

case study

This development complies with four of the five Designing Streets Policies:

- ✓ Street Design should consider place before movement.
- ✓ Street Design Guidance as set out in Designing Streets can be a material consideration in determining planning applications and appeals.
- ✓ Street Design should meet the six qualities of successful places, as set out in Designing Places.
- ✓ Street Design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.
- ✗ Street Design should run planning permission and roads construction consent (RCC) processes in parallel.

Location: **Gracemount**
Developer: Cruden Homes; City of Edinburgh Council 21st Century Homes
Size: 1.2 hectares; 99 new affordable homes
Type: New Residential
Stage: Planning Permission in Principle for overall masterplan. First phase completed



Background

This development is the first phase of affordable housing within a larger master planned area of houses for sale. As part of the 21st Century Homes initiative, City of Edinburgh Council developed an initial master plan for the wider Gracemount area. It outlined the approach to all basic aspects of the design, such as maximum storey heights, housing typologies, public space, private space and boundary treatments, waste management and lighting.

For this first phase of development, the master plan was developed in more detail. The Design Team had pre-application discussions with CEC Planning, Transport and Refuse, and a Planning Officer is on the client project team in an advisory role, ensuring a degree of continuity

throughout this and following phases. The site layout is based around two new roads, the main street is on the axis of the listed Gracemount House, providing views through trees along this route for character and orientation. The new crossroads form an important junction, with the majority of three and four storey flats located around this area. Elsewhere, housing comprises houses and a 'colonies' type arrangement (upper and lower villas with front doors at opposite sides).

Streets are designed to provide a pedestrian friendly, low traffic speed area which works as a coherent public space. There are uniform levels with no high kerbs and different zones are distinguished by different surface finishes.

This approach allows street to become a more sociable space. To address concerns about the use of shared surfaces by blind and partially sighted people, a separate walkway is provided which is defined by a tactile strip rather than a raised kerb.

All homes have a private or semi private outdoor space – a private garden, private balcony or secure communal rear garden. Public open space is provided by retaining an important existing walkway through the site and three informal squares, located at road junctions, provide small scale greenspace with seating.

Site: Gracemount, Edinburgh

Developer: Cruden Homes, EC 21st Century Homes
 Size: 1.2ha; 99 new affordable homes
 Type: New Residential
 Scale: Not to scale

The Masterplan is illustrated below, showing the context around the site.



Step 1: B-Plan the Masterplan

Produce a B-Plan to the same scale as the Masterplan. This uses colour coding to make analysis easier (illustrated on page 21 of Designing Streets). It highlights the relationships between the plan's elements of movement, buildings and green space.



Step 2: Movement Analysis

Extract the movement (yellow) layer from the B-Plan. This will consist of streets as well as paths, closes, pends, squares etc. Annotate to specific points or places on the plan where the street design can be assessed against the key considerations within Designing Streets.

- ⑧ **Junctions types and arrangement**
range of junction types suited to location.
- ⑨ **Streets for people** – social squares at junctions and greenspaces to divide pedestrian and vehicular traffic.
- ① **Pedestrians and cyclists** wide streets with shared surfaces, offering pedestrian priority while aiding traffic calming.
- ② **Connections to wider networks** integrated with existing urban grain.
- ⑩ **Integrated Parking** designated by subtle changes in materials and clever use of planting shapes pedestrian routes.
- ④ **Walkable neighbourhood** safe routes to school considered.
- ③ **Distinctive block structure** existing public open space feature to west of site retained and landscaped to be a public focal point.
- ⑥ **Resource efficient in orientation** playparks and public spaces to south of site and bare gable ends facing prevailing wind.
- ⑤ **Context and Character** – the character of the area is enhanced by the range of streetscapes and landmarks.
- ⑦ **Traffic calming provided by roads geometry** and efficient use of hard/soft landscaping at crucial junctions.

Key junction geometries as built



Street Tool

Assessing the development against Designing Streets Policy

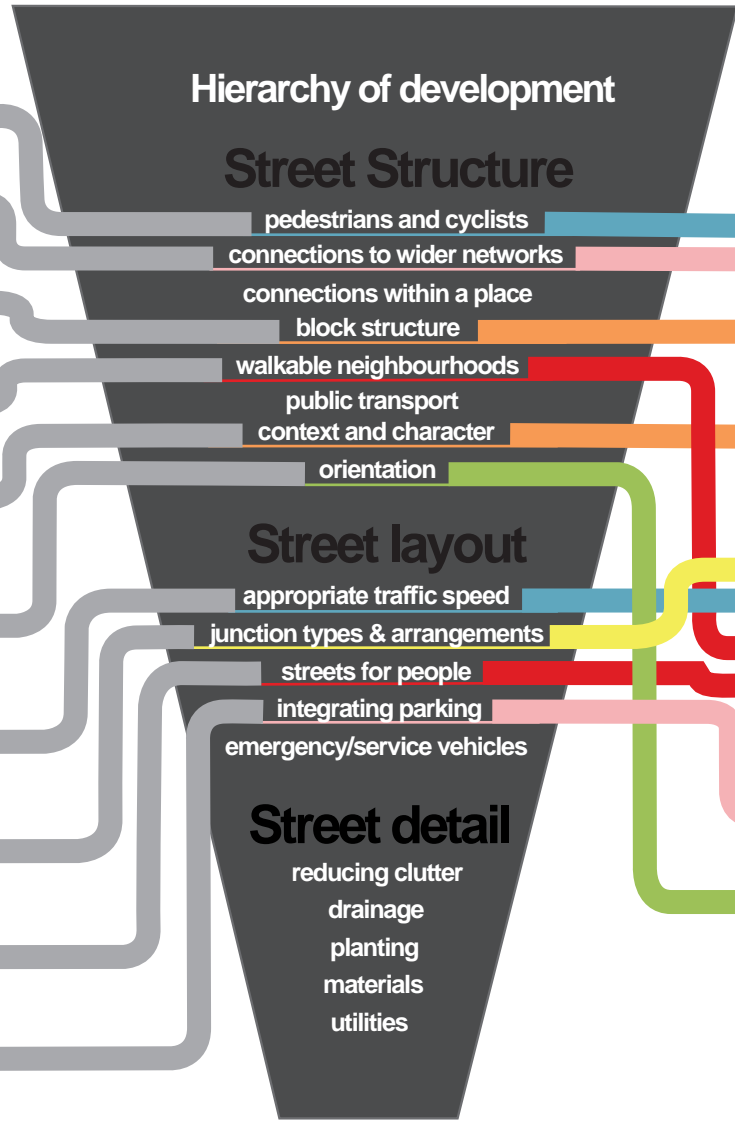
List Issues from B Plan

Match against Designing Streets Hierarchy

Match against 6 qualities of successful places

Check against Designing Streets Policy

- 1 **Pedestrians and cyclists**
wide streets with shared surfaces, offering pedestrian priority.
- 2 **Connections to wider networks**
integrated with existing urban grain.
- 3 **Distinctive block structure**
existing public open space feature to west of site retained and landscaped to be a public focal point.
- 4 **Walkable neighbourhood**
safe routes to school considered.
- 5 **Context and Character** – the character of the area is enhanced by the range of streetscapes and landmarks.
- 6 **Resource efficient in orientation**
playparks and public spaces to south of site and bare gable ends facing prevailing wind.
- 7 **Traffic calming provided by roads geometry**
and efficient use of hard/soft landscaping at crucial junctions.
- 8 **Junctions types and arrangement**
range of junction types suited to location.
- 9 **Streets for people** – social squares at junctions and greenspaces throughout.
- 10 **Integrated Parking**
designated by subtle changes in materials and clever use of planting shapes pedestrian routes.



Qualities of successful places	ASSESS		
	yes	partially	no
distinctive	✓		
safe & pleasant	✓		
easy to move around	✓		
welcoming	✓		
adaptable	✓		
resource efficient	✓		

Designing Streets Policy	ASSESS		
	yes	partially	no
Street Design Guidance as set out in DS can be a material consideration in determining planning consents.	✓		
Street Design should run planning permission and roads construction consent (RCC) processes in parallel.			✓
Street Design should meet the six qualities of successful places.	✓		
Street Design should consider place before movement.	✓		
Street Design should be based on balanced decisions making and a must adopt a multidisciplinary collaborative approach.	✓		

Images

1	2	3
4	5	6

1. Parking broken up with planting; range of materials for hard landscaping
2. Bespoke detailing at junction
3. Parking courts softened with planting
4. Private front gardens clearly defined in adjacent housing for sale
5. Playparks for children at south of site
6. Shared surface street

