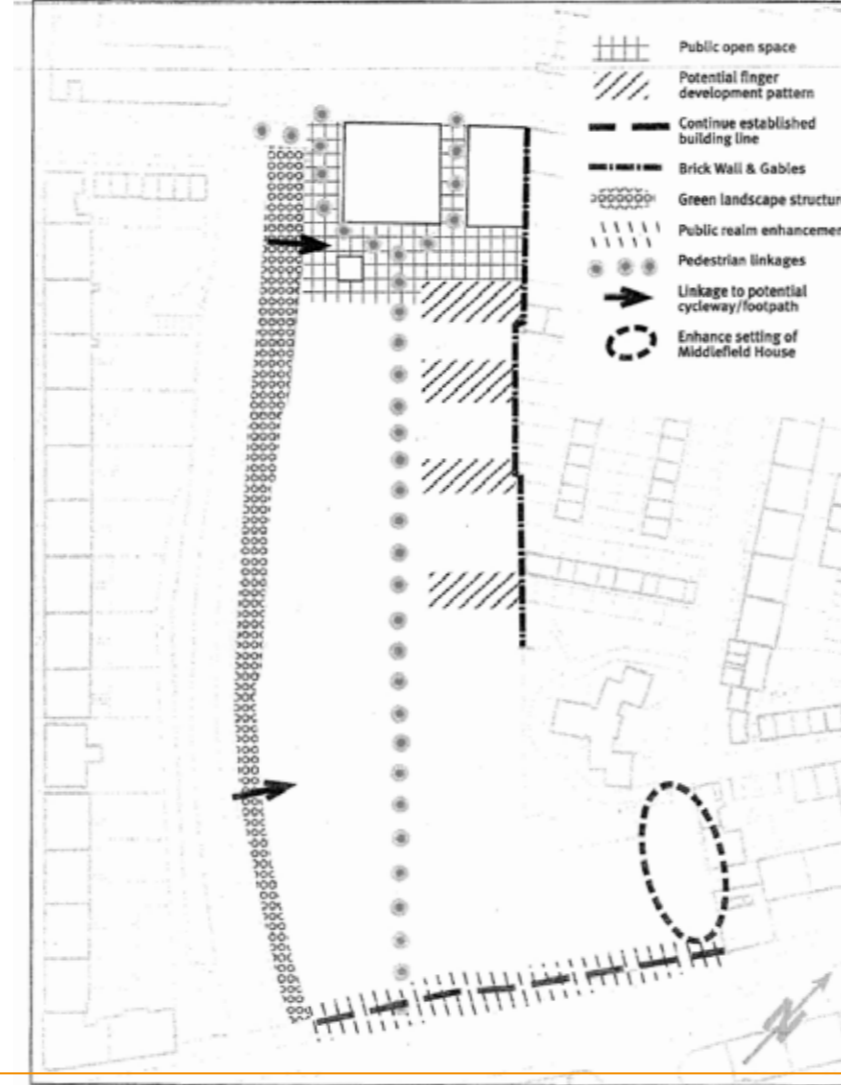


Figure 4 : Key Components

Urban Design Statement - Shrub Place

## 3.2 : STATEMENT OF URBAN DESIGN PRINCIPLES



A Statement of Urban Design Principles had previously been prepared for the application site. The purpose of the statement was to consider the context within which the site is located and set out the objectives and principles on which the redevelopment should be based.

The specific design principles identified within the statement are:

1. The creation of a sustainable mixed use development
2. The retention and enhancement of existing historic fabric of merit
3. The enhancement of the role of Leith Walk

Figures 2, 3 and 4 set out these objectives diagrammatically. The adjacent sketch demonstrates how the statement has informed the current design. The diagrams are primarily concerned with the provision of an important route through the new neighbourhood, the protection of the listed buildings and the provision for open space around the historic chimney. All of these elements are incorporated within the proposed neighbourhood.

### 3.3 : PLANNING HISTORY / COMPARISON WITH PREVIOUS PLANNING PERMISSION



#### PLANNING HISTORY / COMPARISON WITH PREVIOUS PLANNING PERMISSION

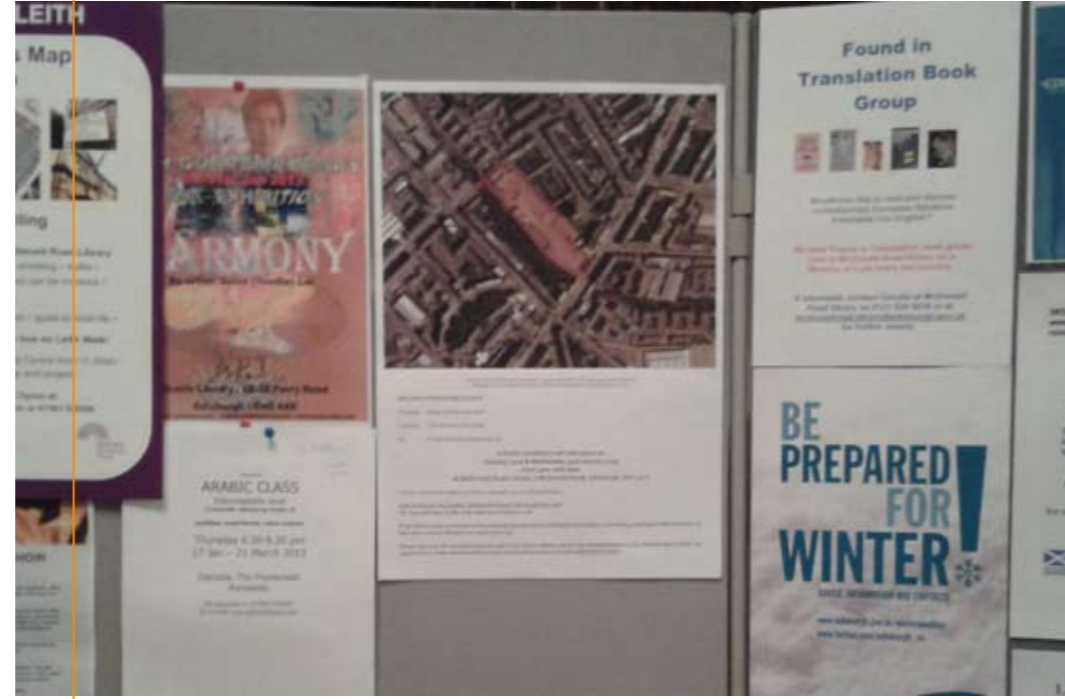
The old tram depot site has been subject to a planning application (ref: 05/03128) for 401 residential units and commercial space which was approved by the development management sub-committee on the 6th August 2008.

Due to the market downturn the consented scheme has not happened and the current owners of the site are looking to create a more market friendly proposal in line with current economic conditions.

The revised proposal has been reduced in density to provide larger dwellings in line with demand and current council policy. This has resulted in a reduction in density with the incorporation of associated private gardens, however this approach has been generally accepted by the local authority and the Edinburgh Urban Design Panel. These garden areas have been incorporated within colony and terraced housing adjacent the existing Pilrig colonies.

Elsewhere the new neighbourhood is similar to that of the approved scheme, with the reinforcement of the Leith Walk frontage and the retention of the listed buildings.

### 3.4 : PRE-APPLICATION ENGAGEMENT



The applicant has undertaken an extensive programme of community consultation as part of the pre-application process. This has included 2 community events at the McDonald Road Library, leaflets dropped to neighbouring properties, adverts within the local press and offers of presentation to community councils.

This process is identified in more detail within the PAC Report which has also been submitted in support of this application.

### 3.5 : DESIGN DEVELOPMENT / BRIEF



The design has developed over the course of the pre-application process to take on board comments from the community and CEC planning.

We have also carried out a full structural survey of the listed buildings which has helped inform the proposals for these areas.

Key amendments include:

- Alterations to existing wall
- Amendment to access
- Increased Leith Walk frontage
- Relocation of flatted blocks

The design has also been developed in line with draft Edinburgh Design Guidance.



# 4.0 : DESIGN RESPONSE



## 4.1: CONCEPT

The new design aims to improve upon the existing consent by reinforcing the existing features of the surrounding area. The proposal aims to achieve a number of fundamental objectives:

Reinforce the urban edge along Leith Walk

Retain the high quality, listed tram workshops and existing chimney

Create a route through the site encouraging pedestrian / cycle activity and increasing permeability

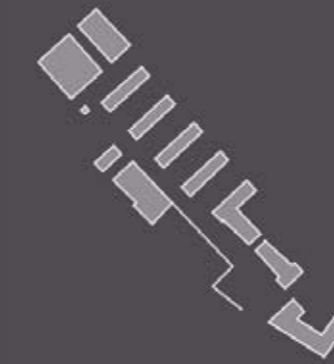
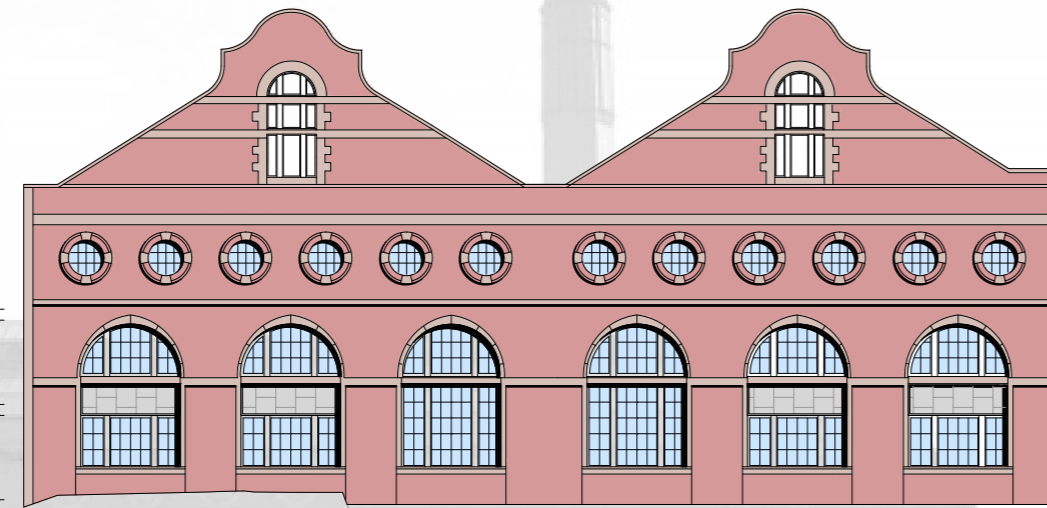
Create focal point around chimney

Introduce colony style / terraced family housing

Create a place of distinct identity, quality and character which reflects the history of this important site



## 4.2 : LISTED BUILDINGS



## 4.2: LISTED BUILDINGS

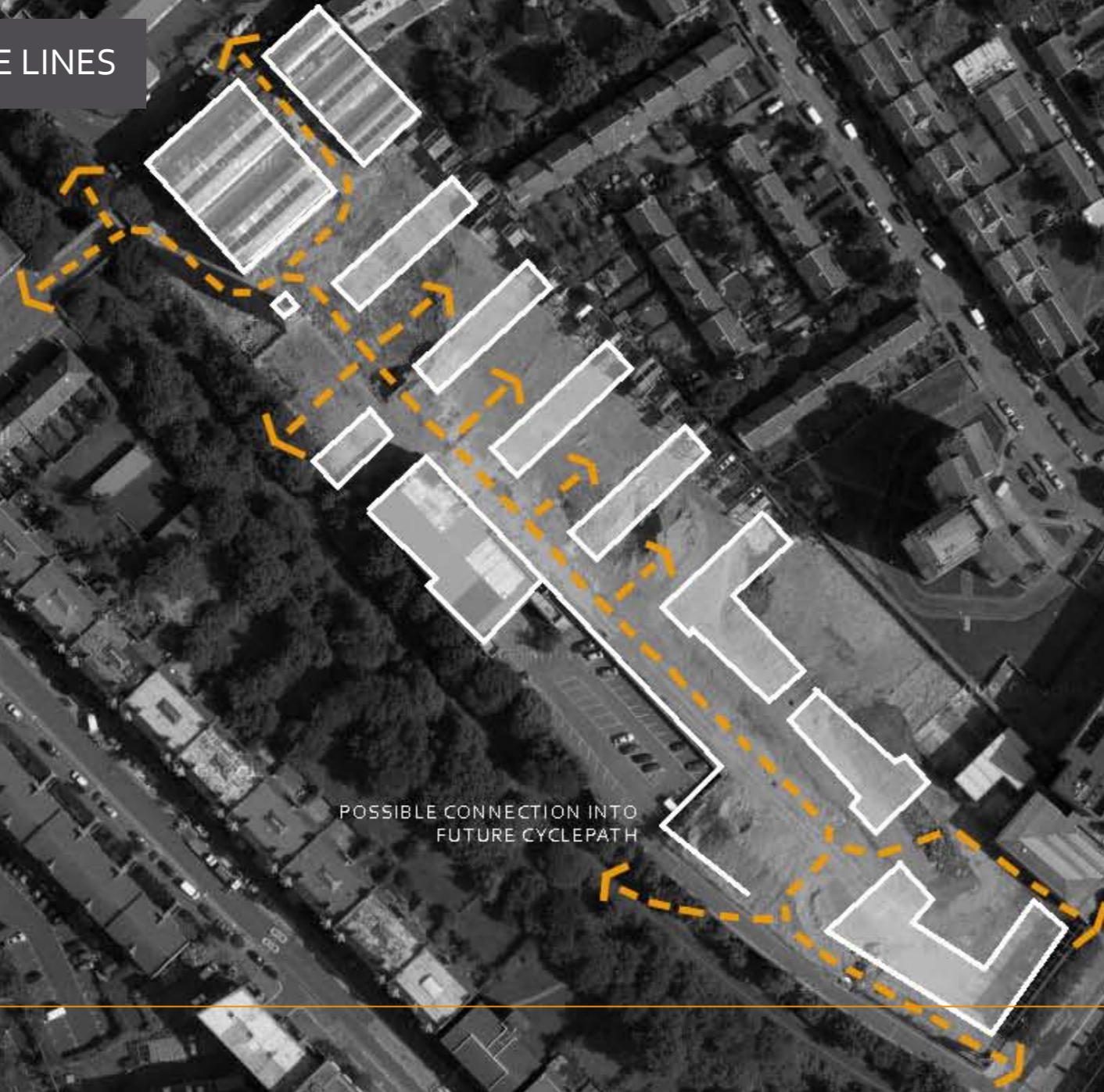
The listed buildings within the application site are to be retained. The old tram workshops in the north west are to be converted into residential buildings. The larger building will house 24 new flats over 3 levels and utilise existing openings and fenestration where possible. The smaller and arguably least impressive of the two workshops will house 4 flats at 1st floor level and 22 spaces at ground floor level. These will serve the occupants of the flats in both buildings providing dedicated parking for each property.

The listed chimney stack is also proposed for retention within the design. This will help to create an immediate sense of place and identity within the new neighbourhood but also retain the historical significance of the area. As part of the works required to ensure the safety and condition of the chimney and the listed buildings, a full structural survey has been carried out by specialist engineers David Narro Associates. An extensive list of remedial works has also been prepared for the interim phase between planning permission and realisation of the new neighbourhood and also for the actual construction phase of the works.

This places a massive burden on the applicant and future developers in terms of the financial cost of the proposal and the ongoing maintenance of these structures. The wall along the north east boundary is even more problematic. The stability of the wall has been an issue since the roofs of the existing depot were removed some time ago. As a result the wall requires braced by a series of galvanised steel buttresses which stabilise the structure along its entire length. The wall which is exposed on the side of the proposed development is also the internal wall of the old depot and has been altered, stepped and painted over the years which makes it even more unsightly. The condition and appearance of the wall, were it to be retained, coupled with the cost of remediation and ongoing maintenance potentially jeopardises the whole viability of residential development on this site. The proposal to retain the wall but reduce the structure to 2m in height is both sensible, practical and aesthetically the best solution. The structure is retained but the height reduced and galvanised supports removed, thus maintaining the privacy of the occupants of the pilgrim colonies.

Section 17 of the statement of urban design principles notes that 'Some demolition may be accepted on the basis that the retained structures will be restored and enhanced.'

## 4.3 : CONNECTIONS & DESIRE LINES



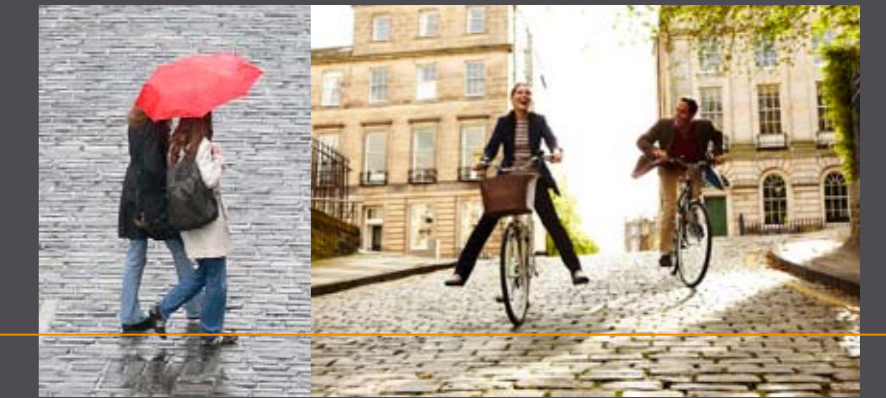
POSSIBLE CONNECTION INTO  
FUTURE CYCLEPATH



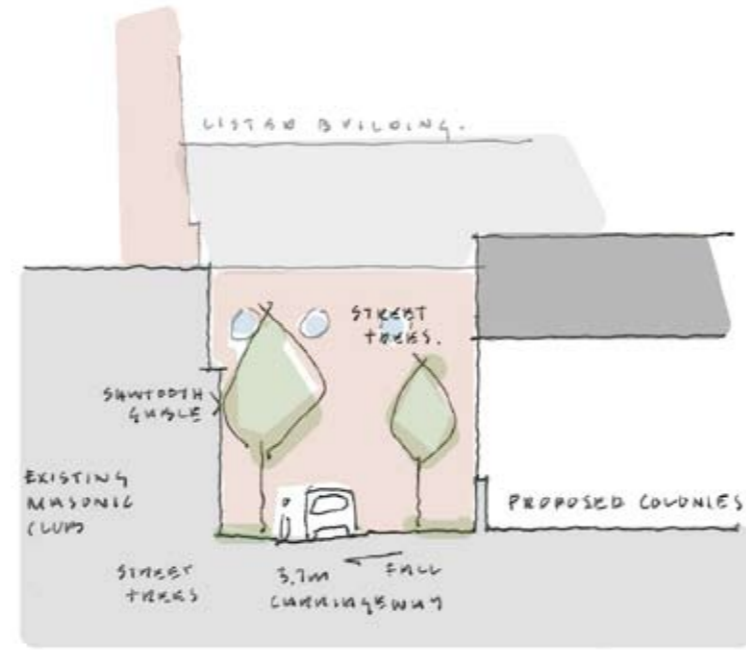
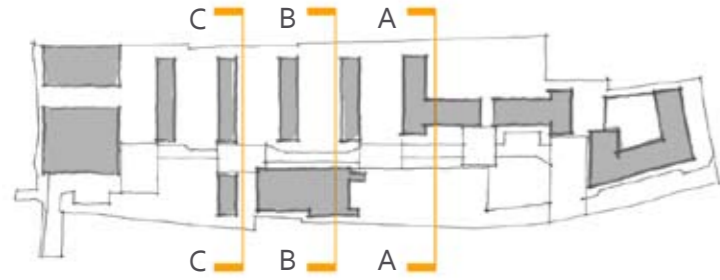
## 4.3: CONNECTIONS & DESIRE LINES

One of the most important aspects of the new proposal is connection. The proposal creates a route through the proposed public realm which is safe and pleasant, but also practical and provides a valuable insight into the history of the site. Connection will be provided, for pedestrians and vehicles, through the site from Leith Walk to Dryden Terrace. Existing and additional pedestrian connections will also be provided to Dryden Street. There is flexibility within the design to ensure that future connections to the proposed cyclepath along the existing railway line can be implemented. There is also possibility to provide pedestrian connection at Leith walk on the north east elevation should the adjacent hotel / student housing development and associated urban square ever be realised. There is however no possibility, due to issues surrounding levels and ownership, that a connection to the existing colony housing can be achieved.

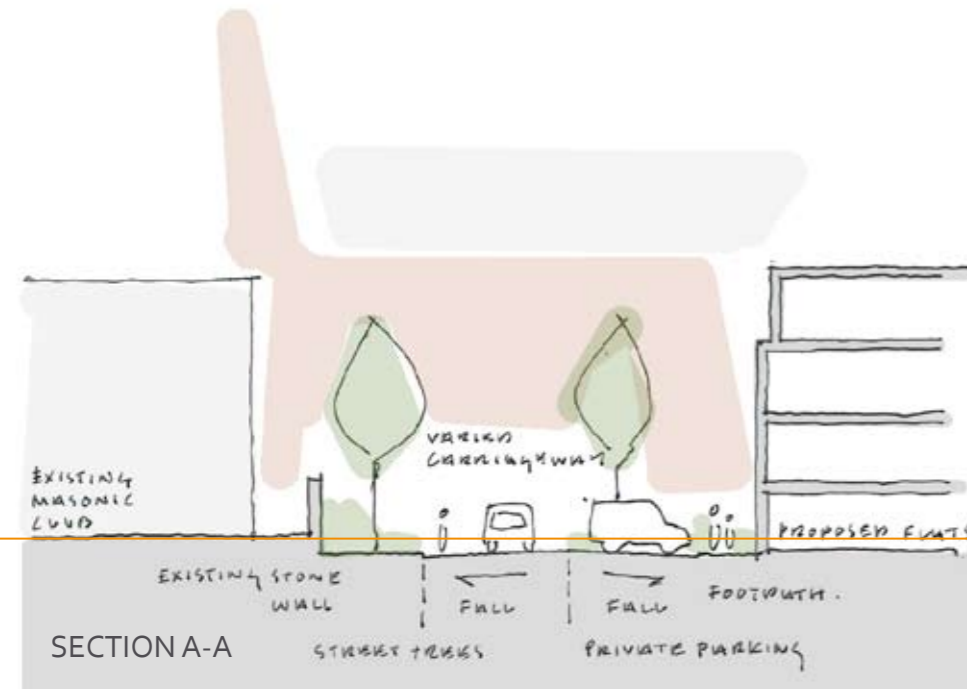
The main route through the new neighbourhood has been the primary focus of the design - to ensure that this link is designed for the pedestrian / cyclist rather than for the car.



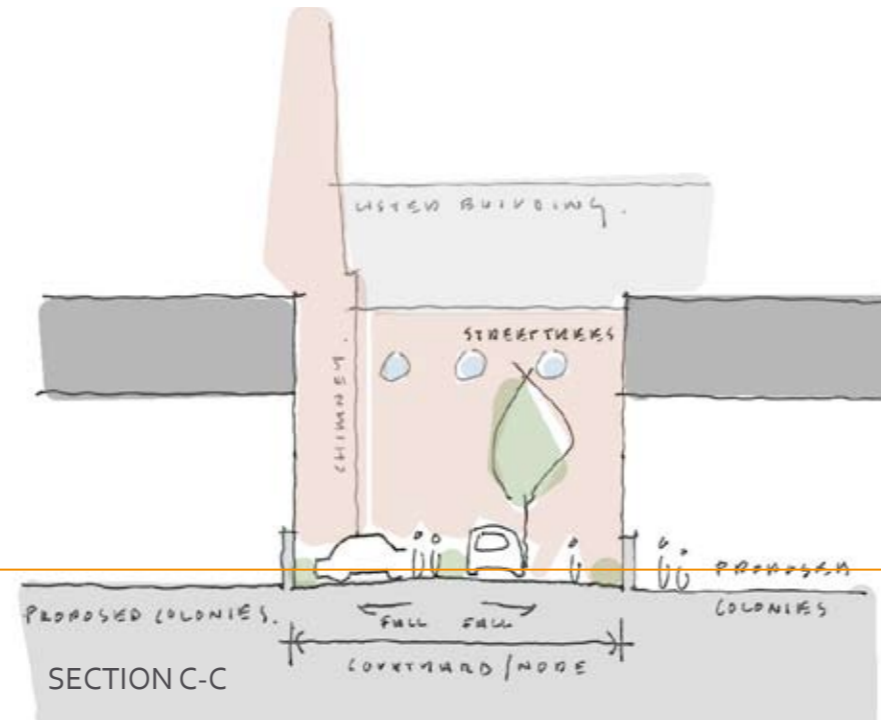
### 4.4 : LEGIBILITY & HIERARCHY OF STREET DESIGN



SECTION B-B



SECTION A-A



SECTION C-C



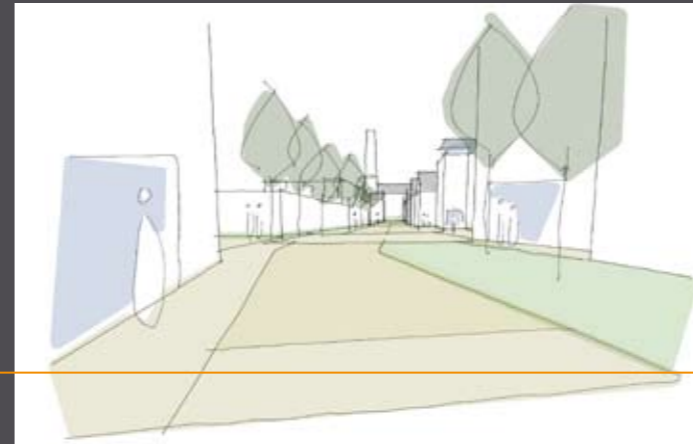
### 4.4 : LEGIBILITY & HIERARCHY OF STREET DESIGN

The streets, courts and lanes within the new neighbourhood are designed to reflect the priorities of Designing Streets and the Edinburgh Standards for Urban Design. The main street is designed as an urban space through which a road surface is routed, and with sufficient space for pedestrian activity. The nodes along the length of the street then provide access to the residential streets of the flats, colony and terraced housing. The listed chimney and the listed buildings also help define the public realm by being located directly within these nodes.

The impact of the road surface is minimised by the careful selection of materials including low profile kerbing and gullies to result in a traditional streetscape that is pedestrian focused. Areas for congregation, seating and play will be incorporated at key points along the length of the primary street.

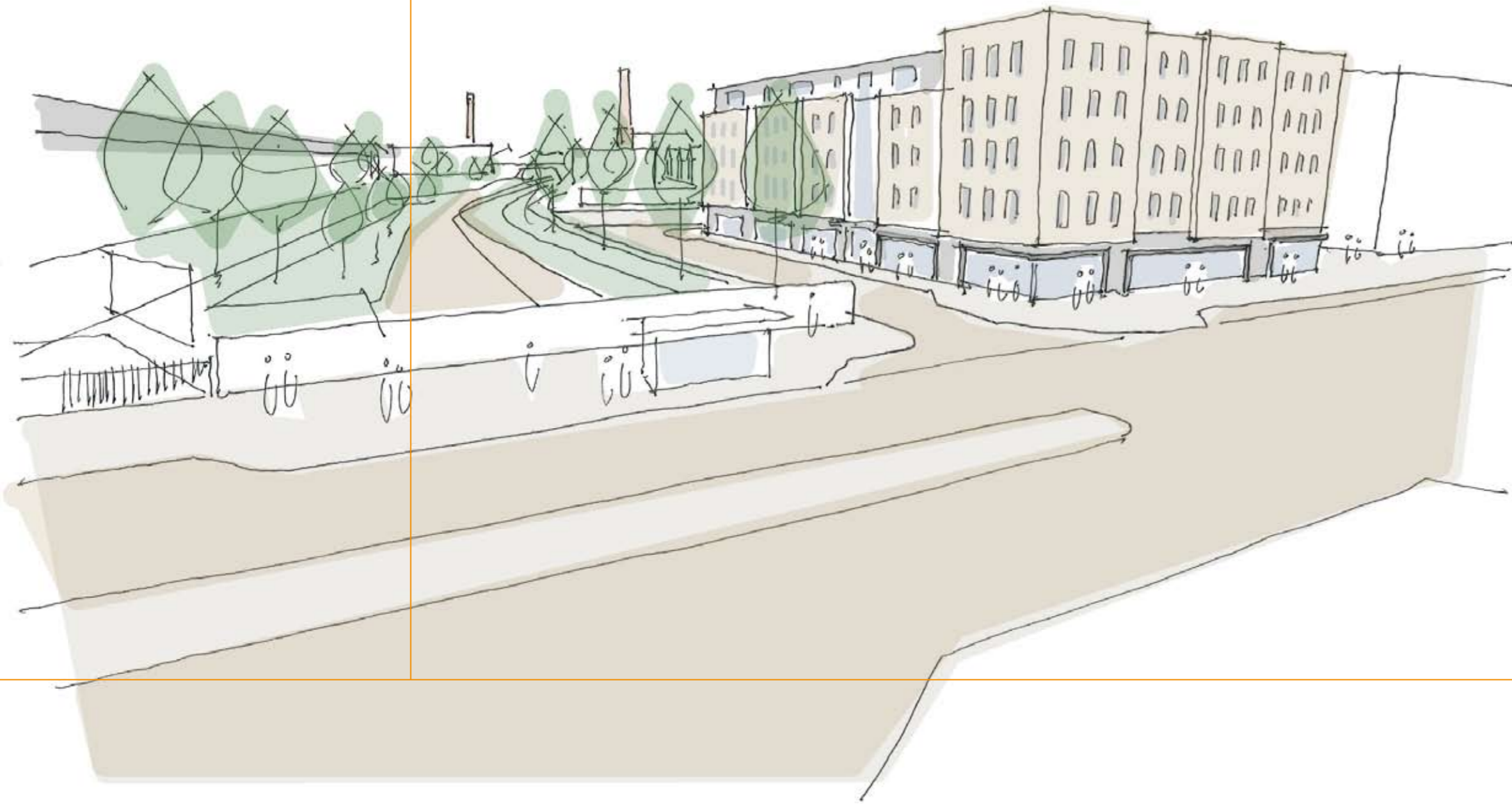
Examples of this quality of streetscape in Edinburgh are very limited, with the recently completed Springside at Fountainbridge possibly the only very good example. The quality of the streetscape will set Shrubhill apart from all other developments, and will in fact serve as an exemplar for other developments within the city.

Views along main route





## 4.5 : GATEWAYS



## 4.5 : GATEWAYS

The main connection points into the site also form important Gateways to the new neighbourhood. Primary access will be from Leith Walk but it is important that secondary access is provided from Dryden Terrace thus creating the vital route through the new neighbourhood.

At Leith Walk the gateway is framed by the new commercial building on one side and the railway on the other. The new trees along the south west boundary will also help to define this entrance. An entrance square a short distance into the neighbourhood will then provide access to the remainder of the development, the existing Masonic Club and potential future connection to the cycle path.

At Dryden Terrace the entrance to the site will be equally impressive. The backdrop of the listed building as residents and visitors cross the bridge will immediately convey a sense of the history of the site. The street then turns through 90 degrees and slopes down towards the chimney which sits within the public square. Using the listed structures as obstacles within the public realm will slow vehicle speeds and create places of interest along the main route through the development. Pedestrian access to Dryden Street will also be retained.

The access on the bridge is restricted due to the width of the existing bridge across the railway line. It is not possible to incorporate a 5.5m carriageway with 2m footpath either side, however this is not required within 'Designing Streets' guidance. A carriageway with footpath to one side is proposed. It is also proposed that this is in the form of a single level surface with footpath delineated rather than by traditional kerb.

## 4.6 : TRANSPORTATION



## 4.6 : TRANSPORTATION

A transportation statement has been developed by Transport Planning Consulting Engineers. This deals with issues relating to roads, parking and access for cars and larger vehicles such as refuse trucks and emergency services. This document is also supported by drawings demonstrating vehicle tracking and turning requirements. Generally parking has been provided at a level of 100% for private dwellings and 20% for affordable housing. There is no allocated visitor parking but this is supported by CEC Planning and Environmental Services who were in favour of keeping parking to a minimum. This strategy has also been supported in recent meetings (by CEC Transportation Department), not least because of the excellent access to local public transport networks.

Generally the principle has been to reduce vehicle speeds and increase pedestrian activity by incorporating a public realm in accordance with 'Designing Streets'. This incorporates varied carriageway widths, introduction of nodes, squares and places of interest along the route and by designing landscaping in conjunction with these spaces. Parking is kept away from the public realm wherever possible.



Public realm will be defined by high quality materials



## 4.7 : LANDSCAPE, OPEN SPACE & PLAY

The landscape strategy for the new neighbourhood has been developed alongside the new design. WSP have been responsible for taking forward the landscape proposals. The landscape proposals fulfil the requirements of the Statement of Urban Design Principles. The statement looks to provide:

1. Public open space around the listed buildings and chimney
2. Visual connection with the existing railway / future cycle path
3. Pedestrian link through the central spine of the new neighbourhood.



## 4.7 : LANDSCAPE, OPEN SPACE & PLAY

The new neighbourhood embraces these aspirations through the provision of usable open space at the Leith Walk entrance and around the listed chimney. These elements of open space are lined by the primary route through the new neighbourhood, which through adopting the principles of 'Designing Streets' creates a pedestrian friendly route through the new area. The relationship with the railway is not ignored and provision can be made for future access into the proposed cycleway / footpath.

The Statement of Urban Design Principles makes no reference to the existing trees along Leith Walk (Section 28 and 35 of the statement also note that the frontage to Leith Walk should be 'strengthened to form a linear edge').

The trees, whilst providing valuable screening to the currently unsightly building site, create a problem along the proposed frontage to Leith Walk. Both the local authority planning department and the Edinburgh Urban Design Panel have expressed their desire to see the Leith Walk frontage reinstated along the back of the existing footpath and along the current building line of the street. This cannot be achieved with the trees in their current location and condition. Even if the buildings were set back the location, number and type of existing trees would prejudice the lease of the ground floor unit to a commercial operator. This is key to the success of the Leith Walk frontage and to the eventual occupation of the ground floor commercial unit. The trees would also cause significant loss of daylight, sunlight and visual amenity to the 1st, 2nd and potentially even 3rd floor flats along this elevation. The loss of the trees along the frontage to Leith walk will be mitigated by the introduction of semi-mature trees along the new frontage to the railway line. As there are no buildings over the railway line in this location the south west elevation will become a prominent aspect on the journey down Leith Walk. It is however proposed that these trees are located sufficiently away from the frontage to avoid any future issues like those associated with the Leith Walk frontage.



## 4.8 : ARCHITECTURE, MATERIALS & DETAILING

The architectural style of the new neighbourhood should reflect the history of the traditional tenements along Leith Walk and the existing B listed buildings along Dryden Street.

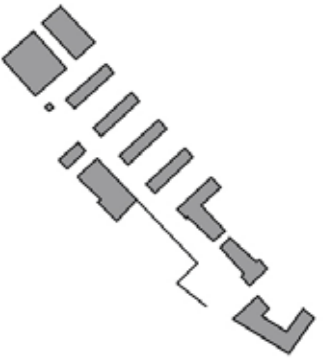
The buildings along Leith Walk are predominantly 4 and 5 storey tenements with shops, cafes and bars at ground floor level. These buildings are also traditional in style with pitched slate roofs and natural stone walling. Fenestration is vertically orientated. The new building along the Leith Walk frontage respects this history. The façade will be made up of metal and glass shop fronts at ground floor level with natural stone above. The frontage will reflect the verticality of the historic tenements both through the feu pattern and the fenestration. This principle will also be reflected throughout the new neighbourhood to help create a sense of place and identity.

The listed buildings are predominantly red brick with buff sandstone detailing. The roofs were pitched slate with glazed cupola along the ridge. The proposed three storey housing around these listed structures should reflect that heritage. These will be simple 3 storey brick buildings with pitched roofs. It is proposed that a buff brick is utilised to help tie the red brick at one end of the neighbourhood with the buff sandstone at the other. The flats also adopt a simple vertically orientated façade and reflect a more contemporary approach between the traditional listed buildings and colony housing and new commercial building along Leith Walk. The underlying intention was to create places of different character and interest on the journey along the central route whilst adopting materials and styles which help to gel the whole neighbourhood together.

Brick will not be so affected by the quality of finish and weathering / maintenance issues of render. The sandy stone colour brick has been successful at recent contemporary developments at Springside and Gracemount within the city. It also fits effectively with the dominant sandstone of Edinburgh's tenemental townscape.



High quality materials are proposed



#### 4.9 : INCLUSIVE DESIGN

The development will be in accordance with PAN78 on inclusive design and current building regulations on accessibility. This will not only apply to the buildings but the public squares, footpaths, facilities and open space within the new neighbourhood.

The proposals will be fully compliant with the latest Building Regulations in terms of inclusive design / disabled access. Disabled parking bays will also be provided in accordance with the standards. The new development will increase access throughout the site and the surrounding area. Lifts will be provided to flatted blocks above 4 storey and all ground floor flats / houses will be barrier free. It is intended that the proposed streets become areas of social interaction where people of all ages and mobility can meet, play, relax and feel safe and secure.

#### 4.10: SUSTAINABILITY

The new neighbourhood will be a sustainable neighbourhood within a short walking distance of existing amenities within the surrounding Leith Walk area. The new development is also well served by local public transport networks and close access to the train station. This is all in accordance with place making guidance and safe inter connected movement and accessibility required by local and national design guidance.

The development will be fully compliant with the Technical Standards and the city of Edinburgh Council's Sustainability Statement. It is likely that a continuous ventilation system be utilised with low air infiltration rate and improved building envelope to achieve the required carbon reduction. The use of brickwork as the predominant material for the new neighbourhood is also considered to be a sustainable approach.



#### 4.11: REFUSE & RECYCLING

The refuse strategy has been developed alongside CEC Environmental Services latest guidance. Provision will take the form of common refuse and recycling areas serving the flatted blocks in the south east of the site and the listed buildings in the north west. The colony and terraced housing will be served by private wheelie bins stored within the curtilage of each property. These will be presented at roadside, by the occupants of the houses, on collection days.

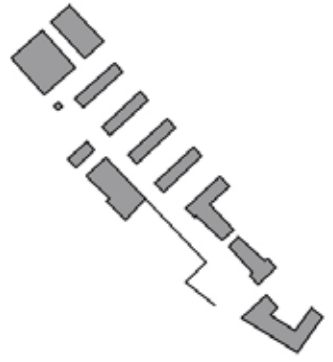
#### 4.12: ACOUSTIC ASSESSMENT

An acoustic assessment has been carried out by RPS Consultants with regards the railway noise and noise associated with the adjacent Edinburgh Masons Club. This assessment has been submitted alongside the planning application.

#### 4.13: ECOLOGICAL ASSESSMENT

Although the site is recognised as being of low ecological value in terms of habitats a Phase 1 Habitat Survey. This records the evidence of badger activity and bat roosting potential. A copy of the assessment has been submitted alongside the planning application.

**REUSE**  
**REDUCE**  
**RECYCLE**



#### 4.14 : DENSITY AND HOUSING MIX

The proposal also comprises less than half the number of dwellings of the original consent and therefore the impact on the surrounding area is also significantly reduced. The height and massing of the buildings is also more reflective of the surroundings. Heights are reduced from 6 storey to 5 storey along Leith Walk. The flats within the site will be 4 storey and the colony / terraced housing will be 3 storey.

The development proposes a range of family housing from 2 bedroom flats to 4 bedroom housing. This will be in the form of 4 storey flatted blocks and 3 storey terraced units and colony housing. 25% affordable housing is also proposed on the site in accordance with latest council guidance. The majority of affordable housing is located along the Leith Walk elevation above commercial space on the ground floor.



#### 4.15 : SUDS

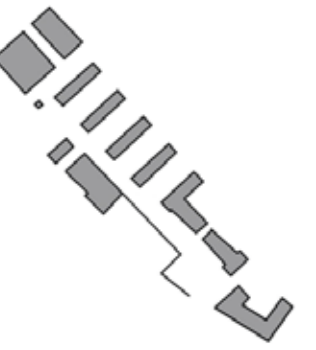
The SUDS strategy has been developed by WSP and is outlined in greater detail within the drainage strategy submitted alongside this application. Generally roads, lanes and footpaths are made up of porous and non porous paviers which discharge into areas of attenuation and then on to the existing drainage system. This effectively provides two levels of treatment prior to discharge into the combined public sewer.



# 5.0 : CONCLUSION

## CONCLUSION

It is considered that the proposals represent a significant improvement on the approved design for the site. They also represent an opportunity to continue the regeneration of the area on a site which is in desperate need of redevelopment. The realisation of this new neighbourhood will provide valuable and worthwhile new connections to surrounding areas and amenities and reinforce the council's / government's policies on context, identity and connection. The council is respectfully asked to support the application.





**ema**

EMA Architecture + Design Limited  
Chartered Architects  
The Stables  
38 Baileyfield Road  
EDINBURGH EH15 1NA  
t 0131 468 6595  
f 0131 468 6596  
[www.ema-architects.co.uk](http://www.ema-architects.co.uk)