

1 SHRUB PLACE (SHRUBHILL)
LEITH WALK, EDINBURGH

ema

DESIGN AND ACCESS STATEMENT

FRASERS HAMILTON (SHRUBHILL) LTD - IN ADMINISTRATION

APRIL 2013



1.0 INTRODUCTION

CORE OBJECTIVES
DESIGN TEAM

2.0 CONTEXTUAL ANALYSIS

THE SITE
HISTORY
CITY CONTEXT
TOPOGRAPHY
NEIGHBOURHOOD CONTEXT
IMMEDIATE CONTEXT
VIEWS
CHARACTER
CONSERVATION AREA
CONSTRAINTS & OPPORTUNITIES

3.0 DESIGN PRINCIPLES

DESIGN GUIDANCE
STATEMENT OF URBAN DESIGN PRINCIPLES
PLANNING HISTORY / COMPARISON WITH
PREVIOUS PLANNING PERMISSION
PRE-APPLICATION ENGAGEMENT
DESIGN DEVELOPMENT BRIEF

SHRUBHILL

CONTENTS

4.0 DESIGN RESPONSE

CONCEPT
LISTED BUILDINGS
CONNECTION AND DESIRE LINES
LEGIBILITY AND HIERARCHY OF STREET DESIGN
GATEWAYS
TRANSPORTATION
LANDSCAPE, OPEN SPACE AND PLAY
ARCHITECTURE, MATERIALS AND DETAILING
INCLUSIVE DESIGN
SUSTAINABILITY
RECYCLING AND WASTE STORAGE
ACOUSTIC ASSESSMENT
ECOLOGICAL ASSESSMENT
DENSITY AND HOUSING MIX
SUDS

5.0 CONCEPT

1.0 : INTRODUCTION



1.0 INTRODUCTION

This design and access statement has been prepared in support of our application for full planning permission for a proposed mixed use development at 1 Shrub Place, more commonly known as Shrubhill. The proposal comprises of 160 new houses and flats including 25% affordable homes. As part of the application process we have carried out an extensive programme of community consultation. We have also informed Leith Central and New Town and Broughton Community Council and all local councillors. The proposals have been developed through consultation with the local community, community council and planning department ahead of submitting this application.

1.1: CORE OBJECTIVES

The core objectives of the masterplan for Shrubhill are to:

Reinforce the urban edge along Leith Walk

Retain the high quality, listed tram workshops and existing chimney

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

Introduce colony style / terraced family housing

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



1.2: DESIGN TEAM

Designers - EMA Architects + Masterplanners

Transportation – Transport Planning Ltd

Landscape - WSP UK

Engineering / Drainage – WSP UK

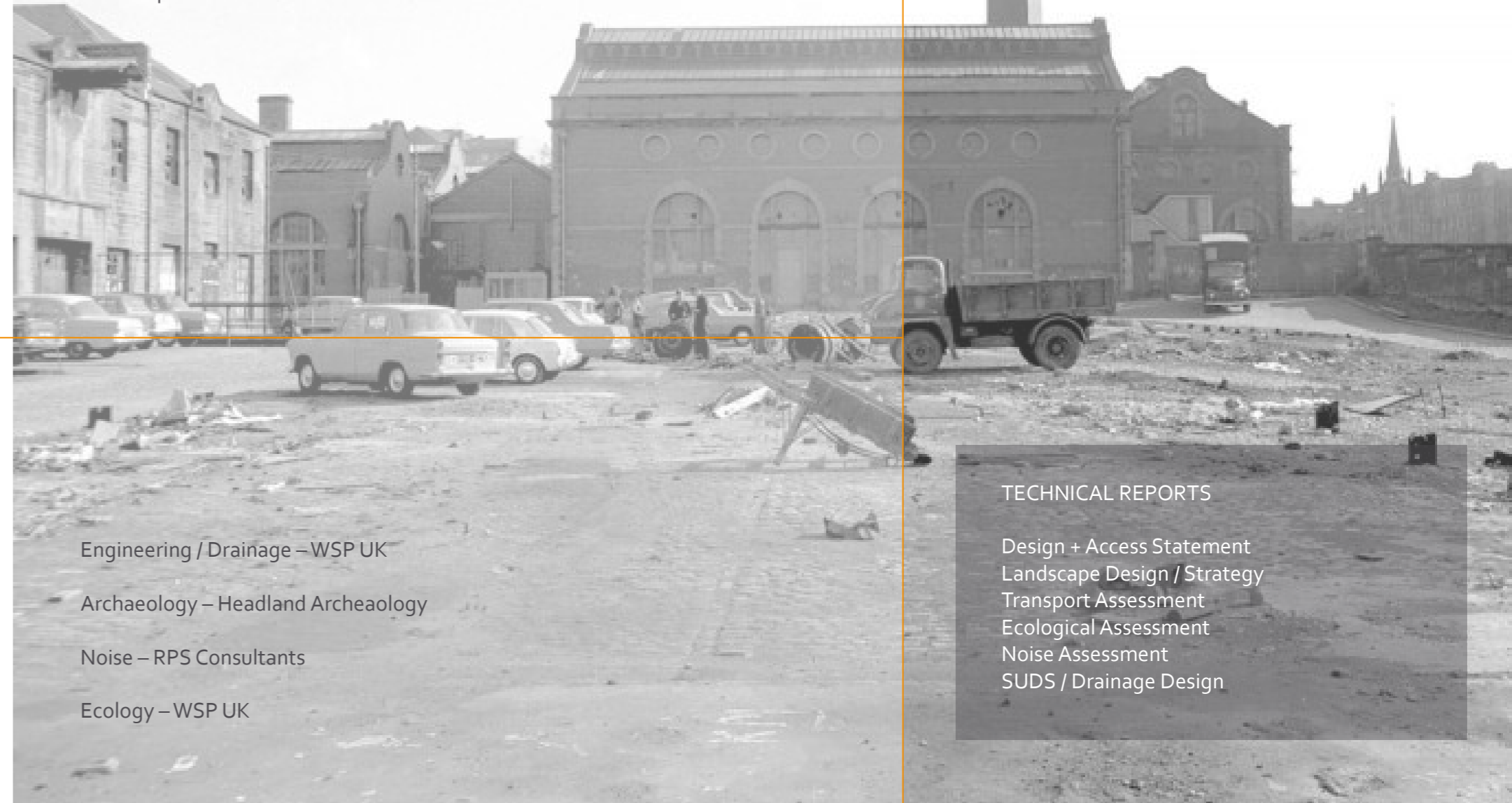
Archaeology – Headland Archeaology

Noise – RPS Consultants

Ecology – WSP UK

TECHNICAL REPORTS

Design + Access Statement
Landscape Design / Strategy
Transport Assessment
Ecological Assessment
Noise Assessment
SUDS / Drainage Design



2.0 : CONTEXTUAL ANALYSIS



2.1: THE SITE

The application site is a linear strip of 2.1ha which runs adjacent to the existing railway line serving the Powderhall Refuse Depot. The site is bounded by the railway on the south west boundary and by the existing Edinburgh Masonic Club which is to remain. On the other side of the railway line are the back gardens of the tenements on McDonald Road. On the south east boundary the site is constrained by Leith Walk. To the north east of the application site is the listed building at Inchkeith Court and by the listed Colony Housing along Spey Terrace. There are also listed buildings along the north west boundary on Dryden Street. These are the two listed tram workshops which form part of the application site.

The site is located approximately one third down the length of Leith Walk. It has excellent access to local amenities and is a short walk from the city centre and Waverley Station.



2.2: HISTORY

LISTED BUILDINGS

Built in 1898, the two listed tram sheds at Shrubhill were originally used as an engine room and repairs workshop. The ornate industrial character of the buildings - with brick and stone detailing and arched and circular openings - contribute to the order of the otherwise utilitarian facades. Internally the imposing volumes illustrate the vigorous mechanical activity which would have taken place in within these vast structures.

When the tramways were electrified, the cable winding gear was removed and the main hall used as a repairs and maintenance workshop. A series of gangways were suspended from the roof to facilitate this process. This history of these buildings illustrates the ease of flexibility and change of use even at this early stage. The proposed design should reflect the character of these platforms through the linear form of the floor plate and the deck access arrangement to the dwellings.

The existing octagonal chimney stalk is also to be retained as part of the new neighbourhood.

As the trams were phased out across the city the tram depot became a bus depot and eventually became a site ideal for residential / mixed use development. This was reflected in the application for conversion to mixed use development in 2005.

View from Dryden Street side



Trams on Leith Walk



View along railway corridor

2.2: HISTORY (continued)

Inside the Tram Workshop



Historical photograph showing chimney full height

2.3 : CITY CONTEXT



2.3 : CITY CONTEXT

The application site has previously played an important part in the development of Edinburgh both in relation to its connections with the historic transport system and through its legacy of the listed buildings, particularly the chimney.

The application site can be seen from various important vantage points throughout the city not least due to the height of the existing stack. In tandem with the chimney on the west of the railway line on McDonald Road, the two structures puncture Edinburgh's skyline and instantly provide landmarks which will serve to locate the new neighbourhood.

The site is also a short walk from the city centre and Waverley Train Station.



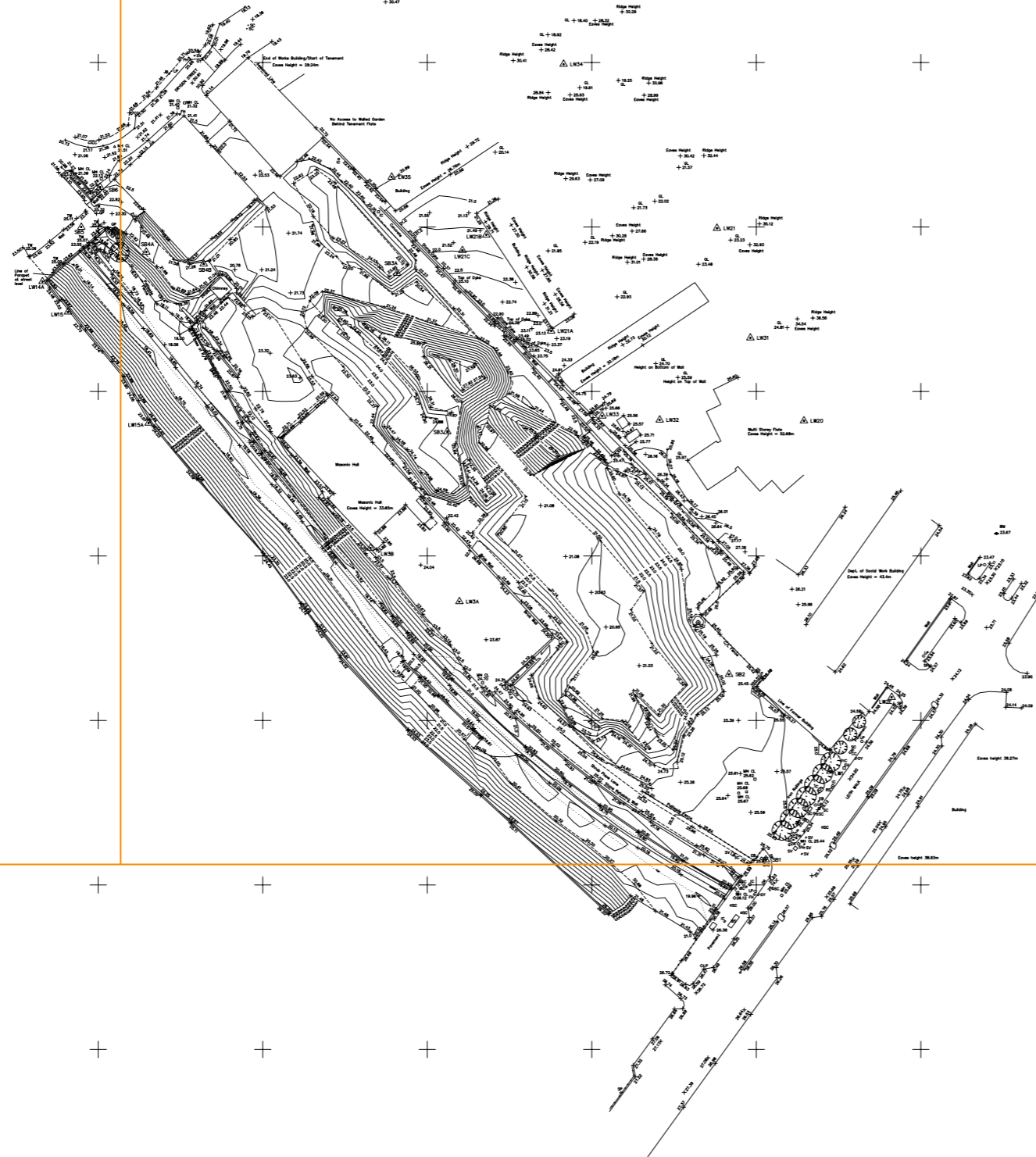
2.4 : TOPOGRAPHY

The site generally falls approximately 3m across its length south east to north west. This is over a distance of nearly 300m which gives a resultant gradient of approximately 1 in 100.

On the south west to north east axis there is a greater change in level. The railway corridor sits approximately 4 to 5m below the application site. The site is then generally level across this width with a drop of approximately 1m to the Pilrig Colony Housing.

The site had previously been excavated within the central corridor in preparation for the provision of the underground parking required in the approved scheme. It is anticipated the ground levels will be restored to their original topography prior to works commencing on the new neighbourhood.

The listed retaining wall which forms the boundary between the application site and the colonies is to be retained and altered as part of this application. The main reason for this is to remove the requirement for the current unsightly galvanised steel buttresses.



2.5 : NEIGHBOURHOOD CONTEXT



NEIGHBOURHOOD CONTEXT

The site is well served by local amenities on Leith Walk. It is well situated to take advantage of the numerous cafes, bars and shops along this important thoroughfare within the city. Leith Walk is also well served by an excellent public transport network (although no trams), which will provide the new neighbourhood with access to farther afield.

At the top of the walk is the Omni shopping and leisure complex and at the foot of the walk is the New Kirkgate Shopping Complex.



2.6 : IMMEDIATE CONTEXT



The Edinburgh Masonic Club



Inchkeith Court

2.7 : VIEWS



View from application site over railway corridor

VIEWS

Despite its location within such an urban environment the views out from the development site over Arthur's Seat are impressive.

The listed building and chimney will also frame important views from within the new neighbourhood.

As previously mentioned, due to the height of the chimney and size of the listed buildings these structures will be visible from important landmarks within the city such as Calton Hill. The new neighbourhood is designed to compliment these views and ensure that these listed structures are retained as the primary focal points.



Shrub House (consent for hotel / student housing)



Shrub House (consent for hotel / student housing)



View from application site towards Arthur's Seat



2.8 : CHARACTER

The character of Leith and Leith Walk has developed over the centuries from the days when the port was a gateway to Europe. It retains a strong sense of individuality based on this history as a thriving and independent burgh.

This character is evident in the varied mix of shops, bars, restaurants and businesses in the area and especially along the length of the Walk.

The result is vibrant and lively main street which is a busy thoroughfare and always inhabited with people.

This is offset by quieter surroundings around the side streets of the Walk and around the Pilrig colony housing.

The new neighbourhood aims to integrate with this unique environment, maximising the benefit from the activity along Leith Walk whilst also taking advantage of the more peaceful surroundings of the colony housing and listed buildings.



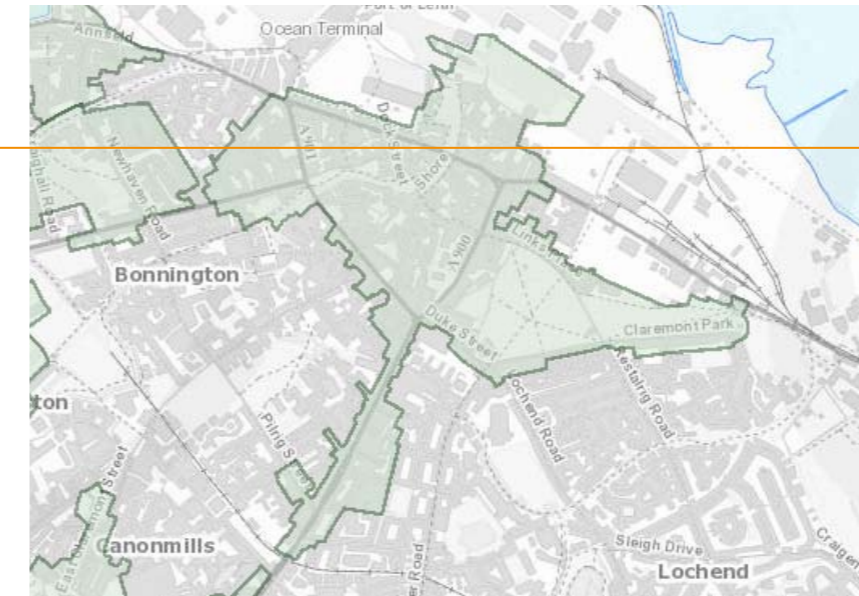
2.9 : CONSERVATION AREA

The site lies within the Leith Conservation Area which is one of the city's largest with approximately 400 Listed Buildings.

The character appraisal identifies a number of issues which should be considered as part of the design process when developing within a conservation area. These include:

- Materials
- Proportion
- Built form
- Positioning

The proposals should address these issues, particularly in relation to the existing frontage on Leith Walk, the listed buildings and the Pilrig Colony Housing.

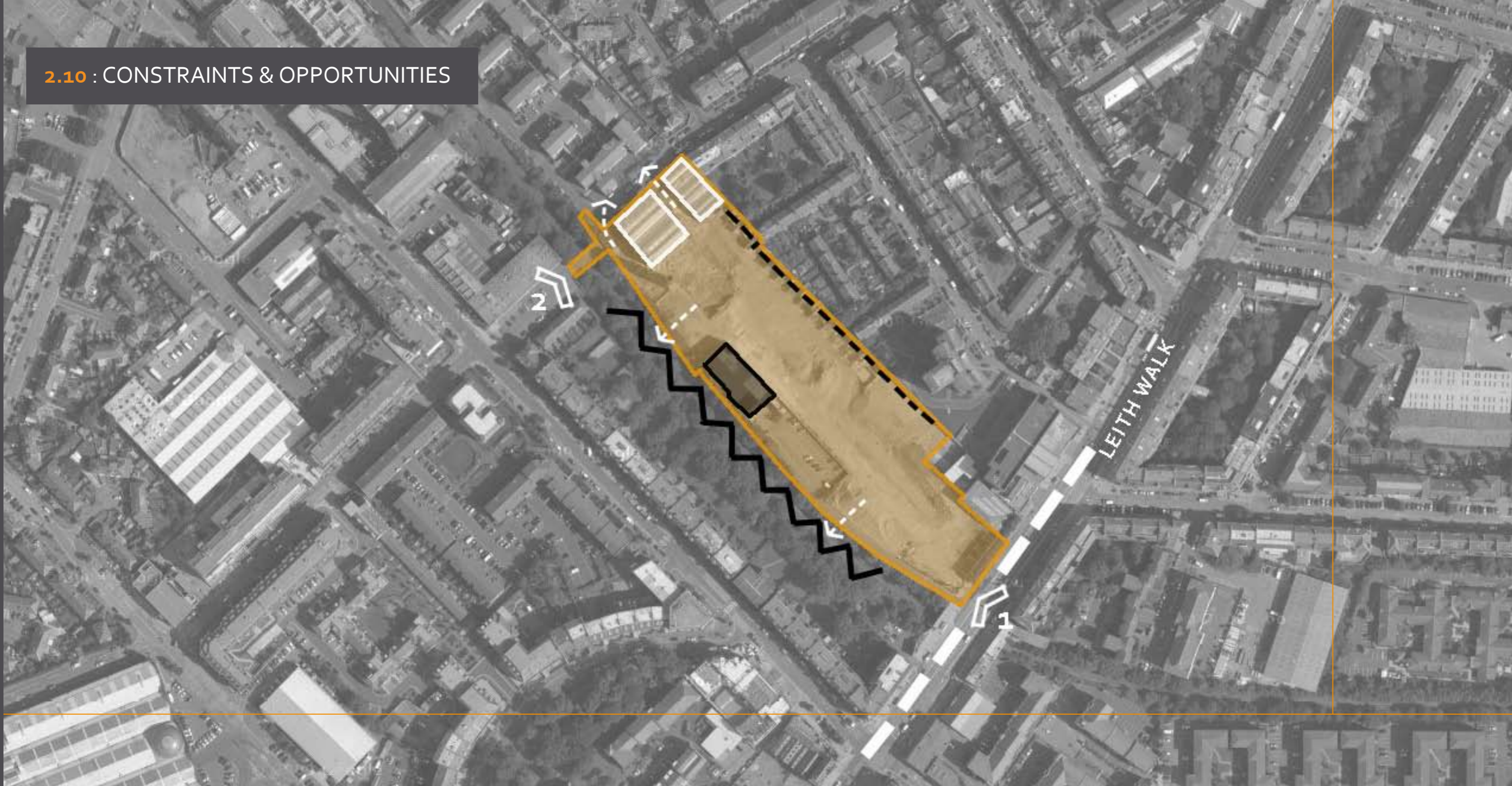


Colony housing within conservation area










Wall adjacent to colony housing

2.10 : CONSTRAINTS & OPPORTUNITIES



2.10 : CONSTRAINTS & OPPORTUNITIES

The site is constrained on all sides by important buildings and infrastructure. To the north the new neighbourhood will benefit from the backdrop of the listed tram workshops which are to be retained. The south east boundary is constrained by Leith Walk which will also provide the primary access to the new development. Secondary access will be provided over the bridge on Dryden Terrace. The railway confines the application site to the south west but also provides possibility of connection into the future cycleway / footpath. The Edinburgh Masonic Club is also located along this boundary. The existing gable wall along the north eastern boundary separates the development from the existing Pilrig colony housing. This wall is to be retained but lowered (to remove galvanised stansions), maintaining privacy to the listed colonies.

-  POTENTIAL PEDESTRIAN CONNECTION
-  LISTED BUILDINGS
-  EDINBURGH MASONIC CLUB
-  LEITH WALK
-  RAILWAY
-  ACCESS FROM LEITH WALK
-  ACCESS FROM DRYDEN TERRACE