

NORTH STANEY HILL MASTERPLAN, LERWICK, SHETLAND

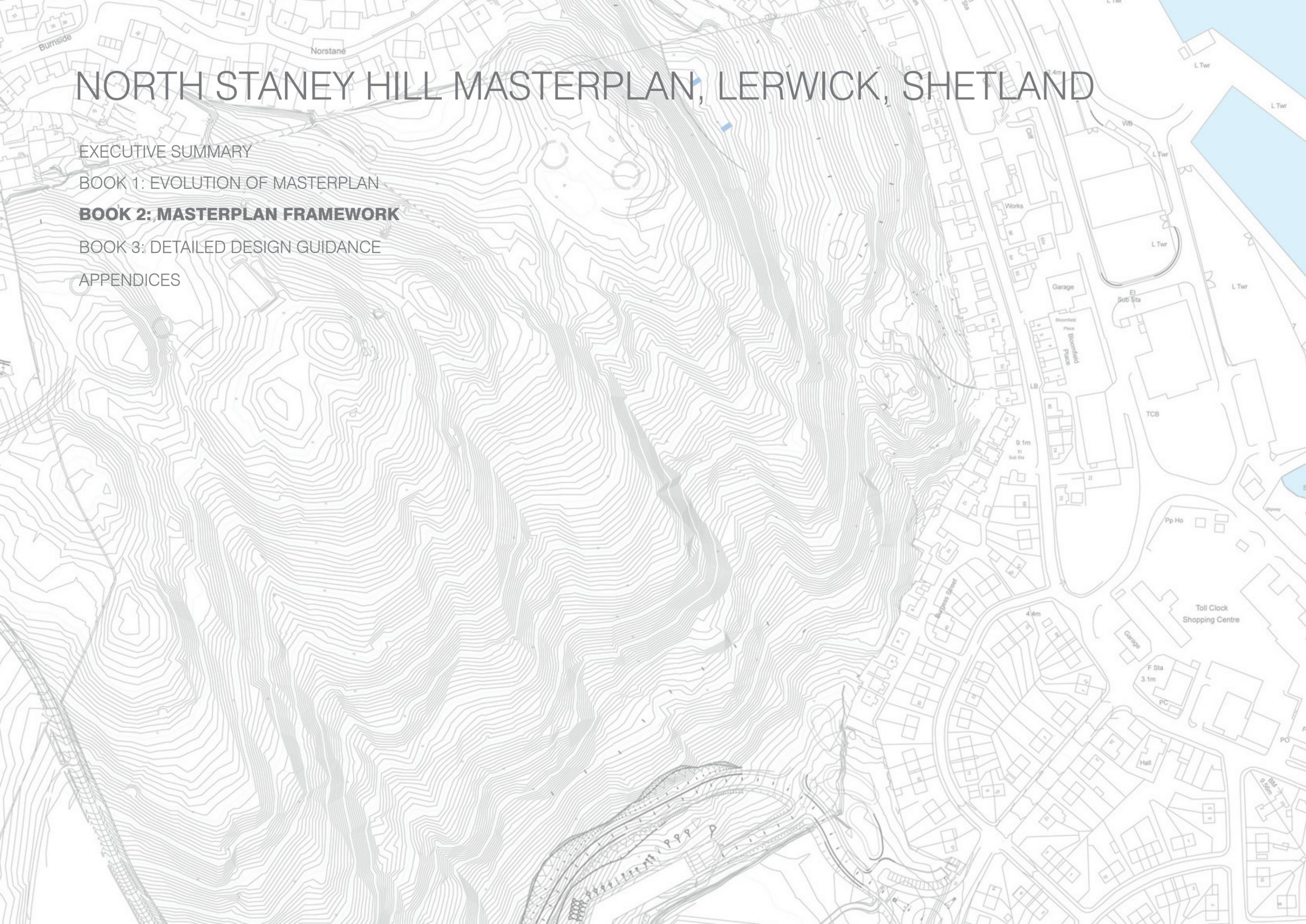
EXECUTIVE SUMMARY

BOOK 1: EVOLUTION OF MASTERPLAN

BOOK 2: MASTERPLAN FRAMEWORK

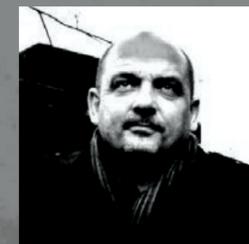
BOOK 3: DETAILED DESIGN GUIDANCE

APPENDICES





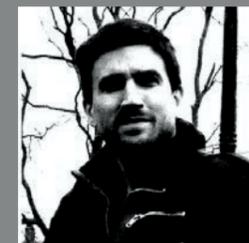
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In order to provide clarity and assist in the understanding of the three design books the following content is repeated across the three books. The structure of the contents of **Book 2: Masterplan Framework** is set out below identifying the core components of the masterplan that create both a functional, liveable, distinct and welcoming new place to live.

- 1. Introduction
- 2. Understanding the Brief
- 3. Understanding site and context
- 4. Analysis of Lerwick Housing Design
- 5. Constraints and Opportunities
- 6. Design Journey
- 7. Design Principles
- 8. **Masterplan Framework** Presenting the site in a series of layered plans to identify the key character areas, landscape structures, SUDs provision and movement structure for the site, indicating how the development responds to the wider built form and landscape character and links into the movement network 4
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- 11. Detailed Design for Roads and Drainage



8. MASTERPLAN FRAMEWORK

This section provides a series of framework layers indicating common elements across the site, including development areas, landscape types, movement network and SUDs provision. In order to ensure such framework parameters could be fully realised a detailed layout has been prepared based on the principles set out by the framework. The detailed layout is used throughout this section to help illustrate the framework layers and give a greater understanding to those taking on the role of detailing the masterplan using the kind of approach the framework advocates. The chapter concludes with a series of sketches that illuminate the sort of detailed design approach the framework advocates, illustrating the richness and variety of experience that could be achieved. This chapter establishes a basis for the coding in Book 3: Chapter 9.

Land Uses

NEW HOMES FOR LERWICK

8.1 The predominant land use on site will be residential with a mixture of two, three and four bedroom homes. There will be approximately new 300 homes, these will seek to expand upon existing residential areas to the north of the site, while also creating an area of residential development neighbouring the new high school to the south of the site, taking advantage of the area of the site most accessible to Lerwick Town Centre. In addition to residential development in this southern section of the site commercial and grade A office space will be provided, offering the potential for ground floor active uses, such as retail and commercial along the access road to the high school.



8. MASTERPLAN FRAMEWORK

SELF BUILDS

- 8.2 Whilst the Staneyhill masterplan is focused on social housing the framework provides opportunities to provide a mix of occupation types including an element of self-build with serviced plots provided within Area 3. These plots will allow potential purchasers the opportunity to design and build their own home whether it be traditional or contemporary, contributing to the variety and diversity of the new neighbourhood.
- 8.3 These plots will be located in an area where the landform does not easily provide for a dense development form, and with easy access from the existing road network the allocated areas enable early and independent delivery of housing. The housing will be detached dwellings that will tie in to the existing form along the adjacent Old North Road. Services should be provided from the existing road network.
- 8.4 To integrate the housing into the steep topography of the identified site, housing should 'step' down the face of the escarpment. Upper terrace houses are to be 'up-side down' houses with access from the top floor, whilst lower terrace units are to be conventional access. It should be important to achieve consistency of the ridgelines with level / height A.O.D. and guidance to be given at the detailed design stage.
- 8.5 The houses should be no more than 2 storeys. The roof pitch on the gable feature should be 45 degrees. The buildings should be painted timber weatherboarding with contrasting colours to neighbouring houses. This will allow individual preferences but if this is to be allowed then we do not want to see large batches of colour in one area. To maximise the advantage of views east towards the harbour and Bressay beyond, all self builds will have gable end on facing east, and terracing designed to reflect this.
- 8.6 Whilst the diagram indicates the locations where this type of development will be appropriate, other opportunities may arise throughout the development area. All self builds would require detailed planning consent.

PROVISION FOR BUSINESS USES

- 8.7 Although the site is intended to be developed primarily for residential use, there is scope for limited areas of business use. We understand that Hjaltland Housing Association is interested in building its new headquarters on the site. Partly because of the need to minimise the number of vehicles drawn into the site and partly because the public consultation did not support business development, it would be appropriate to allocate a site for the headquarters development in the south-eastern corner of the site, where it will have minimal potential to generate traffic through the site. This sector also has potential in terms of levels and build space to accommodate parking requirements in accordance with council standards.

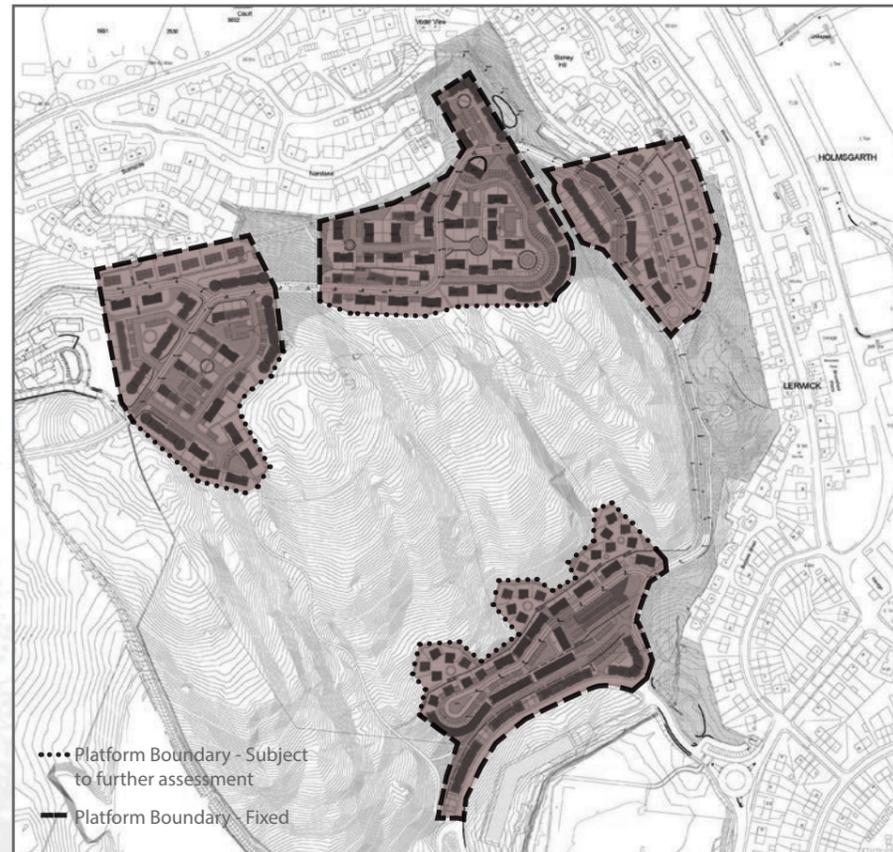


Figure 2: Platforms

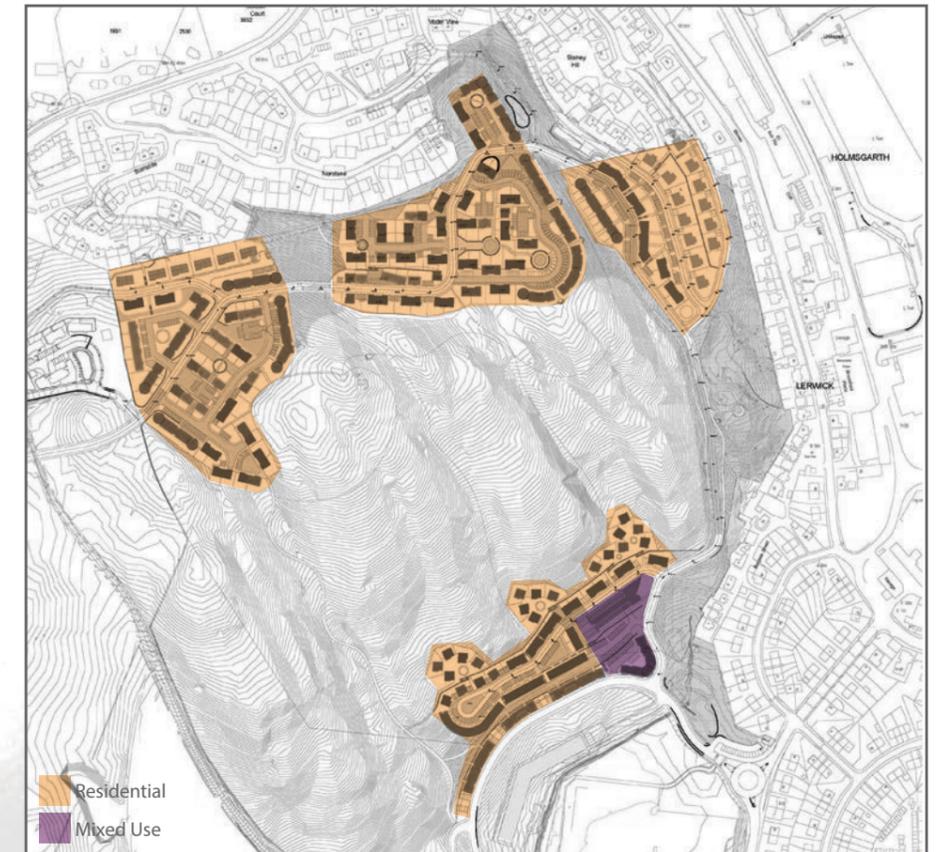


Figure 3: Land use



Figure 4: Self builds

8. MASTERPLAN FRAMEWORK

Creation of Liveable Neighbourhoods

WALKABLE NEIGHBOURHOODS

8.8 The four areas of development across the site should be designed in order to establish walkable neighbourhoods. Fundamental to the establishment of walkable neighbourhoods is the street layout, which should be configured to allow walkable access to local amenities for all street users. The development extent of each of the four areas adheres to a 100 metre walkable distance from a centre point along the Primary Street, a likely location for a bus stop. This amounts to a walk of approximately 1-2 minutes (based on average walking speeds for the site). This approach aligns to the Scottish Government's Designing Streets, which stipulates that walkable neighbourhoods should be 'characterised by having a range of facilities within 5 minutes' (up to about 400m) walking distance of residential areas which residents may access comfortably on foot. Where amenities cannot be provided within this area, good public transport links to relevant facilities should be accessible.'

IMPORTANT BUILDINGS / FOCAL POINTS

8.9 Feature buildings will be situated across the four areas at gateways, key junctions, the end of vistas along streets and at the development's edge. Their role will be to draw the attention of those both moving through the site and viewing it from a distance. They will:

- signify arrival into each of the four different areas, whether along the primary street or from cutting through the moorland area.
- punctuate vistas along the primary street.
- indicate the approach of a key junction / node.
- address longer distance views.

BUILDING HEIGHTS AND DENSITY

8.10 The height and density of buildings across the site will respond to several key factors:

- the visibility of development from the Broch.
- the need to create varied built form within each of the four areas, communicating the difference between peripheral low density areas and more central high density areas.
- Responding to key views from surrounding areas, such as those from those arriving into Lerwick by Ferry to the east.
- The existing height and density of development neighbouring the site
- The accessibility of areas across the site, providing reduced density in areas with less direct access to facilities and services.
- The need to create a natural transition between the moorland setting and each development area.



Figure 5: Walkable neighbourhoods - each area within 100 metre catchment

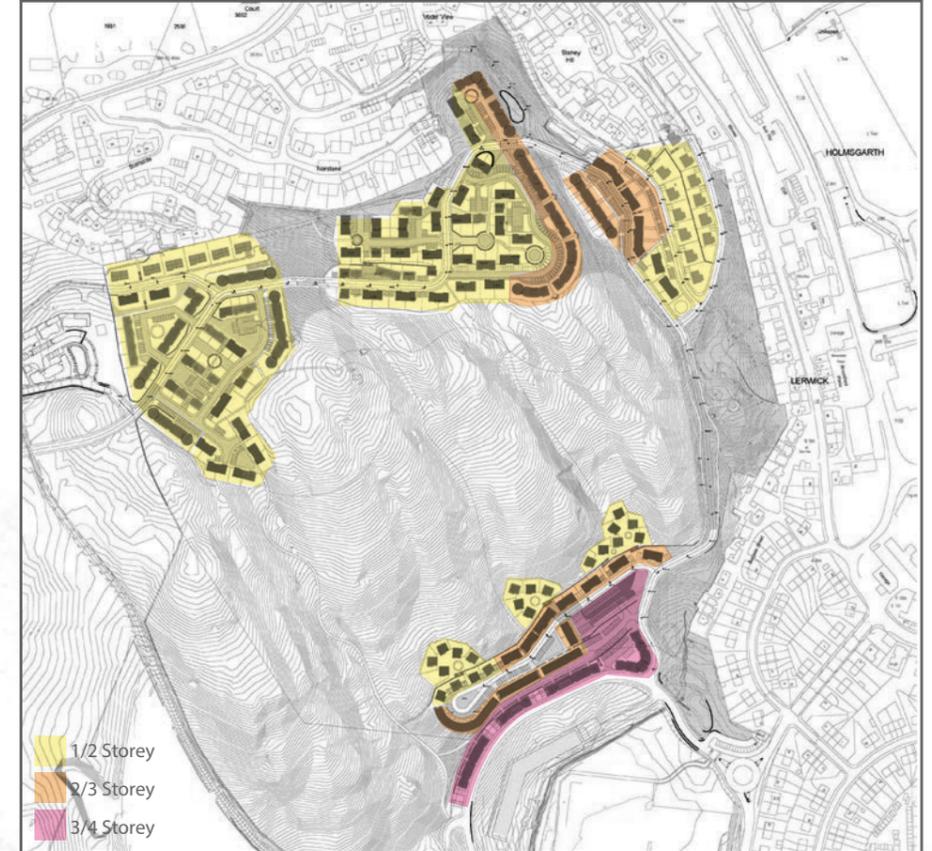


Figure 6: Building Heights

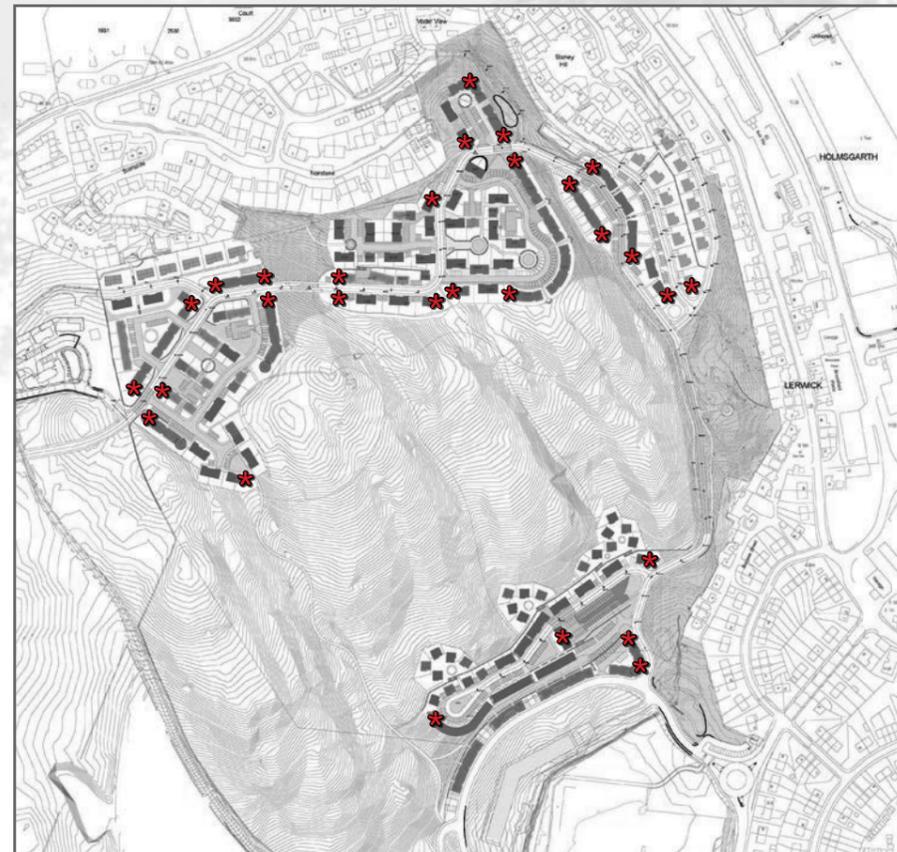


Figure 7: Important Buildings / Focal Points

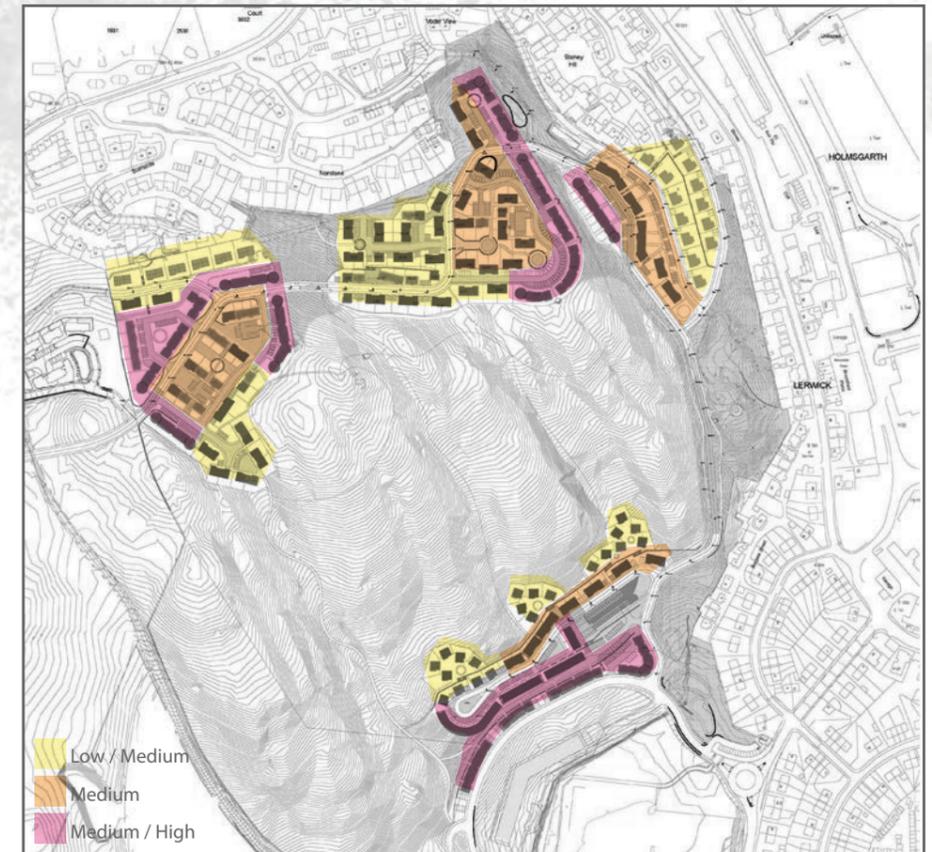


Figure 8: Density plan

8. MASTERPLAN FRAMEWORK

Movement Network and Hierarchy

8.11 The site will link into the existing road and footpath network of the area. The primary route for both vehicles and pedestrians will be a primary street that connects Wista, a residential road to the north west of the site with the new access road for the High School, at the south eastern corner of the site. This central spine street for the site, as it skirts around the hill, cuts through the heart of a series of new development areas with secondary streets providing access and connection to existing roads and footpaths neighbouring the site. For a full description of the site's road network please refer to appendix A.

8.12 These additional connections, clockwise from the site's connection to Wista, include:

- Vehicular and footpath link to a new road that connects up to Wista.
- Footpath link onto Burnside across a small area of green space adjoining the northern edge of the site.
- Footpath link onto Norstane.
- Vehicular and footpath link onto Voderview.
- Vehicular and footpath link onto Upper Staneyhill Road.
- Vehicular and footpath link onto Lower Staneyhill Road.
- Series of footpath links onto access road to High School.

8.13 The site's street network responds to the challenging topography of the site to establish a clear and legible movement hierarchy, providing the most convenient access for the four development areas to both internal facilities, such as open space and bus stops and external facilities and areas, including the high school, leisure centre and town centre.

JOURNEY ALONG PRIMARY STREET / PUBLIC TRANSPORT CORRIDOR

8.14 The primary street forms the key spine to the development, providing access to the four separate development areas and enhancing connectivity between existing areas south and north of the site. The primary street has been routed to minimise traffic speeds with stretches of straight road kept to a minimum. Changes in direction along the street will avoid long curved stretches of road that offer the driver the sort of forward visibility encouraging high traffic speed. This combined with identified gateways, frontage and feature buildings will create a safe, legible and attractive primary street through the site.

8.15 The primary street is routed to skirt around the eastern end of the ridgeline that cuts into the site from the south west. Setting off from the High School access road to the south the street rises to a junction / node connecting up to a local access into an area of development that bounds the southern edge of the site.

8.16 The primary street continues in a northerly direction, following the contours of the site's landform as it slopes from the ridgeline to the eastern edge of the site. Along this trajectory the street passes through the second development area on the eastern escarpment face of the site. On approach to this area a secondary street provides access into this housing area, routed north east to follow the contours of this eastern slope of the site, the street forks to then join two existing residential streets along the north eastern edge of the site.

8.17 The primary street continues north before beginning to turn west around the ridgeline. To the north of the ridgeline the street enters the site's third development area, marked by strong development frontage either side.



Figure 9: Wider context - movement network

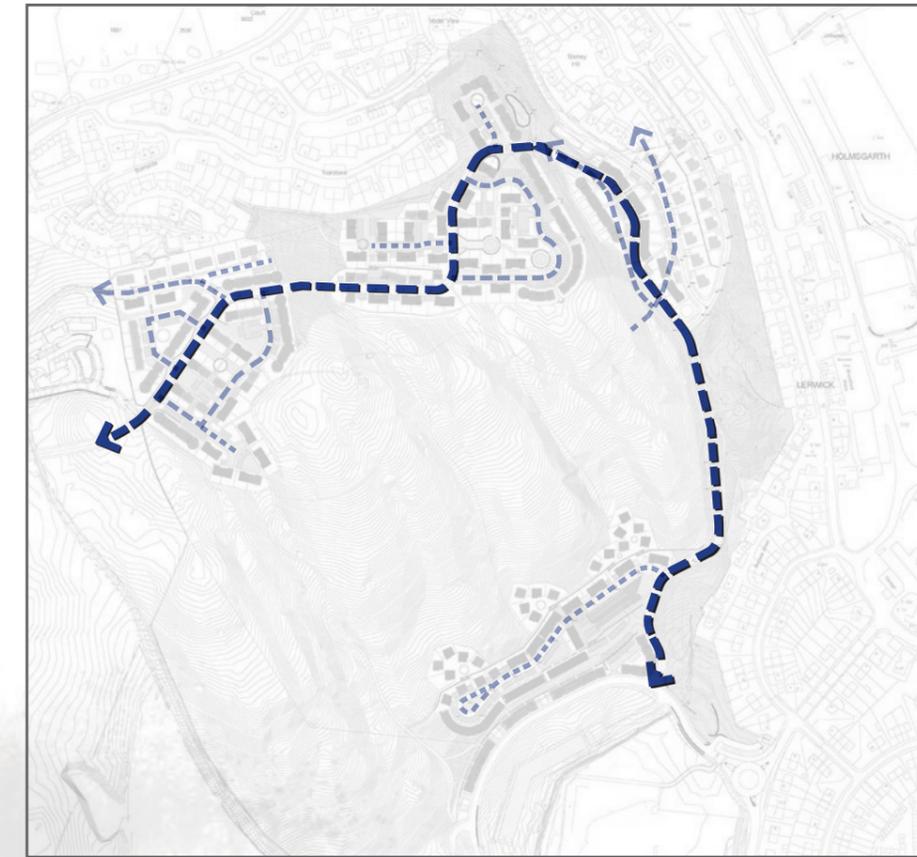


Figure 10: Street hierarchy - primary street

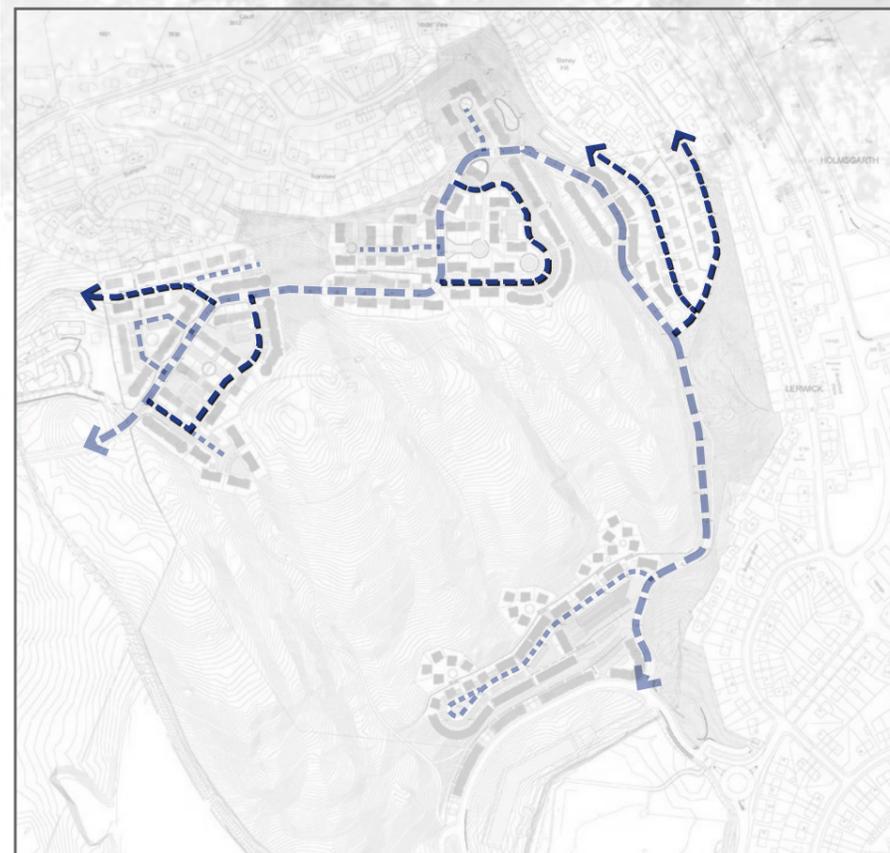


Figure 11: Street hierarchy - secondary street

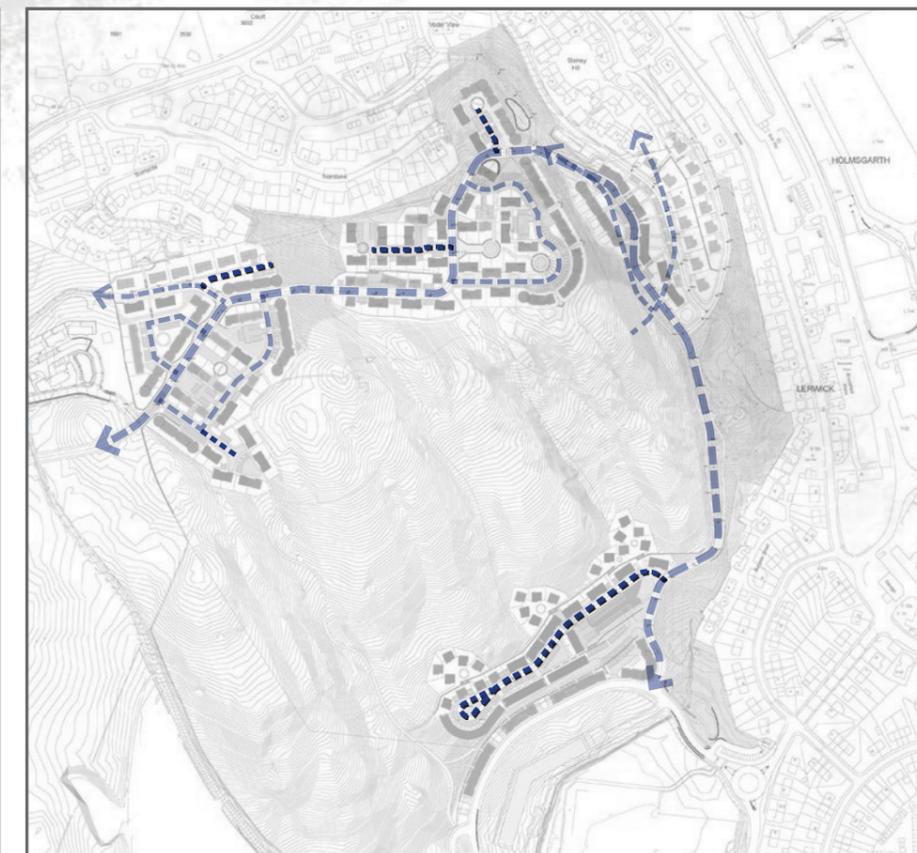


Figure 12: Street hierarchy - local access

8. MASTERPLAN FRAMEWORK

The street continues west and then south west around the ridgeline, cutting across a plateaued area of the site with development either side accessed by a secondary looped street to the east and a couple of local access streets to the west.

- 8.18 Heading west out of the plateau housing area, the primary street rises up a steep slope that separates the plateau and the final development area. The latter is set within an area bound by land slightly rising to the south and east, creating a shallow bowl effect to the landform. The primary street continues west into the development area with a secondary street providing access to housing that stretches along the southern edge of the area, before looping back onto the primary street. The primary street turns sharply south, at which point a secondary street provides a link to Pegasus Place on the western edge of the site. The primary street continues south through the Bowl development area exiting the site and extending westwards to provide a public transport corridor through the Hoofields housing area.

Managing Traffic Speeds

NODES AND GATEWAYS

- 8.19 In order to reduce traffic speeds and create a primary street that runs through the site with a rich and varied experience, there will be a series of urban design measures introduced. These form the building blocks that ensure the route provides a sequence of events or experiences for the user, creating legibility and a site specific character.
- 8.20 Nodes and gateways will be sited along the route to identify arrival into one of the four development areas and at key junctions, areas of interest and spaces within each of the areas. The basic design mechanics of a node or gateway is in the way buildings address the public realm to suggest either the need for a reduction in traffic speed and/or an area of interaction or activity. Gateways are most interested in communicating the former so, as the title suggests, buildings are to act as gateposts into an area of development, creating a tight urban form that restricts the driver's forward visibility and indicates their entry into an area where people live and interact. Nodes are also concerned with reducing driver speed but also in encouraging interaction and activity. Within the four neighbourhoods, they will help form a central focus, where the siting of facilities such as bus stops will encourage residents to engage with one another.

STREETSCAPE TREATMENT

- 8.21 A series of streetscape treatments is recommended to help express the gateways and nodes within the development areas. These will further break up the primary street and lend it a distinctive character of the street as it passes through each neighbourhood. The use of differing street materials, raising of carriageways to run at grade with footpaths and narrowing of carriageways can help improve pedestrian amenity and security along the street. An image of how this might be realised is provided opposite.

Parking

- 8.22 Parking across the four areas will be integrated and accommodated by a variety of means, providing flexibility across the site and lessening the visual impact of motorcars within the public realm. It is expected



Figure 13: Public Transport - (50 and 100 metre catchment)

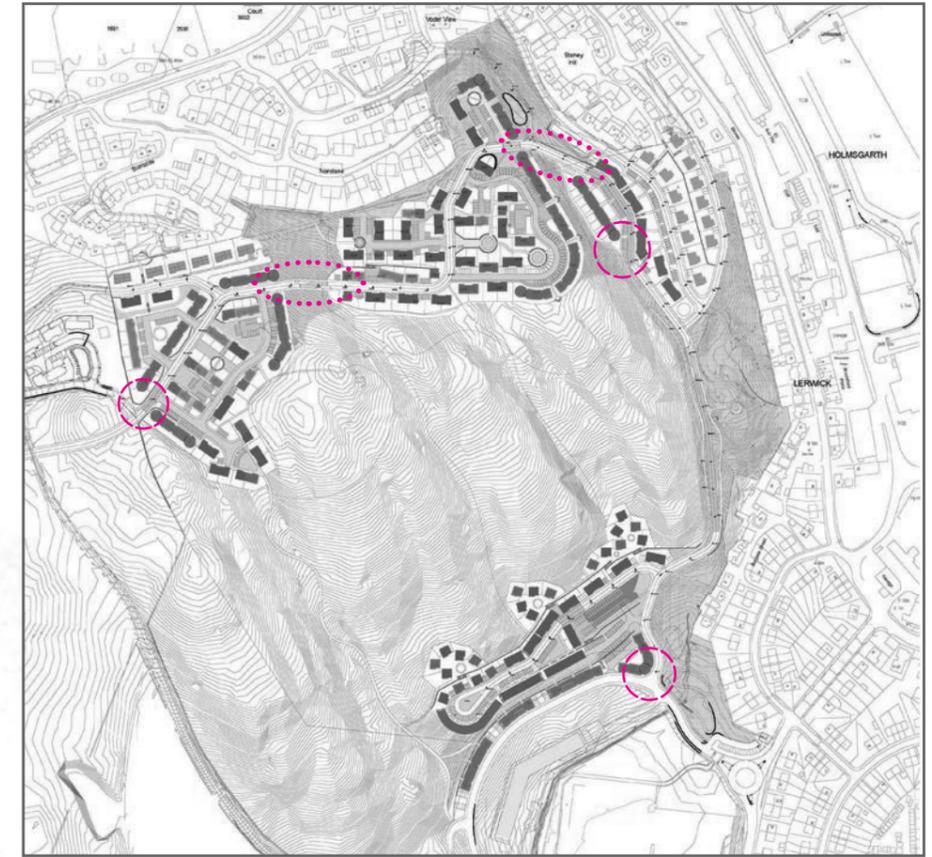


Figure 14: Managing Traffic speeds - gateways and nodes



Figure 15: Managing Traffic speeds - proposed surface treatment changes at nodes, gateways and shared surfaces



Figure 16: Managing Traffic speeds - surface treatment

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that a range of parking solutions will be required, in combination, to address the physical and environmental constraints of the site including on-street, in-curtilage, courtyard and in-structure parking. If parking is introduced within the streetscene it should seek to provide additional traffic calming to the street network by restricting driver visibility within residential areas. Car parking should be organised to deter cluttered streets and so should be designed in from the outset, such as by the use of subtle widening within a street or by using end-on or angled parking within a node. There should also be sufficient provision, including the provision of disabled parking spaces, which must be allocated across the four areas to ensure that parking is distributed evenly and clearly.

- 8.23 There is the potential to accommodate parking within off-street parking courtyards across the site. These courtyard spaces are to be well defined by built form, providing additional shelter between car and home. In the design of these courtyards, consideration should be given to ensuring good natural surveillance is provided by neighbouring properties. Discreet and attractive vehicular accesses to any off-street parking areas will need to be taken into account within the overall street design.
- 8.24 The provision of cycle parking should be considered across the site but particularly within the Terrace housing area. Due to its closer proximity to the town centre and flatter terrain, offering greater convenience for cycling. Its potential for mixed use development is likely to encourage increased journeys throughout the day.

Footpath Links

- 8.25 Threaded throughout the Framework Masterplan is a network of footpaths to realise maximum connectivity across Staneyhill and the proposed development areas. This network is connected beyond the site, integrated with the site's immediate neighbourhood and the wider setting of Lerwick town centre.
- 8.26 The core network is provided by footpaths along the primary and secondary streets with other shared surface treatments and footpaths located along local access streets. Outwith the development areas is a series of additional, more informal footpaths which provide connections between the development areas. They also offer access into existing housing areas along the northern edge of the site and the public open space.
- 8.27 The masterplan framework seeks to promote and prioritise active forms of travel by providing clear, direct and convenient foot and cycle connections to key destinations within the surrounding area. Provision of a shared use route is proposed (see plan right) connecting the site north and south. Due to the particular topographical constraints of the site the route will vary in width but should achieve a minimum of 2.5m width and 3m maximum width. The table over-page shows some of the key destinations within the surrounding area and the distance / typical time it would take to walk or cycle to these with the footpath network proposed by the masterplan framework.
- 8.28 In addition to the main pedestrian routes it is proposed that informal pedestrian routes across the moorland, along the ridgeline and down the valleys are to be realised. This was an aspect of the masterplan that was identified during the community consultation. Whilst the installation of these routes presents difficulties in terms of topography and accessibility, as Staneyhill develops it is anticipated that desire lines will naturally arise along the routes (illustrated on the plan far right) and if so then a decision on developing these routes further can be made.



Figure 17: Innovative and integrated parking solutions, on-street, in-curtilage, courtyard and under-croft parking.



Figure 18: Footpath Network outwith development areas

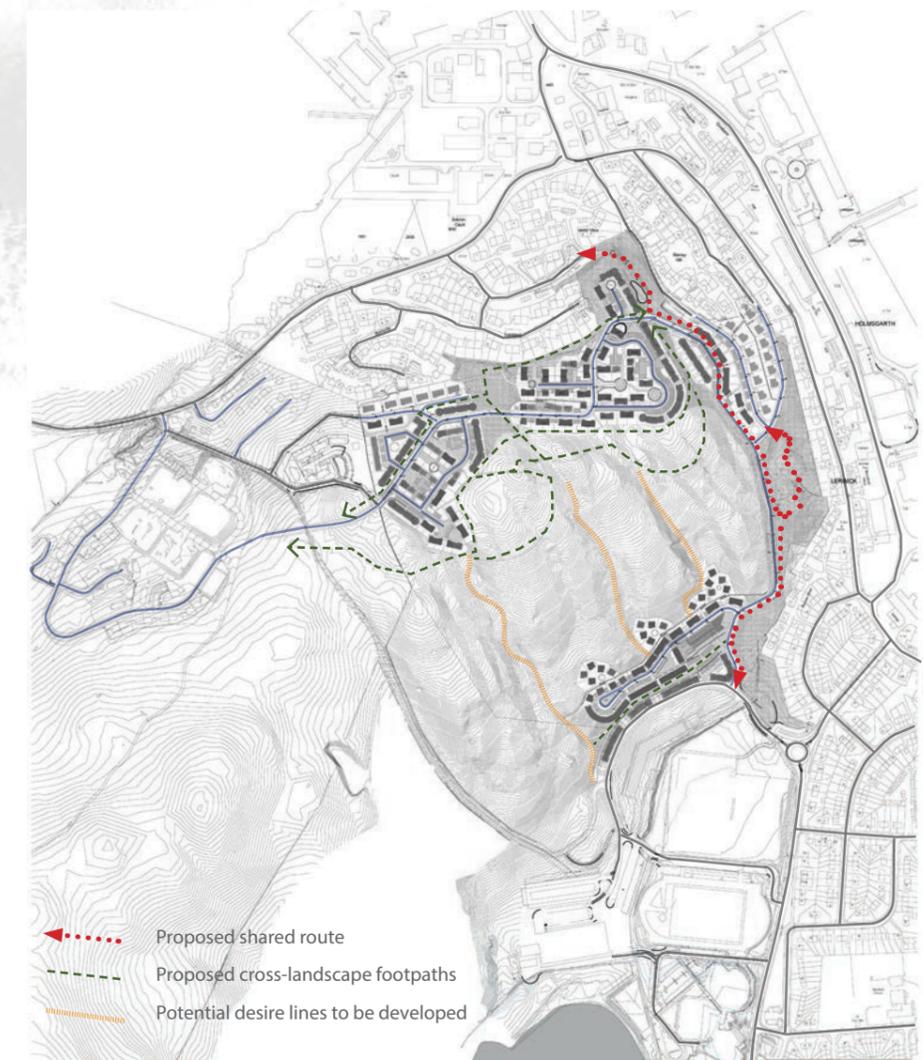


Figure 19: Key Footpath Typology

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Destination Links

8.29 The adjacent diagrams show key destinations in close proximity to Staneyhill along with walking and cycling distances.



- A. Education**
 1. Anderson High School
 2. Bells Brae Primary School

- B. Healthcare**
 1. Lerwick Health Centre /
 Gilbert Bain Hospital

- C. Leisure / Recreation**
 1. Clickimin Leisure Centre
 2. Shetland Museum

- D. Employment Centre**
 1. South Gremista Industrial Park
 2. Port Business Park
 3. Lower Blackhill Industrial Estate
 4. Marina Business Park
 5. Garthspool

- E. Retail**
 1. Co-op on Holmsgarth Road
 2. Tesco on South Road
 3. Town Centre
 4. Toll Clock Shopping Centre

- F. Public Transport**
 1. Closest bus stop for bus services along
 A970 / A969
 2. Lerwick Ferry Terminal

Typeww	Key Destination	Distance		Time to Walk*		Time to Cycle**	
		Closest Area (in kilometres)	Furthest Area (in kilometres)	Closest Area (in minutes)	Furthest Area (in minutes)	Closest Area (in minutes)	Furthest Area (in minutes)
A. Education	1. Anderson High School	0.25	1	3.75	15	1.25	5
	2. Bells Brae Primary School	0.8	1.4	12	21	4	7
B. Healthcare	1. Gilbert Bain Hospital	0.9	1.5	13.5	22.5	4.5	7.5
C. Leisure / Recreation	1. Clickimin Leisure Centre	0.45	1.2	6.75	18	2.25	6
	2. Shetland Museum	0.8	1.4	12	21	4	7
D. Employment Centres	1. South Gremista Industrial Park	0.45	1.1	6.75	16.5	2.25	5.5
	2. Port Business Park	0.65	1.3	9.75	19.5	3.25	6.5
	3. Lower Blackhill Industrial Estate	1.1	1.6	16.5	24	5.5	8
	4. Marina Business Park	0.9	1.4	13.5	21	4.5	7
	5. Garthspool	0.5	1.1	7.5	16.5	2.5	5.5
E. Retail	1. Co-op on Holmsgarth Road	1	1.8	15	27	5	9
	2. Tesco on South Road	1.1	1.8	16.5	27	5.5	9
	3. Town Centre	1.5	2	22.5	30	7.5	10
	4. Toll Clock Shopping Centre	0.55	1.1	8.25	16.5	2.75	5.5
F. Public Transport	1. Closest bus stop for bus services along A970 / A969	0.4	1.1	6	16.5	2	5.5
	2. Lerwick Ferry Terminal	0.4	1.1	6	16.5	2	5.5

*Time taken is based on a pace of 4 kilometres per hour, this calculation uses an average walking speed of 5 kilometres per hour and reduces it by 1 kilometre per hour to account for the gradient of the site.

**Time taken is based on a pace of 12 kilometres per hour, this calculation uses an average cycling speed of 18 kilometres per hour and reduces it by 6 kilometre per hour to account for the gradient of the site.

8. MASTERPLAN FRAMEWORK

Additional Layers

SHELTERED SPACES

8.30 The site is physically at the mercy of nature and although the high winds and chill factor will be a fact of life for many future residents the opportunity to create as many internal sheltered spaces as possible should be taken. These internal spaces can incorporate parking courtyards, shared garden space, footpaths or blocks of landscape planting. The design will require intelligent building orientation and boundary treatments including structures and devices to provide shelter and environmental amelioration.

VIEWPOINTS

8.31 Stoneyhill provides opportunities for unparalleled views out of the site across the countryside north, east across the harbour to Bressay, south east to Lerwick and south across the Broch to the sea beyond. The key views are from the top of the hill, where the main areas of built development will be realised.

8.32 Part of the joy when travelling across the site is the opportunity to view and glimpse majestic vistas and panoramas across the surrounding landscape. Views along the Primary Street are likely to be constant features for the duration of the user's journey. However there are certain key views that should be considered when making decisions on the alignment of streets, location of nodes / spaces and positioning of buildings to ensure that these form events that should surprise and delight in equal measure.

8.33 On the diagrams opposite the viewing opportunities to be integrated into the development are identified as viewing corridors. Views are typically gained from within development areas and from more general view points, located along the ridgeline and within the green corridor.

PUBLIC ART

8.34 Public art can make a major contribution towards creating a sense of character and identity in a place. To this end the detailed design and development of the masterplan area should have public art as a focus, with art integrated into the design from the outset, provided in a wide range of imaginative ways, in particular as part of the landscape and street elements including walls, furniture, and focal features.

8.35 During the detailed design and construction phases, a series of art projects relating to Shetland heritage and culture should be integrated and organised with local community groups. The projects should use a range of different art forms: textiles, drawing, painting, photography and new technology.

8.36 The natural features and assets of the site such as the landform, the open Moorland, the WWII traces, the green corridor, the views out from site, and the potential that new development forms and new neighbourhoods provide, will all help to add an element of interest and character to the new Stoneyhill.

8.37 Two particular natural opportunities for artwork include the open space that lies at the heart of the site, the Moorland, which provides

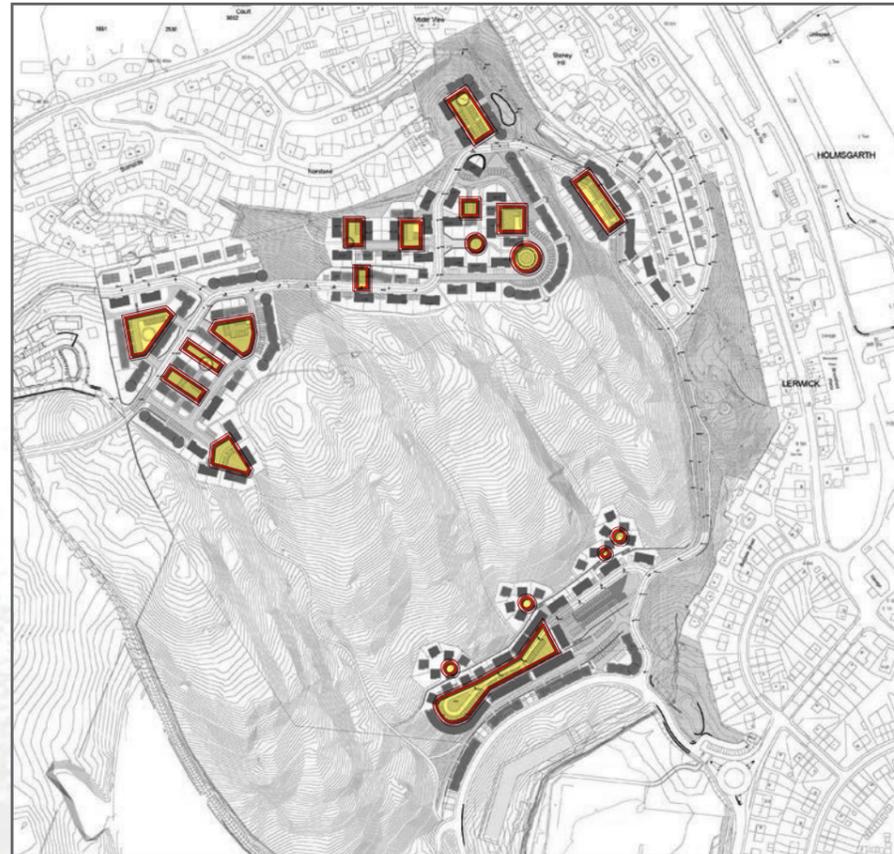


Figure 20: Sheltered Spaces

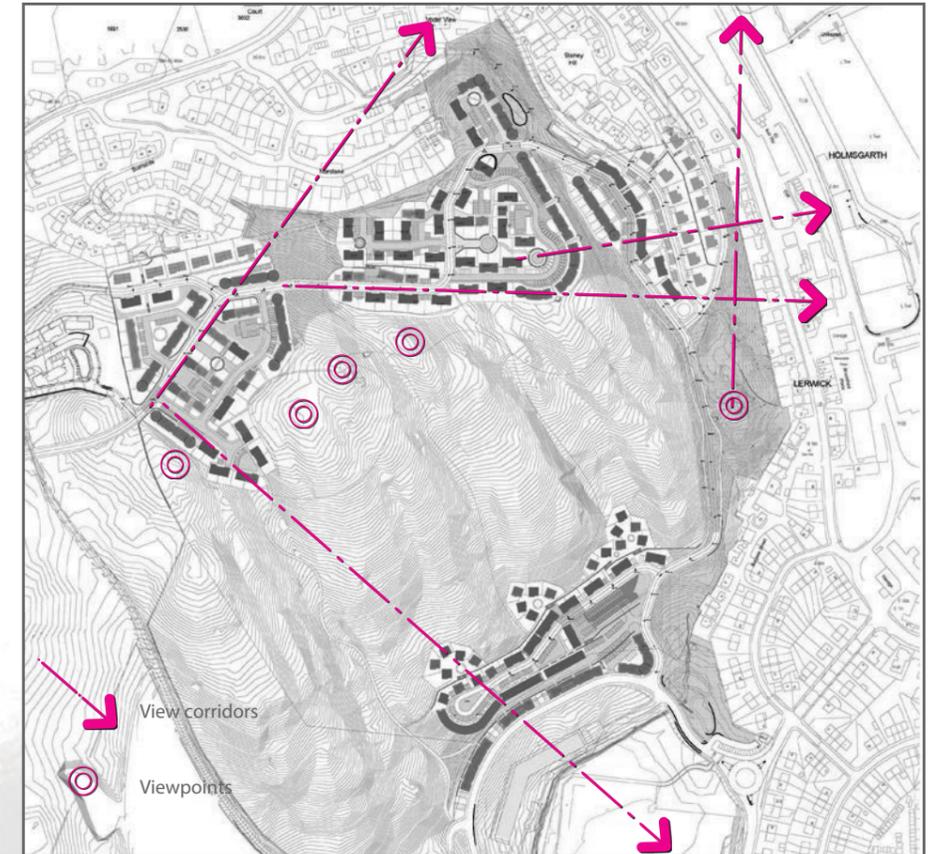


Figure 21: Viewpoints



Figure 22: Public Art



Figure 23: Key view gained on entering the site at the northern end of the site off Cunningham Way

8. MASTERPLAN FRAMEWORK

unparalleled views across Lerwick across to Bressay and beyond. In addition the WWII memorial site provides a contrasting landscape, a place of historical resonance and a space that links the north and south of Stoneyhill with views to and from the new housing areas, as well as views to the harbour and the Broch. These places provide the potential for installations by local artists, schools and local artist groups.

SUDS PROVISION

SURFACE WATER DRAINAGE

8.38 The proposed storm drainage strategy for the site is to provide on-site attenuation for a minimum 1 in 30 storm event with no flooding of adjacent properties as a result of a 1 in 200 storm event on the new development, in line with SEPA guidance. The attenuated discharge rate will be restricted to the equivalent greenfield release. Based on a site area of 10.3ha, annual rainfall data and soil characteristics the discharge rate shall be restricted to 197.59l/s. Whilst the SUDs have very specific technical and physical requirements the intention is to incorporate the SUDs as a series of natural features that add to the quality and texture of the development proposals. Further details of the surface water drainage is provided in Appendix A

FOUL DRAINAGE STRATEGY

8.39 A foul drainage network will be provided throughout the site to serve the anticipated 300 new homes in the development. The sewer network will discharge to the existing foul drainage network at north Lochside via the branch line laid along the first 135m of the newly constructed access road into the new Anderson High School. For a full description of the drainage on the site please refer to appendix A

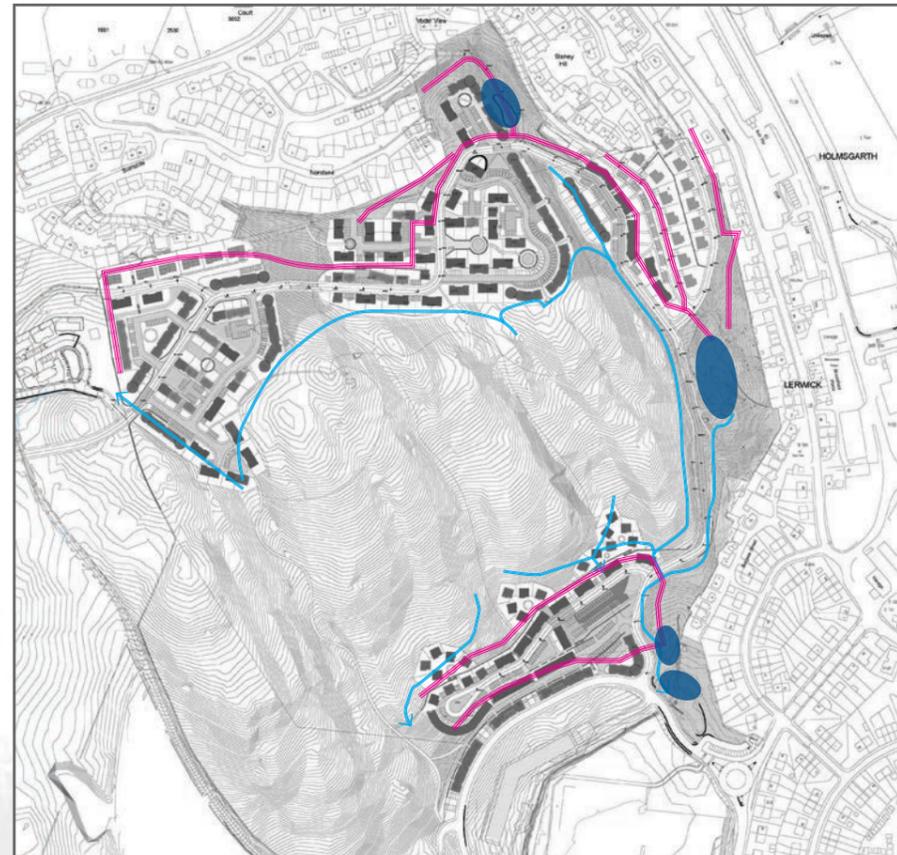


Figure 24: SUDs



Figure 25: Function



Figure 26: SUDs image



Figure 27: Function

8. MASTERPLAN FRAMEWORK

Landscape - Staneyhill Masterplan Core Character Areas

8.40 The three main landscape character areas of the masterplan framework, outside the proposed development areas, directly respond to the landscape features of the site. The design will encourage an appreciation of these, through planting, footpath access, exposing rock and introducing landmark features, such as public art. The ridgeway, valleys and lowland slopes and sheltered woodland edge (Green Corridor) of the site form the basis for the site's three landscape character types; the following provides a brief introduction to each one.

EXPOSED UPLAND RIDGEWAY CORRIDOR

8.41 As the title suggests this landscape type is defined by a ridgeway that cuts east west across the site, it has a local role and the potential to have a wider strategic one. As a local landscape area it offers a raised area within the site where wider views can be appreciated. It also creates a clear physical division between development areas within the northern / Staneyhill side of the site and the southern / Lerwick side of the site. The ridgeway traverses a series of peaks that are visible from surrounding areas, particularly the higher parts of old Lerwick. There is therefore an opportunity to enhance the sense of connection between the Staney Hill development and the old town. This could be achieved through the introduction of a lighting installation or public art, and perhaps tying in these markers on the landscape with Lerwick's calendar of festivals and events such as the Shetland film festival, ScreenPlay, and Up Helly Aa.

8.42 In its strategic role the ridgeway extends beyond the south western boundary of the site running along a series of peaks that rise up above Clickimin Loch and residential areas in Sound. The potential to introduce a new accessible route along the ridgeway may form the catalyst for a continuous active route along these peaks, enhancing accessibility to this landscape feature for those living in Sound and beyond. This ridgeline route could facilitate future activities in the area, such as mountain biking, triathlons, etc.

VALLEY CONNECTIONS + LOWLAND SLOPES

8.43 The site's southern face is intercepted by three shallow valleys that extend from the site's ridgeline almost down as far as the site's boundary with the High School access road. These valleys currently form a natural route for the movement of water from the raised areas of the site to a sustainable drainage system introduced with the development of the new high school development. This system channels water into Clickimin Loch. The role of the three valleys within the site's landscape framework is to facilitate the movement of people and wildlife. The introduction of new low level moorland planting and informal tracks will better articulate the undulating valley forms that characterise the site's southern face and provide a series of accessible routes connecting the residential areas in the north and south of the site. Any intervention would also respect the existing landform and vegetation to ensure that the valleys continue to manage water in the southern half of the site.

SHELTERED WOODLAND EDGE (GREEN CORRIDOR)

8.44 Corridors and groupings of tree planting will form a key feature at the site's interface with existing residential areas and within the lower levels of the site. It will seek to reintroduce a feature to the landscape that has long since been removed, trees. In order for this reintroduction to prove successful, selective robust species will be planted in substantial blocks to provide a defence against high winds. This woodland edge will extend from existing woodland planting in the community woodland along the eastern edge of the site and will provide a degree of enclosure for housing along the eastern and northern edges of the site. It will also create a habitat for wildlife and create pockets of land more permeable to rainfall.

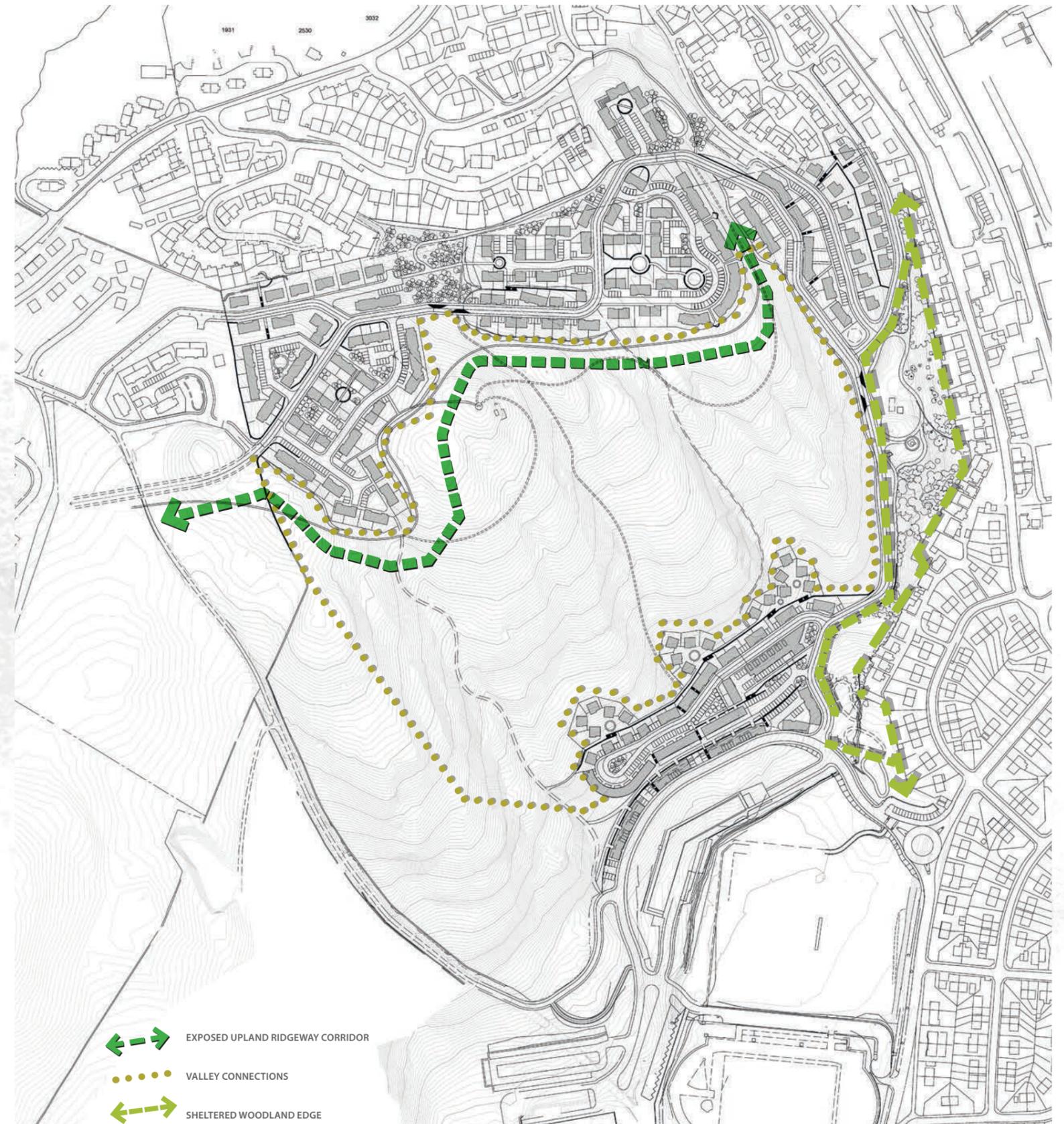


Figure 27: Landscape Character Areas

8. MASTERPLAN FRAMEWORK

Landscape Strategy

FRAMEWORK VISION: LANGUAGE OF LANDSCAPE

8.45 There is fascination in the relationship between language and landscape – the power of strong style and single words to shape our sense of place, including terms for particular aspects of terrain, elements, light and sentient life, or resonant place names. Shetland is the home of an extraordinary landscape and the spoken language is heavily influenced by it. For a project like this, the language of the landscape of the site and architecture need to correspond with the design of the masterplan, revealing and identifying the landscape assets of Staneyhill.

8.46 The landscape of the Masterplan needs to realise and reveal at least three key paradigms.

- First, the calm continuity of environmental change, in daily, seasonal and geological continuum, providing a model for flow without event.
- Second, the landscape needs to read and realise the functions and motions as integral to the character of place: flows of a site, movements of water, industrial processes, even construction, become design factors, with process itself as a building block.
- Third, the Masterplan needs to take advantage of the re-appearance of landscape in the cultural sphere where memory and local cultural changes are inevitably marked in every landscape.

LANDSCAPE OBJECTIVES

8.47 To realise the landscape strategy, and drivers, there are a number of objectives that have been realised as part of the Staneyhill Masterplan. These are fundamental to a successful and distinctive development of Staneyhill, as well as the wider context of Lerwick, and as such any further phases of design and development must adhere to these principles. The objectives are identified in the diagrams below and realised in the landscape masterplan over-page.

1. RETAIN AND INCORPORATE EXISTING LANDSCAPE

- To lessen the potential impacts of the Staneyhill development It is essential that the existing landscape and identified characteristics including 'heather moorland', 'rock outcropping' etc are retained and protected during the design and development of the Staneyhill over the forth-coming decade + of development. These and other local Shetland characteristics, e.g. roundels, should be utilised as the in the design development of the new housing areas.

2. DEFINE AND STRENGTHEN EXISTING EDGES

- To ensure that Staneyhill does not visually appear as a 'Suburban Extension', or function as an inward-looking housing development, it is essential that Staneyhill masterplan 'extends' beyond the red-line boundary by ensuring that the character of the existing edges, and surrounding connections, are strengthened and woven in to the proposed masterplan where possible.
- To lessen the potential impacts of the development proposals on Lerwick's town's current edges, the northern and eastern deciduous edges will be planted and incorporate additional drainage measures, whilst the southern boundary will incorporate appropriate measures including use of moorland landscape forms, drainage measures, connections for pedestrians and cyclists.

3. IMPROVE CONNECTIONS TO LERWICK, SCHOOL AND LOCAL FACILITIES

- Staneyhill should maximise connections with its immediate surroundings as well as provide new connections to and from neighbouring areas and assets including central Lerwick, Anderson High School and Clickimin. Routes are to be created for pedestrians, cyclists and vehicular users. Of particular note from the community engagement was the desire for new pedestrian connections down the hillside to the new school.

4. BUILD ON THE "GREEN CORRIDOR"

- The existing 'green corridor' along the eastern edge of the site should be retained and act as a foundation to develop and establish a stronger green edge to the site.

5. CREATE LINKS INTO THE WIDER COUNTRYSIDE

- Staneyhill's unique position provides unparalleled views southwards across the Broch of Clickimin and to Bressay in the east, as well as walking connections to the local hills in the south west and Scalloway beyond. Staneyhill development areas and wider masterplan need to maximise these assets.

6. CREATE PUBLIC OPEN SPACE AREAS

- Landscaped green spaces and corridors are to be designed and integrated within the new development areas, creating distinct sheltered public open space areas within the housing development, which are functional and usable for recreation, pedestrian/cycling interconnections, and community uses such as for allotments or for public events.

7. CREATE GATEWAYS

- Gateways and nodal points are key urban design tools that are incorporated within the Staneyhill masterplan and development areas, creating a sense of arrival, character and legibility, in addition to assisting in controlling speed and movement.

8. LOCATE COMMUNITY FACILITIES IN SIGNATURE SPACES

- The proposed community facilities will be positioned along the length of the green corridor signature space, and not concentrated in one area of interest, to promote movement and activity throughout development.

8. MASTERPLAN FRAMEWORK

1. RETAIN AND INCORPORATE EXISTING LANDSCAPE



2. DEFINE AND STRENGTHEN EXISTING EDGES



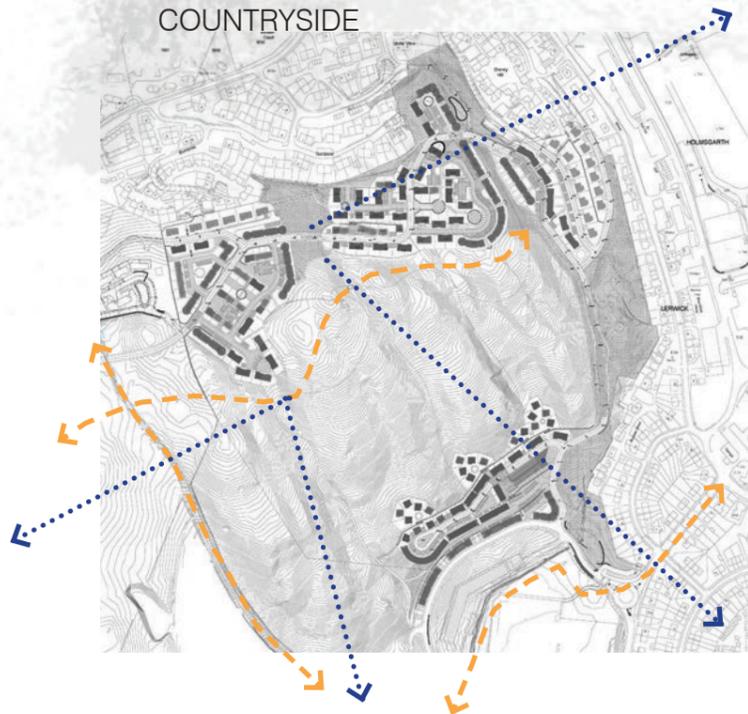
3. IMPROVE CONNECTIONS TO LERWICK, SCHOOL AND LOCAL FACILITIES



4. BUILD ON THE "GREEN CORRIDOR"



5. CREATE LINKS INTO THE WIDER COUNTRYSIDE



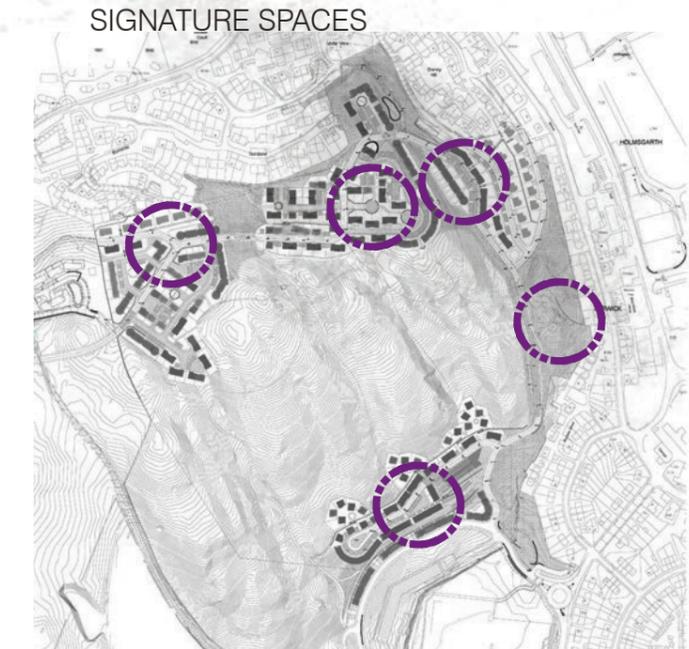
6. CREATE PUBLIC OPEN SPACE AREAS



7. CREATE GATEWAYS



8. LOCATE COMMUNITY FACILITIES IN SIGNATURE SPACES



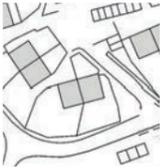
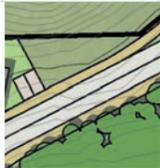
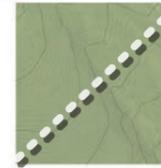
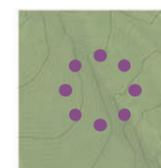
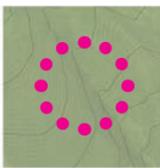
8. MASTERPLAN FRAMEWORK



Figure 28: Landscape Masterplan

8. MASTERPLAN FRAMEWORK

LEGEND

	Existing housing		Existing trees retained
	Proposed housing		'Green Corridor'
	Moorland retained		Proposed trees
	New access road / street		Informal paths
	Hard landscape areas		Sustainable drainage (SUDs)
	Formal paths		Viewpoints
	Viewpoint / public art space		Proposed Office / Employment
	Access points - Primary		
	Access points - Secondary		

ASPIRATIONS AND DRIVERS

8.48 At the heart of the Stoneyhill masterplan and framework is the retention, and promotion, of place. One that is responsive to the natural environment, utilising existing assets, but one that also offers a safe, high quality recreational environment that contributes not just to the new Stoneyhill community but also one that enhances the wider context of Lerwick and Clickimin.

8.49 Through the development of the masterplan there were a set of criteria that became clear as key aspirations, and consequently **drivers**, for the realisation of the new Stoneyhill community. These are about creating a place that

- Builds on the site's existing assets, incorporating and responding to natural features such as the textured surface of emerging rock, knolls, ridge lines, moorland character and steep landform, through layout, the form and mix of buildings.
- Connects externally to the surrounding landscape and internally to the four development areas through landscape corridors and new footpath network.
- Provides a range of different open space and landscape types which allow for a range of uses and free play which simultaneously incorporate specific site features that imbue the masterplan with place- and people- specific characteristics, linked together by footpaths and cycle paths.
- Creates a safer place where natural surveillance of open spaces, footpaths and parking, overlooked by buildings also enhances community and connectedness.
- Creates a clear graded transition between a wild landscape, as typified by the ridgeline through the site, and a domestic / public landscape, as will be typified by the pockets of green space located along the primary street and within the development areas.
- Encourages biodiversity through the introduction of a range of supplementary and enhanced planting carefully woven in to the existing retained landscape types and vegetation.
- Where applicable helps to break up development when viewed from the town, articulating the topography and landform through the retention and reinforcement of rocky outcrops and layering / tiering landscape planting and development.
- Facilitates the efficient and sustainable movement of surface water through the site, utilising the flow of water to again create multi-sensory experiences within the site's landscape.
- Acknowledges and celebrates views to the town and the sea beyond.

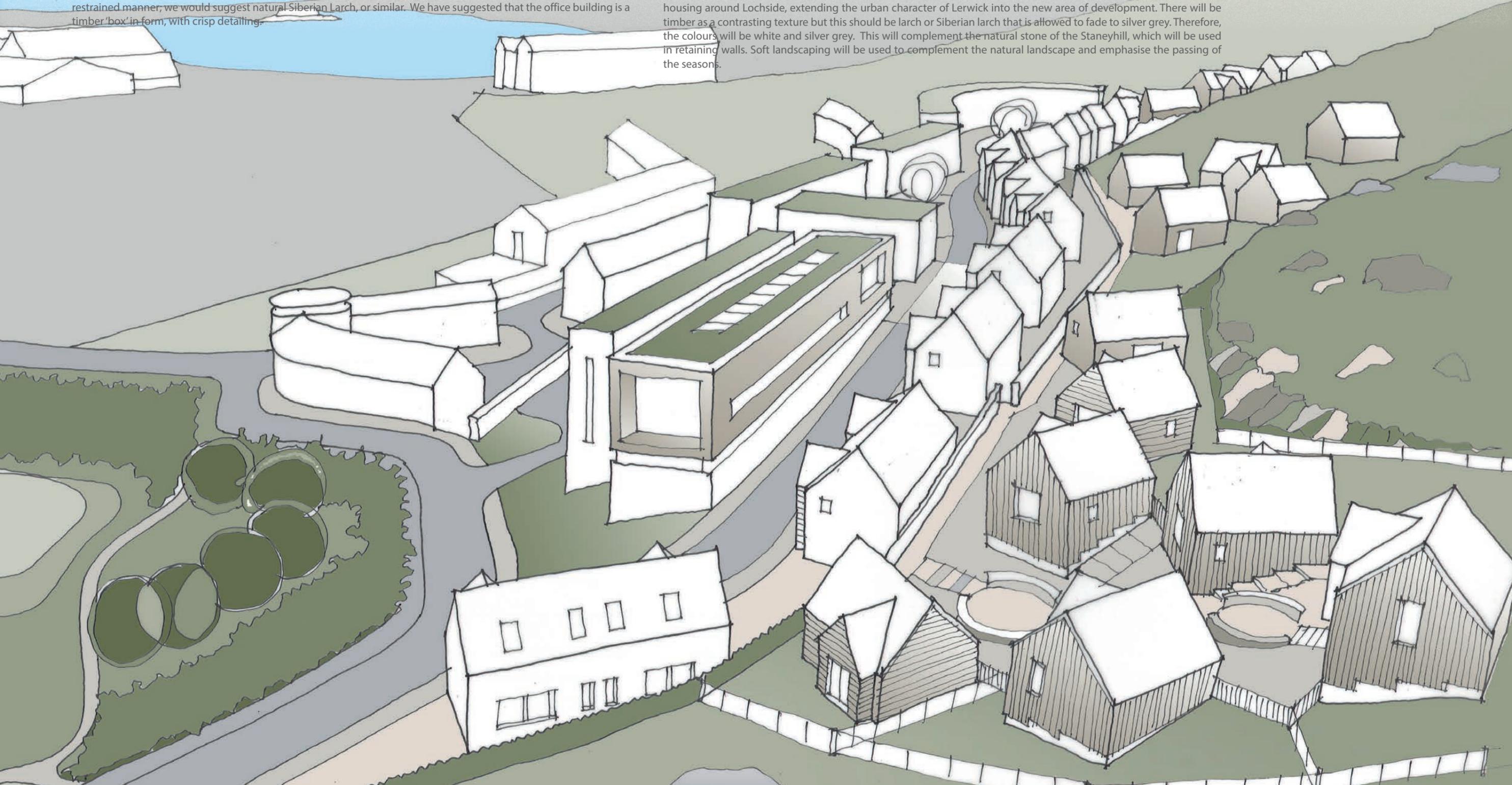
8.50 Aspirations and drivers are illustrated in a series of 3D sketches in the following pages that conclude Book 2

8. MASTERPLAN FRAMEWORK

Events and Experience

AREA 1 THE TERRACE - AERIAL VIEW NORTH TO SOUTH

- The Terrace is a steeply sloping area behind the new AHS hostel building. There are two access roads: one leading to the new school and the other a new, parallel access road at a higher level. The higher road straddles the three 'valleys' which run down the Staneyhill from north-west to south-east.
- The proposal is for a high-density terraced development which completes the hard urban edge around the playing fields of the Clickimin Leisure Centre.
- The development is arranged over three levels. The first four levels are considered 'walls' of buildings. They are essentially terraces and should be relatively restrained in how they are articulated with a limited palette of materials, which we think should be mainly crisp, white smooth render. Timber can be used in places, if it is deployed in the same restrained manner; we would suggest natural Siberian Larch, or similar. We have suggested that the office building is a timber 'box' in form, with crisp detailing.
- Access to level one is from the new school road.
- Access to level two is from the new upper road; we have made provision for a horizontal pedestrian route between levels one and two.
- Access to level three is also gained from the new upper access road. Level four is a car free housing development that extends into the 3 valley areas. This area is slightly different in character where individual houses are expressed within the landscape. Level four blurs the transition between the hard urban edge and the natural landscape of the hill, the latter being essentially left to nature. These houses will be timber-clad.
- It is proposed to keep the palette of materials and colours very limited in this area. This is to complement the feel of the housing around Lochside, extending the urban character of Lerwick into the new area of development. There will be timber as a contrasting texture but this should be larch or Siberian larch that is allowed to fade to silver grey. Therefore, the colours will be white and silver grey. This will complement the natural stone of the Staneyhill, which will be used in retaining walls. Soft landscaping will be used to complement the natural landscape and emphasise the passing of the seasons.



8. MASTERPLAN FRAMEWORK

AREA 1 THE TERRACE - AERIAL VIEW SOUTH TO NORTH

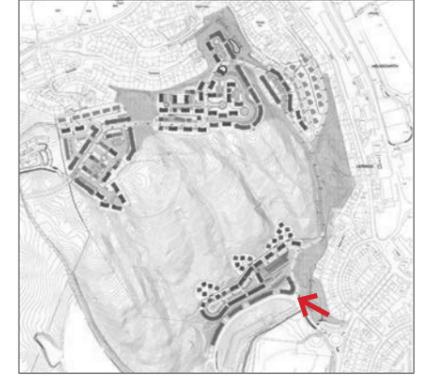
Each of the levels is articulated slightly differently. Level two is really the main wall of accommodation which runs through the centre of the site. It straddles the change of level, offering a sheltered space along the length of the road. The buildings are positioned to allow the creation of a series of three public spaces along the route. It also contains the commercial office building at its head. We see these buildings also extending the green corridor into the development using soft landscaping and green roofs.



8. MASTERPLAN FRAMEWORK

AREA 1 THE TERRACE - PROMINENT BUILDING ENTRANCE TO SITE

We see the corner building of level one as prominent; it needs special consideration. It should be considered as part of the wall of buildings along the school road using the same restrained palette of materials (white render and larch weatherboarding) and the same fenestration. In keeping with the prominence of the location, the building should articulate the corner, which sits on axis with the approach to the development from the roundabout, along the new school road. It also signals the entrance to the terrace development and the further developments along the new spine road to the north of the site.



8. MASTERPLAN FRAMEWORK

AREA 1 THE TERRACE - LOOKING ALONG NEW AHS ROAD

Parking to local authority standards needs to be accommodated and we have shown parking in between the blocks. It may be possible to park underneath these blocks, as wheelchair access is possible from the rear via the pedestrian route between level one and two. Parking is possible behind the prominent corner building.



8. MASTERPLAN FRAMEWORK

AREA 1 THE TERRACE - NEW ACCESS ROAD BETWEEN OFFICE BUILDING AND HOUSING

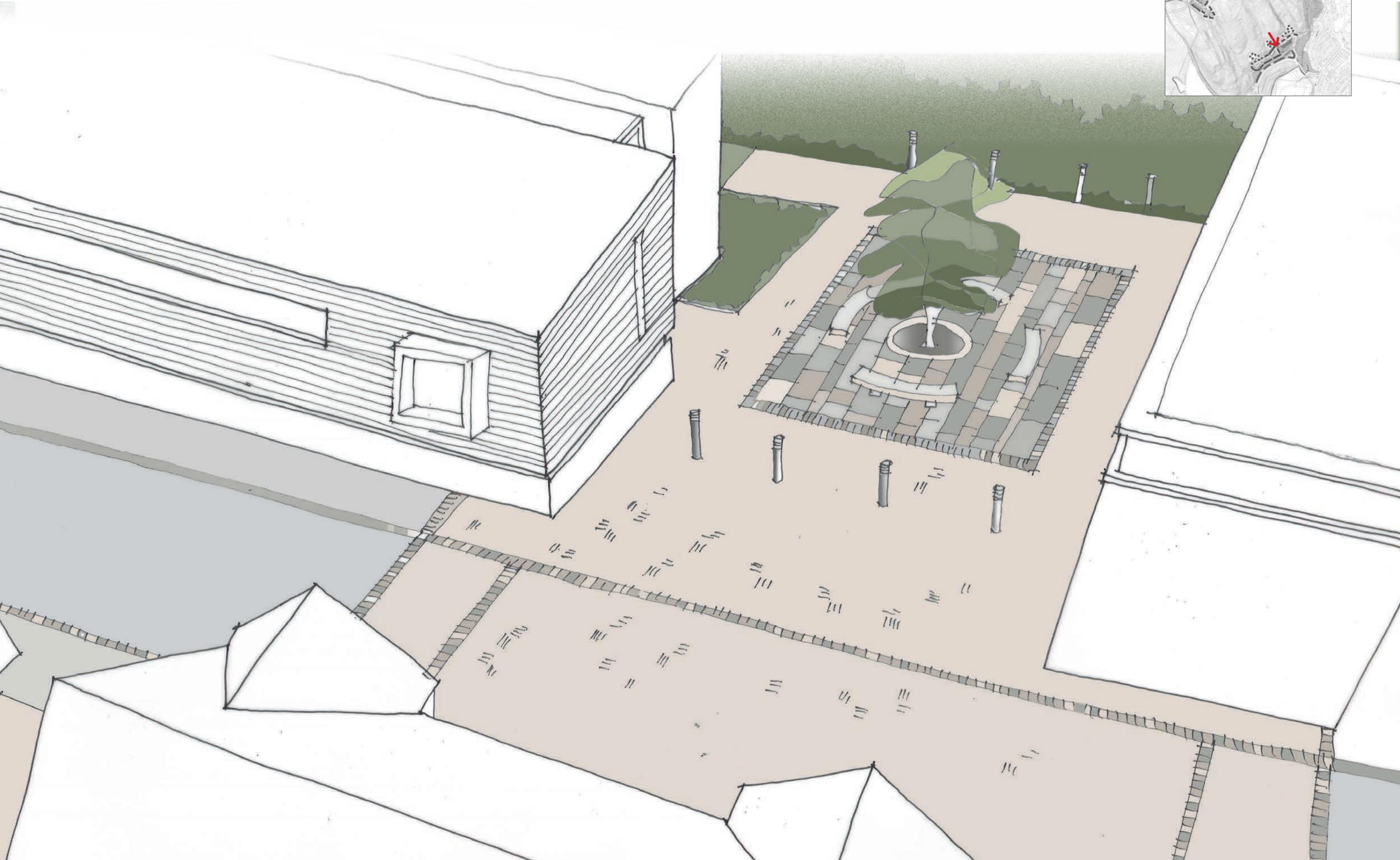
The street forming the access between the houses of level 3 and the possible office development should feel narrow, almost like the older streets in Bergen or Stavanger in Norway. We would urge the planning authority to relax their current building separation distance to allow a more urban feel to the development. This space should feel enclosed and will allow a sense of drama when entering the more open public spaces further along the access road. This is a feature that should be echoed throughout the masterplan area.



8. MASTERPLAN FRAMEWORK

AREA 1 THE TERRACE - PIAZZA

The housing blocks of level two terminate in a block which is at right angles to the contours. This block creates a small piazza which fronts onto the entrance of the office building. The piazza allows pedestrian access to the office building, the houses and the landscaped pedestrian walkway to the rear. The hard landscaping of the piazza should continue across the access road, serving to slow traffic and linking with the stepped access to the car-free developments in the valleys.



8. MASTERPLAN FRAMEWORK

AREA 1 THE TERRACE - PUBIC GARDEN SPACE

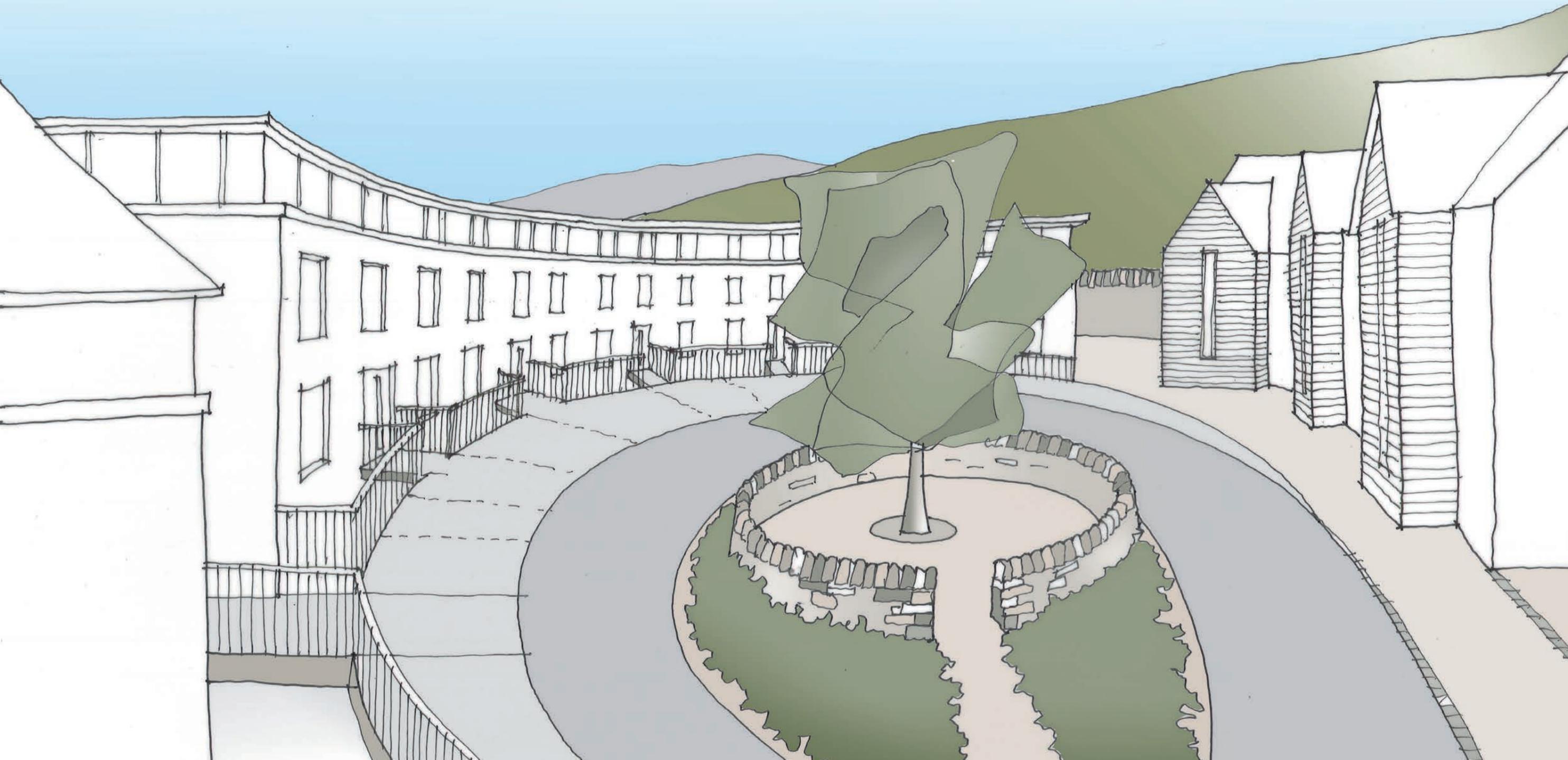
To the south side of the end block, the public space contains sheltered, landscaped gardens with remote shared access parking. Again, the building materials should be predominantly white smooth render which will keep the space feeling light, even in the dark winter days. Areas of timber such as the porches to the housing of level 3 hint at the timber buildings to come in level 4 above.



8. MASTERPLAN FRAMEWORK

AREA 1 THE TERRACE - TURNING AREA

Vehicular access to the new school road is not possible from this level. The development therefore terminates at a landscaped turning area. This turning area gives the opportunity for the housing blocks of level two to create a formal crescent, offering a further sheltered external space. The retaining wall which is required at this point is pulled back from the housing, allowing light into the housing below and enabling access to the pedestrian walkway on the lower level.



8. MASTERPLAN FRAMEWORK

AREA 1 THE TERRACE - NORTH SOUTH PEDESTRIAN ACCESS

The area between level one and two forms a mid-level terrace. This pedestrian walkway can allow access to the upper houses of level one and the lower houses of level two. The retaining wall should use the natural rock which exists on the site. This can take the form of exposed rock face, rock armour and stone walling. The space should have good quality hard and soft landscaping that the community can take an active part in developing over time. The space should be well lit at low level with bollard lighting. There should be well lit stepped access from this area between the housing blocks to levels one and two.



8. MASTERPLAN FRAMEWORK

GREEN CORRIDOR- ROAD AND PATHS

Further, more detailed information on the design for this area is covered in the landscaping section of this report. However, the general principle is to separate the road and footpaths through the green space between the Terrace and the Escarpment. Where possible, the gradient of the paths should be 1 in 20. However, it must be acknowledged that the existing topography does not lend itself to gradients this shallow.



8. MASTERPLAN FRAMEWORK

AREA 2 ESCARPMENT - ENTRANCE TO PUBLIC HOUSING

The entrance to the upper Escarpment area once more signals the change from the open natural landscape to the urban environment. The traffic is encouraged to slow down by a sharp bend in the road, flanked closely by housing on both sides. Drivers cannot see around the corner until they are quite close to the bend. The end of the upper terrace is an access to the road and should be articulated slightly differently to the rest of the housing block to acknowledge this fact. We see a simple, strong form as being the best way to do this. The design does not need to be flamboyant and we have indicated a simple slot window on a gable which we think is understated but strong enough.



8. MASTERPLAN FRAMEWORK

AREA 2 ESCARPMENT - AERIAL NORTH TO SOUTH

The Escarpment area we envisage to be characterised by gables which face the sea. This is as close as the development gets to the sea and is a subtle reference to the old town of Lerwick where the lanes area housing generally had the gables built into the water. The housing blocks are white-rendered, simple pitched roof forms separated by areas of flat or green roof articulated in timber, which emphasises the gable forms. The lower block has access to parking at the lower road level whilst shared surface parking serves the upper block off the main road.

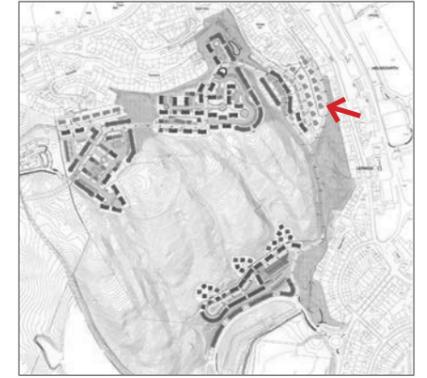


8. MASTERPLAN FRAMEWORK

AREA 2 ESCARPMENT - PRIVATE HOUSING

We do not want to be too prescriptive for the private house sites. Anyone buying a house site should be able to express themselves with their own individual design. However, we do propose very simple design restrictions that will tie the area together in a more coherent fashion.

1. The houses should have a prominent gable feature facing the sea.
2. The houses should be no more than 2 storeys.
3. The roof pitch on the gable feature should be 45 degrees.
4. The buildings should be painted timber weatherboarding with contrasting colours to neighbouring houses. This will allow individual preferences but if this is to be allowed then we do not want to see large batches of colour in one area.
5. Due to the topography the house sites accessed from the upper road will be "upside-down" houses. The principal living area will be on the upper level, with bedroom or other accommodation below.



8. MASTERPLAN FRAMEWORK

AREA 3 PLATEAU - ENTRANCE THROUGH PROTECTIVE WALL

The Plateau area is characterised by a defensive sheltering wall of accommodation which sits on the edge of a steep change in level between the Plateau and the Escarpment. Again, we see this wall as being expressed as strong white masonry gables with silver grey larch weatherboarding between. The simple forms combine to form a simply-articulated, strong form which reduces in height to the southern end, where it may be seen breaking the skyline from the broch if care is not exercised. The road punctures this wall from the Escarpment area below. Again this 'gateway' should be simply articulated without detracting from the strong form of the gable.



8. MASTERPLAN FRAMEWORK

AREA 3 PLATEAU - AERIAL NORTH TO SOUTH

Breaking through the protective wall, the Plateau area reveals itself as a collection of brightly-coloured, painted timber, weatherboard houses within gardens, through which the road snakes. Each house should be individually painted in a bright contrasting colour in similar vein to the houses at Grodians in Upper Sound. There should be private garden spaces enclosed with timber fencing and, occasionally, drystone walling where appropriate. The garden space to the front of houses should be semi-public with no fences at all. Some houses face directly onto the street. At the centre of the development are scattered 'planticrub' drystone wall enclosures which contain hard and soft landscaped public space. We envisage a different specimen tree placed centrally in these areas. Each tree will grow depending on the level of shelter and care it is afforded.



8. MASTERPLAN FRAMEWORK

AREA 3 PLATEAU - AERIAL WEST TO EAST COLOUR

The individual houses on the periphery of the development will have a combination of timber cladding and white render. This will define the 'boundary' of the character area. The actual boundary of the houses on the outside of the area will be defined with a stock proof post and wire fence which allows the edge of the garden space and the natural hillside to be blurred.



8. MASTERPLAN FRAMEWORK

AREA 3 PLATEAU - LOOKING EAST DOWN THE HILL

The off-street housing on either side the main road should have entrances directly onto the pavement. These porches are expressed within the hard finish of the pavement; each house has an area of hard landscaped space to the front. The houses on the north side should have brightly-painted weatherboarding; those to the south, a combination of white render to the main block of the house and brightly painted weatherboarding porches.



8. MASTERPLAN FRAMEWORK

AREA 4 THE BOWL - LOOKING TOWARDS BOWL ENTRANCE EAST

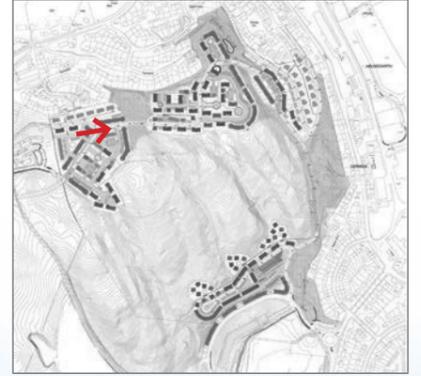
Between the Plateau and the Bowl, the steep topography, combined with a continuation of the green corridor and the natural landscape of the hillside, provides a break between the two character areas. More detail is provided in the landscaping section. The road between the two areas is relatively straight; thus, we would like the traffic to be slowed here and the landscaping to be more prominent around the road. We propose a road narrowing, which will also provide a crossing point and access to the hilltops beyond.



8. MASTERPLAN FRAMEWORK

AREA 4 THE BOWL - EAST ENTRANCE LOOKING TOWARDS PLATEAU

Again, we are emphasising the entrance to the area with an urban gateway between two housing blocks placed tightly either side of the road. This also frames a view over the Plateau area, Lerwick harbour and Bressay beyond.



8. MASTERPLAN FRAMEWORK

AREA 4 THE BOWL - AERIAL EAST WEST

The Bowl and Plateau areas are similar in character. However, the main visual difference is the incorporation of the only man-made physical feature to be retained on the site: the drystone boundary wall. We propose that this is retained and enhanced by continuing the wall into the development along the main road containing garden areas. Similarly, the houses in the centre of the development will be painted timber with white render, also used on the housing on the periphery of the site. This will also tie in with the existing neighbouring Hjaltland Housing Association at Wista.

The garden boundaries to the south will again be post and wire stock proof fence which blurs the natural and manmade landscaping. To the rear there will be a simple crushed stone chip path over the new SUDS catch drainage, which should follow the natural curves of the existing contours.



8. MASTERPLAN FRAMEWORK

AREA 4 THE BOWL - WEST ENTRANCE

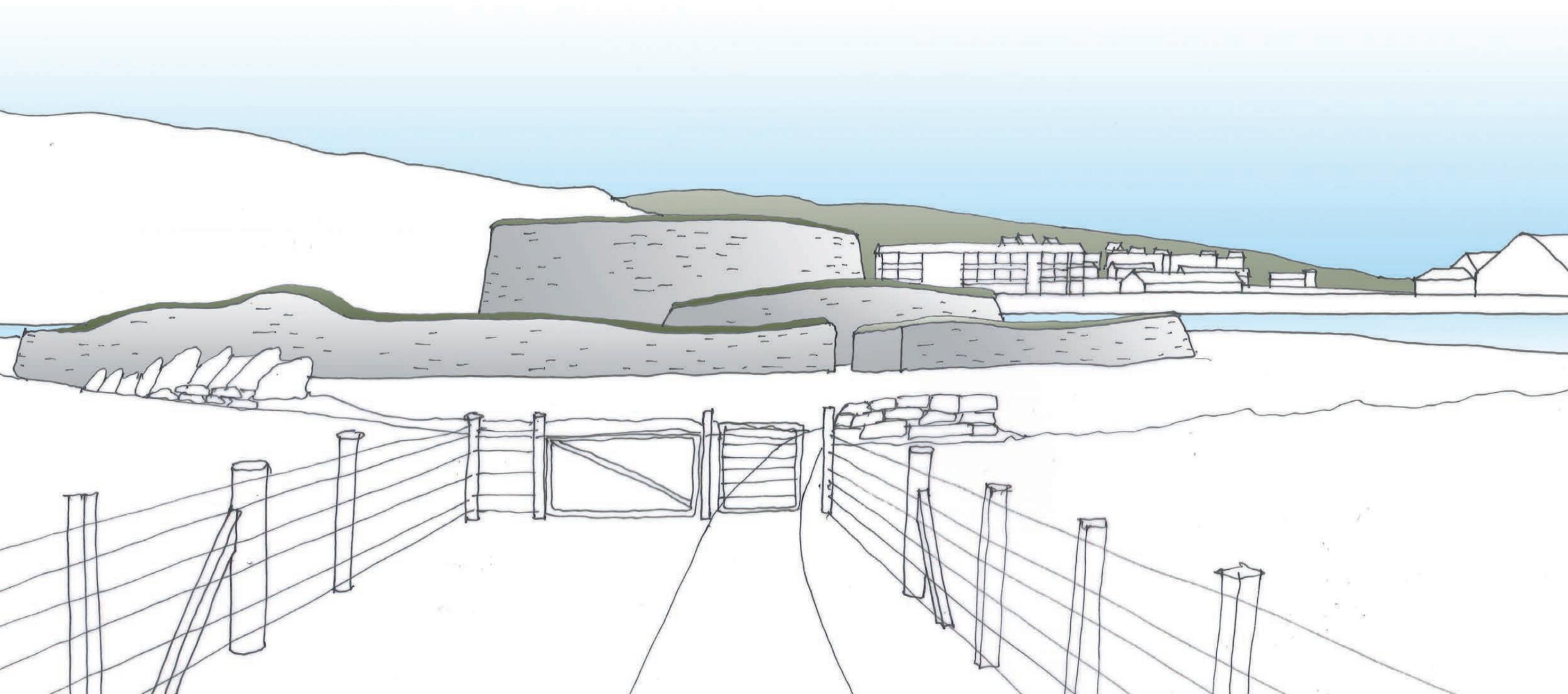
This image shows the treatment of the existing stone boundary wall. The proposed main road should connect with the existing SIC and HHA housing developments beyond. The existing road at Wista should have a road junction outwith the stone boundary wall.



8. MASTERPLAN FRAMEWORK

AREA 4 THE BOWL – OCCUPYING THE ‘VALLEY’

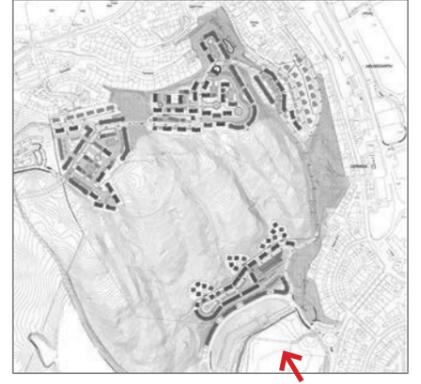
It is imperative that any new development cannot be seen when viewing the site from the Broch of Clickimin. This does not mean that any development should not be visible from the rest of the town. The existing housing at Wista can be seen when viewed from North Lochside and the Clickimin Centre and we think that it is actually very important that this happens. During the public consultation we were made aware that the existing communities on the north side of the Staneyhill feel “cut off” from the rest of the town. We think that there should be not just a pedestrian link between the houses at the Bowl and the houses at North Lochside but a visual link as well. We therefore propose placing some houses within the southernmost ‘valley’. Careful placement of the houses will preserve the broch backdrop, which is, as highlighted earlier in our report, already compromised by the new AHS.



8. MASTERPLAN FRAMEWORK

AREA 4 THE BOWL – OCCUPYING THE 'VALLEY'

View from North Lochside / Clickimin Centre showing the visual link between the houses at the Bowl and the houses within the southernmost 'valley' breaking down scale and form of the school, the hostel and the Staneyhill development, into the existing housing at North Lochside, Bruce Crescent and Old North Road.



8. MASTERPLAN FRAMEWORK

Masterplan Framework

8.49 This chapter concludes with the masterplan framework. The framework, deconstructed throughout this section by a sequence of layers forms the basis for the coding and parameters section. The next section, Book 3, will provide extra detail on how the separate development areas within the masterplan framework will be realised. The masterplan framework allows for the document to address in more detail some of the key aspects of the masterplan including the creation of:

- a series of new neighbours, offering a sense of welcome, safe to move around and distinctive.
- a legible movement network and clear points of access
- a strong, connected and functional green network

