



BRUNSTANE WEST

Design and Access Statement
August 2022

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INTRODUCTION





1. INTRODUCTION

1.1 Document Scope & Structure

Background

The site is allocated for housing (Reference: HSG 29 Brunstane) within the Edinburgh Local Development Plan (LDP), which was adopted in November 2016. An application for Planning Permission in Principle ('PPP') – for residential development, a primary school, new local centre, leisure uses, green network improvements, access transportation and infrastructure improvements - was submitted to CEC in August 2016 by EDI Group. This planning application (reference 16/04122/PPP) was considered by CEC's Development Management Committee on 19th April 2017 – who were 'Minded to Grant' approval, subject to the conclusion of a legal agreement. The site is also allocated in Edinburgh Council's City Plan 2030 (Allocation Place 33 Brunstane).

Scope

This document forms part of a detailed application for Brunstane West, the area of the allocated site that sits to the west of the East Coast Mainline. It provides an explanation of where the proposed masterplan has respected and evolved the development parameters and principles set out by the earlier Strategic Masterplan that accompanied the PPP and why.

In doing so it illustrates how, although in a slightly evolved state the detailed design for the site still adheres to the overall design concept submitted as part of the successful PPP application. Drawing, as the original decision notice states (16/04122/PPP):

"...on the heritage, key views, landscaping and open space to create a successful place which will become a new residential area of the City focused around a local centre and school."

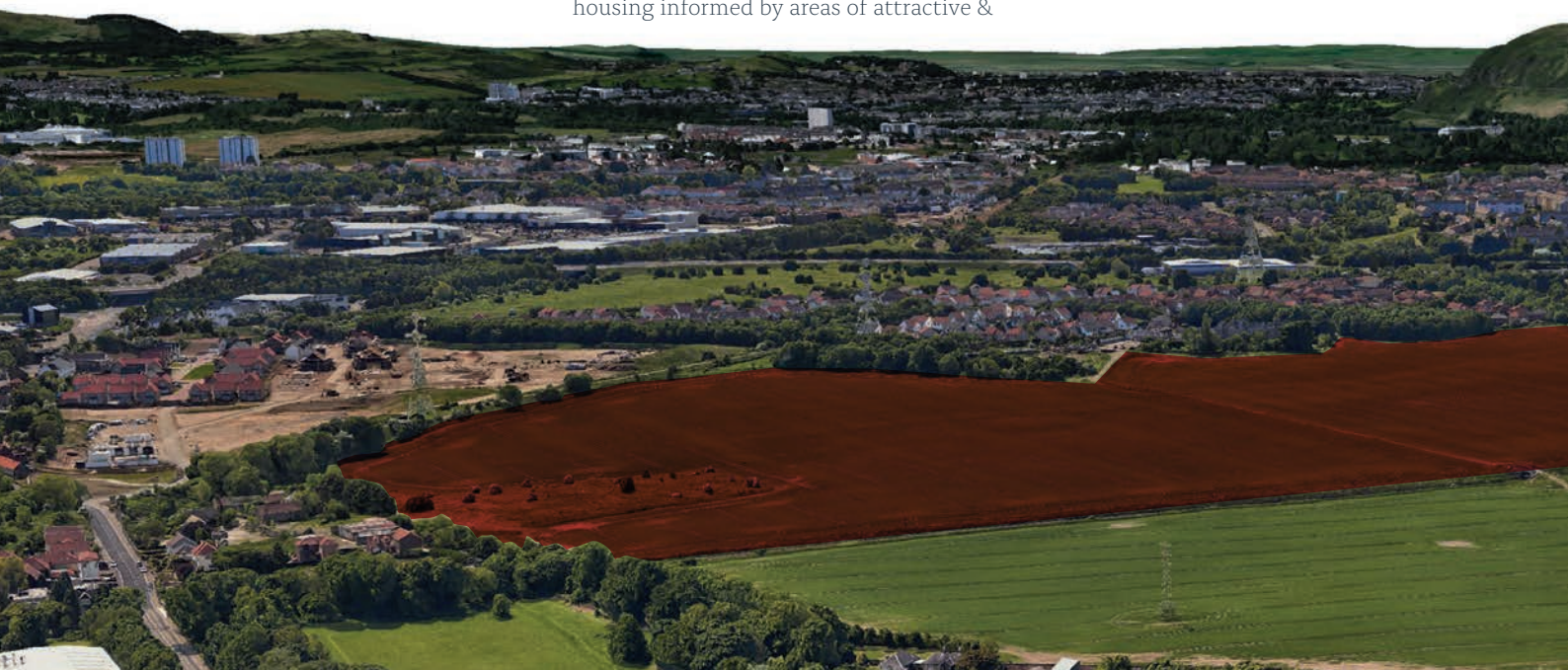
In setting out the masterplan proposal the document illustrates the importance placed on the delivery of a welcoming & engaging principal street and new housing informed by areas of attractive &

accessible open space.

It provides information on the masterplan's layout, amount, scale, appearance, and access & movement, as well as demonstrating the landscape-led approach taken to the development by setting out distinct character areas that are each informed by key areas of open space. This information is set out in a structured manner to ensure that the rationale for design decisions is clearly understood by decision makers, stakeholders and the community.

The formal description of the proposed development is:

"Mixed-use development including residential development, commercial land, community / education facilities, local services, open space, road infrastructure, engineering works and associated landscape proposals."



Structure

This document is structured as follows:

- **Chapter One:** Introduction: Setting out both a vision for New Brunstane and a description of the site and its location.
- **Chapter Two:** Planning Policy Context: provides an overview of the policy context for the site as well as its planning history, up to and including the conditions set out in the PPP's decision notice and stakeholder discussions had with City of Edinburgh Council.
- **Chapter Three:** Contextual Considerations: Provides a brief assessment of the sustainability and accessibility of the site's location and undertakes brief precedent studies on local neighbourhood and public space to help inform the scale, density and layout of the masterplan.
- **Chapter Four:** Site Assessment: Provides an update to the site assessment work undertaken as part of the PPP application, identifying any constraints or opportunities that have impacted the masterplan.
- **Chapter Five:** Landscape & Visual Impact Assessment: Setting out the conclusions of a compliance note showing how the masterplan accords with the Landscape and Visual Assessment produced for the original PPP application.
- **Chapter Six:** Design Evolution: Illustrates how the proposed masterplan has emerged to both respect and evolve the original parameters and principles that underpin the PPP masterplan.
- **Chapter Seven:** Proposed Development: Setting the layout, amount, scale, appearance, and access & movement proposals for New Brunstane and how these create distinctive frontages across the site, particularly along a new Principal Street for the neighbourhood.
- **Chapter Eight:** Landscape: Demonstrating the landscape-led approach taken to developing the masterplan through the detailing of distinct character areas, each centred or primarily informed by areas of open space.
- **Chapter Eight:** Sustainability & Deliverability: Indicating how the new development will deploy sustainable building practices and facilitate/encourage future sustainable lifestyle choices. The section also sets out a phasing plan for the New Brunstane development.
- **Chapter Nine:** Conclusion: Identifying the key deliverables of the masterplan proposals and its alignment to the original PPP masterplan.





1.2 Vision

New Brunstane will be an attractive, thriving and connected community in the heart of a parkland setting. A family friendly neighbourhood in Edinburgh centred around a new main street and Brunstane square, offering future residents easy access to the City, the East Lothian coastline and beyond. A range of modern new homes will be set in a sensitively designed landscape with safe and direct links to local schools, recreational facilities and areas of parkland. New Brunstane offers people a place to put down roots and build new lives.





JOPPA

SEAVIEW

PORTOBELLO
HIGH SCHOOL

MILTON ROAD EAST

BRUNSTANE
RAILWAY
STATION

A1

FORT KINNAIRD

NEWCRAIG

TERRACE

MUSSELBURGH

NEWCRAIGHALL ROAD

HALL

MUSSELBURGH
RAILWAY
STATION

QUEEN MARGARET
UNIVERSITY





1.3 Site Location and Description

Site Location

New Brunstane is located in the Brunstane area of Edinburgh, a northeastern suburb of the city. It lies to the east of the A1 [as it enters Edinburgh from the south] and the Borders Railway Line, and west of the East Coast Main Line.

Site Description

The site is c. 29ha in area, comprising undeveloped agricultural land which slopes gently north-east down towards Joppa and the sea beyond. It is surrounded on three sides by existing development with housing to the south at Newcraighall North having recently been developed, separated from the site by the raised NCN cycle route 1.

The remaining site edge to the east is bordered by the East Coast Mainline, beyond which are fields that themselves are bound by Newhailes House and, to the north Brunstane Burn. An existing bridge for agricultural use forms the only crossing point into these fields.

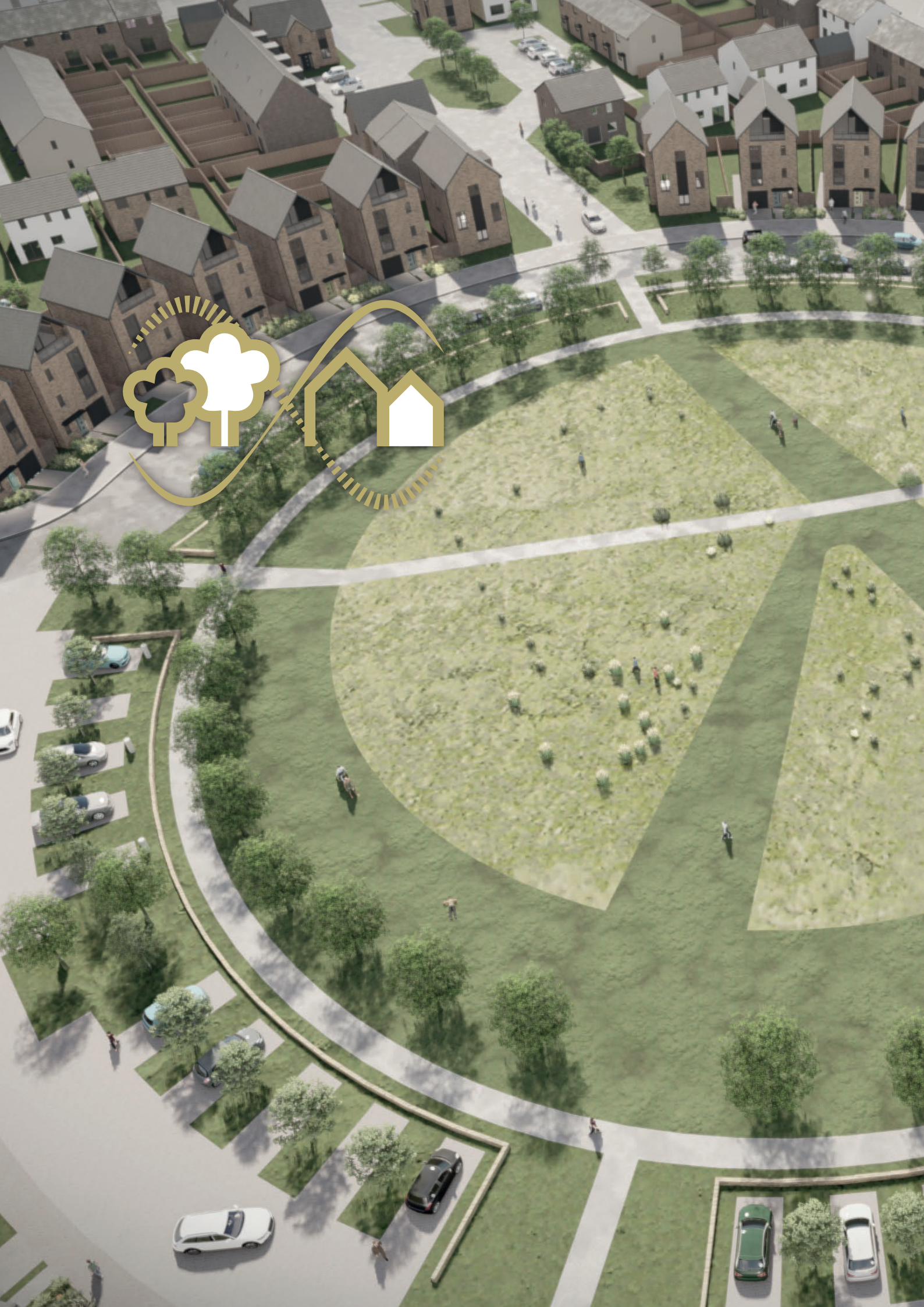
The vegetated Brunstane Burn continues westwards to define the northern edge of the site, with its northern bank populated by housing at Daiches Braes and incorporating the John Muir Way footpath. This switches to following the southern bank of the burn at the site's north eastern corner.

On the western boundary sits the A-listed Brunstane House within a walled garden. The steading and farm cottages, to the south of Brunstane House, are also listed Category B. From within the site there are extended views out to the Firth of Forth, the Pentlands and Arthur's Seat, however, there are more limited views into the site from the surrounding urban areas.

Pylons and overhead lines traverse the eastern edge of the site, over the railway line, having an impact on long views and the existing landscape setting.



Figure 2 Site Location





PLANNING POLICY CONTEXT

2



2. PLANNING POLICY CONTEXT

2.1 National Planning Framework

At a national level, relevant planning policy and guidance for the proposed development is provided by the National Planning Framework (NPF4 in preparation, and NPF3), Scottish Planning Policy (SPP) and a series of Planning Advice Notes (PANs).

NPF4 (In Preparation)

The National Planning Framework 4 (NPF4) is currently being prepared and aims to set out a new plan for Scotland to 2050, with a view to a draft being put before the Scottish Parliament in autumn 2021.

A vision statement has been made available which stresses that climate change would be the overarching priority for its spatial strategy and outlines emerging spatial priorities and potential policy changes. One of those priorities relates to building 20-minute neighbourhoods to help form a wellbeing economy.

The purpose of the existing NPF3 is to set out the national, strategic scale framework of planning priorities, including a spatial strategy for development and identification of developments of national importance.

NPF notes the importance of maintaining a generous supply of housing land, stating:

"There will be a need to ensure a generous supply of housing land in sustainable places where people want to live, providing enough homes and supporting economic growth" (paragraph 2.18, Page 7).

In addition, the NPF document promotes sustainable economic growth, regeneration, provision of affordable

housing and the creation of well-designed places, with housing provision to be flexible and to respond to local requirements.

Scottish Planning Policy (SPP) (2014)

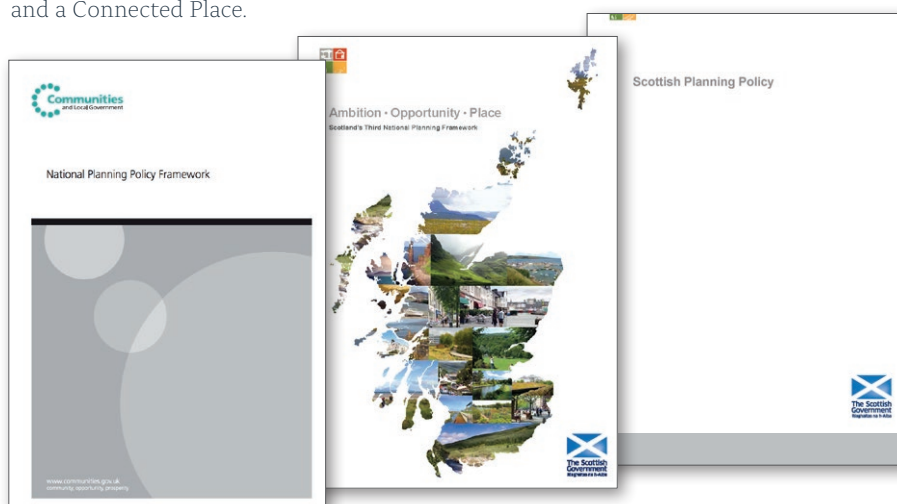
Scottish Planning Policy (SPP) was adopted in 2014 and is a statement of Scottish Government policy on how nationally important land use planning matters should be addressed across the country.

SPP sets out overarching policy principles for both the creation of development plans and for development management assessment of proposals and contains 4 key planning outcomes, namely planning should make Scotland: a Successful, Sustainable Place, a Low Carbon Place, a Natural, Resilient Place, and a Connected Place.

SPP was revised in December 2020 and is intended to act as an interim policy, ahead of NPF4 being adopted. The relevant sections of SPP have been outlined below, clarifying the overarching acceptability of the proposed development at a national policy level. How the development contributes to sustainable development in a national context is also examined.

The key requirement according to SPP is to design successful places that demonstrate the following six qualities: Distinctive, Safe and Pleasant, Welcoming, Adaptable, Resource Efficient, Easy to Move Around.

These requirements are also reiterated in Policy Document 'Designing Streets' (2010) and 'Creating Places' (2013).



2.2 Development Plan Policy

The current development plan for the application Site comprises the:

- Edinburgh and South East Scotland Strategic Development Plan (SESplan) (June 2013); and,
- Edinburgh City Local Plan (ECLP) (2016).

SESplan – Strategic Development Plan 2013

SESplan, approved in 2013 is the Strategic Development Plan ('SDP') covering Edinburgh, the Lothians, the Scottish Borders and part of Fife. It sets the overall vision for the city region over the next 20 years, with Edinburgh as the Regional Core within its coverage.

The majority of the policies in SESplan are focused at a more strategic scale than that of the proposed development and they guide the type of proposals and policy that is to be set through individual LDPs.

A set of aims have been developed for SESplan, to help deliver the vision set out for the city region. These include to:

- "Set out a strategy to enable delivery of housing requirements to support growth and meet housing need and demand in the most sustainable locations;
- Integrate land use and sustainable modes of transport, reduce the need to travel and cut carbon emissions by steering new development to the most sustainable locations;
- Conserve and enhance the natural

and built environment;

- Promote green networks including through increasing woodland planting to increase competitiveness, enhance biodiversity and create more attractive, healthy places to live.
- Promote the development of urban brownfield land for appropriate uses; and
- Contribute to the response to climate change through mitigation and adaptation and promote high quality design/development" (Paragraph 17, Page 5).

Policy 1A – The Spatial Strategy: Development Locations identifies South East Edinburgh as an area that LDPs will direct strategic development. It highlights the role of LDPs to indicate the phasing and mix of uses to secure provision and delivery of infrastructure to accommodate development.

Edinburgh City Local Plan (ECLP) (2016)

The Edinburgh City Local Plan (ECLP) was adopted in November 2016 and replaces the Edinburgh City Local Plan and Rural West Edinburgh Local Plan, to provide a simple plan covering the whole of the Council area. The Local

Development Plan sets out policies and proposals to guide development and use of land in the Edinburgh area. The policies in the LDP will be used to determine future planning applications. Planning applications will be assessed against relevant policies, grouped into 8 categories:

- Delivering the Strategy
- Design Principles for New Development
- Caring for the Environment
- Employment and Economic Development
- Housing and Community Facilities
- Shopping and Leisure
- Transport
- Resources and Services

This will soon be superseded by the proposed City Plan 2030, for which consultation concluded on 20 December 2021. The Council are currently considering the representations received prior to submitting the Proposed Plan to Scottish Ministers in 2022. It is worth noting that policies set out in the proposed City Plan are already being interpreted as material considerations.



2.3 Planning History

Allocation HSG 29 Brunstane / ECLP 2016

The site is allocated for housing (Reference: HSG 29 Brunstane) within the Edinburgh Local Development Plan (LDP), which was adopted in November 2016.

The allocation identifies a range of site specific design requirements relating to cultural heritage; access and transportation (junction improvements to Milton Road East and Newcraighall Road and a bridge over the existing East Coast Mainline Railway); density (including the provision of a new town centre); accessibility; environmental considerations; infrastructure improvements (including setbacks to existing overhead power cables, drainage, school capacity etc.); remediation; and view-lines. The red line area identified relates only to part of the site allocation.

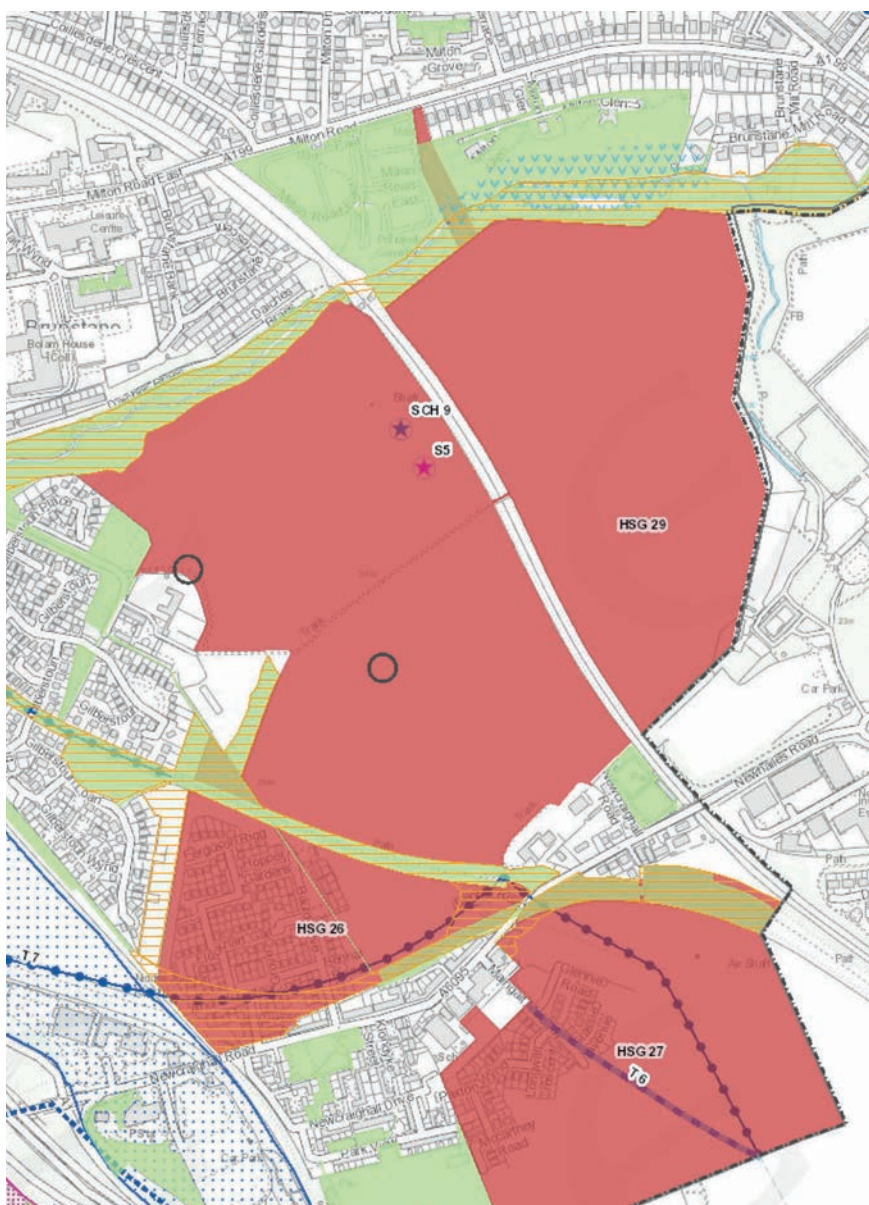


Figure 3 ECLP 2016

Allocation Place 33 Brunstane / City Plan 2030

The larger housing site was allocated for development and removed from the green belt in the Edinburgh Local Development Plan (2016). These sites provide the opportunity for new housing together with new and improved school and local facilities on the eastern side of the Council area.

'Planning permission will be granted for development within the boundary of Brunstane as defined on the Proposals Map, provided it accords with the Newcraighall and Brunstane Development Principles and the approved, or subsequently approved, master plan.'

Page 94, City Plan 2030: Proposed plan

The allocation within the City Plan 2030 stipulates that development should accord with the Newcraighall and Brunstane Development Principles and the approved, or subsequently approved, master plan. These principles are summarised below.

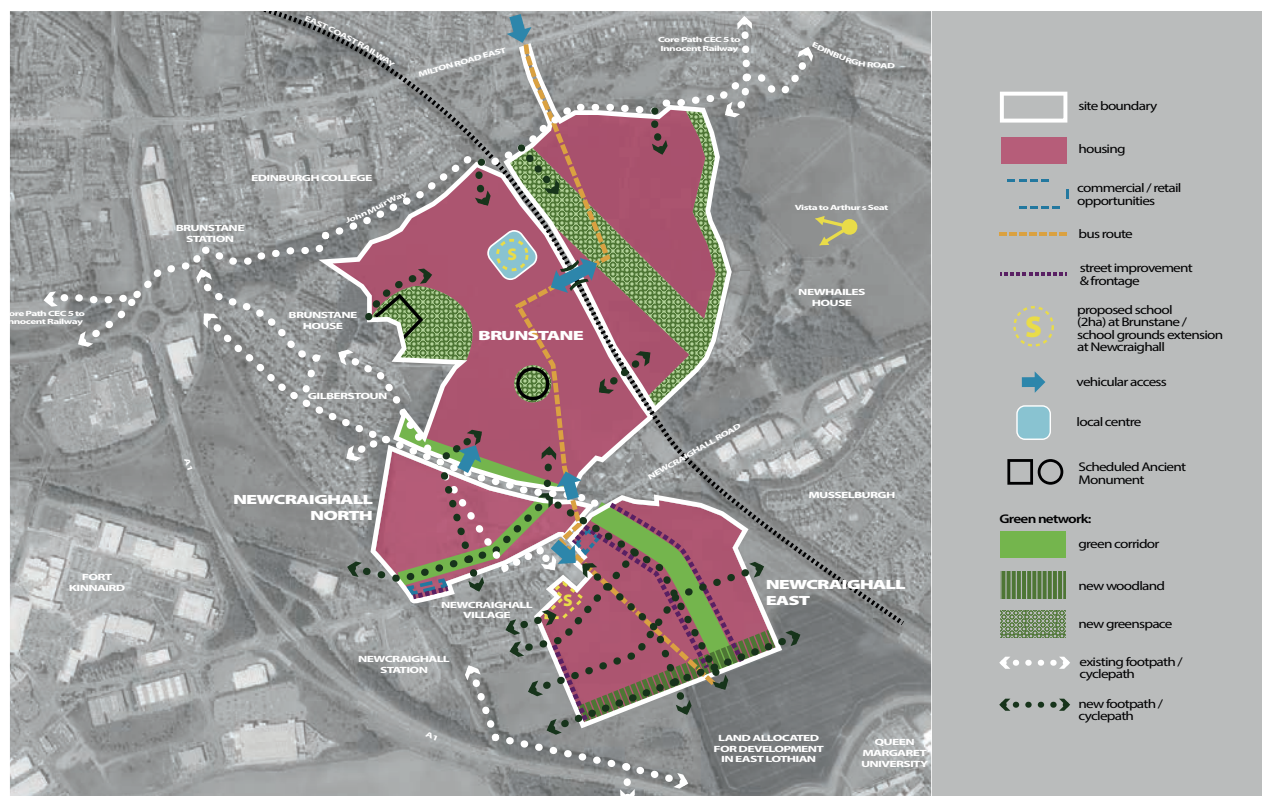
- A. Address the education impacts by providing a new 18 class Primary School and 128 place early learning centre transport assessments should identify any appropriate commensurate mitigation which may be required with respect to the A1/Newcraighall Road junction and to the junctions on the A199, taking into account any cumulative impact with traffic from other development sites. Particular attention should be given to the proposed new junction on Milton Road East, and the management of additional

traffic generation onto Milton Road East and Newcraighall Road including associated improvements to pedestrian cycle crossing facilities.

- B. The site layout should allow for the proposed new bus route to be formed linking Milton Road East with Newcraighall Road. Appropriate consultation with service providers should take place in order to identify the bus service improvements which can be undertaken in the plan period, taking into account access, routes and frequency of service, and including the proposed new bus route. Proposals should provide for an appropriate upgrading of existing bus stops and an increase in cycle parking facilities at Brunstane and Newcraighall stations.
- C. Vehicular access should be taken from Milton Road East and Newcraighall Road, forming a new vehicular crossing over the East Coast railway line. The potential for a new pedestrian/cycle bridge within the eastern part of the site should be investigated, together with an investigation as to whether or not a second vehicular crossing of the East Coast railway line should be provided in the interests of safety, as identified within the transport appraisal. Any crossings of the East Coast railway line should be on bridges over the railway line, and not at grade.
- D. No vehicular access to be taken from Gilberstoun area
- E. Opportunity to enhance existing core and other paths along the boundaries of the site, and in particular the Brunstane Burn Core Path (John Muir Way) on the northern boundary of the site including pedestrian crossing where vehicular access meets the path. New multi-user path links should be formed to the Innocent Railway Core Path, Brunstane Burn Core Path and the disused railway line to the north of Newcraighall, with path connections also to housing at Gilberstoun, Newcraighall and Brunstane railway station.
- F. The impact on the setting of Brunstane House should be minimised through the appropriate design and layout of housing on the site, including the provision of sufficient open space and landscaping to the north and east as shown on the diagram. The extent of the open space is indicative only and the exact area will depend on the design and layout of housing on the site. Sufficient open space should also be similarly provided in order to retain an open setting for the two scheduled monuments of Brunstane Moated Site and Brunstane Enclosure, also meeting a large greenspace deficiency to the south west of the site.
- G. A landscape framework should be provided to the boundary of Newhailes House garden and designed landscape inventory site, with a buffer as shown on the diagram (again indicative and depending on the design and



Figure 4 Allocation Place 33 Brunstane / City Plan 2030 (Map 32 Newcraighall / Brunstane)



layout of housing on the site) and detailed siting and design of dwellings should respect views to Arthur's Seat from the grounds of Newhailes House.

- H. Management proposals should have regard to the above stated historic environment assets. Historic Environment Scotland should be consulted on these matters when development proposals are being prepared.
- I. Establish statutory safeguards to overhead powerlines to the north and south of the site. Design principles should seek to integrate overhead powerlines with site layout. To the south, allotment provision should compliment consented allotments at Newcraighall North. To the

north, powerline way leave should be designed to provide for semi natural greenspace and habitat connectivity with informal recreation.

- J. Expand grassland habitat (under pylons) and provide woodland connectivity across the site
- K. Streets and open spaces should be designed to benefit from views to the coast to the north, Arthur's Seat to the west and Pentland Hills to the southwest.
- L. Opportunity to create a community focal point including a new primary school and local centre.
- M. Proposals for housing (including the finalised site capacity, design and layout), the school, and any

other uses provided on the site, should be informed by an adequate food risk assessment.

- N. Enhanced sustainable urban drainage will be required as appropriate to address current/future water quality pressures and to ensure no detrimental impacts to the recently designated bathing waters at Fishers Row.
- O. Proposals should fully address any necessary site remediation in relation to mining legacy constraints, and should take account of any need for prior extraction of minerals in the context of Scottish Planning Policy.
- P. Provide or contribute towards healthcare infrastructure and community facilities.

Application for Planning Permission in Principle ('PPP')

An application for Planning Permission in Principle ('PPP') – for residential development, a primary school, new local centre, leisure uses, green network improvements, access transportation and infrastructure improvements - was submitted to CEC in August 2016 by EDI Group. This planning application (reference 16/04122/PPP) was considered by CEC's Development Management Committee on 19th April 2017 – who were 'Minded to Grant' approval, subject to the conclusion of a legal agreement.

A series of conditions were attached to the approval notice. Of considerable relevance to the evolution of the site's masterplan is the following condition 12:

'The details of the reserved matters submitted pursuant to this permission shall be substantially in accordance with the Amended Strategic Masterplan, Strategic Landscape Framework, Strategic Movement

Framework and Strategic Masterplan Report and Design Code (as revised) as submitted with and accompanying the application reference 16/04122/PPP, as approved by the planning authority and according with the design parameters and architectural approach identified in the Masterplan Design Code.'

In accordance with this condition section 6 of the design and access statement sets out how the site's design is substantially in accordance with the Amended Strategic Masterplan, Strategic Landscape Framework, Strategic Movement Framework and Strategic Masterplan Report and Design Code (as revised). However, it should be noted that the Strategic Masterplan Report does mention the indicative nature of the design codes it includes, stating the following:

'The codes are not intended as a detailed prescription for the architecture or streetscape design since neither of these

elements can be fully designed or approved at PPP stage. The dimensions shown in the code (with the exception of frontage lines) are indicative rather than prescriptive. Generally roof profiles are shown as indicative in the coding sections.'

In addition the document provides information in support of condition 5, 12, 13 and 14 with:

- **Section 4 & 5** indicates how the proposed masterplan accords with the principles and requirements of the mitigation measures set out in the Environmental Statement (**condition 5**).
- **Section 7** provides information requested by **condition 2**, including:
 - site development layout
 - details of siting, design and height of development;
 - footpath and cycle routes;
 - surface water and drainage arrangements;
 - full details of the landscape proposals, including soft landscape, play and community growing provision; and
 - boundary treatments.
- **Section 7** provides a landscape masterplan, with details relating to layout, specification & materials palette (**condition 13**) and details of the treatment of the site's Scheduled Monuments (**condition 14**).

The Design and Access Statement will now run through how the masterplan has undertaken a careful evolution in order to respond to a greater understanding of the site's constraints, context and commercial delivery.

Further details relating to information provided in the submission that support the discharging of the conditions refer to the accompanying Planning Statement.

Figure 5 PPP Application





CO



CONTEXTUAL CONSIDERATIONS





3. CONTEXTUAL CONSIDERATIONS

The PPP masterplan strategy proposed the introduction of a built form and series of street types informed by the classical scale and proportions of the new town in Edinburgh. This established an aspiration to create a neighbourhood whose character aligned with that of a more central urban location.

The proposed masterplan has evolved this approach, taking into greater consideration the precedent that has been set already by new neighbourhoods of a similar location and size in the area. These neighbourhoods, like the site itself offer obvious attractions for family living, evidenced by the type of housing they include.

This section first identifies the local services and facilities that make the site a sustainable and accessible choice for family life, establishing how it can offer a future 20 minute neighbourhood.

It then highlights recently built neighbourhoods in the area that provide a layout, density and mix that characterise a more family-friendly housing environment. Addressing also the importance public space will have within the new neighbourhood, by including a precedent study on spaces in the local area that, both spatially and in terms of character offer an appropriate approach to public space within the development.

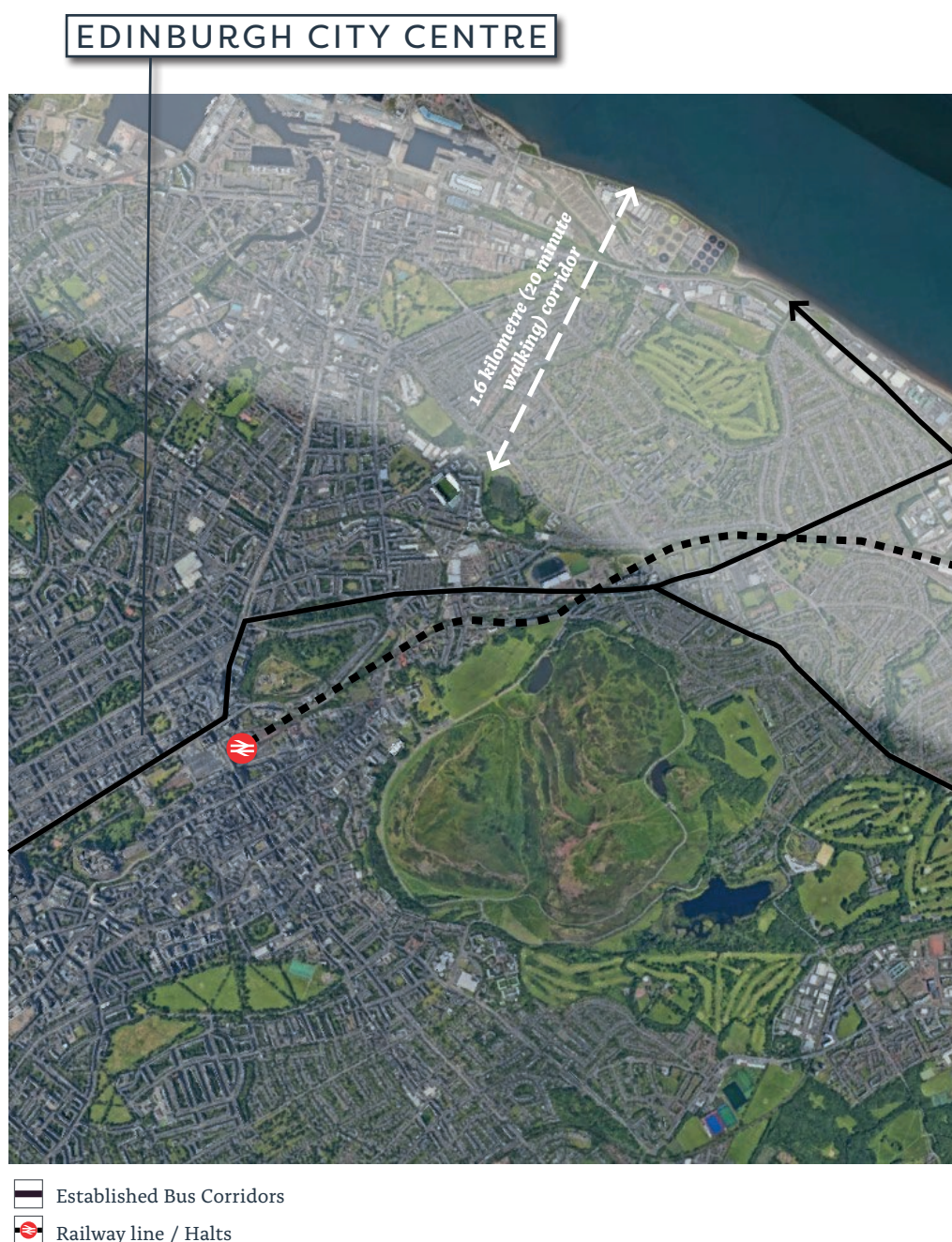




Figure 6 Plan showing the site's location with walkable access to the coastline and convenient & direct active travel links to the city



3.1 Sustainability

- *The Site occupies a sustainable location with good access to local services and facilities (the majority of which are within a 20 minute walking distance).*
- *The delivery of a Local Centre, as part of the proposed development will provide shops and facilities at the heart of the new neighbourhood.*
- *The local centres of Portobello High Street and Musselburgh High Street provide a wide range of local facilities and amenities, alongside the Fort Kinnaird Retail Park, which has over 70 shops, restaurants and cafes.*
- *These existing and proposed services give the development the capacity to become a future 20 minute neighbourhood.*

Local Facilities and Services

A review of the proximity of existing local 'day to day' amenities has been undertaken, the majority of which are located within walking distance of the site. The plan opposite shows the location of local facilities relative to the Site.

Key facilities include, but are not limited to:

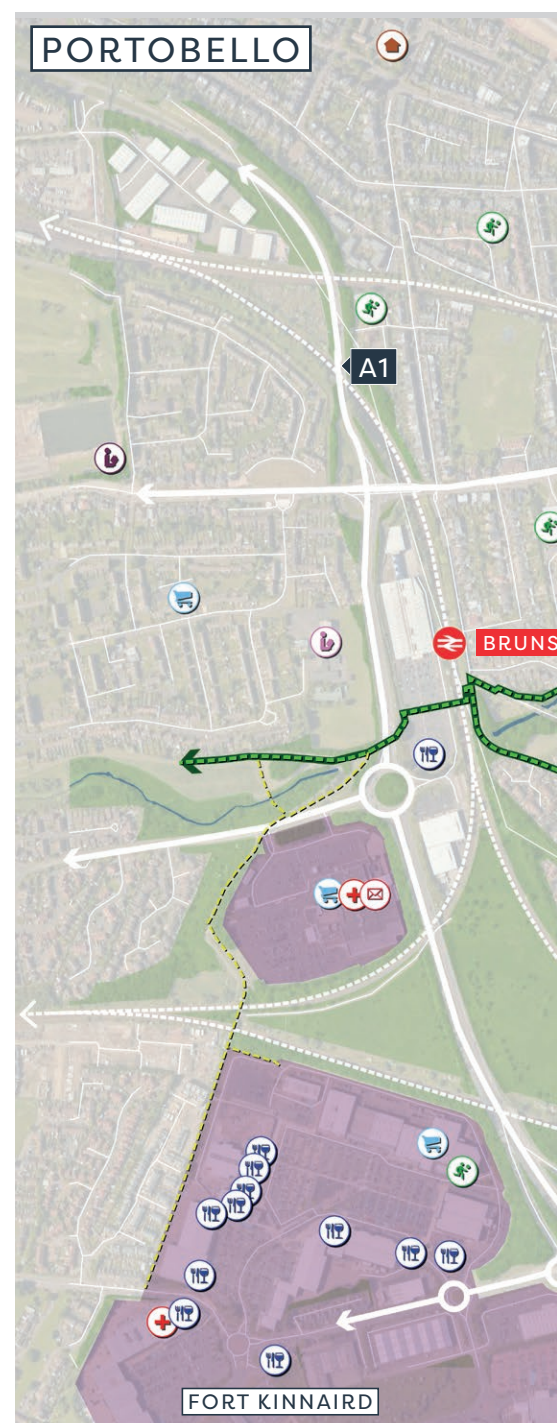
- Local grocery stores including Ali & Son Newsagent and USave. Larger;
- Large supermarkets including Scotmid Coop, Sainsbury's Local, Iceland, Tesco Extra, Marks and Spencer, Aldi, Lidl and ASDA Edinburgh;





- Places of worship including Portobello and Joppa Parish Church, St Mary Magdalene, Harbour Church, Musselburgh Baptist Church and Musalla Tariq Jameel;
- Sports facilities including Musselburgh Rugby & Football Club, Niddrie Bowling Club, Brunstane Bowling Club, Joppa Tennis Courts and gym facilities including Puregym and Jack Kane Sports Centre;
- Duddingston Park General Practice and Mountcastle Health Centre, alongside pharmacies including Boots and ASDA Pharmacy;
- Restaurants and Bars including Cuddie Brae – Pub & Grill, Sizzlers, Wagamama, Pizza Express, Frankie and Bennies, Five Guys and Nandos;
- Cafes including Costa and Starbucks;
- Other local facilities including The Jewel Post Office; and,
- Bus stops and public transport links.

There are also a range of primary and secondary schools available within the locality, these include:

- Regius Primary School;
- Newcraighall Primary School;
- Brunstane Primary School;
- Campie Primary School;
- Stoneyhill Primary School; and,
- Portobello High School.

Figure 7 Sustainability Plan



-  Retail
-  Places of Worship
-  Sports Facility
-  Medical Facility
-  Post Office
-  Restaurant / Bar
-  Education Facility





3.2 Accessibility

- *New Brunstane offers a high level of accessibility to both urban centres and the coastline.*
- *Its connectivity into Edinburgh is provided by established bus corridors, a national cycle route and Brunstane & Newcraighall Stations, both within a short walk.*
- *It is located next to an existing street network offering foot and cycle links to the coastline at both Musselburgh and Portobello, within less than 20 minutes walk.*

Public Transport

In terms of public transport provision, there are bus stops located on Newcraighall Road to the south of the site and the A199 to the north of the site. These bus stops serve routes 5, 44, 44A, X44, 113 and N44, which are outlined in the table below, and connect the site with nearby local centres, retail parks and Edinburgh City Centre.

Brunstane Railway Station and Newcraighall Railway Station are located within walking distance of the site. These stations lie on the Borders Railway, which connects the City of Edinburgh with Galashiels and Tweedbank in the

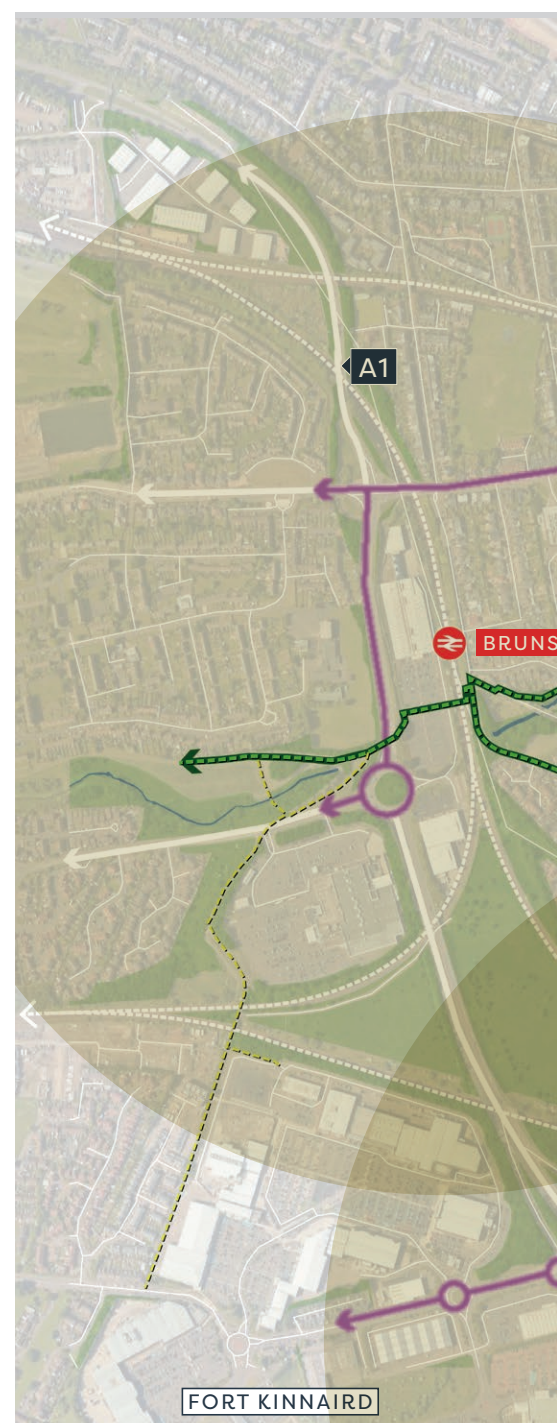
Scottish Borders. Passenger services run half-hourly on weekdays until 20:00, and hourly until 23:54 and on Sundays. The journey time from Brunstane into Waverley Station is 7 minutes.

Musselburgh Railway Station lies on the East Coast Mainline although it only serves trains on the North Berwick Line. Monday to Friday daytimes there is an hourly service westbound to Edinburgh (with peak-time services carrying on to Haymarket) and eastbound to North Berwick with a half-hourly service on Saturdays. On evenings and Sundays there is an hourly service in each direction. On Monday to Saturdays there is a bi-hourly and late night limited stop service that runs from Edinburgh Waverley to Dunbar that stops at Musselburgh. There is also a limited service to and from Glasgow Central and Ayr (via Carstairs) on Mondays–Saturdays. The journey time to Edinburgh is 7 minutes.







Active Travel Provision

There is potential to enhance links to well established pedestrian and cycle routes in the area with the John Muir Way to the north of the site and National Cycle Route (NCR) 1 running broadly east to west along it's south western boundary.

Figure 8 Accessibility Plan



SERVICE	ROUTE
5	Hunters Tryst - Oxgangs - Morningside - Newington - North Bridge - Meadowbank - Northfield - Brunstane - Asda
44/44A	Balerno - Slateford Station - Haymarket - Princes Street - Meadowbank - Brunstane - Musselburgh - Wallyford
X44	Haymarket - Princes Street - Regent Road - Meadowbank - Brunstane - A1 - Wallyford - Tranent
113	Western General Hospital - West End - Regent Road - Brunstane - Eastfield - Musselburgh - Wallyford Park & Ride - Tranent - Ormiston - Pencaitland
N44	Tranent - Wallyford - Musselburgh - Brunstane - City Centre - Slateford - Juniper Green - Currie - Balerno

-  Bus route
-  NCN Cycle Route 1
-  Core Path
-  Informal path
-  Train Station / Halt
-  10 minute distance from train stations





3.3 Precedents: Neighbourhoods

There are a number of new neighbourhoods within the wider area that are similar in terms of scale and location to the site. These have helped inform the masterplan's evolution in terms of height, scale and form. This section now outlines a number of these areas and their approaches to layout, housing mix, height & Density, materiality, parking and open space provision.

1. NewCraighall North and South

Two areas of new housing located to the north and south of Newcraighall, contributing an additional 16.5 hectares to this small mining settlement, increasing it to an area that covers approx. 24 ha. This expansion ensuring Newcraighall's northern edge abuts the NCN route 1 that defines the southern edge of the New Brunstane site.

Connectivity: Public transport offered by buses along Newcraighall Road and trains from both Brunstane & Newcraighall Railway Stations with strategic cycle route NCN route 1 along

its northern boundary. A number of services are located along Newcraighall Road including a newsagents.

Layout: Houses are arranged along either residential streets, accessed off Newcraighall Road or a network of shared surface streets, accessed off residential streets. Junctions into shared surface streets are defined by a change in surface material. Edges are addressed with properties backing onto the NCN route 1 & the Borders Railway line in Newcraighall North and fronting onto surrounding areas of countryside and green space in Newcraighall South (see figure 10).

Housing mix: Primarily detached houses with some semis, terraced and apartments.

Height & Density: Houses are uniformly 2 storey in height with three storey development located in blocks of apartments adjacent to gateways or edges. The housing mix provides an overall density of circa. 30-35dph, however due to the housing mix

this varies, with streets of detached properties sitting at circa. 20-25dph and areas with apartments and terraces at circa. 35-40dph. Higher densities sit along residential streets within Newcraighall North and along the edges of development in Newcraighall South.

Material: Properties along key residential streets in Newcraighall North are externally clad in brick with clay tiled roof tiles, while along shared surface streets properties are also clad in a white & sand render with slate roof tiles (see figure 11).

Parking: There is a mix of both on- and off- street parking, with sections of shared surface streets widening to offer rows of end-on parking or parking courtyards.

Open Space: Open space has been located adjacent to gateways into areas of housing or as small pocket parks/ green spaces surrounded by new housing. Newcraighall North also includes some allotments along its edge with NCN route 1.

Figure 9 Precedent Neighbourhood Location Plan



Figure 10 Strong frontage provided by a mixture of housing along the south eastern edge of Newcraighall



Figure 11 Use of external wall material determined by properties location along residential or shared surface streets





1. Pinkie Road

New housing area located within the eastern suburbs of Musselburgh, covering approximately 24 hectares. Similarly located to New Brunstane with the coastline within walking distance and strong public transport links to Edinburgh.

Connectivity: Public transport offered by regular buses along Pinkie Road to the north and Wallyford Station, a 10 minute walk to the south east. A number of services are located at the north western corner of the site, including a convenience store.

Layout: Houses are arranged within a street network that provides a primary residential looped street, linking from - and back onto - Pinkie Road, where areas of housing, set along shared surface streets can be accessed. Shared surface streets operate as lanes and courtyard spaces for parking, the latter located internally within blocks. Edges are addressed with properties fronting

onto Pinkie Road, behind a linear green space and fronting & backing a footpath along the neighbourhood's southern countryside edge.

Housing mix: Primarily detached houses with some semis, terraced and apartments.

Height & Density: Houses are primarily two storey in height with some two and a half storey buildings used on the corners of blocks and three storey apartment buildings along the primary residential street, adjacent to large areas of open space and the retail. The housing mix provides an overall density of circa. 30-35dph, however due to the housing mix this varies with streets of detached properties sitting at circa. 20-25dph and areas with apartments and terraces at circa. 35-40dph. Higher densities are in blocks adjacent to Pinkie Road and at key junctions/focal points along the primary residential loop street.

Material: Mix of white & sand colour render for external walls of properties across the development with a mix of clay and slate roof tiles.

Parking: There is a mix of both on- and off- street parking, with sections of shared surface streets widening to offer rows of end-on parking or parking courtyards, in many cases located within the centre of blocks (*see figure 13*).

Open Space: Open space provision is focused around a large stretch of parkland that cuts through the centre of the site (*see figure 14*), defining the frontage character for a large portion of the development. This incorporates play, SUDs and offers a number of footpath links. Additionally there is a SUDs green space off Pinkie Road and a block of woodland & play area in open space that feeds off the large central parkland into the south eastern area of housing.

Figure 12 Predecnent Neighbourhood Location Plan

