Examples of Good Practice
Highland – Public Engagement in Highland Council Planning
Craig Baxter: Planner, Highland Council
Lerwick, Shetland – Housing at Staneyhill
Dan Jeffs: Urban Designer, and Paul Morsley: Urban & Landscape Designer, IGLU studio
Place Standard: The Highland Experience

Slat-tomhais Àite: Gnàth-eòlas na Gàidhealtachd

Craig Baxter, Planner
Community Engagement: Charrettes
The Thurso Charrette

It’s your chance to shape the future of your town - come along and share your ideas.

www.highland.gov.uk/thursocharrette
It's a shame for old people in Tain!
For a while, there's nothing for them to smile!
Reflection on Charrettes

- Established Methods
- Costs
- Time
- Purpose v Expectations
Reflection on Charrettes

**SP=EED™ - A Practical Guide to Better Engagement in Planning**

**SP=EED™** also sets out 8 criteria for effective engagement:

<table>
<thead>
<tr>
<th></th>
<th>Transparency &amp; Integrity</th>
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<tbody>
<tr>
<td>1</td>
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(pas.org.uk/speed)
Reflection on Charrettes

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<td>4</td>
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<td>8</td>
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(pas.org.uk/speed)
## Inverness East: Place Standard

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(pas.org.uk/speed)
### Inverness East Development Workshop

#### Place Standard

The following 14 themes give you the opportunity to tell us how your place performs now and what changes would improve things for the future when growth happens. The themes and questions are based on the Scottish Government’s Place Standard tool, which gives a structure to help evaluate your place and identify future priorities.

Feel free to answer as many of the questions as you like by reading the text and clicking ‘Add Comments’ buttons. To answer all of the questions should take around 15 minutes.

The survey is completely anonymous but if you wish you can tell us more about yourself at the bottom of this page. This will help us to identify if certain groups show common trends. We are only asking for some basic information and you do not have to provide this information.

<table>
<thead>
<tr>
<th>1. Moving around</th>
<th>Question 1</th>
</tr>
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<tbody>
<tr>
<td>Walking and cycling are good for both our health and the environment. The design and layout of a place can encourage walking and cycling by providing pleasant and safe routes that connect people to where they want to go.</td>
<td>Tell us what you think:</td>
</tr>
</tbody>
</table>

Read more about Moving around.

<table>
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<th>2. Public transport</th>
<th>Question 2</th>
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<tr>
<td>Access to an affordable, reliable and well-connected public transport service is important for communities in any place. Good public transport allows people to get around in a sustainable way which in turn is good for the environment.</td>
<td>Tell us what you think:</td>
</tr>
</tbody>
</table>

Read more about Public transport.

<table>
<thead>
<tr>
<th>3. Traffic and parking</th>
<th>Question 3</th>
</tr>
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<tbody>
<tr>
<td>Places that are dominated by traffic and parked cars can have a negative impact on our daily lives. Appropriate arrangements for traffic and parking that allow people to move around safely can help people to get the most out of a place.</td>
<td>Tell us what you think:</td>
</tr>
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</table>
The development process will be driven by social & environmental needs, quality & sustainability forming important agenda for success.

Key Principles

- Development integrated into existing landscape structure, safeguarding important elements
- Safe pedestrian & cycle links important. New improved East-West access required
- District Park incorporating SUDS & wetland habitat (flooding)
- Joined-up thinking applying Place-Making Principles, Designing Streets Guidance & Secured by Design Advice
- Variable density development defined by neighbourhoods & integrated facilities
- Design coding to address quality & detail
How can the Place Standard help align Community and Spatial Planning?

• Coordinating consultations to avoid fatigue
• Share information across service providers
• Equip CPPs with the tools to consult
How can the Place Standard help align Community and Spatial Planning?

how can the Place Standard support Community Planning?

• Better promotion of the Place Standard to Community Planning Partners (inc. Council)
• Use of Spatial Planning as examples of good practice
• Collaboration between the two wherever possible
The Team

- Architects – Malcolmson Architects (Formerly Redman Sutherland)
- Engineers – Mott MacDonald
- Planners – AB Associates
- Urban and Landscape Designers – Iglu
The Client

- Hjaltland Housing Association
- Shetland Islands Council
Place Standard

‘As Existing’
• Shop is OK.
• Hall is good.
• Apart from these there are limited amenities.
• Feeling that the area had been left as a separate entity.
• Access to centre of Lerwick is not easy.
- There are some pedestrian walkways linking schemes.
- No signage on pathways which is confusing for visitors. You need local knowledge to get around on foot.
- Single story houses do not give shelter.
- Shelter poor
- Off street parking poor and cluttering
- Every house has at least one car
- Affects insurance if off street parking the only option
- Cars speed 20mph is fine but main road is too fast
- No crossing points
- Design of streets is poor
• Relates to the Hall again
• No outside public space to meet people other than car parks (which have been used in the past for barbeques).
• Children meet in the park in the town, not in the community
• Speaking to neighbours.
• Will say hi to people in the street.
• Be safe, especially for children
• Be focused on housing
• Have good and safe traffic management
• Offer good opportunities for movement on foot and by bike
• Substantial provision for access to open space, for play and recreation
• Conserve and enhance the natural environment
• Respect the area’s heritage and traditions
• Well designed buildings that respond to local conditions
• Avoid, during construction, unacceptable impacts on neighbouring occupiers.
Informal links between housing areas and network of footpaths across ridgeway corridor.

Potential low level lighting along valleys to provide better navigation across site in the evening and articulate the valley forms of the site when viewed from Lewisham.

Informal footpaths along the valley bed, responding to local rock outcrops and lines to create varied routes.

Wetlands to provide critical BODs provision for the site, linked between development areas and wetland areas ashore by movement of water along dedicated landscape corridors throughout development areas.

Tree planting along wetland areas of sites, creating shelter, an attractive distinction from the more barren expansive ridgeway.

Viewing points at a number of locations across the Ridgeway Corridors, each points will form beacons for the site and the potential for artwork or lighting installations helping to form a new identity for the Stoneyhill area.
Place Standard
‘As Proposed’
- Will improve access to Clickimin
- Walking is the best bit about Staneyhill - natural play areas, full of birds
- Coffee shop on top? Public toilets?
- Will improve links to existing facilities. Good access.
Who maintains natural spaces?
Walking up hill quite difficult—steep ridges.
Good degree of open space provided.
Maybe some spaces/routes left as is and some developed.
Keep valleys natural; single route to school is designated.
• Unrealistic!
• But Burgess Street works, bairns take over street.
• Key is priority of people over cars.
If existing Staney Hill joined to new development, traffic would be worse on link roads.

- Design for 20mph.
- Concerns over roads behind Old North Road.
- Noise and safety of parking (Escarpmont).
- Other aspects of plan proposals good.
- Link to Heatwise is an issue.
Final Thoughts

- ‘As Existing’ engagement provided understanding of how surrounding areas work or don’t work, helping inform design approach to site.
- ‘As Proposed’ engagement helped to reinforce design approach and highlight particular concerns.