

case study

Location: Wauchope Square, Edinburgh
Developer: Parc Craigmillar
Size: 6 hectares; 400 new homes
Type: New Residential
Stage: Phased construction currently completing

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.



Background

The master plan for Wauchope Square forms part of the wider regeneration of the Craigmillar area. Development has been completed in a number of phases by different designers. PARC's development team ensured the masterplan principles were safeguarded throughout the development phases and with their own design review panel, they continued overseeing work on individual plots and ensuring that designers work together, using a similar palette of materials and construction details. The master plan process included input from City of Edinburgh Council Roads, Traffic and Planning Departments, and the local community.

It integrates development with the wider area – including safe access to the local primary school and access to public transport. It provides a consistent approach to the design of streets, squares, public realm and greenspaces. Street design complies with the Edinburgh Public Realm Strategy, which outlines the Council's aspirations for a high quality public realm. It also complies with CEC Road Construction Guidelines for Development. The master plan provides a strong street facing frontage to the busy main road, with another characterful street providing the main vehicular access. These streets are identified as 'collector

routes' within the wider Craigmillar Urban Design Framework. Between these routes, streets have a specific identity where pedestrians take priority. These are based upon 'mews play streets', (a series of courts which challenge the driver to negotiate right angled manoeuvres) 'village play streets' provide continuous gardens, and 'garden play streets' (landscaped spaces and front gardens). Within housing blocks, inner courtyards provide both private gardens and shared community gardens.

Site: Wauchope Square, Edinburgh

Developer: Parc Craigmillar
 Size: 6ha; 250 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.

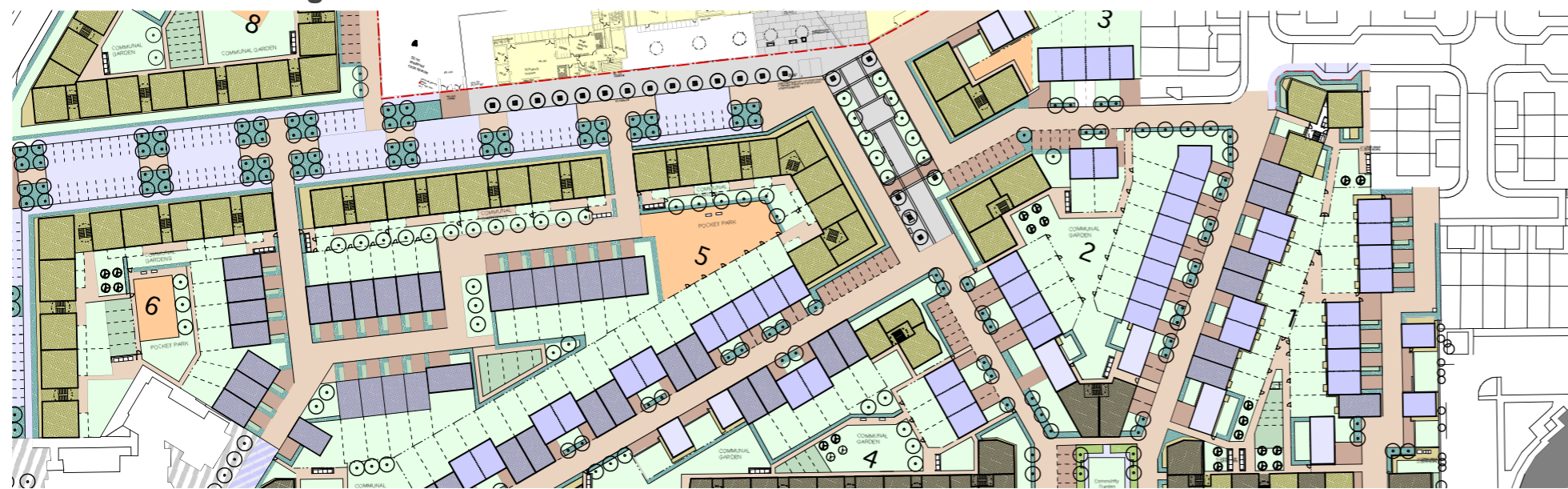


Step 2: Movement Analysis

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 for pedestrians first** – design choices including tight corner radii allow pedestrians to continue along desire lines.
- ⑦ **Traffic calming provided by roads geometry** rather than traffic calming features - streets lined with appropriate planting reduce driver forward visibility, encouraging slower speeds.
- ③ **Layout is permeable**, with minimal cul de sacs.
- ① **Pedestrians and cyclists** – crossings contribute to ease of pedestrian movement along desire lines.
- ⑤ **Walkable neighbourhood** particular attention given to safe routes to school.
- ⑨ **Streets for people** – social spaces and shared surfaces.
- ④ **Distinctive block structure** – rather than one determined by a roads "template".
- ⑩ **Range of parking types** – courtyard, on street, in curtilage.
- ⑥ **Public Transport** – located within short walking distance.
- ② **Connections to wider networks** - multiple access points connect new streets with existing street pattern.

Details of street design



Street Tool

Assessing the development against Designing Streets Policy

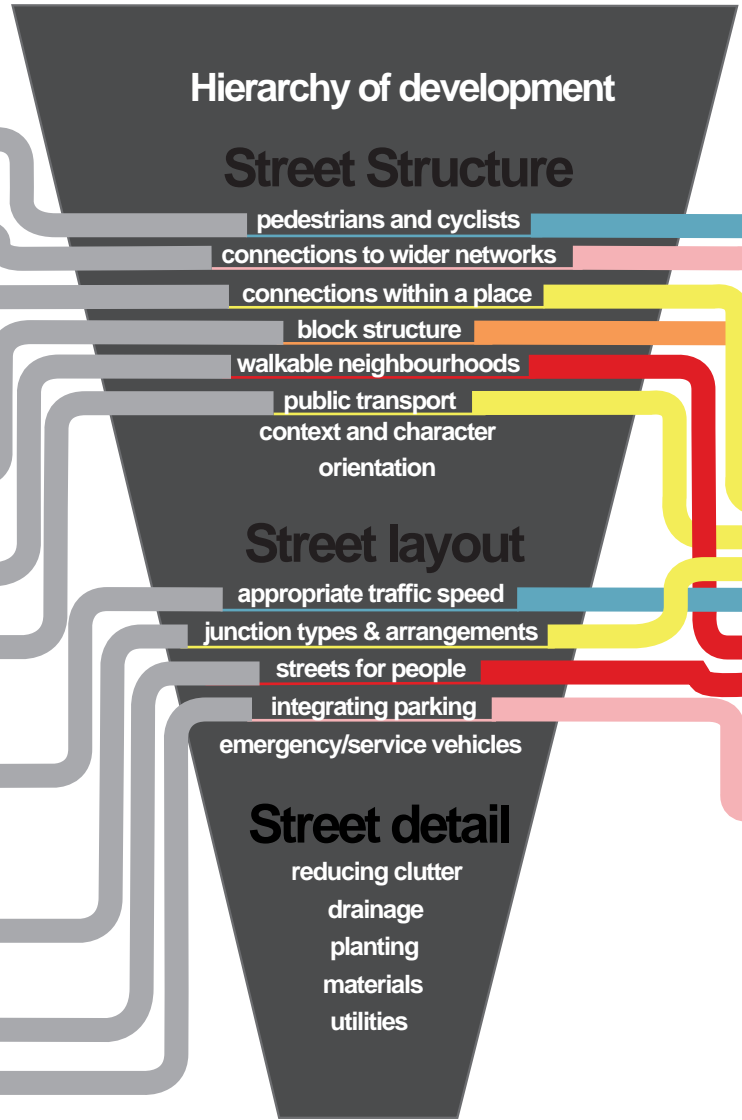
List Issues from B PLan

Match against Designing Streets Hierarchy

Match against 6 qualities of successful places

Check against Designing Streets Policy

- 1 Pedestrians and cyclists crossings contribute to ease of pedestrian movement along desire lines.
- 2 Connections to wider networks multiple access points connect new streets with existing street pattern.
- 3 Connections within a place layout is permeable with few cul-de-sacs.
- 4 Distinctive block structure rather than one determined by a roads "template".
- 5 Walkable neighbourhood particular attention given to safe routes to school.
- 6 Public Transport located within walking distance.
- 7 Traffic calming provided by roads geometry rather than traffic calming features - streets lined with planting reduce driver forward visibility, encouraging slower speeds.
- 8 Junctions designed for pedestrians first design choices including tight corner radii allow pedestrians to continue along desire lines.
- 9 Streets for people social spaces and shared surfaces.
- 10 Range of parking types courtyard, on street, in curtilage.



Qualities of successful places

	yes	partially	no
distinctive	✓		
safe & pleasant	✓	✓	
easy to move around	✓	✓	✓
welcoming	✓	✓	
adaptable	✓	✓	
resource efficient			

Designing Streets Policy

	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 decision making and a must adopt a multidisciplinary collaborative approach.	✓		

Images

1	2	3
4	5	6

1. Massing and scale integrates development into existing fabric
2. Hedges and trees line pedestrian spaces
3. Connectivity between existing and new development
4. Streets are safe for children to play
5. Pedestrian Street
6. Views through pedestrian pends provides a means of navigation

