

Hjaltland Housing Association

Hjaltland
Housing Association



REGISTERED AS A SCOTTISH CHARITY

- 
- Background
 - Housing Need
 - Housing Provision
 - Future Supply
 - Staneyhill Masterplan

Background

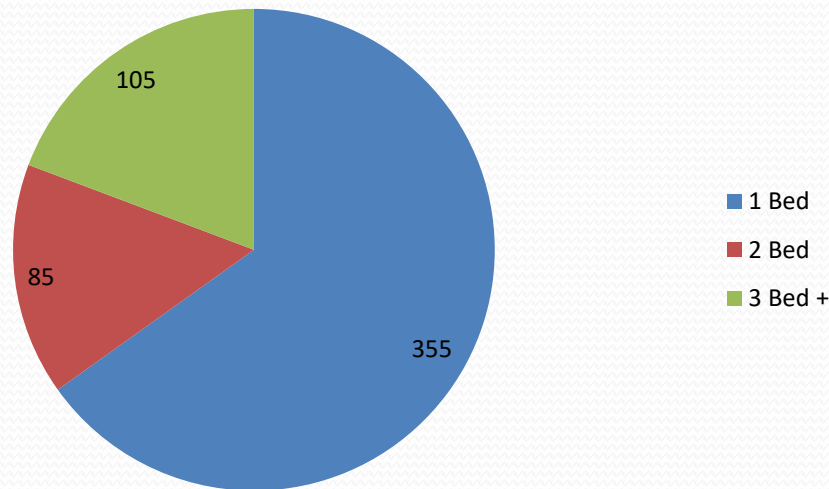
- Hjaltland formed in 1975
 - Provide housing to oil workers at Sullom Voe
- Hjaltland and Scottish Airports Housing merged in 1980 to become Hjaltland Housing Association Ltd.
 - 1982 – 88 homes
 - 2002 – 305 homes
 - 2012 – 586 homes
 - 2022 – projected to have 930 homes

Housing Demand

- General Stats
 - Approx. 10,500 houses (79% private ownership)
 - By 2031, an estimated 86% of homes in Shetland will be occupied by one or two adults and no children.
 - Average household size predicted to decrease to 1.84.
 - Increase of around 1,200 homes required by 2031.
 - Ageing population – over 75 age group to increase by 44% by 2022.

Housing Demand

- Hjaltland demand
 - 545 on the waiting list
 - 345 (63%) for Lerwick
 - 420 (77%) for central mainland (within 10miles of Lerwick)



Housing Provision

- From mid 1997 focused on timber cladding
 - Advantages
 - Speed/Cost of construction
 - Longterm maintenance costs
 - Aesthetics
 - Performance

Grodians



Grodians



Endavoe



Da Vadil



© R o r y G i l l i e s , S h e t l a n d F l y e r A e r i a l M e d i a

Performance

- Air Permeability
 - $0.49\text{m}^3/(\text{h.m}^2)\text{@}50\text{Pa}$
 - Passive House = 0.6
- Majority of properties $<1.0\text{m}^3/(\text{h.m}^2)\text{@}50\text{Pa}$
- Reasons:
 - Fuel poverty
 - Heating Costs

Air Permeability Test Certificate



This is to certify that the following test and results have been produced in compliance with England and Wales regulation 43 of the Building Regulations 2010, Scotland Section 6 of the Domestic and Non-Domestic Handbook, Northern Ireland Technical Booklet and Isle of Man The Building Control (Approved Documents) Order 2014. A full report in line with the current approved procedures can be requested from the iATS tester.

Unique Certificate Number	10071809
Date of Test	1 st June 2018
Building name / Plot number	9
Building Address	6 Stura, Gott, Shetland Islands ZE2 9FJ
r^2 (Correlation ≥ 0.98 - ≤ 1.00)	0.9991
n (Slope ≥ 0.5 - ≤ 1.0)	0.770
Envelope Area of Building m^2	226
Report Reference	6 Stura
Tester's Name	Stewart Douglas
Company Name	CDM Services
iATS Tester No.	0505
Signed	

Independent Airtightness Testing Scheme
16 St Johns Business Park,
Lutterworth,
Leicestershire, LE17 4HB

e: certificate@iats-uk.org
t: 0300 688 0016
w: iats-uk.org
Company Registration No: 09309058

Measured Air Permeability

0.49

$\text{m}^3/(\text{h.m}^2) \text{ @ } 50 \text{ Pa}$

Future Supply

- Available sites
 - Match demand areas?
 - Value
- LHS
- LDP
- SHIP

3. UNDERSTANDING SITE AND CONTEXT

This section provides a concise description of the site, its context, its features and its character. In each topic area, it explains the constraints that had to be considered in developing the design.

Strategic and Local Context

STRATEGIC CONTEXT

- 3.1 Staneyhill sits at the north west edge of Lerwick, Shetland. The site is approximately 25 hectares of mainly heather moorland at the eastern end of a local hill / ridge-line which continues south west around the western edge of Clickimin Loch, providing a backdrop to the wider townscape of Lerwick from the west.
- 3.2 South east of the site is the main centre of Lerwick whilst to the north are residential suburbs of the town. Immediately to the east is a thin slice of residential development, beyond which is the main harbour. To the south lie the new Anderson High School and hostel and, beyond them, Clickimin Loch, playing fields and the local leisure/sports facilities of the Clickimin Leisure Complex.

LOCAL CONTEXT

3.3 The site is currently bound by:

- To the north and east of the site, there are established areas of housing. The northern sector consists mostly of Council (or ex-Council) and Hjalldland Housing Association developments. In the east, along the North Road, there is a ribbon of older, private housing.
- To the south, the lower-lying land around the Loch of Clickimin has, over recent decades, been mostly devoted to leisure uses and informal open space, but is now also the site of the new Anderson High School and its hostel.
- To the south-west, there is steeply-sloping moorland and the Staney Hill road, a track bounded by stone walls that is a popular route for walkers

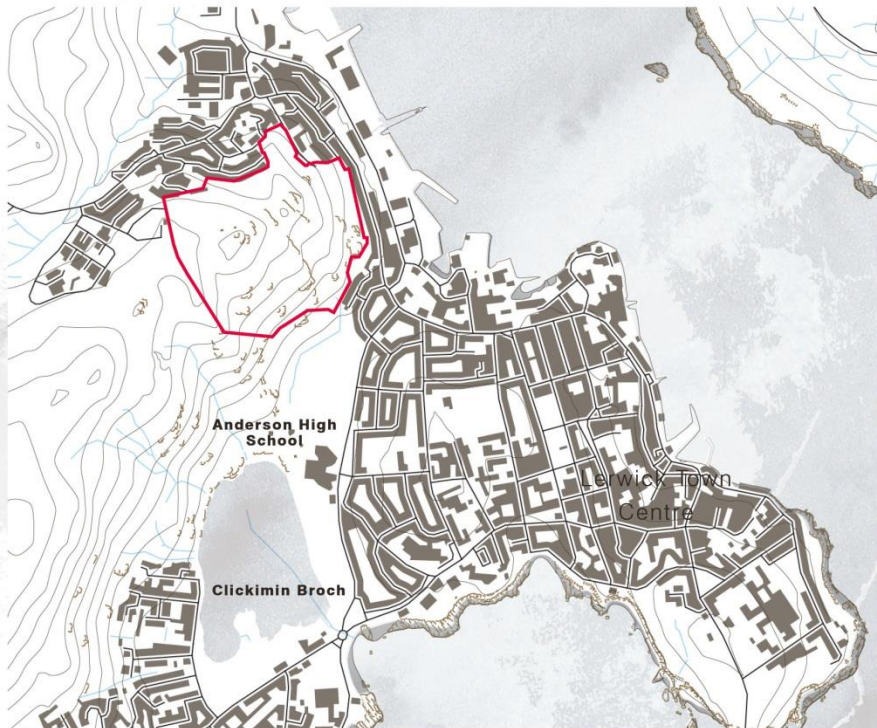


Figure 4: Urban Grain



Figure 5: Local Plan

KEY FEATURE

6. DESIGN JOURNEY

This chapter explains how the design journey allowed for the emergence, selection and refinement of a preferred option that satisfied the design parameter.

The chapter identifies the key stages in the development of the design. It begins by outlining the initial scoping of the site that was undertaken before the submission of the application for Planning Permission in Principle. It then refers to the relevant national and local guidance and outlines the use of the Place Standard tool. There follows a concise description of the public engagement that took place and the requirements of stakeholders, explaining how these influenced the design, with a more comprehensive explanation included in accompanying documents.



3. UNDERSTANDING SITE AND CONTEXT

VIEWS FROM THE BROCH

3.8 As noted in the 'Understanding the Brief' chapter, one of the main constraints already established for the site's development relates to the visual relationship it has with the historic Broch, and in particular the avoidance of development breaking the horizon line in views from the Broch. The design team has explored this relationship with a series of sectional profile images shown below; these give an impression of how far development can extend south from the northern edge of the site and north from the southern edge of the site.

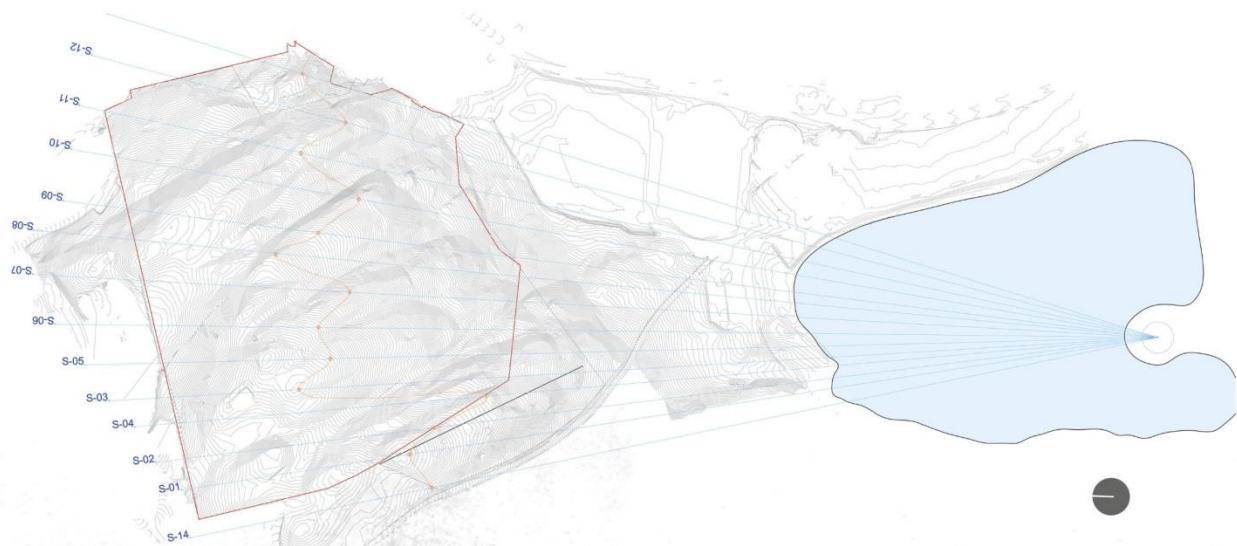
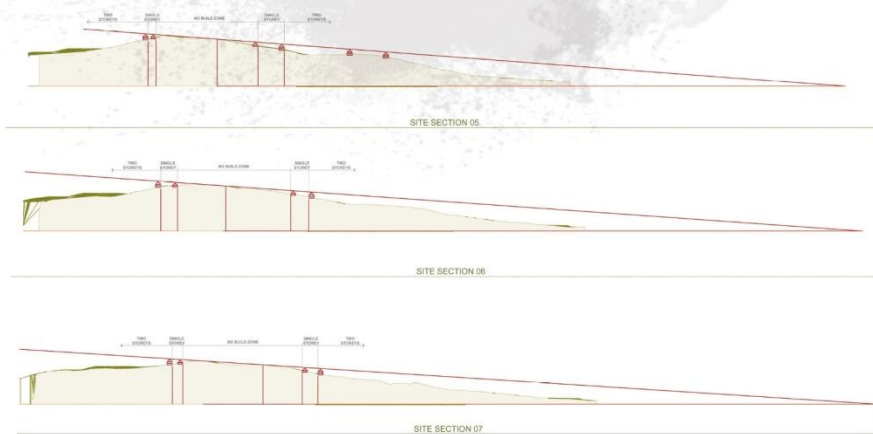
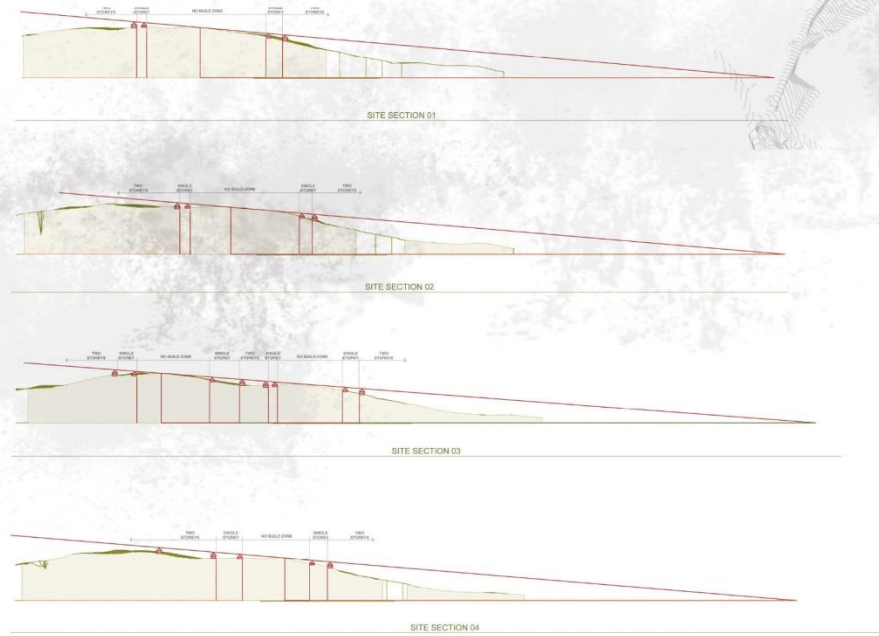


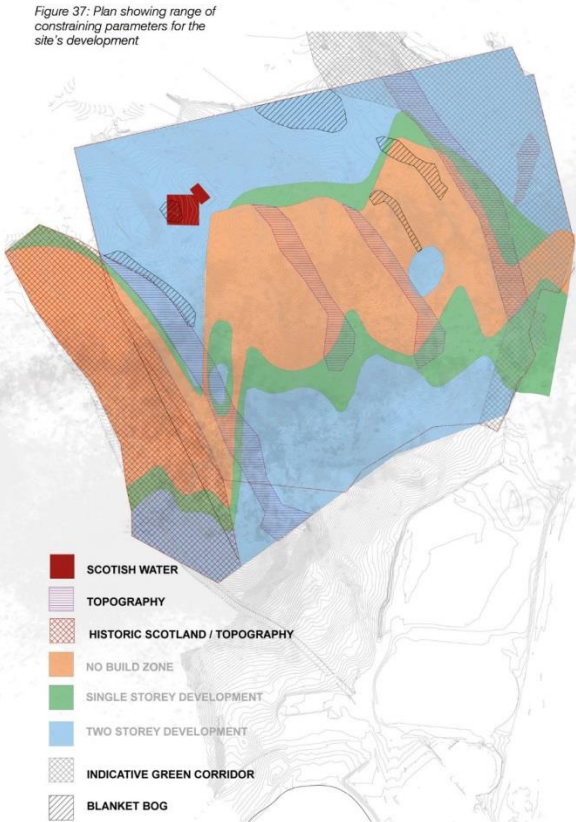
Figure 16: Plan showing the sectional slices taken through the area between the site and the Broch, some of which are shown below



6. DESIGN JOURNEY

- 6.10 There is therefore a slight change to the HES viewpoint in so far as development behind the new school will be considered on its merits. However, any future development should not break the skyline when viewed from the Broch. Also, they would not support any development directly behind the Old Stanehill Road which would sit above and to the left of the school when viewed from the Broch.
- 6.11 To understand where development would be possible that cannot be seen from the Broch we created a 3D computer model through which we were able to cut sections and superimpose the line of site from the Broch (see diagrams on page 45). This set the visible ridgeline on plan. Thereafter it was possible to plot on section where it was possible to build standard housing types and we could identify the areas where it was not possible to build and areas where single and two-storey development was possible to proceed with caution.

- 6.12 This approach, however, does not define the plot boundaries, which will depend on the final, detailed design. The overall constraint remains: *any development should not break the skyline when viewed from Clickimin Broch.*
- 6.13 In addition to the HES Broch views / skyline constraint, the initial site and desk study identified further physical constraints including:
- Topography where the ground is much too steep for any development.
 - Areas of blanket bog which should be considered with caution.
 - The Green Corridor identified by SIC as requiring development with caution.
- 6.14 We also identified the existing Scottish Water infrastructure on the site. In our



6. DESIGN JOURNEY

were more challenging than others and would need further investigation. (See Option 04 layout opposite)

Design development: Public consultation 1

6.26 The first public consultation was held to try to ascertain the feelings and aspirations of the residents who would be directly affected by the development. A full report on the findings of all the public consultations can be found in an Appendix to the masterplan. Using the newly created Place Standard Tool, in public meetings and targeted meetings such as at the Anderson High School, we were able to find out what people of all ages thought about the site and its surroundings. We were then able to incorporate these findings into the design brief which has had a positive effect on the final proposals. We felt this approach was really important and fundamental to a successful outcome. After all this development will have a major effect on both the existing local residents and the new people who will move into the area. Actually listening to the people who matter gives the best chance of creating a new integrated community.

6.27 The first phase of community consultation on the development of the Staney Hill site was undertaken during May and June 2016. Several ways of eliciting public views were employed. These included:

- meetings with the Lerwick Community Council and the Staney Hill Community Association
- press and radio coverage, including a BBC Radio Shetland interview, based on a press release
- advertising in the Shetland Times and on SIBC
- exhibitions at the Toll Clock Shopping Centre and the Clickimin Centre
- the production of leaflets, incorporating a questionnaire
- the creation of online material, including a Facebook page, together with an online version of the consultation questionnaire
- the production of a video, using a drone, that offered an aerial tour of the site
- a public drop-in session at which local residents were able to view displays, discuss the project with the team, complete questionnaires and make

comments using post-it notes

- a public workshop in which the Place Standard Tool was used to assess the area surrounding the site
- a school workshop involving geography students in Secondary 4 at the Anderson High School.

6.28 The comments received, and the discussions held, were very valuable in helping the design team to understand the community's aspirations for the new development. Residents also provided very helpful insights into existing issues that they felt needed to be addressed, for example the water runoff from Staney Hill that affects some existing properties.

Residents wanted the new development to:

- Be safe, especially for children
- Be focused on housing, including (for a majority) some serviced sites for private housing, with support for park and recreational provision (including a possible replacement for the Clickimin caravan and camping site) but opposition to office and workshop uses.
- Have good and safe traffic management that doesn't exacerbate any existing problems
- Offer good opportunities for movement on foot and by bike including north - south links
- Include substantial provision for access to open space and for play and recreation
- Conserve and enhance the natural environment, with a particular focus on existing and new tree planting and on wildlife
- Respect the area's heritage and traditions, including WW2 remains and such community activities as bonfires and sledging
- Be well designed, with buildings that are suited to Shetland and to the site, both aesthetically and in terms of their weather resistance
- Avoid, during construction, unacceptable impacts on neighbouring occupiers.



6. DESIGN JOURNEY

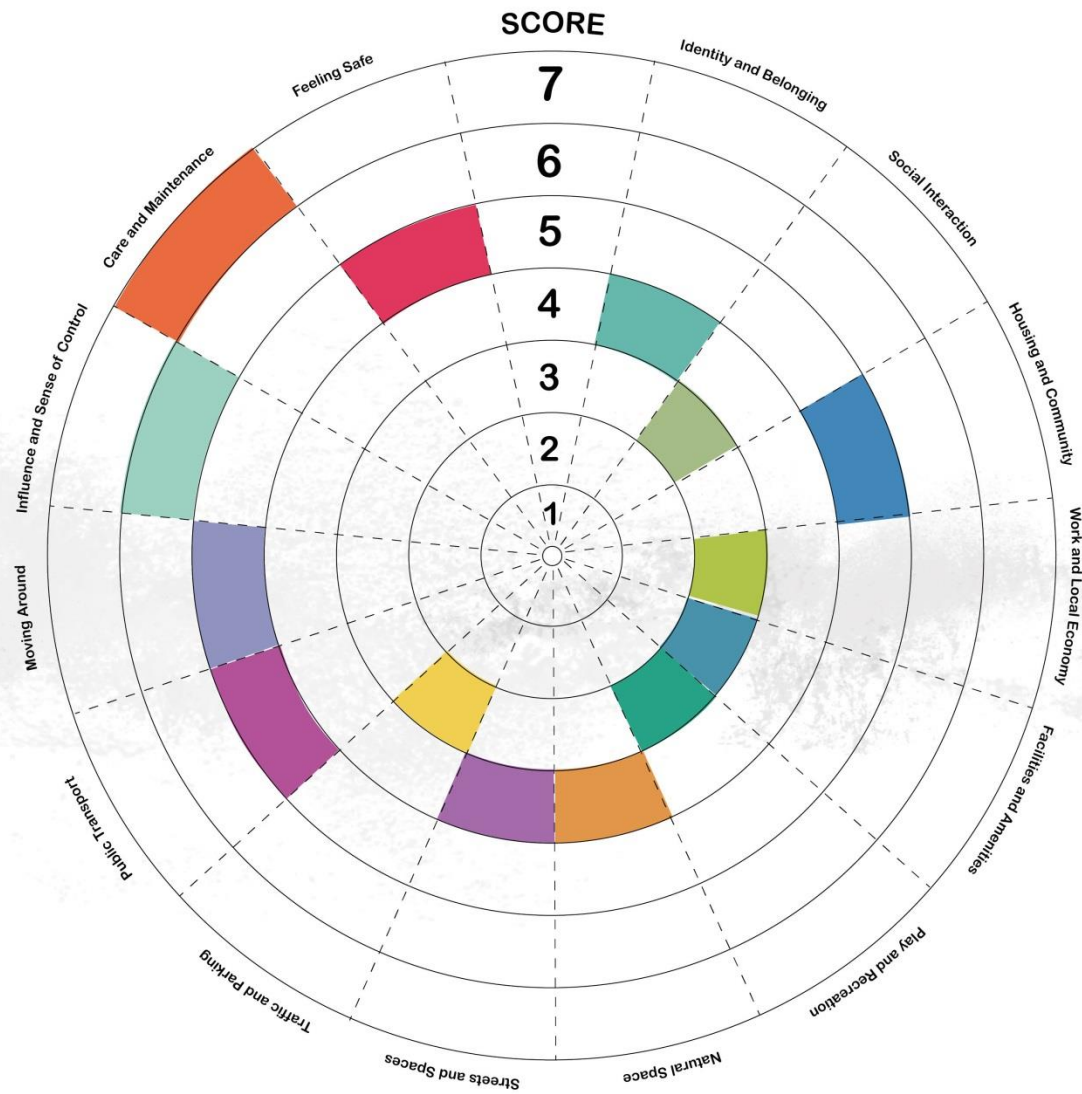


Figure 42: Results from one of the tables completing the Place Standard during the first community event

6. DESIGN JOURNEY

CONCEPT DEVELOPMENT

6.30 The concept for the masterplan as a whole was developed. This included the completing of the hard-urban edge around the Clickimin pitches and the development of the urban wall on the southern slopes behind the new hostel, building into the 'valleys', the housing areas to the north and the green corridor.

LANDFORM AND VALLEYS

6.31 More thought began to be given to the housing areas, looking more closely at the topography to define where they should be concentrated and how the housing would sit on / into the existing levels and landform. Further investigation of the valley areas found that a vehicular road would not be possible. HHA were very keen to investigate car free housing in these areas.

VIEWS

6.32 Views from and to the site were a key stricture in the design development process to ensure that views to primary assets such as the town centre, the harbour and Bressay beyond were woven in to the layout of the road alignment and housing.

ASPECT

6.33 Aspect, microclimate and shelter were central to design decisions.

Figure 46: NSHMP Sketch site layout Aug 2016

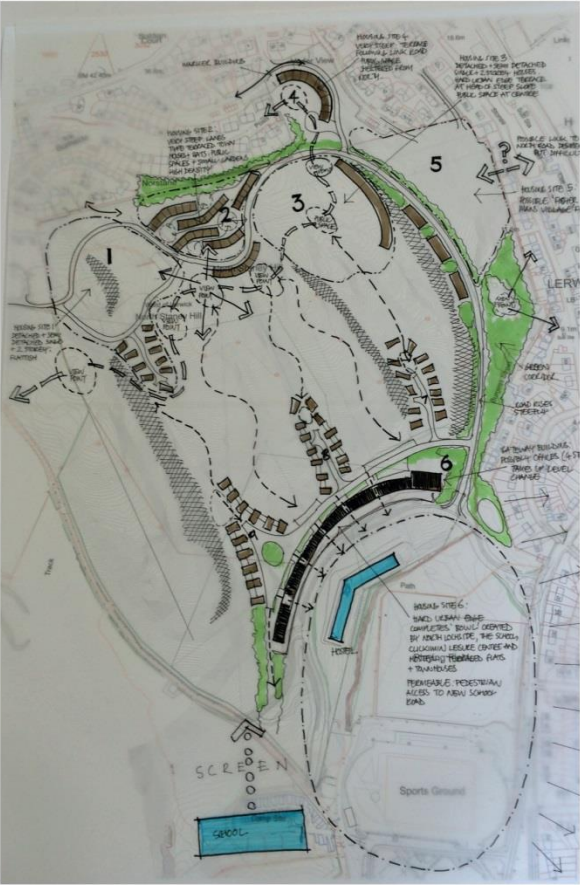
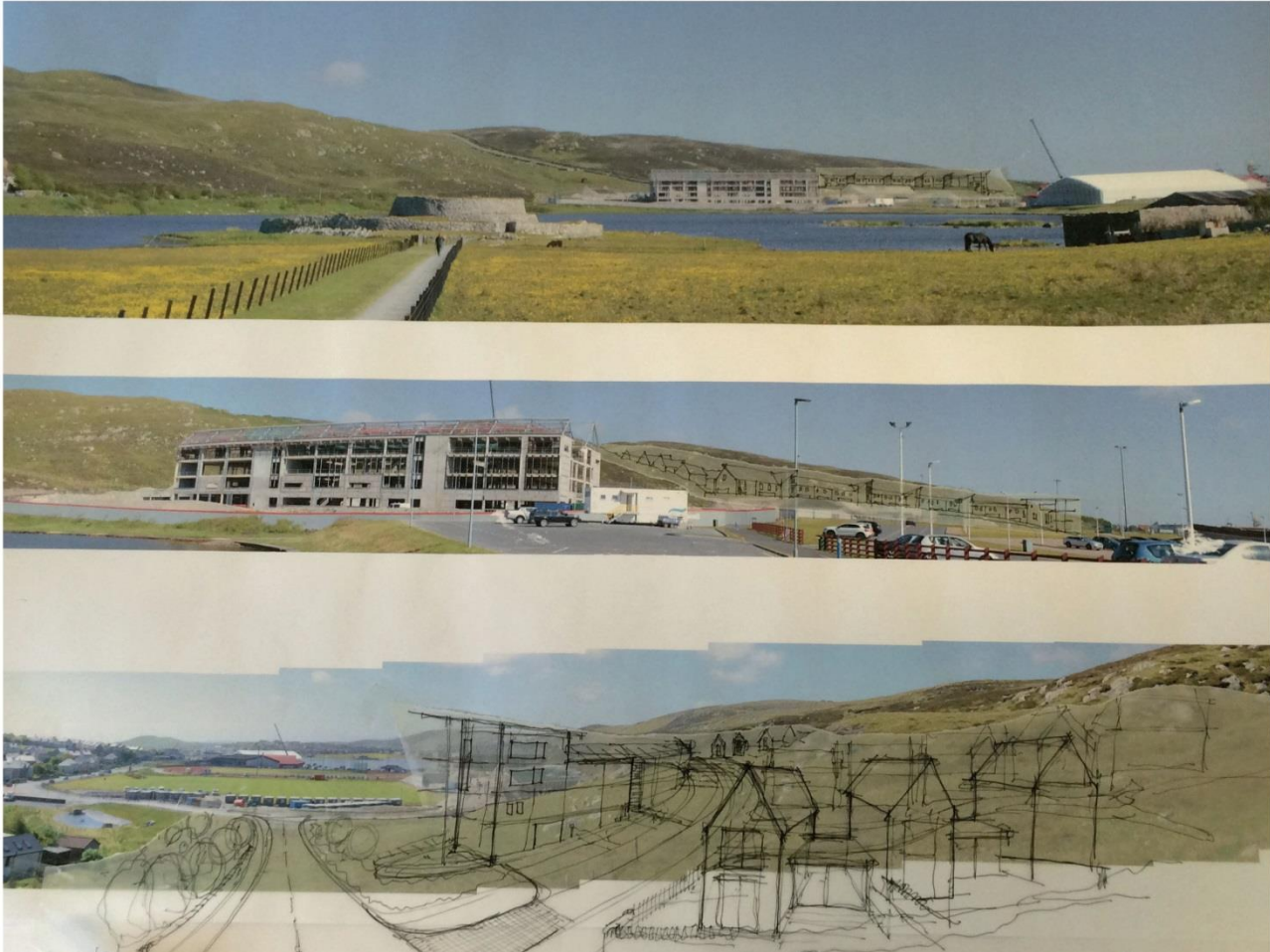


Figure 47: NSHMP View from Broch, behind school and new spine road connection showing urban edge



6. DESIGN JOURNEY

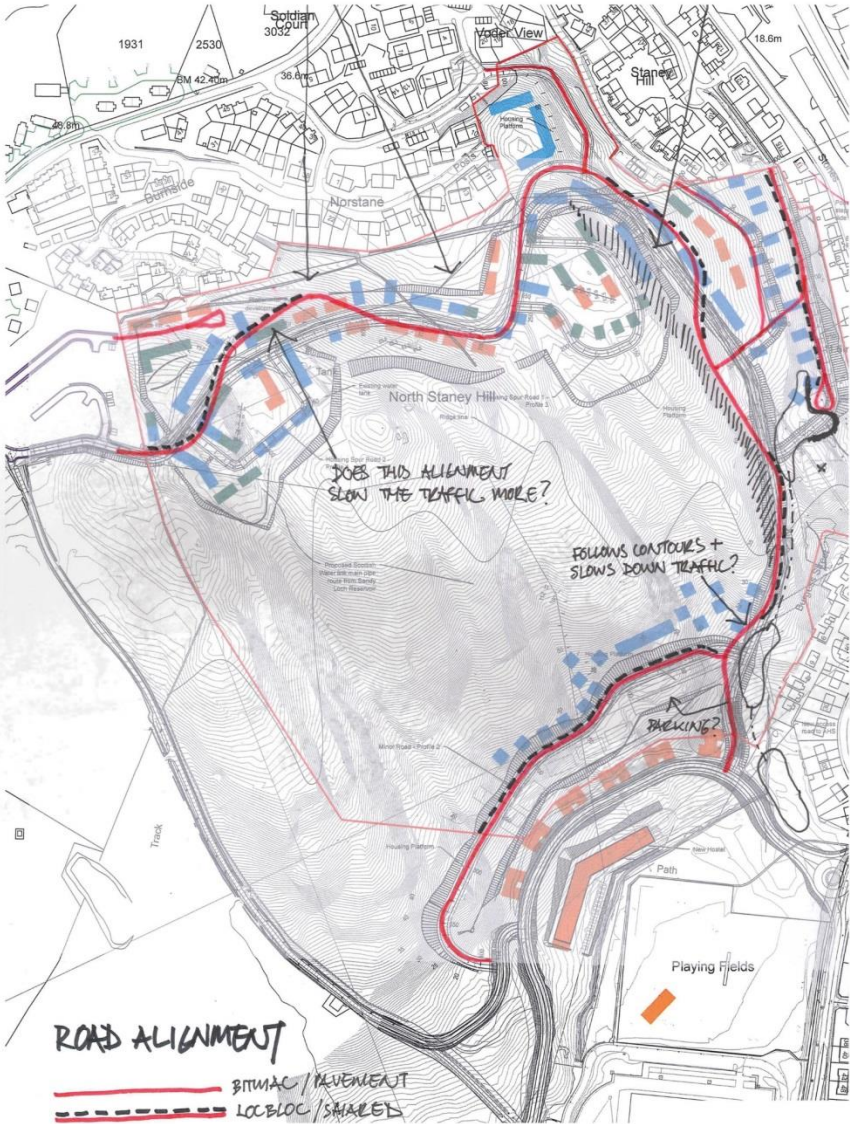
and had been identified as 'Green Corridor' by SIC. It was thought that this area would not support any viable housing development and should be retained as landscaped amenity space, taking what the community had started and expanding the area to the north and south.

ROAD DEVELOPMENT

6.36 The road alignment design took a great deal of time. The vertical alignment was fixed and there was very little scope for altering this to marry with the contours. We also had to consider the horizontal alignment which we felt had to have more sharp bends and twists to control speed and to create character at the centre of the housing developments. We wanted to create the sense that the road had been constructed over a longer period of time with buildings built tightly around it rather than an urban freeway.

SUSTAINABLE DRAINAGE

Figure 51: Iglu road alignment mark up aug 2016, road Layout V6
Figure 52: Mark up road alignment 16 dec 2016-1



6. DESIGN JOURNEY

Design development: Public Consultation 2

6.40 The second public consultation was presented to the public and received a very positive response. Again, details can be found in an appendix to this report. The second phase of consultation was undertaken in December 2016. Again, it involved a number of elements, including:

- press releases and subsequent press and radio coverage, including an interview
- press advertising in the Shetland Times and radio advertising on SIBC
- the continuing use of Facebook
- explanatory leaflets
- questionnaires that included a Place Standard evaluation
- a public drop-in session at the Stanley Hill Hall, at which local residents were able to see the proposals on display boards, discuss the proposals and leave comments
- a public workshop in which those attending were invited to assess the proposals using Place Standard criteria



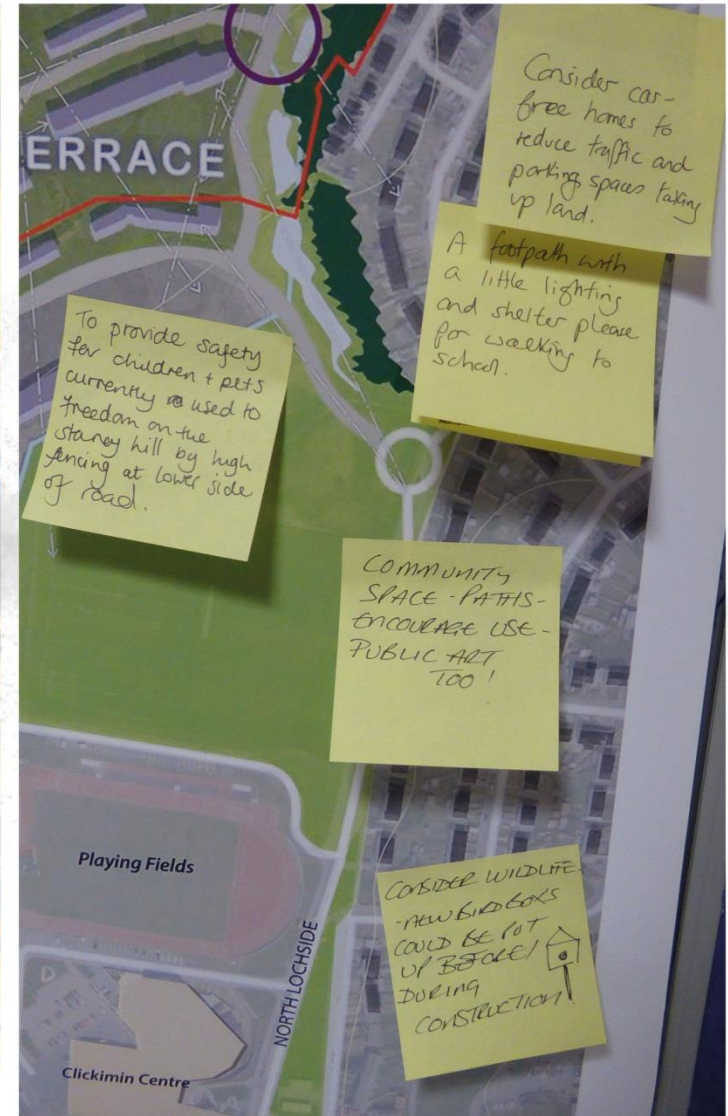
6.41 The general view of the proposals expressed by the public was positive, indicated by high or satisfactory scores on all but three out of fourteen Place Standard factors. There was a high degree of consistency between questionnaire responses and views expressed in the workshop discussions.

6.42 Where there were concerns, they were similar to those expressed in the first phase of consultation, notably around safety, traffic and parking where scores were between 3 and 4 out of a possible 7. The need to give people priority over cars was strongly expressed.



6.43 The proposals scored particularly well – 6 out of 7 – on the factors of Streets and Spaces; Play and Recreation; Facilities and Amenities; Work and Local Economy; Housing and Community; Social Interaction; Identity and Belonging; and Care and Maintenance.

6.43 During the second phase, residents reiterated the concerns they had earlier expressed about water run-off. During both phases of consultation, they offered suggestions or comments on many issues, including the need for paths to be able to take bicycles; the matter of a link to the North Road, play park provision and the need to recognise the 'soldier's road'.



6. DESIGN JOURNEY

FURTHER DESIGN DEVELOPMENT

6.44 Taking on board the comments of the public consultation, the design for each character area was looked at in more depth, analysing prominent buildings, important node points, public spaces and the materials of the roads and landscaping. We also considered pedestrian movement, articulation of terraces and viewpoints. As the design evolved, each of the character areas began to take on its own identity using the natural forms and built features that surround the area.

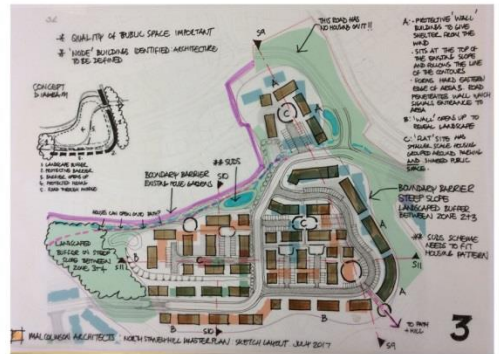
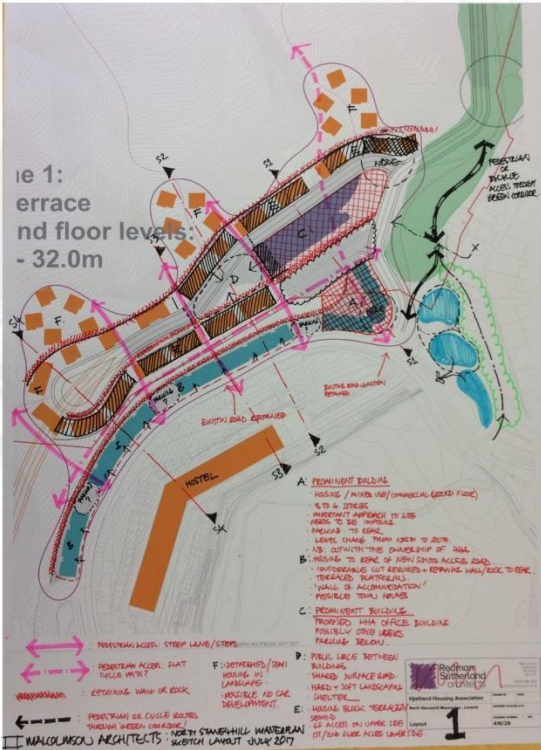
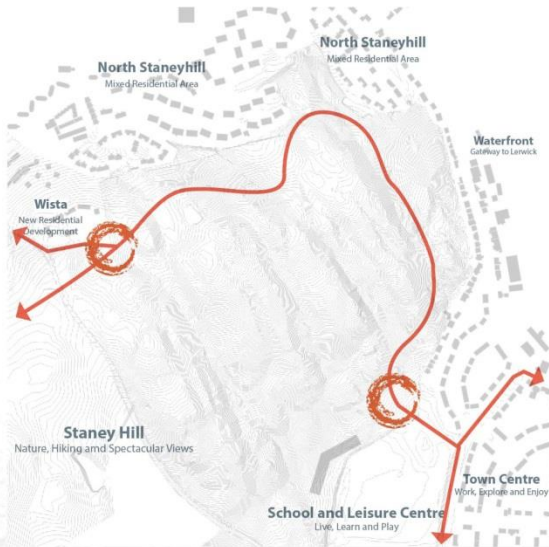


Figure 59: Collection of sketch overlays developing the design for the four character areas

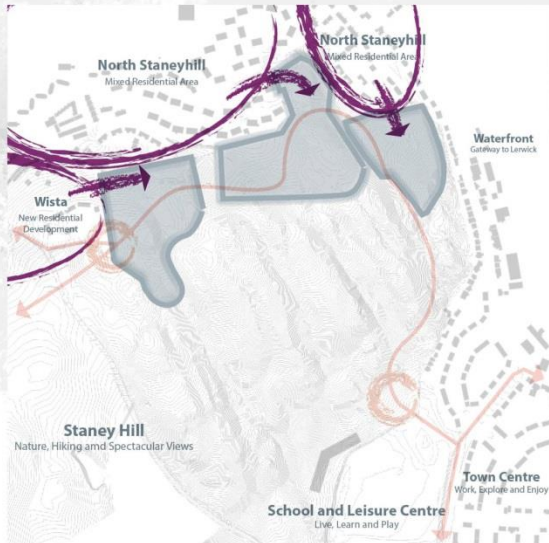


7. DESIGN PRINCIPLES

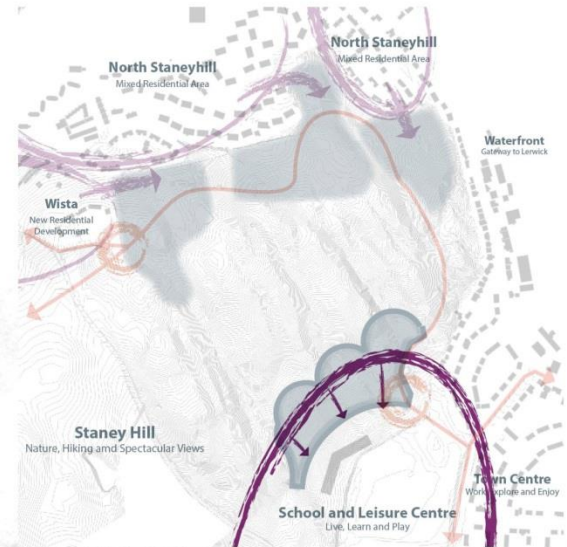
A. New Primary Street / Public Transport Corridor and clear Gateways into the site



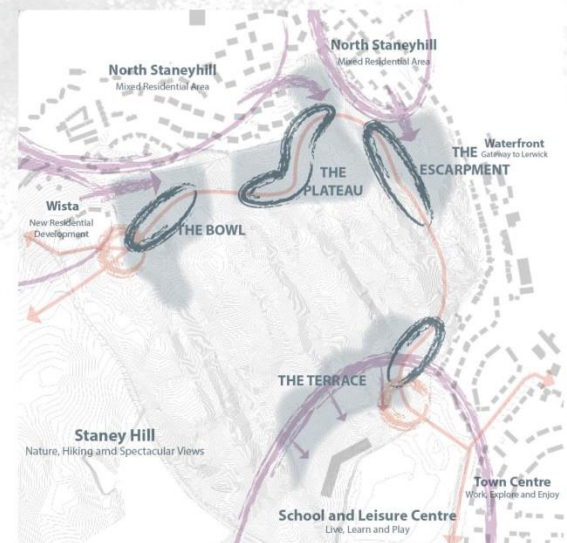
B. Housing Areas extending into the site from the north, the extent of which determined by visibility from the Broch



C. Complete hard urban edge of the town around Clickimin.

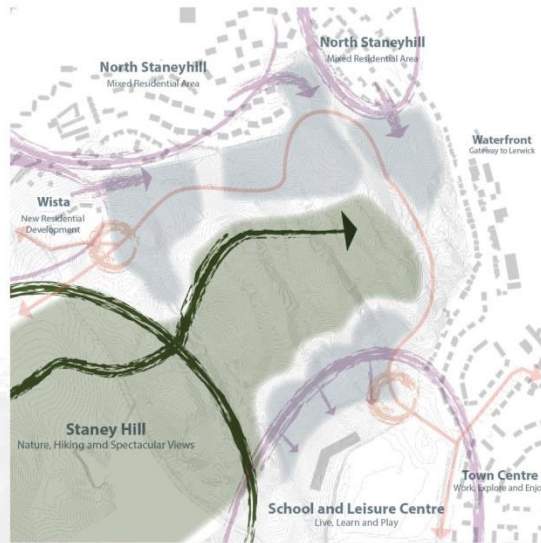


D. Creation of four new neighbourhoods.



7. DESIGN PRINCIPLES

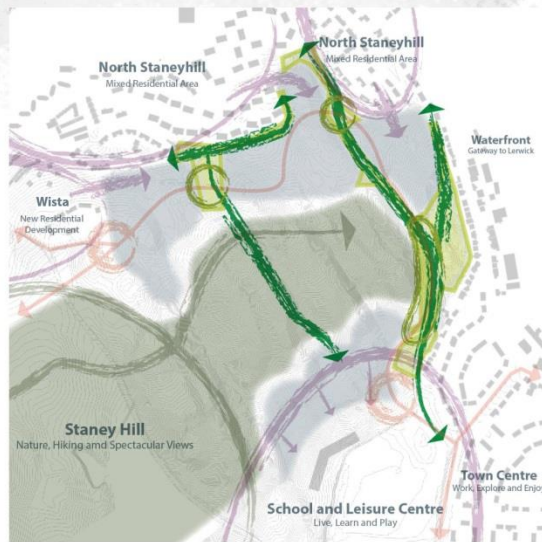
E. Retain moorland as accessible public open space.



G. Development must not break horizon line when viewed from the broch.



F. Enhance the green corridor.



H. Seek to create sheltered public and private spaces through the orientation of buildings and the use of existing or new land form.



8. MASTERPLAN FRAMEWORK

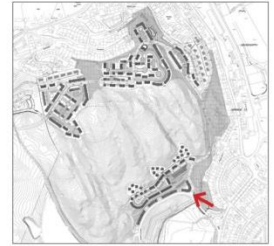


Figure 28: Landscape Masterplan

8. MASTERPLAN FRAMEWORK

AREA 1 THE TERRACE - PROMINENT BUILDING ENTRANCE TO SITE

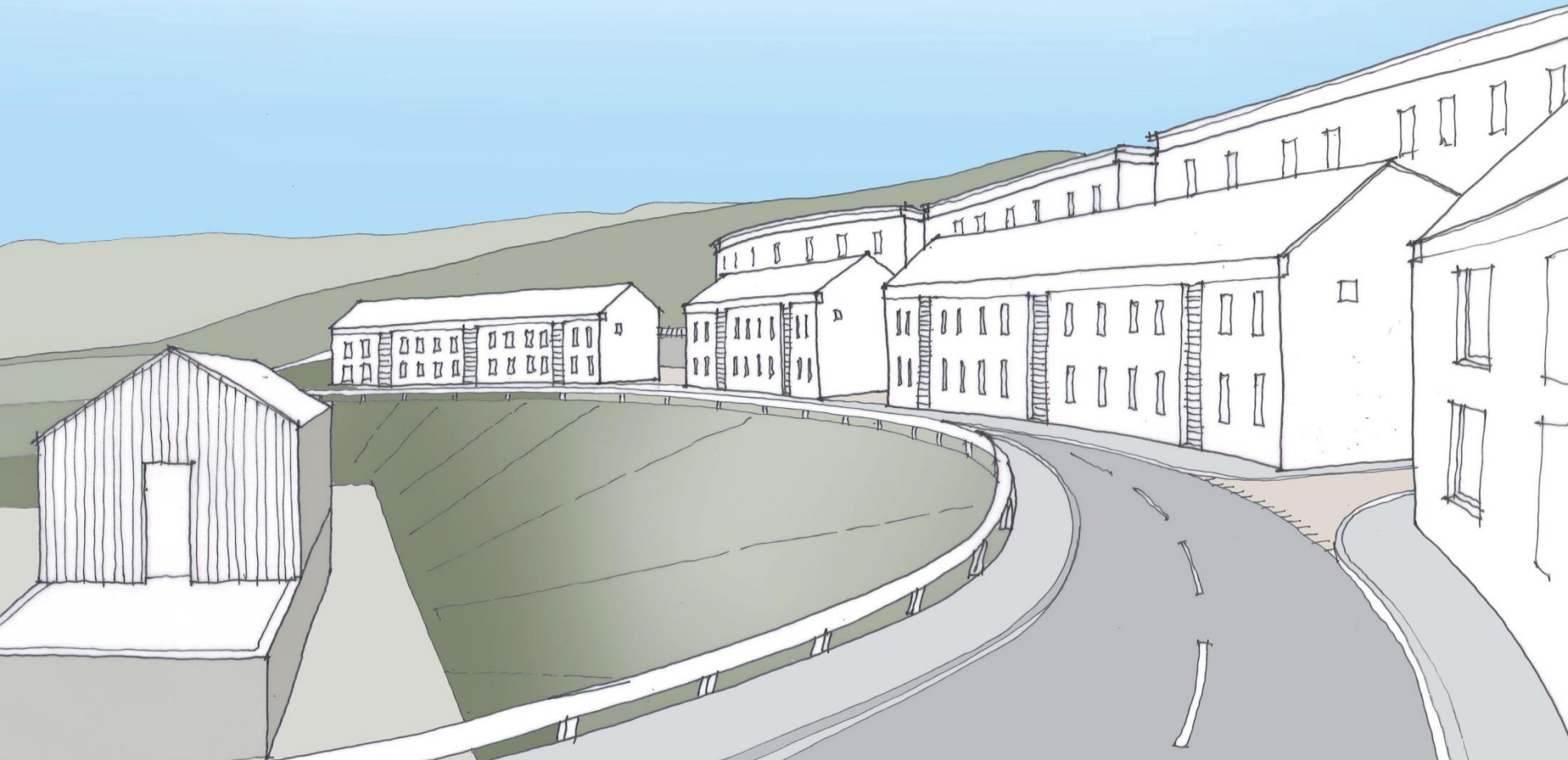
We see the corner building of level one as prominent; it needs special consideration. It should be considered as part of the wall of buildings along the school road using the same restrained palette of materials (white render and larch weatherboarding) and the same fenestration. In keeping with the prominence 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.



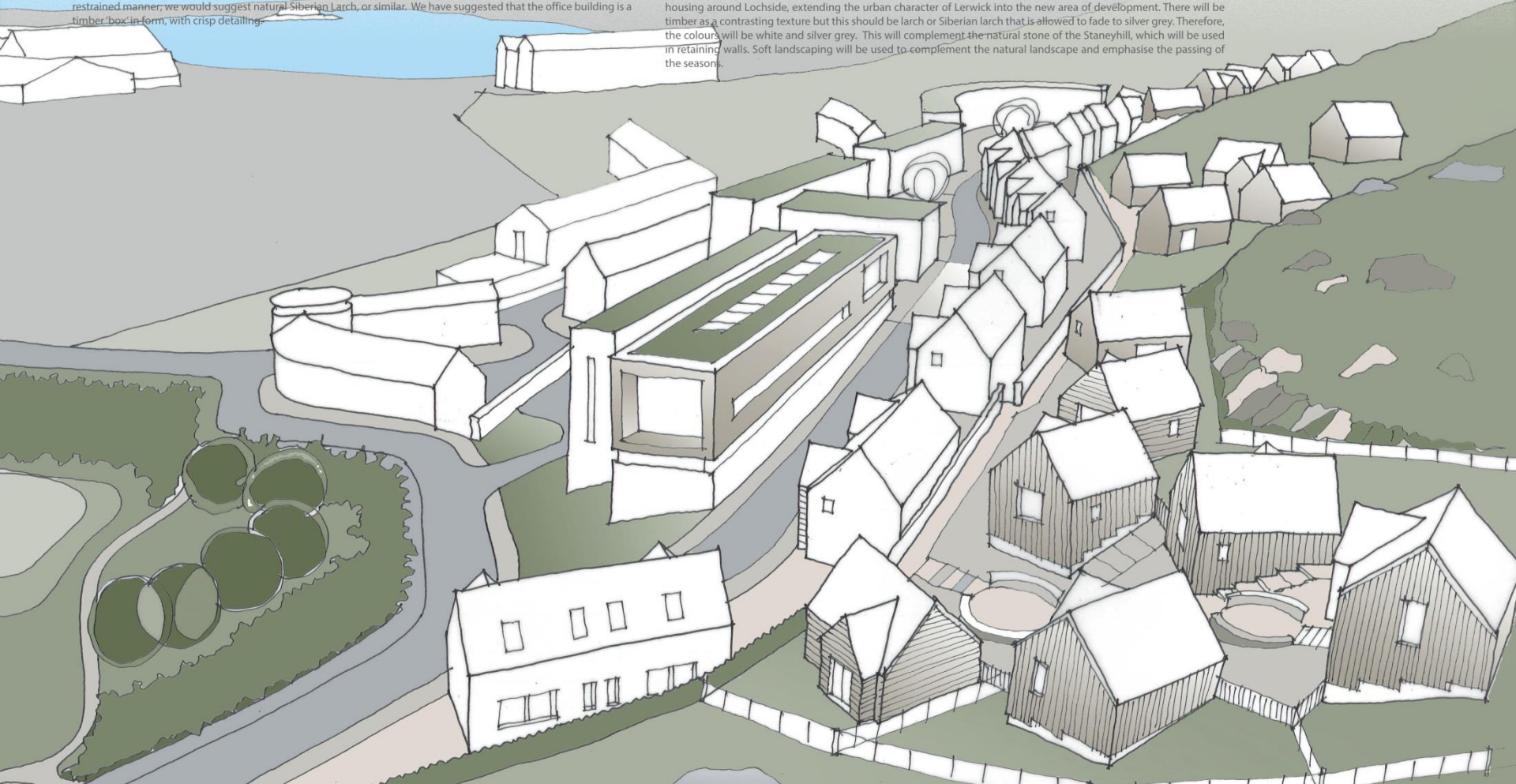
8. MASTERPLAN FRAMEWORK

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

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 - 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 - 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 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 Hjalmland Housing Association at Wista.

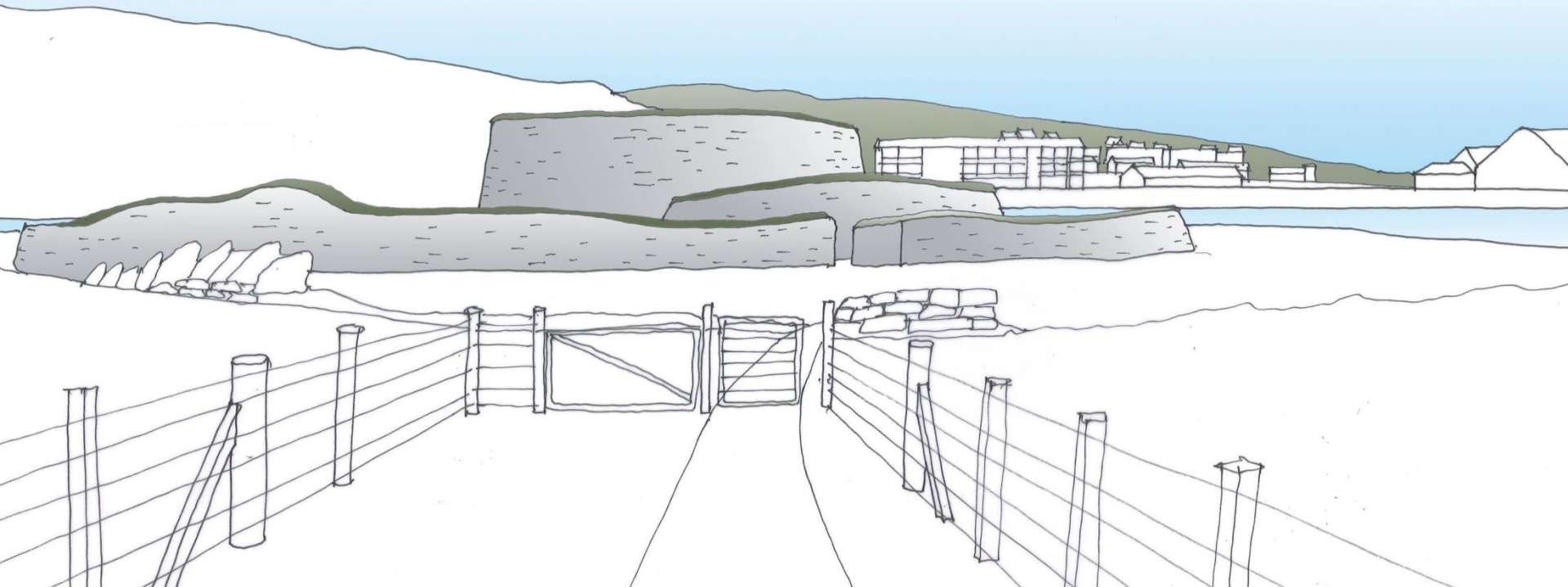
The garden boundaries to the south will again be post and wire stock proof fence which blurs the natural and manmade landscaping. To the rear there will be a simple crushed stone chip path over the new SUDS catch drainage, which should follow the natural curves of the existing contours.



8. MASTERPLAN FRAMEWORK

AREA 4 THE BOWL – OCCUPYING THE ‘VALLEY’

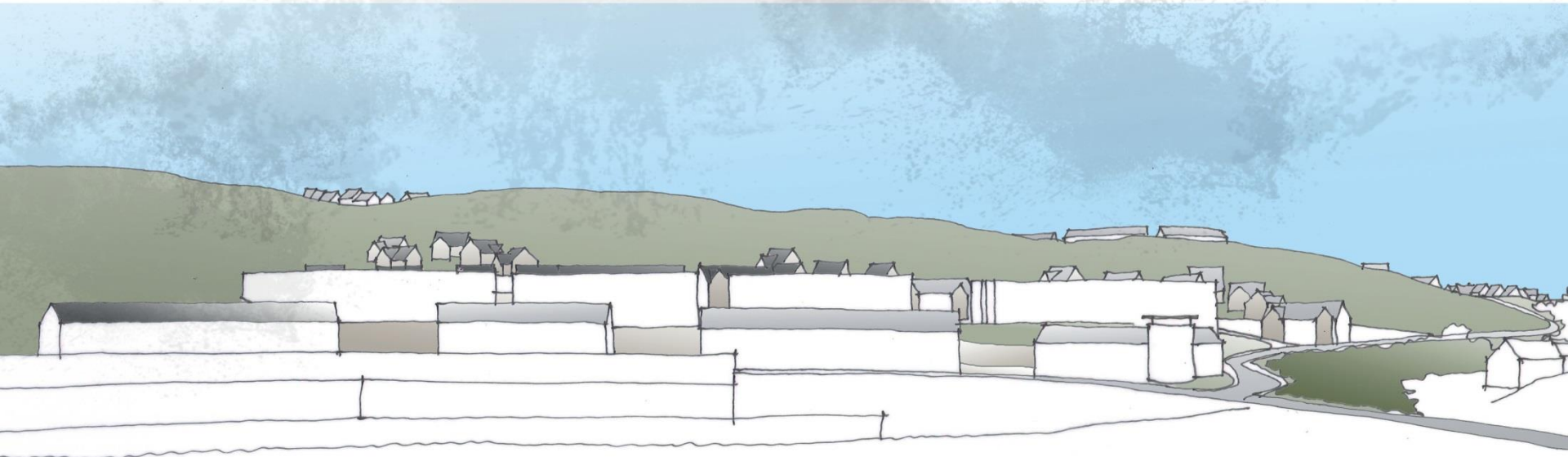
It is imperative that any new development cannot be seen when viewing the site from the Broch of Clickimin. This does not mean that any development should not be visible from the rest of the town. The existing housing at Wista can be seen when viewed from North Lochside and the Clickimin Centre and we 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.



10. DELIVERY

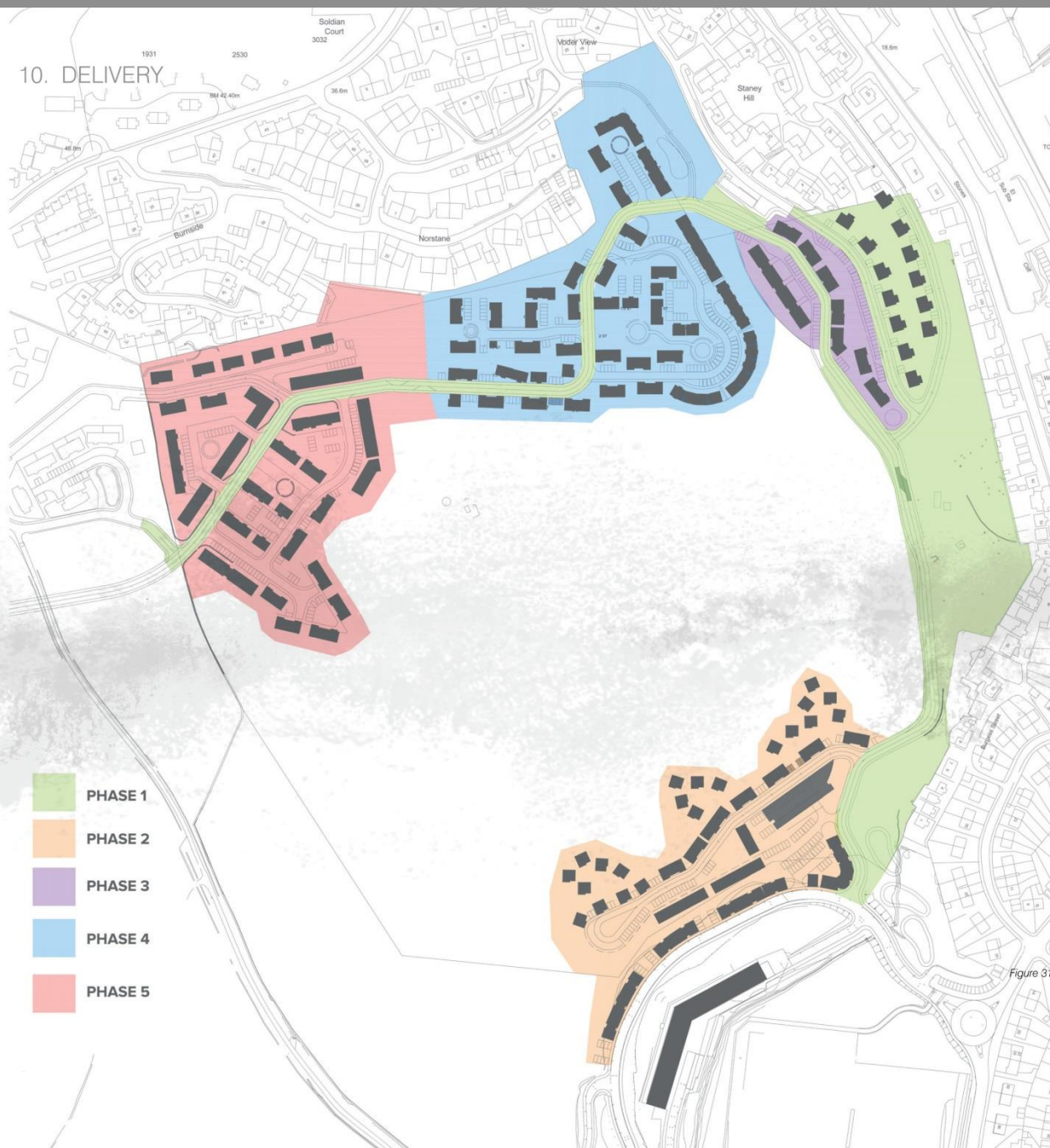


Figure 31: Phasing Plan

Staneyhill Timescales

Ph	units	Start	Completion
• Infrastructure		Apr – 19	Jul - 20
• 1	36	Oct-19	Oct-21
• 2	34	Jan-21	Jan-23
• 3	36	Nov-22	Nov-24
• 4	32	Sep-24	Sep-26
• 5	32	Jan-26	Jan-28
• 6	34	Oct-27	Oct-29
• 7	34	Jul-29	Mar-31
• 8	36	Jan-31	Sep-32