

Figure 13 Shared surface parking courtyards located internally within perimeter blocks



Figure 14 Large stretch of parkland with detached property frontage creating a softer built form edge





3.4 Precedents: Public Space

The Strategic Masterplan, which accompanied the PPP was informed by an analysis of the public realm in Edinburgh's New Town. In acknowledgment of this the following considers a typical public space in Edinburgh's New Town, Moray Place and questions the appropriateness of this space's character when applied to the public realm of New Brunstane, particularly for the creation of a new central public space at Brunstane Green. Although the shape of the newly proposed Green is similar and is substantially in accordance with the masterplan that accompanied the PPP it is believed that the eventual look and feel of this space, and others within the development are better informed by public spaces local to the site - in

Portobello and Musselburgh. These demonstrate a scale and character in keeping with public realm found within a more family-friendly neighbourhood.

Moray Place

As with much of the built form in the New Town Moray Place is formed by 4-5 storey townhouse buildings providing a solid frontage. These open up to connect with streets and offer mid-ground views of neighbouring built form/green space or distant vistas out to the countryside. The central space is however very green and mature. There is limited greenery to the building frontages around Moray Place, offering a sharp urban contrast between built form and open space.

Local Public Spaces

The public spaces located in Portobello and Musselburgh in contrast include mixed housing frontages that incorporate garden space, offering a softer and greener transition from built form to open space. The varied units creating such frontages tend to prove more desirable to family living, offering a range of property sizes and tenure. The examples included demonstrate that a mixed built form in terms of height and massing still forms a strong piece of townscape through the adherence to a consistent building line and boundary treatment.

Figure 15 Moray Place, Edinburgh New Town

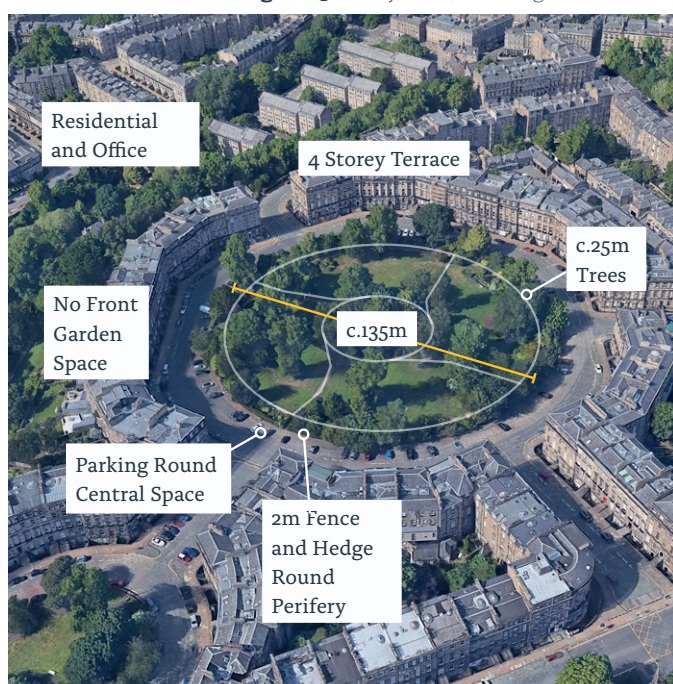


Figure 16 Windsor Gardens, Musselburgh



Figure 17 Brighton Park, Portobello



Figure 18 Abercorn Terrace, Portobello





3.5 Edge / Corridor Typologies

Railway Line Edge

The site's eastern boundary bounds the east coast mainline, the railway line is situated at grade with the site as it enters from the south before cutting into the site's landform approximately halfway through the site. Development in this area of East Edinburgh / Musselburgh has responded in a variety of ways to being adjacent to a railway lines. The following examples give an indication of how this relationship has been dealt with.

1. *High row of evergreen planting, screening property frontage from railway line.*
2. *New flatted development situated amongst mature tree planting linked into planted corridor along railway line.*
3. *New housing cul-de-sac offering views towards landscaped railway corridor.*
4. *Semi-detached housing fronting onto an area of open space along the landscaped railway corridor.*

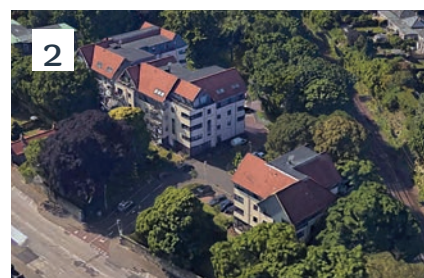
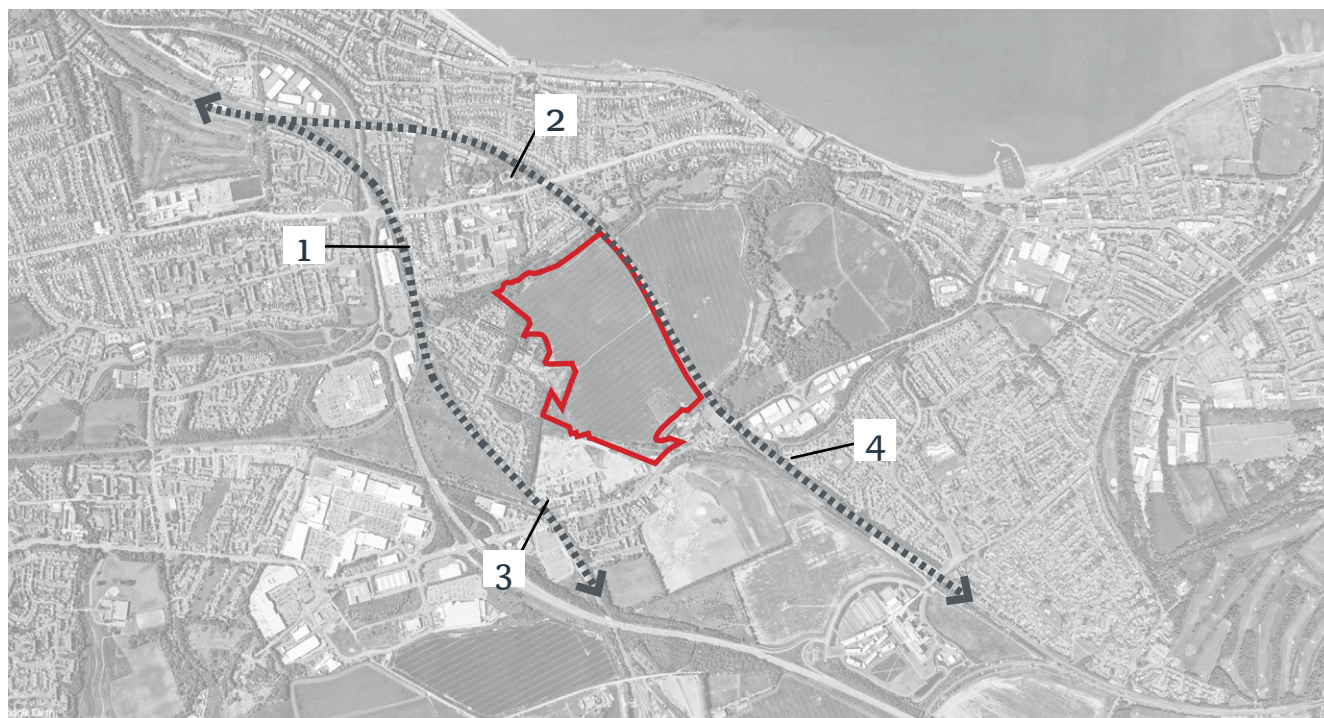


Figure 19 Railway line location plan



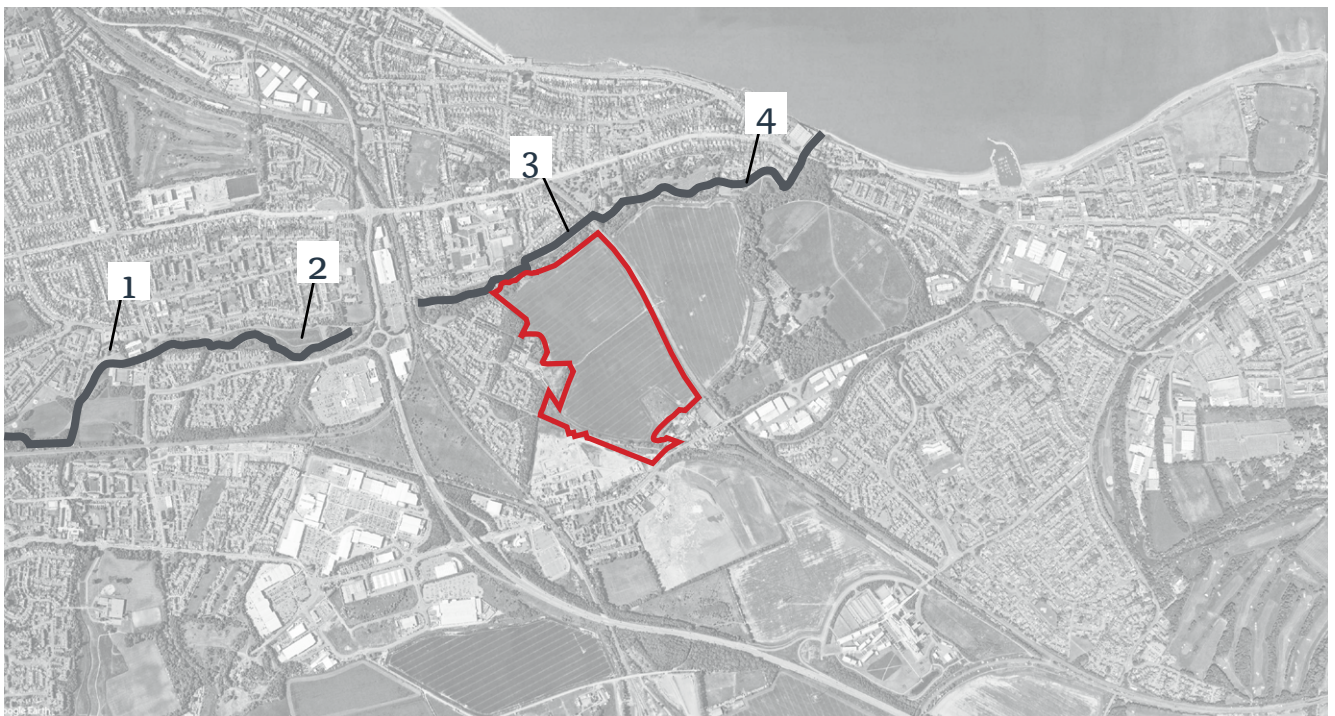
Brunstane Burn Valley

The Brunstane Burn is the main green corridor in the area, sitting along the northern edge of the site, extending from Duddingston Loch, at the base of Arthur's Seat to the Firth of Forth. Developments situated along the Burn have taken varied approaches to the interface with this blue edge, characterising both building orientations and landscape treatment. The following examples give an indication of that variety.

1. *Linear strip of grassland with pocket of open space forming residential crescent.*
2. *Linear parkland with footpath network and clusters of woodland, riparian and semi-rough grassland planting.*
3. *Townhouses fronting onto shrub and semi-mature planting running along the Burn.*
4. *More formally landscaped stretch of burn with detached gardens backing onto Burn.*



Figure 20 Burn Valley location plan





SITE ASSESSMENT

4



4. SITE ASSESSMENT

4.1 Assessment Table

Overview

This section provides a table and series of plans to clearly identify updates to the site constraints set out in the PPP masterplan strategy. Each key topic area has been reassessed by a member of the project team to ensure that the masterplan is based on an up-to-date understanding of the site.

At the end of the section all the site constraints are illustrated on two site assessment plans. The first showing those constraints that informed the Strategic Masterplan that accompanied the PPP and the second overlaying the updated constraints onto that masterplan to help show why there has been a need to evolve the proposed masterplan layout.

In summary, the key updated constraint relates to ground conditions where mineshafts provide restrictions on the location of development in the north western / western part of the site. There are also proposed improvements to existing junctions at Benhar Road and Bauld Drive with Newcraighall Road, upgrading their current operation as priority to signalised junctions.

Topic	Key points from PPP Masterplan Report	Further Assessment Update & Actions	Reference Document
Built Heritage	<ul style="list-style-type: none"> The site is adjacent to 31, 33 Brunstane Road South, Brunstane House (Category A listed building LB28034). There are two designated historic environment assets within the red line boundary, Brunstane moated settlement (Scheduled Monument SM10580) and Brunstane enclosure (Scheduled Monument SM4112). Both will be preserved in situ, within areas of parkland in the proposed masterplan, and will not be directly impacted by the proposed development. No cumulative impacts resulting from the proposed masterplan in combination with other developments have been identified. 	<ul style="list-style-type: none"> An archaeological trial trenching evaluation and metal detector survey had been undertaken in February 2022 by CFA Archaeology Ltd. The partial remains of the walled garden, ponds, and formal garden boundary associated with the mid-18th century development of Brunstane House were uncovered. No significant archaeological features were located within the vicinity of the scheduled monument SM4112. No significant objects were recovered, and no areas of activity or potential archaeological features were identified in the metal detecting survey. Changes to shape of Brunstane Park due to mining remains (refer to section 6.1). Minor adjustment to positioning of Brunstane Green, created as a response to Moated Settlement Scheduled Monument no impact on buried remains by tree planting is shown in landscape Reserved Matters drawings. 	<p>Archaeological Evaluation</p> <p>Metal Detector Survey</p> <p>Programme of Archaeological Work (Stage 1 Archaeological Evaluation and Metal Detecting)</p> <p>Heritage Statement (2022)</p> <p>Reserved Matter Landscape Proposals Drawings (2022)</p>
Viewpoints	<ul style="list-style-type: none"> A series of critical views were identified following original discussions with stakeholders, these included a view to Arthur's Seat from the Shell Grotto in Newhailes Estate and views of the sea and Fife from Brunstane House. A series of retained views within the site were identified in the PPP masterplan report including long distance views to Arthurs Seat, the Pentlands, North Berwick Law and a middle distance view of Brunstane House. 	<ul style="list-style-type: none"> Minor adjustment to view corridor to the Sea from Brunstane House in response to mine workings. 	<p>Landscape and Visual Assessment: Compliance Note (refer to section 5) (2022)</p> <p>Heritage Statement / Briefing Note (2022)</p> <p>View Corridor Layout</p>
Access - Active Travel	<ul style="list-style-type: none"> A number of key routes have been identified within the site which will afford new opportunities to provide: <ul style="list-style-type: none"> a link between Milton Road East (and the John Muir Way) to the NCR 1; a link between the proposed development & Brunstane Station, and; a permeable network of streets between key nodes within the site. These will create a genuine opportunity for sustainable trips within the site to and from the proposed Primary School, open spaces and local centre. The site is well within walking distance of Brunstane Station and Newcraighall station and NCR 1 provides an opportunity for traffic free cycling from the site to Edinburgh City Centre as well as potential routes east towards Queen Margaret University and Musselburgh Station. 	<ul style="list-style-type: none"> A Transport Statement was undertaken in October 2021 by Transport Planning Ltd. Following community consultation and further assessment the existing junctions at Benhar Road and Bauld Drive with Newcraighall Road, which currently operate as priority junctions are to be upgraded to traffic signal control. Due to the proposal excluding land to the east of ECML northern active travel access via Milton Road East will not be delivered as part of this development. However there will be land set aside for an upgrade to the existing railway bridge over ECML to the east of the proposed local centre and a new foot and cycle bridge at the southeastern corner of the site. Active travel routes will be provided up to these crossings in preparation for future expansion to the area's strategic active travel network. 	<p>Transport Statement (2022)</p> <p>Street Types Plan</p>



Topic	Key points from PPP Masterplan Report	Further Assessment Update	Reference Document
Access - Vehicular	<ul style="list-style-type: none"> New vehicular access points to the site are to be created to the north onto Milton Road East and to the south, linking into the access roads serving Newcraighall North, currently under construction. The provision of accesses to the north and south of the site start to open up the opportunity for public transport routes to be diverted through the site and early stage discussions suggest there is potential to divert existing services and create new service to serve the site. The main spine road will allow the opportunity for new double decker services to operate which are currently prevented from operating along Newcraighall Road by the railway bridge south of the Newcraighall P&R Access. 	<ul style="list-style-type: none"> A Transport Statement was undertaken in October 2021 by Transport Planning Ltd. Following community consultation and further assessment the existing junctions at Benhar Road and Bauld Drive with Newcraighall Road, which currently operate as priority junctions are to be upgraded to traffic signal control. Due to the proposal excluding land to the east of ECML northern vehicular access via Milton Road East will not be delivered as part of this development. However there will be land set aside for an upgrade to the existing railway bridge over ECML to the east of the proposed local centre. 	Transport Statement (2021)
Contaminated Land	<ul style="list-style-type: none"> The site has largely been agricultural land, but site uses have included railway lines and mining. It is possible some form of contamination is present. Any made ground, associated with mining or railways, may contain waste products and chemical contaminants. In addition, minor depressions appear to have been infilled and it is possible that localised areas of contamination may be associated with the fill material. Other potentially contaminative historical land uses in the wider area include refuse tips, electrical substations, fuel stations and vehicle repair facilities. 	<ul style="list-style-type: none"> Intrusive SI & Gas Monitoring Gas Preclusion Measures RMS - Gas Preclusion Giant Hogweed & Horsetail 	Remediation Method Statements (2022) Invasive Weed Survey (2021)
Geology	<ul style="list-style-type: none"> The geology of the site comprises pockets of made ground and superficial deposits overlying Carboniferous bedrock. The main area of made ground on the site is anticipated on the southern/south-western boundary of the site, associated with the former railway line and embankments. Localised made ground associated with historical mining is also considered likely to be present. 	<ul style="list-style-type: none"> Intrusive SI - Accurate data relating to mining shafts, bellpits and voids RMS - Grouting 	Remediation Method Statements (2022)

Topic	Key points from PPP Masterplan Report	Further Assessment Update	Reference Document
Flooding & Drainage	<ul style="list-style-type: none"> The site is not considered to lie within the 200 year floodplain of the Brunstane Burn. The Burn passes under a railway culvert to the north of the site. Significant blockage of this culvert is unlikely; however, no built development is recommended below the emergency spill level of the railway. The site is not considered to be at significant risk from surface water generated outside the site. The site is not considered to be at significant risk from Scottish Water sewers passing through the site, but these sewers and flow pathways for water surcharging from the sewers should be taken into account in the site design. A 450mm diameter combined surface and foul water sewer, owned and operated by Scottish Water, is shown to enter the site on the southern boundary, continuing along the southern and eastern site boundaries, with a combined sewer overflow discharge into the Magdalene Burn. 	<ul style="list-style-type: none"> Lowest design levels associated with roads sit at 26.50m AOD. Lowest design levels associated with finished floor level (FFL) for Plot 323 sit at 26.90m AOD. Both examples sit well above the 24m AOD contour level and also easily accommodate the 600mm freeboard requirements expected by SEPA. 	<p>Flood Risk Assessment (2022)</p> <p>Drainage Strategy Report (2022)</p> <p>Engineers Levels Drawings: 21-131-30 – 38 Sheets 1 – 9</p>
Protected Species	<ul style="list-style-type: none"> Otters are known to be present within the Brunstane Burn and high levels of otter activity were identified during the surveys, although no otter resting sites were identified. Nesting birds could be disturbed during the construction works and there would be a loss of foraging and nesting habitat as a result of the development. Vegetation clearance will be timed to avoid the nesting bird season and mitigation in the form of replacement planting and bird boxes will reduce the impact of the development. All habitat creation will aim to use native species of local provenance. Number of trees and structures within and adjacent to development site also have potential to be used by roosting bats. 	<ul style="list-style-type: none"> Refer to the reports for details of assessment and recommended actions. 	<p>Otter and Water Vole Survey (2021)</p> <p>Preliminary Ecological Assessment (2021)</p> <p>Bat Survey (2022)</p> <p>Breeding Birds Survey (2022)</p>



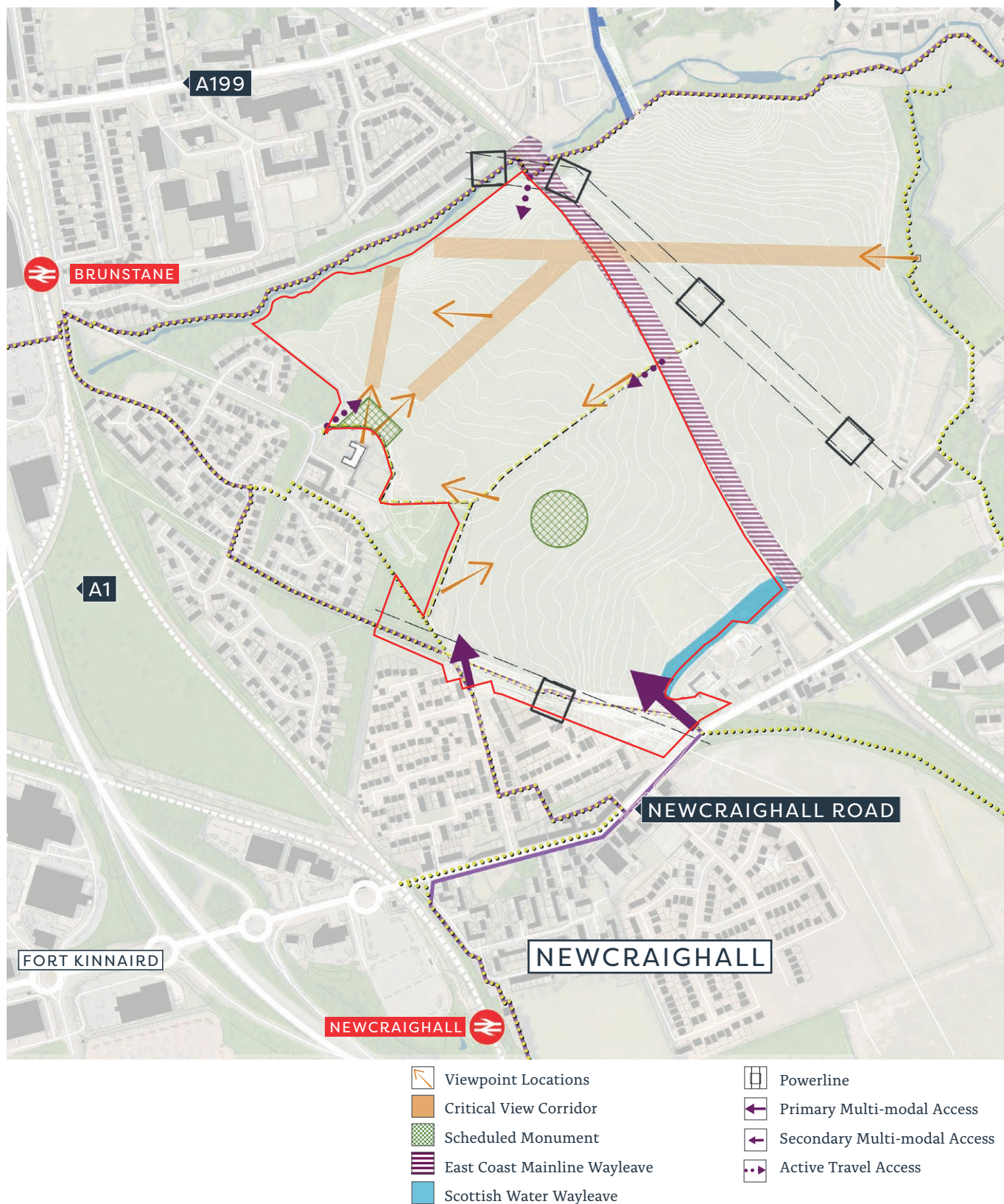
Topic	Key points from PPP Masterplan Report	Further Assessment Update	Reference Document
Ecology	<ul style="list-style-type: none"> The water quality of the Brunstane Burn appears to be good and an appropriate management/treatment sequence will be established throughout the site to ensure that source control and sufficient treatment is carried out. Habitat creation will aim to link valuable habitats around Brunstane Burn and the disused railway and will comprise native species of local provenance including those listed on the Edinburgh LBAP. Habitat creation will be informed by the Edinburgh LBAP and the habitats already present on the site. The six SuDS ponds offer opportunities to create a series of semi-natural wetland habitats on the site, where there are currently none. Water will be permanently present in the SuDS ponds up to 500 – 600mm in depth, and will make a contribution to the Freshwater and Wetland Habitat Action Plan in the Edinburgh LBAP, as well as providing valuable foraging habitat for bats which have their own Species Action Plan within the LBAP. 	<ul style="list-style-type: none"> A Preliminary Ecological Assessment (PEA) was undertaken in November 2021 by Acorna Ecology Ltd. Habitats and species present within the developmental footprint are unremarkable and common and are not considered a constraint for development. The development footprint contains neglected former agricultural land possibly formerly mixed use as pasture and for arable purposes over the years but with a depauperate flora typical of former agricultural land. Plant species and habitats within the proposed development footprint in the Application Site are therefore not ecological constraints for development. The riparian woodland corridor adjacent to the northern boundary of the Application Site has a clearly defensible boundary due to landform (steep gully), which has an existing low intrinsic wildlife value as part of a wildlife corridor strip (Local Nature Conservation Site) including the Brunstane Burn between the existing development to the north and the proposed development within the Application Site. The riparian woodland therefore should be protected as a wildlife corridor. 	Preliminary Ecological Assessment (2021)
Trees	<ul style="list-style-type: none"> The areas of woodland, particularly those mature areas associated with the Brunstane Burn are considered to provide important ecosystem services. 	<ul style="list-style-type: none"> A Ground Level Survey/Visual Assessment has been undertaken in December 2021 by Acorna Ecology Ltd. The survey found that that the developmental design suggested that the development had more than sufficient stand-off from existing trees to ensure they are not adversely impacted by the developmental process. 	<p>Ground Level Tree Survey/ Visual Assessment (2022)</p> <p>Tree Constraints Plan (2022)</p> <p>Arboricultural Method Statement</p>
Invasive Species	<ul style="list-style-type: none"> Giant Hogweed and Japanese Knotweed are known to be present within the site and a scheme for the eradication of these species will be submitted to and approved by CEC prior to the commencement of the development 		Preliminary Ecological Assessment (2021)
Utilities	<ul style="list-style-type: none"> New underground cables to replace the 33kV distribution line are located parallel to the embankment to the south of the site. One line of underground cable is positioned at the base of the northern slope of the embankment and another line of underground cable is positioned towards the top of the embankment. A 275kV transmission line is located close to the southern site boundary, running parallel with the existing cycle path, which splits the Brunstane and Newcraighall North development sites. 		GPR Survey Report

Topic	Key points from PPP Masterplan Report	Further Assessment Update	Reference Document
Railway (ECML)	<ul style="list-style-type: none"> Network Rail owned land adjacent to the East Coast electrified mainline bisects the site. Network Rail has advised that a wayleave of 3m be considered from the Network Rail boundary fence. As part of the development works, a new bridge across the East Coast Main Line is proposed. The new bridge will accommodate a two lane carriageway, a footpath and cycle path. Network Rail internal clearance has been granted for the proposed new bridge. 	<ul style="list-style-type: none"> Due to the proposal excluding land to the east of ECML a new bridge crossing will not form part of this proposal however land will be set aside for an upgrade to the existing railway bridge over ECML to the east of the proposed local centre and a new foot and cycle bridge at the south eastern corner of the site. 	Transport Statement (2021)
Noise and Vibration		<ul style="list-style-type: none"> A noise impact assessment (NIA) has been undertaken in May 2022 by Acoustic Consultants Ltd. This report assesses the impact of rail traffic noise from passing trains on the most affected houses of the proposed development. It also comments on the powerline noise levels obtained on site and its likely impact upon the proposed dwellings as requested by the Local Authority. With proposed building fabric construction and suitable ventilation provisions as stated in the NIA the predicted internal noise levels within the proposed dwellings from road traffic noise are within the criteria of WHO / British Standard 8233:2014 of 35 dB LAeq (16 hour) in the daytime rooms, and 30 dB LAeq (8 hour) and 45 dB LMax(F) in the night-time rooms. 	Noise Impact Assessment (2022)
Air Quality	<ul style="list-style-type: none"> The proposed development would have an insignificant effect on air quality at all locations, with the exception of a small number of residential properties at Musselburgh High Street, where the impact would be moderate. This reflects the advantageous location and the mitigation built in to the proposed development. The forecast moderate impact in Musselburgh High Street is due to the elevated baseline levels of PM10 levels at this location, with the proposed development resulting in a marginal increase of less than 1% which would not be measureable. 	<ul style="list-style-type: none"> An air quality assessment had been undertaken in March 2022 by Envirocentre undertaken using an ADMS-Roads air quality model to investigate if there was potential for traffic emissions to impact existing residents in the vicinity and the future occupants of the proposed New Brunstane Development. The model predicts no significant change in NO2, PM10 or PM2.5 concentrations at all Sensitive Receptors on comparison of the 'with and without' development scenarios. The impact magnitude for all investigated Sensitive Receptors was categorised as Negligible for NO2, PM10 and PM2.5. In view of the above, no significant impact is predicted on existing residents as a result of the development. 	Air Quality Assessment (2022)



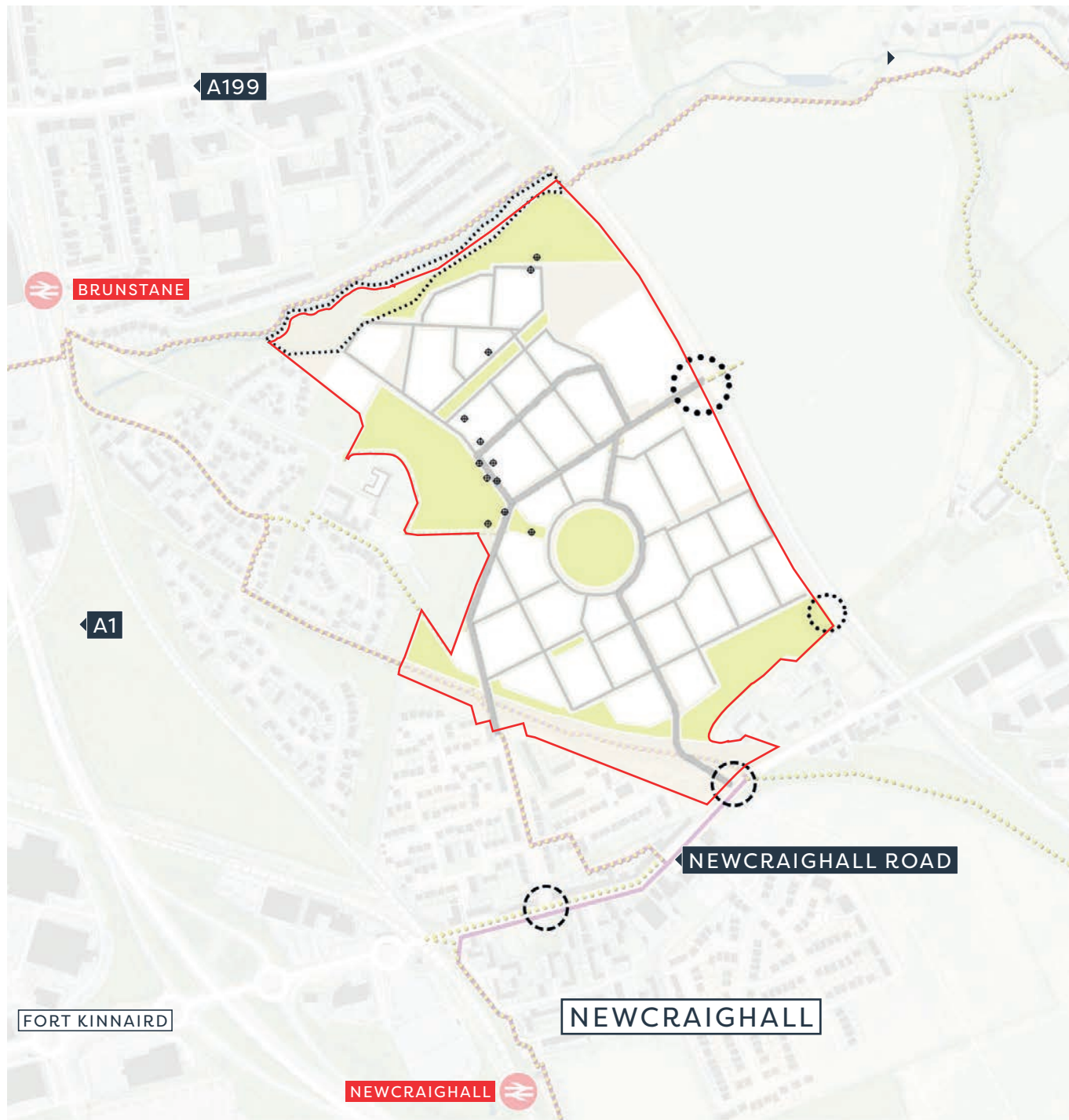
4.2 Original Site Assessment Plan





Figure 21 Site Assessment Plan



4.3 Site Assessment Plan Updates

Figure 22 Plan of PPP masterplan layout overlaid with key constraints identified as a result of updated site assessment work



-  Mineshaft (refer to page 44)
-  Potential Bat Roost Features (refer to page 45)
-  Upgraded Junction from priority to signalised (refer to page 44)
-  Land safeguarded for new/upgraded crossing (refer to page 43 & 44)



An aerial photograph of a suburban neighborhood. In the foreground, a large, green, grassy field stretches across the frame. A paved path or road runs diagonally through the field. Several people are walking along this path: a woman in a black top and jeans, a child in a pink shirt, and another child in a blue shirt. In the background, there are several houses with brown roofs and brick walls. A person is riding a bicycle on the path, and a white car is parked near one of the houses. The sky is blue with some light clouds.

LANDSCAPE & VISUAL IMPACT ASSESSMENT

5



5. LANDSCAPE & VISUAL IMPACT ASSESSMENT

5.1 Assessment Compliance Statement

This section provides the key conclusions of a compliance statement prepared to highlight the adherence and response to the original Landscape and Visual Chapter, provided as part of the submitted EIA for the PPP application.

Conclusions

The conclusions reached within the Landscape and Visual Chapter of the previously submitted EIA would remain predominantly unchanged as follows:

"New Brunstane is a landlocked pocket of fields and visibility of the proposed development beyond the area immediately abutting the site is very restricted, as demonstrated by the ZTV (figure 7.1). Significant adverse visual effects would be limited to: a narrow strip on the north side of the Brunstane Burn where some 40 houses and a similar number of new flats currently experience a rural aspect across the site; Brunstane House; a short section of the Brunstane Burn path, the John Muir Way (about 500m), and; a short section of NCR 1 the old railway path along the south edge of the site (about 400m). This is considered to be a remarkably small number of visual impacts given the size of the proposed development.

The character of the site itself would obviously be fundamentally changed by the proposed development. There would be no adverse effects on any areas of the adjacent townscape and significant landscape effects would be limited to a small area of the Brunstane Burn valley east of the ECML.

Importantly, there would be no significant adverse effect on the present-day character of the Newhailes House designed landscape. Development would change the setting of Brunstane House, but the retention of a reasonable landscape buffer to the house can be considered to provide an acceptable new setting.

Development of the site would be almost unnoticeable from the main road approaches to the city and briefly glimpsed from the main rail approach. The only real clear view of the site in the context of the city is that from Arthur's Seat."

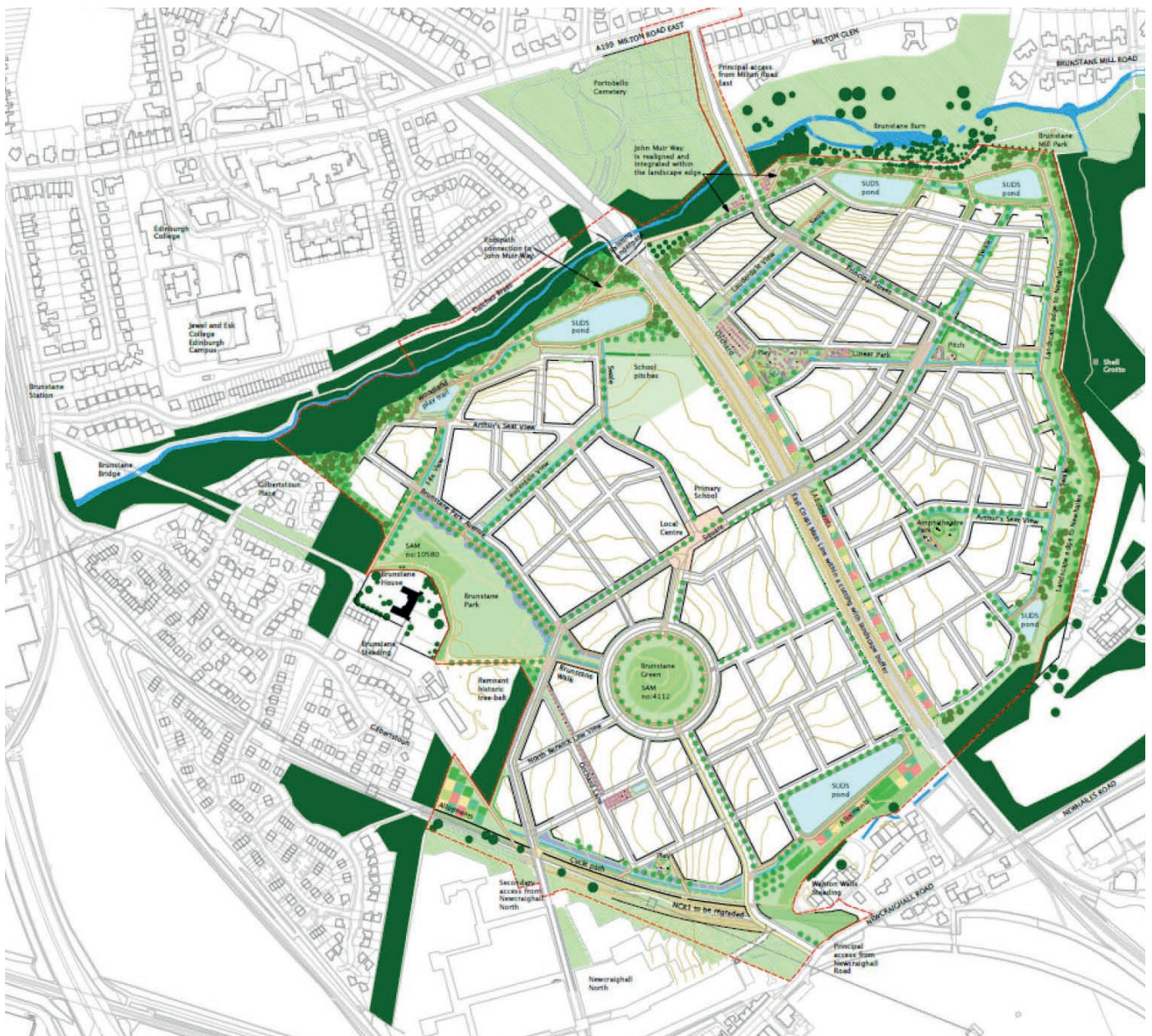
The Proposed Development will not exceed the developable areas of the Site, as considered within the LTVIA contained within the previously submitted ES for the consented Planning Permission in Principle. The height parameters for the Proposed Development remain as considered within the LTVIA, and as such, the extent and nature of visual changes and effects identified within the ES remain relevant. Albeit that the Proposed Development occupies only part of the wider Site assessed within the ES, with mitigation measures implemented that take account of development across the wider Site.

The Proposed Development will be set within a comprehensive Landscape Framework, as shown on the Illustrative Masterplan (Drawing Number 33511-RG-L-01 Illustrative Masterplan) which broadly complies with Figure 7.4 of the submitted ES, identifying the landscape

improvements to the Site that will be brought about by the implementation of mitigation measures identified within the submitted ES (see Table 3.1) and building upon the existing landscape framework to deliver built form within a comprehensive strategy of site wide landscape improvements, as set out within the DAS.

In conclusion, it is considered the effects of the development proposed on the wider Site, identified within the previously submitted ES remain relevant for the Proposed Development on the Site. Even though the Proposed Development occupies only the western part of the Site, the application of any mitigation measures take account of the wider aspirations, such as the viewing corridors that span the whole site.

Figure 23 Strategic Masterplan that accompanied the PPP (Drawing Number 33511-RG-L-01 Illustrative Masterplan)





DESIGN EVOLUTION

6



6. DESIGN EVOLUTION

This section illustrates how the proposed masterplan set out in section 7 has emerged to both respect and evolve the original parameters and principles underpinning the Strategic Masterplan that accompanied the PPP. Fundamentally showing how the proposed masterplan is still substantially in accordance with that previous masterplan by highlighting how it provides a design solution for the site that still, as the original decision notice states (16/04122/PPP) draws:

"...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."

The evolution of the proposed masterplan has either come from a greater understanding of the site, in relation to it's physical constraints (section 4) or an acknowledgment of the wider contextual considerations (section 3), both in terms of location and commerciality. It has also been enabled by a series of meetings and discussions with City of Edinburgh Council. These discussions have recognised the value of the previous Strategic Masterplan but also the importance of achieving a technically and commercially deliverable solution. A range of professional advisers have attended these discussions. These pre-application meetings were followed by correspondence between the planning authority and application matters raised. Specific discussions were held on urban design, heritage and policy matters

This section also highlights where public consultation has provided the catalyst for the evolution of the masterplan (for further details on the consultation that took place are contained within the accompanying planning statement).

The section is arranged to compare and contrast the following areas of the Strategic Masterplan that accompanied the PPP with the proposed masterplan, making clear how the latter is substantially in accordance with the former.

1. Developable area and open space (inc. View corridors)
2. Access and movement (inc. Active travel network)
3. Facilities and land use
4. Scale and density
5. Key frontages and gateways

Details on how these broader masterplan aspects will contribute to the creation of an attractive, sustainable, green and livable place are set out in section 7.

Figure 24 Plan showing the key parameters set out by the original PPP masterplan report





6.1 Respected and Evolved Principles and Parameters

1. Development Area and Open Space

Respected Principles and Parameters

- Response to historic context by ensuring developable area avoids disrupting key viewing corridors to and from Brunstane House to areas within and outwith the site, including Fife and the sea.
- Development setback from Brunstane House defined by a tree lined boundary.
- Safeguarding of a large circular greenspace around the Brunstane Enclosure.
- Creating a series of edge landscapes to provide walks, habitat corridors and enhance biodiversity by stitching the new landscape into the existing landscape.
- SUDs provision will work with existing topography, integrating into the landscape / open space framework to enhance biodiversity and manage surface water run-off.

Evolved Principles and Parameters (annotated across figures 26 & 27)

- A. The provision of open space across the proposed development is 7 hectares*, amounting approximately 24.6% of the application site. This amount to a slight increase on the 6.9 hectares provided by the PPP masterplan.
- B. There is a reduced open space area around Brunstane House due to mineshafts in the area restricting the location of plotted development (refer to figure 25).
- C. Play areas are proposed within Brunstane Park, with natural play equipment running along landscape edges and Lauderdale View



Figure 25 Extracts from the Approved Amended Strategic Masterplan (top) and the Detailed Masterplan (bottom) showing the change to the housing line at the north-eastern edge of Brunstane Park due to the location of mineshafts. In the Emerging Detailed Masterplan, the bend in the road around the edge of the park is located adjacent to Lauderdale View, and the housing line of the two blocks to the south-east of Lauderdale now form two straight terraces








* The definition of open space aligns with that used in the PPP masterplan report, which only included 'usable' open space. These include parks, play areas, amenity spaces, landscape view corridors and community growing spaces, excluding school playing fields, swales, SUDS ponds and smaller green spaces within residential areas

Figure 26 Plans showing respect and evolution of block structure from PPP masterplan (left) to proposed masterplan (right)



Figure 27 Plans showing respect and evolution of open space arrangement and key viewing corridors/viewpoints from PPP masterplan (left) to proposed masterplan (right)



- | | | |
|--|---|---|
|  Open Space |  1 View to Arthur's Seat |  4 View to Pentlands |
| |  2 View to Sea |  5 View to Brunstane House |
| |  3 View to Fife |  6 View to North Berwick Law |



2. Movement and Access

Respected Principles and Parameters

- Knit the new neighbourhood into the existing foot and cycle network
- Connect the NCN route 1 with the John Muir Way, with direct links from the two gateways into the development onto NCN route 1 and footpaths winding through an area of parkland running alongside the Burn.
- Creation of a permeable active travel network and easily navigable routes for vehicular traffic.
- New gateways for the development.
- Encourage walking and cycling through the creation of safe and pleasant routes.
- Provide safe routes to school, play areas and local facilities.
- Legible streets that respond to external and internal views.

Evolved Principles and Parameters (annotated across figures 29 & 30)

A. Reduction in the vehicular permeability across the site with larger blocks that retain footpath links through them, maintaining overall permeability for active travel. This reduction of vehicular permeability seeks to design in low traffic neighbourhoods by limiting residential streets being used by through-traffic in the future.

B. Slight re-routing of the residential access street as it passes Brunstane Park, responding to the location of several mineshafts (**see figure 28**).

C. Safeguarding enhanced/new rail bridge crossings, one vehicular & foot/cycle bridge upgraded at the eastern end of the principal street and a new foot/cycle bridge at the south eastern corner of the site.

D. Shared use foot & cycle paths increased in width to four metres from three metres, responding to current guidance in Cycle by Design 2.

E. Upgraded active travel route along the southern edge of the development from a footpath to a 4 metre wide shared use foot/cycle path.

F. New footpaths across Brunstane Green providing more direct pedestrian links between key routes off the Green.

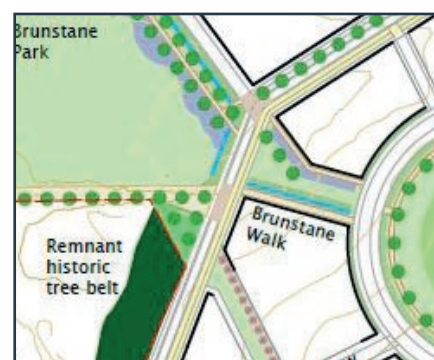


Figure 28 Extracts from the Approved Amended Strategic Masterplan (top) and the Detailed Masterplan (bottom) showing the change to the road layout at the eastern edge of Brunstane Park. The alignment of the road has been adjusted to avoid two mining shafts.

Figure 29 Plans showing respect and evolution of street hierarchy from PPP masterplan (left) to proposed masterplan (right)

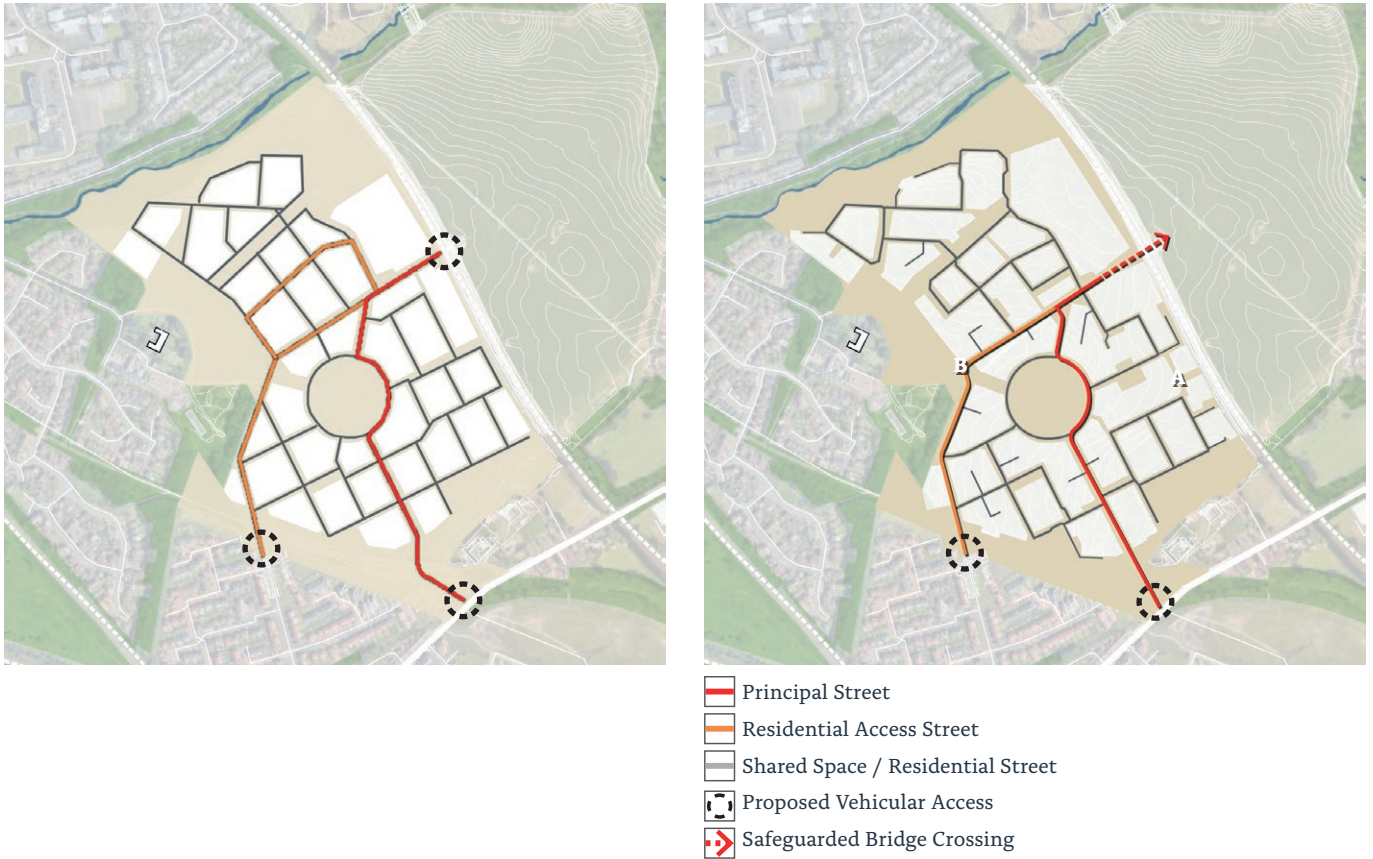
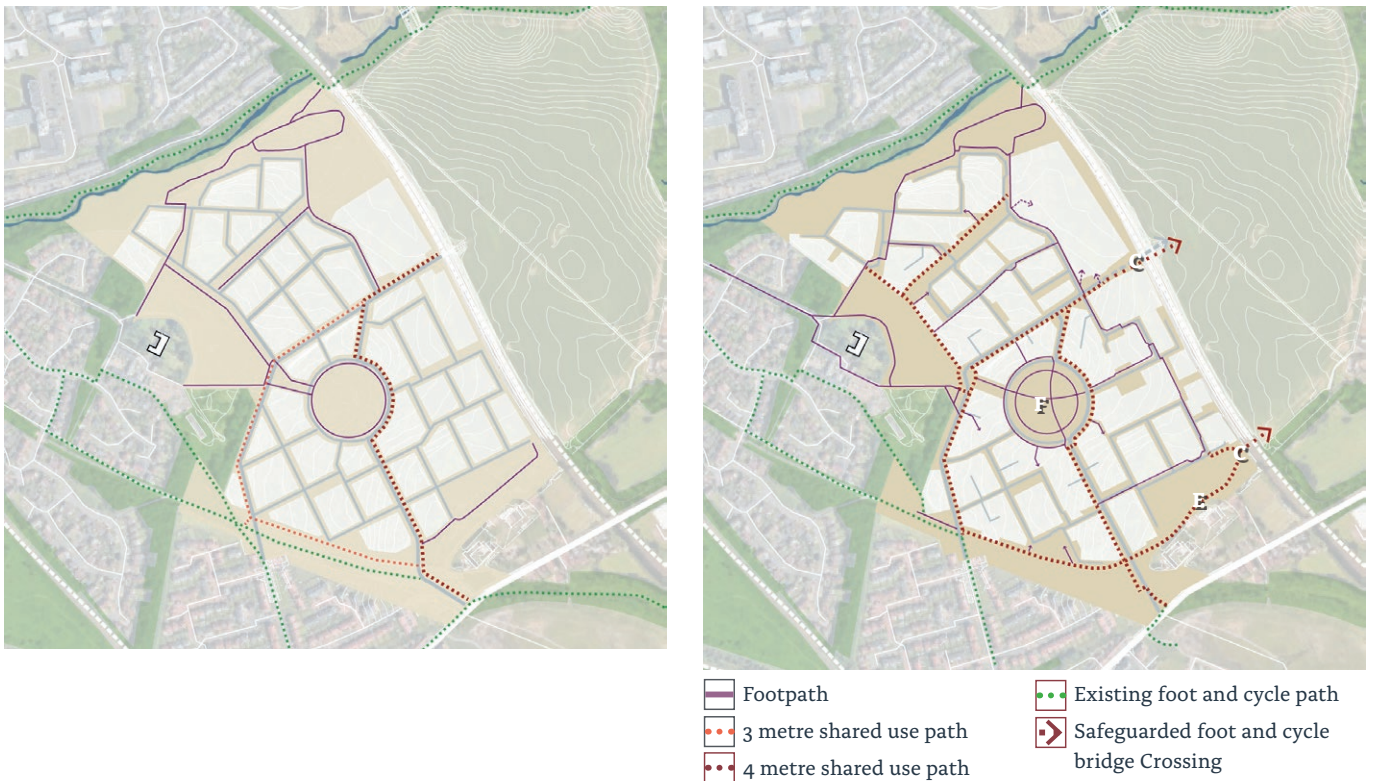


Figure 30 Plans showing respect and evolution of Active travel network from PPP masterplan (left) to proposed masterplan (right)





3. Scale and Density

Respected Principles and Parameters

- Providing a higher building height and density along the principal street, around Brunstane Green and the Square (local centre) than is used across the rest of the development.
- Introducing predominantly two storey development within the housing areas, aside from housing fronting onto the principal street, Brunstane Park and Lauderdale View.
- Locating medium density along the landscape edges of the development.
- Medium, High residential and mixed use densities sit at circa. 20dph - 30dph, 30-45dph and circa. 45-50dph, respectively. Although broader in range these densities are still substantially in accordance with the approximate density figures set by the Strategic masterplan that accompanied the PPP.

Evolved Principles and Parameters

(annotated across figures 31 & 32)

A. Reduction in building heights for homes fronting onto the development edge and areas of parkland, aside from Brunstane Green. This allowing the development to deliver a greater mix of family housing, provide a built form consistent with development around Newcraighall and minimise wider visibility. It also allows for frontages along the principal street to take on more prominence within the development by focusing three and four storey development along it.

B. Densities levels are far more mixed across the site due to the housing mix provided within the development, consistent with new housing development to the immediate south of the site in Newcraighall.

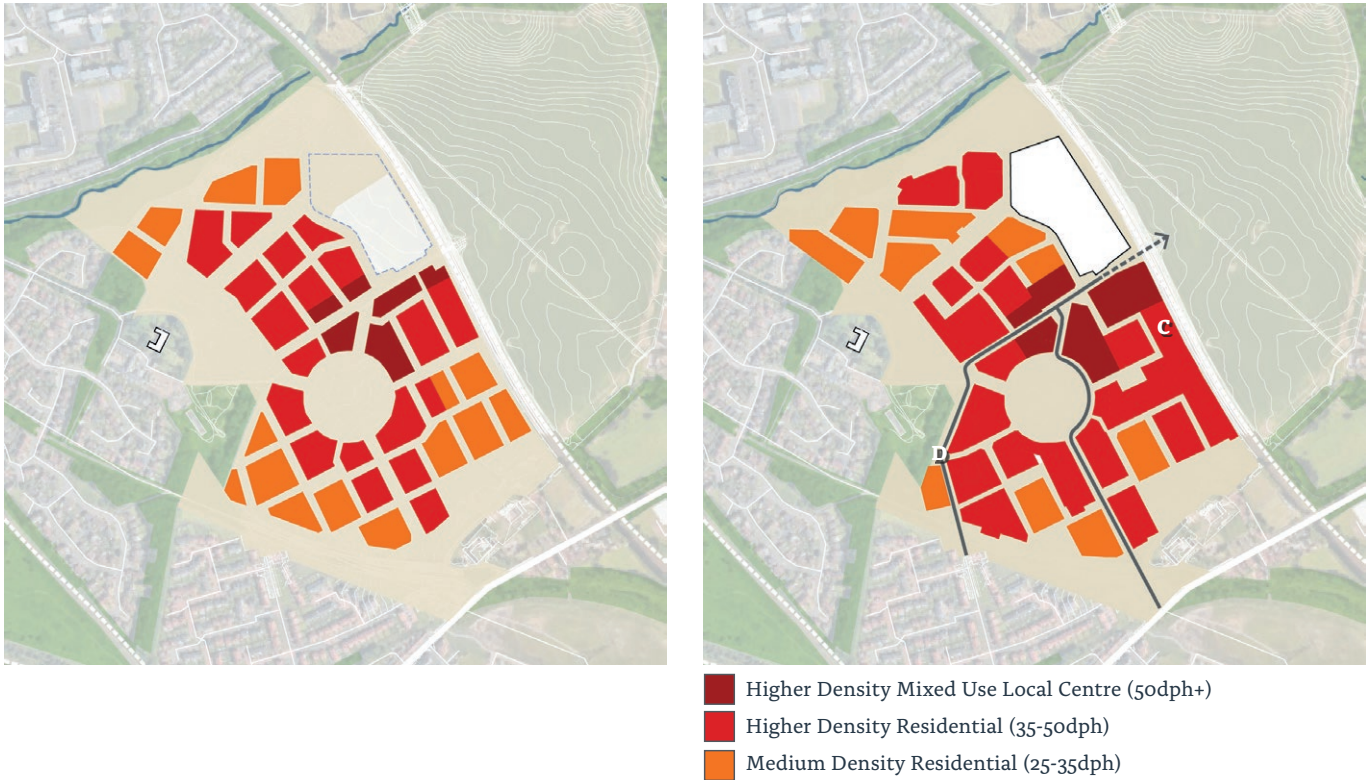
C. More higher density development is located along the East Coast Mainline to create a strong built edge to this infrastructural interface, which will also be within close proximity to the development's new local centre and primary school.

D. More higher density development is located along the Residential Access Street consistent with densities along Bauld Drive and maintaining a strong frontage along this western approach to the local centre.

Figure 31 Plans showing respect and evolution of building heights from PPP masterplan (left) to proposed masterplan (right)



Figure 32 Plans showing respect and evolution of density from PPP masterplan (left) to proposed masterplan (right)





3. Facilities and Land Use

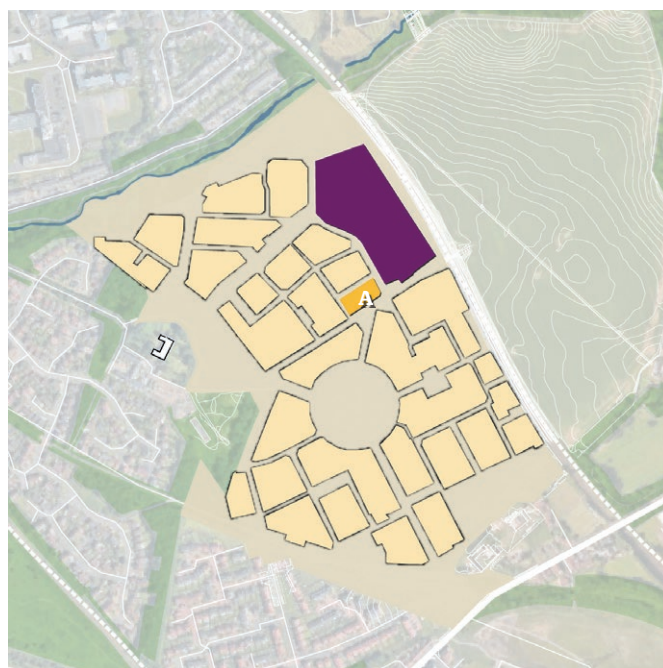
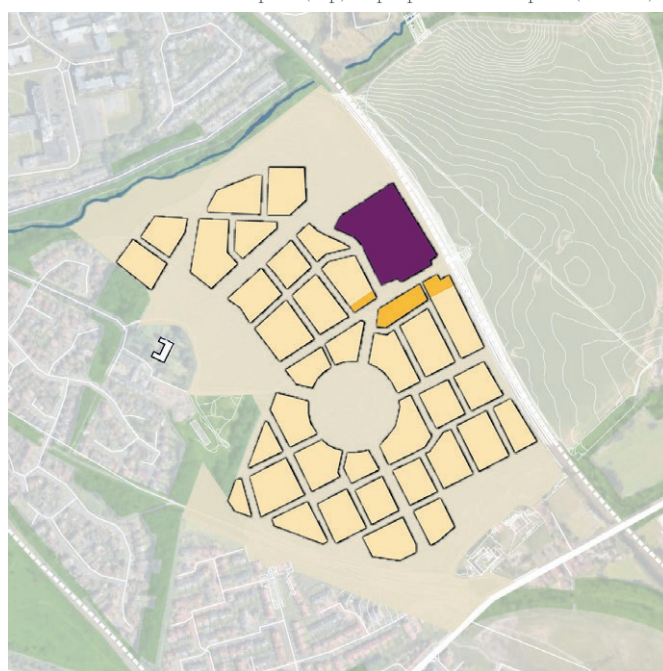
Respected Principles and Parameters

- Two hectares has been retained for a new primary school adjacent to the local centre (Brunstane Square), this will be accompanied by sport pitches located to the immediate north.
- Mixed use development will front onto a new Square at the northern end of the Principal Street.

Evolved Principles and Parameters (annotated across figure 33)

A. The retail offer in the new local centre has been significantly consolidated and is now located on the northern side of the new Square/Principal Street. This relocation and enlargement enables a stronger relationship to the local school, where children & families will no longer need to cross the principal street to gain access. It will also act as a key focal building when traveling north along the principal street and be south facing, providing greater opportunity for establishments to offer outdoor seating in the future.

Figure 33 Plans showing respect and evolution of land use from PPP masterplan (top) to proposed masterplan (bottom)



5. Key Frontages

Respected Principles and Parameters

- Ensuring frontage and alignment of streets retain and frame key viewing corridors to Pentlands, Arthur's Seat, Fife, the sea and North Berwick Law.
- Consistent urban frontage along principal street to spatially enclose street and address gateways into development.
- Landscape edges to address new burnside landscape and overlook NCN route 1 boundary and new SUDs pond to the south.
- New parkland frontage onto Brunstane Park to ensure harmonious setting and spatially define the park.
- Enhance gateway onto Principal Street with key corner / dual aspect frontage.

Evolved Principles and Parameters (annotated across figure 35)

- A. Slight realignment of frontage at corner of Brunstane Park and Lauderdale View to ensure construction of strong built frontage onto the park (see figure 34).
- B. Urban frontage treatment removed from sections of residential access street to accommodate range of family homes within the development and increase prominence/importance of principal street within the development.



Figure 34 Extracts from the Approved Amended Strategic Masterplan (left) and the Detailed Masterplan (right) showing the slight amendment to the alignment of Lauderdale View at its south-eastern end. This adjustment allows the construction of five houses to form a strong built edge to the road around the edge of Brunstane Park

Figure 35 Plans showing respect and evolution of frontages from PPP masterplan (left) to proposed masterplan (right)





6.2 Updated Design Principles and Development Approach

Design Principles

The proposed masterplan is guided by an evolved, yet largely unchanged, set of key design principles that are substantially in accordance with the Strategic Masterplan that accompanied the PPP. These principles include the following:

- A new central street running through the site and crossing the railway at the same point as a bridge, used for agricultural purposes currently does. This street is a core organising principle in the identification of key open spaces, community uses, higher densities, frontages and elements of mixed use. It was agreed in discussions with CEC that this street be the focus of greater design attention and a more urban approach.
- Many of the same infrastructure components as identified in the draft S.75;
- Location of the school near the heart of the development, on the principal street next to a new local centre (Brunstane Square);
- Two-storey development over the larger part of the site area, to minimise wider visibility, rising to three storeys along key streets and a maximum of four storey to provide appropriate urban enclosure to the central open space and a strong edge to the railway as it runs along the eastern edge of the site;
- A major tree-framed open space around Brunstane House to create an appropriate new setting for the listed building;
- A broad street / linear green space providing a viewing corridor from Brunstane House to the sea, Fife and North Berwick Law;
- The creation of a broad landscape and open space buffer along the south side of the Brunstane Burn to provide a quality landscape edge to the valley and new recreational connections to the John Muir Way;
- A new multi-functional open space landscaped space along the southern edge of the development, bounding and providing safe & convenient links onto NCN route 1, and;
- Avoiding development along a viewing corridor from Newhailes to Arthur's Seat.

It should be reiterated that aspects of the Strategic Masterplan that accompanied the PPP, which formed the Council's rationale for granting planning permission will not be impacted. Further demonstrating how the proposed masterplan is substantially in accordance with that masterplan. These include the following features extracted from the original PPP decision notice (16/04122/PPP):

'...no adverse impact on the special interest of the listed buildings, or their setting, or the Inventory Garden and Designed Landscape of Newhailes.'

'...drawing on the heritage, key views, landscaping and open space to create a successful place...'

'...focusing new residential area around a new local centre and school.'

'...no significant implications for residential amenity and an acceptable living environment will be afforded to future residents.'