Proposed Lower Ground Floor Site Plan

Rev	Date	Description	drawn	chkd

project	Willowbrae Road, Edinburgh		job no	E1908	dwg no WBR-CDA-SW-B1-DR-A-PL-0005 rev P1
client	MNM Developments	status PLANNING	scale	1:200@A1	date 25.11.19 drawn SS checked NS

Appendix B – Policy Context

Scottish Planning Policy (SPP)

SPP is the Scottish Government's policy and guidance document which provides advice on matters which regard important national land use. This states that to contribute to achieving Scottish Government greenhouse gas emission targets, a shift to more sustainable modes of transport is required. For people this involves a shift from car-based travel to walking, cycling, and public transport.

The planning system should support a pattern of development which, as stated in Paragraph 270 of SPP, should:

- Optimise the use of existing infrastructure;
- Reduce the need to travel;
- Facilitate travel by public transport; and
- Provide safe and convenient opportunities for walking and cycling.

A hierarchy of transportation has been proposed in order to prioritise more sustainable methods. This hierarchy provides descending priority in the following order – walking, cycling, public transport, car and other motorised vehicles. Buildings should be accessible on foot and by cycle. Accessibility issues and street layout and design should be part of the design and planning process from the outset to create areas which are safe and attractive for pedestrians and cyclists.

Paragraph 287 of SPP stresses the importance of sustainable travel and states that planning permission should not be granted for significant travel generating uses in locations which would encourage reliance on the private car and where:

- Direct links to walking and cycling networks are not available or cannot be made available;
- Access to public transport networks would involve walking more than 400 metres; and
- The Transport Assessment does not identify satisfactory mechanisms for meeting sustainable transport requirements.

For significant travel generating developments a Travel Plan is encouraged.

Planning Advice Note (PAN) 75 – Planning for Transport

Planning Advice Note (PAN) 75 accompanies SPP and acts as a good practice guide on measures that planning authorities, developers and others should carry out in their policy development, proposal assessment, and project delivery.

Paragraph 24 states that:

"development plan policy should encourage development of significant travel generating proposals at locations which are key nodes on the public transport network", and "locations should encourage modal shift of people and freight by providing good linkages to rail, walking, and cycling networks".

PAN 75 provides guidance on accessibility thresholds and walking distances as follows:

- Walking distances from new developments should be no greater than 400 metres to bus stops and 800 metres to rail stations; and
- The maximum acceptable walking distance to local facilities is 1,600 metres.

Transport Assessment Guidance

This document considers SPP and sets out requirements for transport assessment which is proportionate to the scale of the proposed development. It provides a general guide to TA's along with detailed information on the criteria which should be considered. In particular, the document states that:

- Journey times of 20-30 minutes are appropriate for walking and 30-40 minutes for cycling;
- Public transport journey times can be calculated by a combination of analysis of timetables and maps. This should be complemented by observation of walking times to actual (or potential) bus stops. A 30 minute door to door travel time is an appropriate choice of time-band by public transport although it may also be helpful to consider a 45 minute door to door travel time; and
- For developments of national or regional importance, public transport journey times of 1 hour may be appropriate.

The above guidelines have been followed during the preparation of this TA.

Designing Streets – A Policy Statement for Scotland

Designing Streets - A Policy Statement for Scotland, places emphasis on providing well designed streets at the heart of sustainable communities and demonstrates the benefits available by assigning a higher priority to pedestrians and cyclists from good street design. The document seeks a shift away from a rigid application of design standards to a more holistic approach to the creation of places.

This document updates the link between existing planning and transportation policy and street design. It incorporates the principles set out in PAN 76 New Residential streets and is based on the Manual for Streets document published in England and Wales in 2007.

Designing Streets is the first policy statement in Scotland for street design and marks a change in the emphasis of guidance on street design towards place-making and pedestrian movement and away from a system focused upon the dominance of motor vehicles. It has been created to support the Scottish Government's place-making agenda and is intended to sit alongside the 2001 planning policy document Designing Places, which sets out government aspirations for design and the role of the planning system in delivering these.

It is expected that Designing Streets will predominantly be used for the design, construction, maintenance and adoption of new streets, along with existing streets subject to re-design. Designing Streets should now be adopted by all Scottish local authorities or should provide the basis for local and site-specific policy and guidance.

Designing Streets states that street design should meet the qualities of successful places, as set out in Designing Places, as follows:

- Distinctive – street design should respond to local context to create places that are distinctive;
- Safe and pleasant – streets should be designed to be safe and attractive places;
- Easy to get to and move around – streets should be easy to move around for all users and connect well to existing movements networks;
- Welcoming – street layout and detail should encourage positive interaction for all members of the community;
- Adaptable – street networks should be designed to accommodate future adaption; and

Resource efficient – street design should consider orientation, the integration of sustainable draining and use attractive, durable materials that can be easily be maintained

A Long-Term Vision for Active Travel in Scotland, 2030

The active travel strategy sets out a vision for walking and cycling to be the most popular choice for shorter everyday journeys. The strategy hopes that by achieving this vision, progress towards achieving the following objectives will also be made:

- Better health and safer travel for all;
- Reducing inequalities;
- Cutting carbon emissions and other pollution;
- Delivering liveable, more pleasant communities; and
- Supporting delivery of sustainable economic growth.

Cycling Action Plan for Scotland, 2013

The Cycling Action Plan for Scotland sets out a vision for achieving 10% of all journeys by bike by 2020. It provides a framework to help create an environment which is attractive, accessible and safe for cycling. The actions in the framework will increase cycling across Scotland and will also directly contribute to the targets set out in the National Physical Activity Strategy (Let's Make Scotland More Active).

Currently only 1% of all journeys are made by bike, however, around half the short journeys made (under two miles) are made by car and it is believed that many of these could be switched to bike.

City of Edinburgh Local Transport Strategy 2014-2019

The City of Edinburgh Local Transport Strategy (LTS) contains nine outcomes which form the basis of the document. The nine outcomes are:

- Be green, reducing the impacts of transport on the environment, in particular playing its full part in reducing greenhouse gas emissions;
- Be healthy, promoting Active Travel, with streets appropriately designed for their functions, and with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality;
- Be accessible and connected locally, regionally, and nationally to support the economy, with access to employment and education opportunities, and to the amenities and services we need;
- Be smart and efficient, providing reliable journey times for people, goods and services;
- Be part of a well-planned, physically accessible, sustainable city that reduces dependency on car travel, with a public transport system, walking and cycling conditions to be proud of;
- Be, and be perceived to be, safe, secure and comfortable, so that people feel able to move around by which ever mode they choose, whenever they wish;
- Be inclusive and integrated. Everyone should be able to get around the city regardless of income or disability;
- Be delivered through responsive, customer-focused and innovative Council services, which are developed in consultation with the people who will use them, and engage with people from all walks of life, particularly the vulnerable or those potentially at risk of marginalisation; and
- Be effectively maintained to enhance and maximise our assets; with well-co-ordinated works and high quality materials.

Chapter 8 of the document pertains to Travel planning, travel choices, and marketing. The key objectives are:

- To improve awareness and understanding about alternatives to car use; and
- To ensure that residents, visitors, and employees are able to make well-informed transport choices.

To achieve this objective, The City of Edinburgh LTS states that:

- The Council will seek the implementation of travel planning measures aimed at reducing the demand for car travel to and from new office, retail and, where appropriate, wholly or predominantly residential developments.

City of Edinburgh Active Travel plan

The City of Edinburgh Council published an Active Travel Action Plan for the area in 2013. The core objective of the Plan is to increase the numbers of people in Edinburgh walking and cycling, both as means of transport and for pleasure.

The document seeks to work towards its overall objective by:

- Improving the city's walking and cycling infrastructure (maintenance, management, new provision, good design);
- Marketing of the opportunities to walk and cycle in the city (e.g. signing and mapping of cycle routes); and
- Promoting walking and cycling (e.g. seeking to overcome social barriers to cycling).

Appendix C – Travel Leaflet

Willowbrae Road, Edinburgh
Your Travel Information

Welcome to your new home

The way each of us chooses to travel has a big impact on the local environment, our health and our finances. By walking, cycling, using public transport or car sharing, we can all play a part in reducing the number of cars on our roads and making our communities better places to live.

Walking & Cycling

Your home at Willowbrae Road is located to the east of Edinburgh city centre, close to several local amenities in the Meadowbank and Duddingston areas of Edinburgh. Primary and secondary schools are located within walking distance, along with health centres and a Morrisons supermarket.

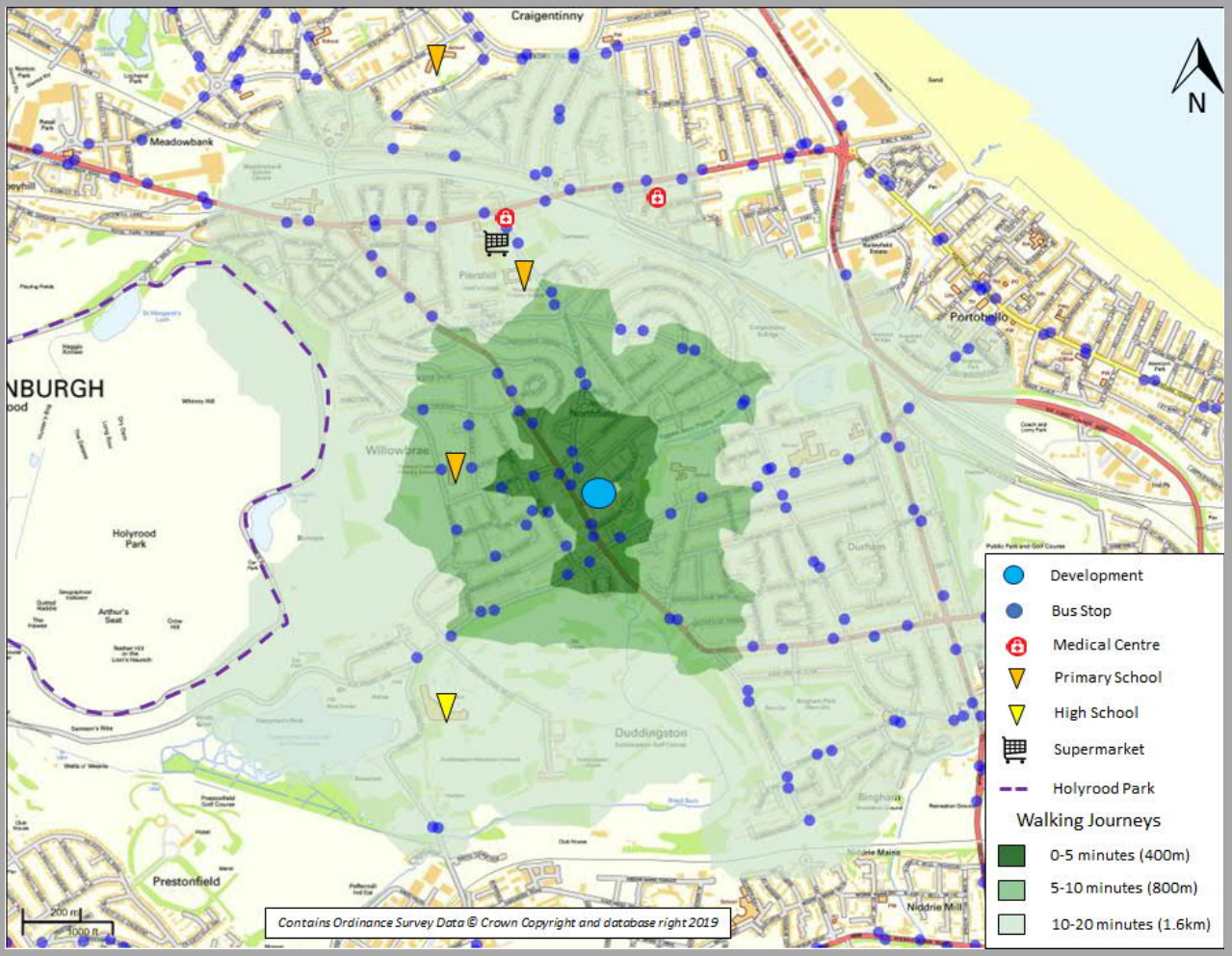
Willowbrae Road is also well located in terms of cycling, with Waverley and Brunstane train stations within a 20 minute cycle journey. National Cycle Routes (NCR) 76 and 1 can be accessed via Willowbrae Road and Duddingston Row to the south of your home.

Public Transport

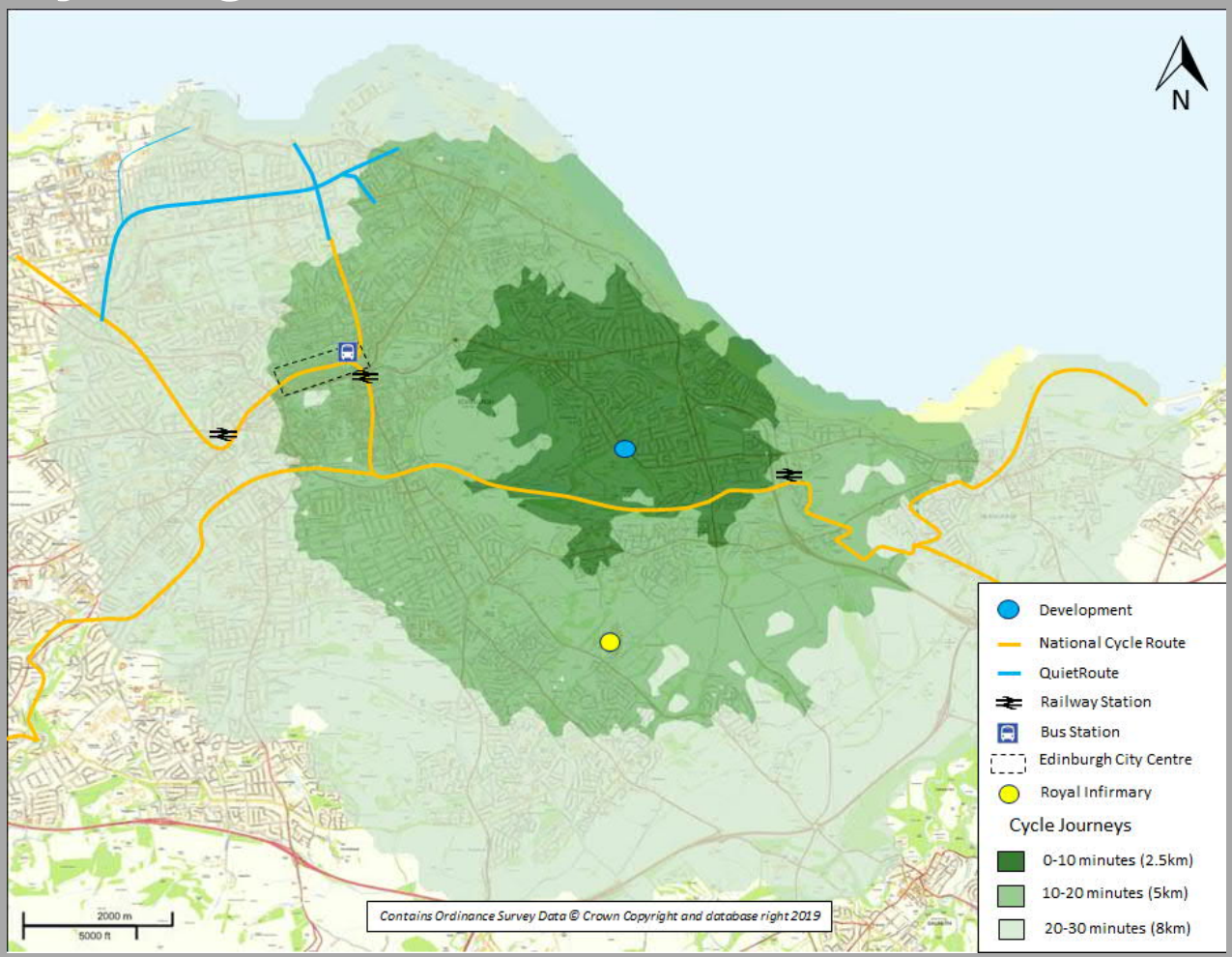
There are various local bus services passing near your home. The nearest bus stops are located on Willowbrae Road and Northfield Broadway, within a 1-minute walk of your home. The bus stops are served by East Coast Buses, Borders Bus and Lothian Buses running to Edinburgh, North Berwick, Longniddry, Musselburgh.

Your closest railway station is Brunstane Station, which is accessible within a 10 minute cycle of your home, offering 2 services per hour in each direction between Edinburgh and Tweedbank. Edinburgh Waverley Station is accessible within 15 minutes by bus and offers regular services throughout Scotland and the UK.

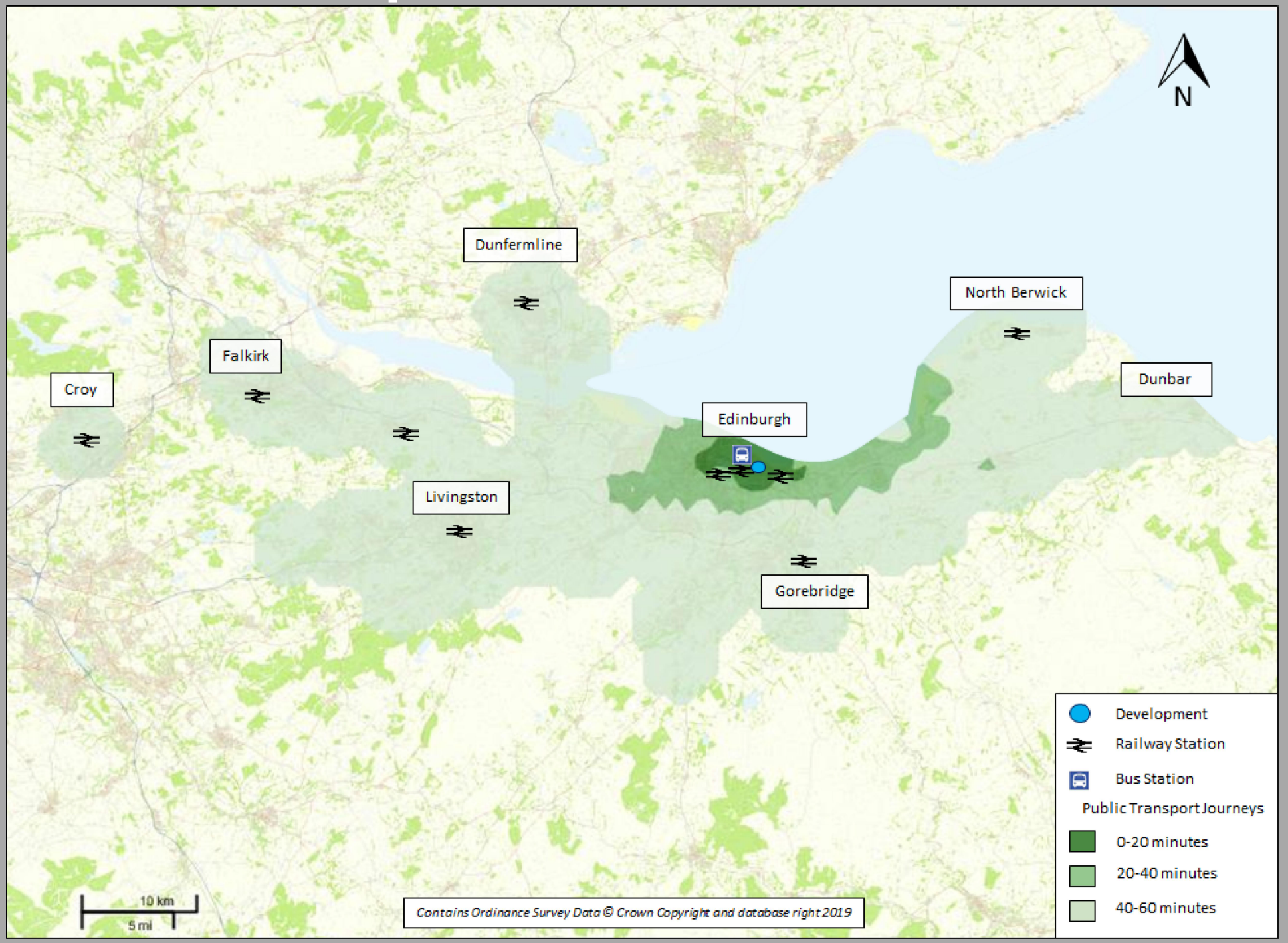
Walking Catchment



Cycling Catchment



Public Transport Catchment



Retail & Amenities

A Tesco Express is located on Willowbrae Road, accessible within a 2-minute walk of your home. Portobello Road contains various shops, including a Morrisons supermarket, and is located within a 20 minute walk.

Local amenities such as cafes, restaurants, and a pharmacy are also within a 20 minute walk. Edinburgh City Centre can be reached within 15 minutes via bus, giving direct public transport access to a range of shops and leisure facilities.

Employment

Employment opportunities exist in Edinburgh, North Berwick, Haddington, Musselburgh and which are all located within a direct public transport journey.

Education

Parsons Green Primary School is the closest primary school and is located within a 10 minute walk from your home, to the west via Pailsey Drive. Holy Rood High School can be accessed within 15-minute walk or a 5-minute cycle via Duddingston Road West.

The University of Edinburgh can be accessed within a 20-minute cycle or a 30-minute journey using public transport.

Healthcare

Baronscourt Surgery Medical Practice is accessible within a 5-minute bus journey or a 12-minute walk from your home and the Edinburgh Royal Infirmary is accessible within 30 minutes by bus.

For more information on walking and cycling, please visit:

- www.cyclestreets.net
- www.edinburgh.gov.uk
- www.walkit.com

For more information on public transport, please visit:

- www.travelinescotland.com
- www.scotrail.co.uk
- www.nationalrail.co.uk
- www.lothianbuses.co.uk
- www.eastcoastbuses.co.uk

Car Travel

Your home can be accessed from Northfield Drive, via Willowbrae Road and Northfield Broadway.

Car Sharing is a great way to reduce your costs, reduce the number of cars on the road and helps to improve the environment.

For more information on car sharing, please visit: www.liftshare.com

Hints & Tips!

Travelling Smart Top Tips:

- If you need to travel now, how long is your journey? If it is less than 2 miles could you walk or cycle?
- Can you save money on public transport? Most operators offer discounted long-period tickets.
- Do you know the bus or train timetables? If not, look them up online or phone the operator.

LOCAL TAXI HIRE INFORMATION

City Cabs	- 0131 228 1211
Central Taxis	- 0131 229 2468
Capital Cars	- 0131 777 7777

Cycling Hints & Tips:

- Always give priority to pedestrians.
- Slow down near blind spots and bends.
- Be ready for unexpected movements of others.
- Always use a night light.

Appendix D – TRICS Output

Calculation Reference: AUDIT-129301-160401-0422

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	CB	CUMBRIA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 19 to 162 (units:)
Range Selected by User: 19 to 788 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 07/09/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	10

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	2 days
20,001 to 25,000	4 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	5 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	11 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 CA-03-K-01 MIXED HOUSES & FLATS CAMBRIDGESHIRE
WEASANHAM LANE
FENLAND
WISBECH
Edge of Town
Residential Zone
Total Number of dwellings: 100
Survey date: MONDAY 07/09/15 Survey Type: MANUAL

2 CA-03-K-02 MIXED HOUSES & FLATS CAMBRIDGESHIRE
ALDERMANS DRIVE

PETERBOROUGH
Town Centre
Residential Zone
Total Number of dwellings: 40
Survey date: TUESDAY 16/12/14 Survey Type: MANUAL

3 CB-03-K-01 FLATS & TERRACED CUMBRIA
BRIDGE LANE

CARLISLE
Edge of Town
Industrial Zone
Total Number of dwellings: 66
Survey date: THURSDAY 12/06/14 Survey Type: MANUAL

4 GM-03-K-02 SEMI DET. & FLATS GREATER MANCHESTER
ABRAM CLOSE
FALLOWFIELD
MANCHESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 33
Survey date: TUESDAY 11/10/11 Survey Type: MANUAL

5 GS-03-K-01 MIXED HOUSING GLOUCESTERSHIRE
CONEY HILL ROAD
CONEY HILL
GLOUCESTER
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY 29/04/10 Survey Type: MANUAL

6 NE-03-K-01 BLOCK OF FLATS NORTH EAST LINCOLNSHIRE
LADYSMITH ROAD

CLEETHORPES
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 67
Survey date: TUESDAY 06/05/14 Survey Type: MANUAL

7 NY-03-K-01 MIXED HOUSING NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town Centre
Residential Zone
Total Number of dwellings: 19
Survey date: TUESDAY 16/09/08 Survey Type: MANUAL

8 NY-03-K-02 MIXED HOUSING NORTH YORKSHIRE
HORSEFAIR

BOROUGHBRIDGE
Edge of Town Centre
Residential Zone
Total Number of dwellings: 19
Survey date: MONDAY 10/10/11 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 ST-03-K-01 MIXED HOUSING STAFFORDSHIRE
ROYAL WAY

STOKE-ON-TRENT
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 162
Survey date: THURSDAY 27/11/08 Survey Type: MANUAL

10 ST-03-K-02 TERRACED & FLATS STAFFORDSHIRE
CHASEWATER DRIVE
FORD GREEN
STOKE-ON-TRENT
Edge of Town
Residential Zone
Total Number of dwellings: 73
Survey date: WEDNESDAY 26/11/08 Survey Type: MANUAL

11 ST-03-K-03 MIXED HOUSING & FLATS STAFFORDSHIRE
CLAREMONT ROAD

WOLVERHAMPTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: FRIDAY 09/05/14 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	58	0.075	11	58	0.227	11	58	0.302
08:00 - 09:00	11	58	0.119	11	58	0.352	11	58	0.471
09:00 - 10:00	11	58	0.113	11	58	0.122	11	58	0.235
10:00 - 11:00	11	58	0.109	11	58	0.133	11	58	0.242
11:00 - 12:00	11	58	0.134	11	58	0.147	11	58	0.281
12:00 - 13:00	11	58	0.153	11	58	0.142	11	58	0.295
13:00 - 14:00	11	58	0.130	11	58	0.139	11	58	0.269
14:00 - 15:00	11	58	0.119	11	58	0.164	11	58	0.283
15:00 - 16:00	11	58	0.219	11	58	0.131	11	58	0.350
16:00 - 17:00	11	58	0.223	11	58	0.136	11	58	0.359
17:00 - 18:00	11	58	0.295	11	58	0.177	11	58	0.472
18:00 - 19:00	11	58	0.252	11	58	0.141	11	58	0.393
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.941			2.011			3.952

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	19 - 162 (units:)
Survey date date range:	01/01/08 - 07/09/15
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

WILLOWBRAE ROAD, EDINBURGH

Design & Access Statement

April 2020

CONTENTS

Project Team

Client:	Evantyr Properties Ltd
Architects:	CDA
Structural and Civil Engineers:	Harley Haddow
Landscape Architects:	Wardell Armstrong
Transport Consultants:	Sweco
Acoustic Consultants:	RMP
Flood Risk Assessment:	Kaya Consulting

Executive Summary

This proposal seeks to redevelop the vacant site on Willowbrae Road, formerly the site of 'The Radical Road Bar'.

The proposal comprises of 48 Residential Units across 2 buildings with a commercial unit at ground floor level of Building B. The residential units proposed are a mix of 1 bed - 3 bed apartments.

Surface car parking is provided at lower ground floor level, 3 of which are undercroft. Two accessible parking bays are located near the site entrance at Building A.

This walled development provides a mix of private gardens, shared communal gardens, balconies and top floor terraces provide the residents with good quality amenity space.

This design statement forms part of a detailed planning application which should be read in conjunction with the following separate documents:

- Architectural Drawings:

  WBR-CDA-SW-00-DR-A-PL-0001_Location Plan
  WBR-CDA-SW-00-DR-A-PL-0002_Existing Site Plan
  WBR-CDA-SW-ZZ-DR-A-PL-0003_Existing Site Sections AA, BB, & CC
  WBR-CDA-SW-00-DR-A-PL-0004_Proposed Demolition Plan
  WBR-CDA-SW-B1-DR-A-PL-0005 - Proposed Lower Ground Floor Site Plan
  WBR-CDA-SW-00-DR-A-PL-0006_Proposed Site Plan
  WBR-CDA-SW-ZZ-DR-A-PL-0007_Proposed Site Sections AA, BB, & CC
  WBR-CDA-BB-ZZ-DR-A-PL-0008_Proposed Context Elevations
  WBR-CDA-SW-B1-DR-A-PL-0009 - Proposed Lower Ground Floor Plan
  WBR-CDA-SW-00-DR-A-PL-0010 - Proposed Ground Floor Plan
  WBR-CDA-SW-ZZ-DR-A-PL-0011_Proposed First, Second, Third Floor Plan
  WBR-CDA-SW-04-DR-A-PL-0012_Proposed Fourth Floor Plan
  WBR-CDA-SW-RF-DR-A-PL-0013_Proposed Roof Plan
  WBR-CDA-BA-ZZ-DR-A-PL-0014_Building A - Proposed Elevations
  WBR-CDA-BA-ZZ-DR-A-PL-0015_Building A - Proposed Sections
  WBR-CDA-BB-ZZ-DR-A-PL-0016_Building B - Proposed Elevations
  WBR-CDA-BB-ZZ-DR-A-PL-0017_Building B - Proposed Sections

- Landscape Drawings:

  ED12858-WA-00-ZZ-DR-L-4000 Landscape Masterplan
  ED12858-WA-00-ZZ-DR-L-4100 Softworks General Arrangement

- Transportation Assessment
- Acoustic Assessment
- Flood Risk Assessment
- Surface Water Management Plan

01 SITE

Site Overview

The Site is located on the intersection of Northfield Drive and Willowbrae Road and is surrounded by residential properties to one side, a garage to the other and allotments and apartment buildings to the rear.

The main part of the site has already been cleared of the former public house, 'The Radical Road Bar'. A small commercial premise still exists to the north of the site which is currently owned / leased to the Barracuda fish and chip shop.

There is an existing telecommunications mast on the site which will be retained.

The site falls by approximately 3 metres in an Easterly direction.

The immediate context of the site is shown in this photograph. Northfield is a predominantly residential suburb of the city with a mix of residential types. The area is characterised by the hallmarks of the 'villa' or 'pavilion' typology with buildings stepping back from the street edge with a perimeter wall enclosing the private/shared amenity space.

The site presents a real opportunity to create a positive impact on the surrounding area.

Context

The Site is located to the East of Edinburgh City Centre and west of Portobello within the Northfield area of the City. Northfield is a largely residential area characterised by a variety of building styles set within gardens.

This site is brownfield and has already been cleared of the former public house, ‘The Radical Road Bar’.

The site is accessed by Willowbrae road, a main route that runs along the Western boundary of the site providing connection into the city centre, to primary city roads, and local amenities.

Nearby Holyrood Park provides extensive amenity space for the area.

1. View looking South along Willowbrae Road

2. View towards Willowbrae Road Looking West from Northfield Drive

3. The Barracuda

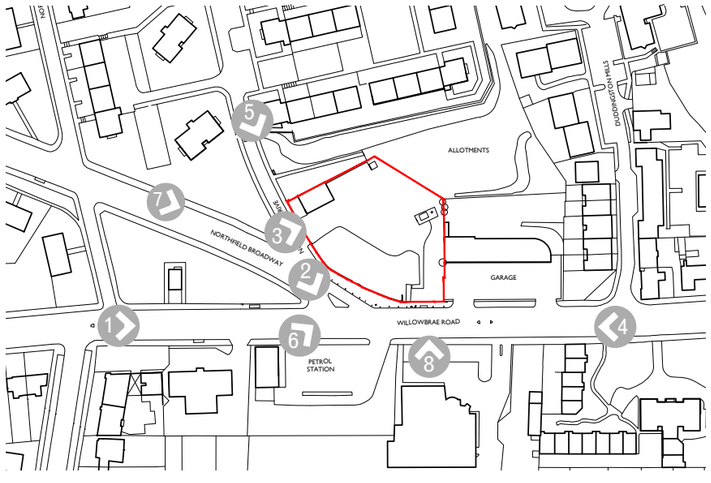
4. View along Willowbrae Road Looking North

5. View long Northfield Drive towards Willowbrae Road

6. View of The Site From Willowbrae Road Looking East

7. View along Northfield Broadway Looking South

8. View North-East towards Site from the Lady Nairne

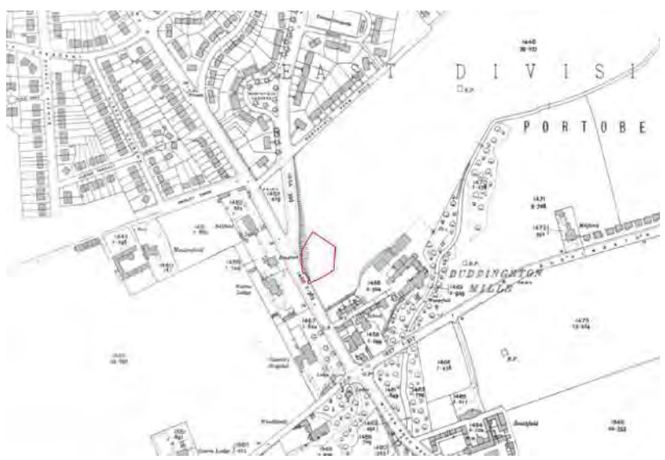


1852

1877

1896

1914



1934

1952

Site History

The area of the site remained undeveloped until around 1944. It lies adjacent to the village of Duddingston with Cauvin's Hospital and Duddingston Mills providing notable permanent features throughout this timeline. In 1914, large redevelopment was undertaken by the Duddingston estate, when plans were approved to widen Willowbrae road at the Duddingston Road Crossroads.

Following this, a large amount of residential sprawl is evident between 1914 to 1934 as the City of Edinburgh grows and more residential accommodation is built on the outskirts of the city. The Northfield area was planned out from 1921 and took around three years to complete. This followed Edinburgh's reorganisation of its boundaries to encompass Portobello, Leith and areas of Midlothian in 1920.

This area was laid out generously at very low densities, as local authority housing, but with the city employing architects: Reginald Fairlie and Reid and Forbes instead of the city architect for its design.


NORTHFIELD SQUARE
NORTHFIELD FARM AVENUE
NORTHFIELD DRIVE
NORTHFIELD GROVE
FIGGATE BURN
FIGGATE BURN PUBLIC PARK
DUDDINGSTON ROAD
SOUTHFIELD FARM GROVE
DURHAM AVENUE
NORTHFIELD BROADWAY
NORTHFIELD GARDENS
NORTHFIELD CRESCENT
NORTHFIELD CIRCUS
NORTHFIELD DRIVE
ALLOTMENTS
DUDDINGSTON MILLS
GARAGE
FIGGATE BURN
WILLOWBRAE ROAD
WILLOWBRAE ROAD
PETROL STATION
WOODLANDS GROVE
DUDDINGSTON ROAD WEST
MEADOWFIELD AVENUE
ULSTER CRESCENT
ULSTER GARDENS
ULSTER TERRACE
PAISLEY DRIVE
MEADOWFIELD COURT
PAISLEY AVENUE
MEADOWFIELD TERRACE
SITE BOUNDARY
0 10 20 30 40 50m

Existing Site

The site is currently owned by Evantyr Properties Ltd.

The site takes up the corner site at the intersection between Willowbrae Road, Northfield Drive and Northfield Broadway. Over the length of the site there is a fall of approximately 3 metres in an Easterly direction.

The site has largely been cleared with the 'Barracuda' Fish and Chip Shop and Telecommunications Mast remaining.

Telecommunications Mast

There is an existing telecommunications mast on site. This is to be retained with suitable access arrangements incorporated into the design proposal.

There are no environmental issues relating to the telecoms mast.

Barracuda Fish and Chip Shop

A small commercial premise still exists to the North of the site which is currently owned/leased to the Barracuda fish and chip shop.

To make the most of the development opportunity it is the intent to replace this commercial unit with a new unit within the development allowing for the demolition of this dilapidated building. The proposal incorporates appropriate ventilation of the new chip shop unit at high level.

Planning Policy & Guidance

Local Development Plan

Des 1 - Design Quality and Context

The proposal seeks to reflect and strengthen the quality of its surroundings.

This is evident in the consideration of scale and stepping back from the street edge allowing the built form to be sited surrounded by private and public amenity space. This draws upon the Villa typology seen in the surrounding context.

The proposal reflects the surrounding residential and commercial uses.

The palette of materials has been selected to reflect the materials in the surrounding area.

Des 4 - Development Design – Impact on Setting

The proposal respects the existing topography and takes advantage of the level change to make best use of the site. Building heights vary between 1 ½ storey properties on Duddingston Mills to 5 storeys on Northfield Drive and Northfield Broadway. Proposed building heights are consistent with the surrounding context.

The quality of the design will have an positive impact on the setting, especially sue to the consideration given for the surrounding context.

The site also benefits from access to public transport such as the well serviced local bus routes. These flats will be well will integrate well into an existing area due to their considered scale and refined architectural design.

Edinburgh Design Guidance

Des 13 - Shopfronts

The proposed development seeks to improve upon the existing 'Barracuda' shopfront. The intention is to incorporate the commercial unit into the newly proposed building to allow the potential of the site to be maximised. This unit will be relocated onto the Willowbrae Road street edge to improve prominence and provide an active frontage.

Hou 3 - Private Green Space in Housing Development

The development incorporates a large provision of communal garden space for future residents. This is in keeping with the surrounding area and provides valuable amenity space for residents.

Hou 4 - Housing Density

Northfield has relatively low density and combines flatted blocks and villas. The proposed density is reflective of the surrounding area while maximising the site potential and maintaining external amenity spaces. This is reflected in the pavilion/villa typology seen locally, resulting in a balanced yet efficient use of the site.

The site also has access to a good level of public transport and other relevant services which will support high quality urban living.

Tra 2 - Private Car Parking, Tra 3 Private Cycle Parking, Tra 4 Design of Off-Street Car and Cycle Parking

Off street car parking and cycle storage have been carefully integrated into the design to ensure safety, quality and minimise visual impact. The proposal is to tuck the car parking at the rear of the site at lower level. Cycle storage is located internally adjacent to building entrances.

A transport assessment has been incorporated within this submission.

Edinburgh Local Development Plan

02 SITE ANALYSIS

Character Appraisal
Listed Buildings
Villa /Pavilion Typologies
Surrounding Uses
Movement/Transportation
Urban Grain/ Green Space
Topography
Views
Building Heights
Environment Study

Petrol Station (commercial)


The Lady Nairne Beefeater with Premier Inn hotel extension (commercial)


Modern, purpose-built Car Garage (commercial)


New Build Housing (residential)


Duddingston Forge, built in 1914 (commercial)


Housing, built in 1914 (residential)


Large Traditional Housing, built 1833 (residential)


1930's Housing (residential)


Mill worker's cottages, built 1828, and adjacent modern Housing Development (residential)


Modern Housing Development (residential)


Modern Housing Development (residential)


Modern Housing Development (residential)

Character Appraisal

The character of the surrounding area is quite fragmented with various building types, uses and styles.

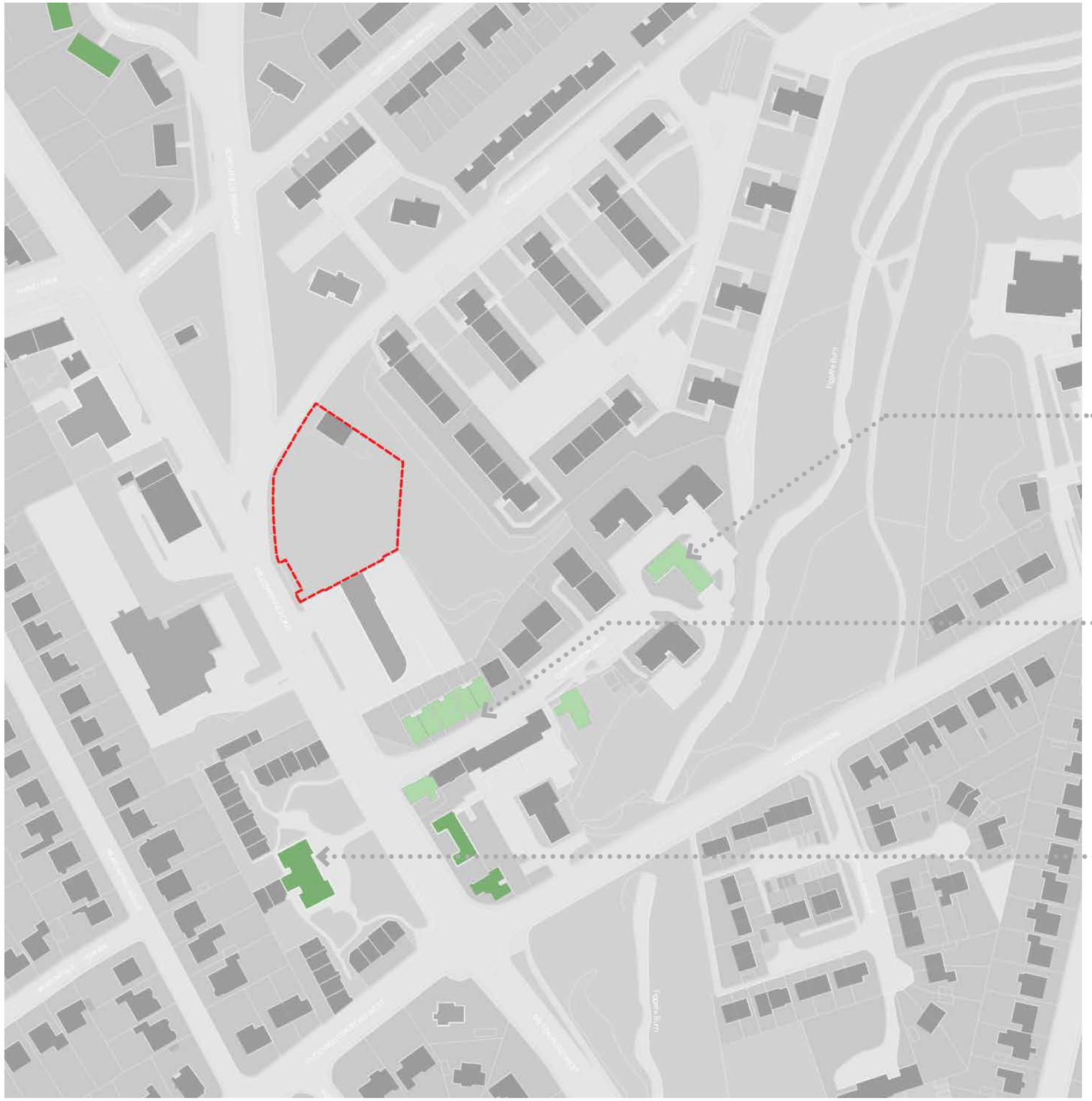
There is a mixture of old and new within Northfield. Accommodation for the Duddingston Mill workers dates back to 1828. There are various additions including many modern housing developments.

The area is predominantly residential, however there are various commercial uses within the vicinity of the site. The mix of types is evident along Willowbrae Road.

Lighter colour palettes are seen consistently which are reflective of the original traditional masonry construction.

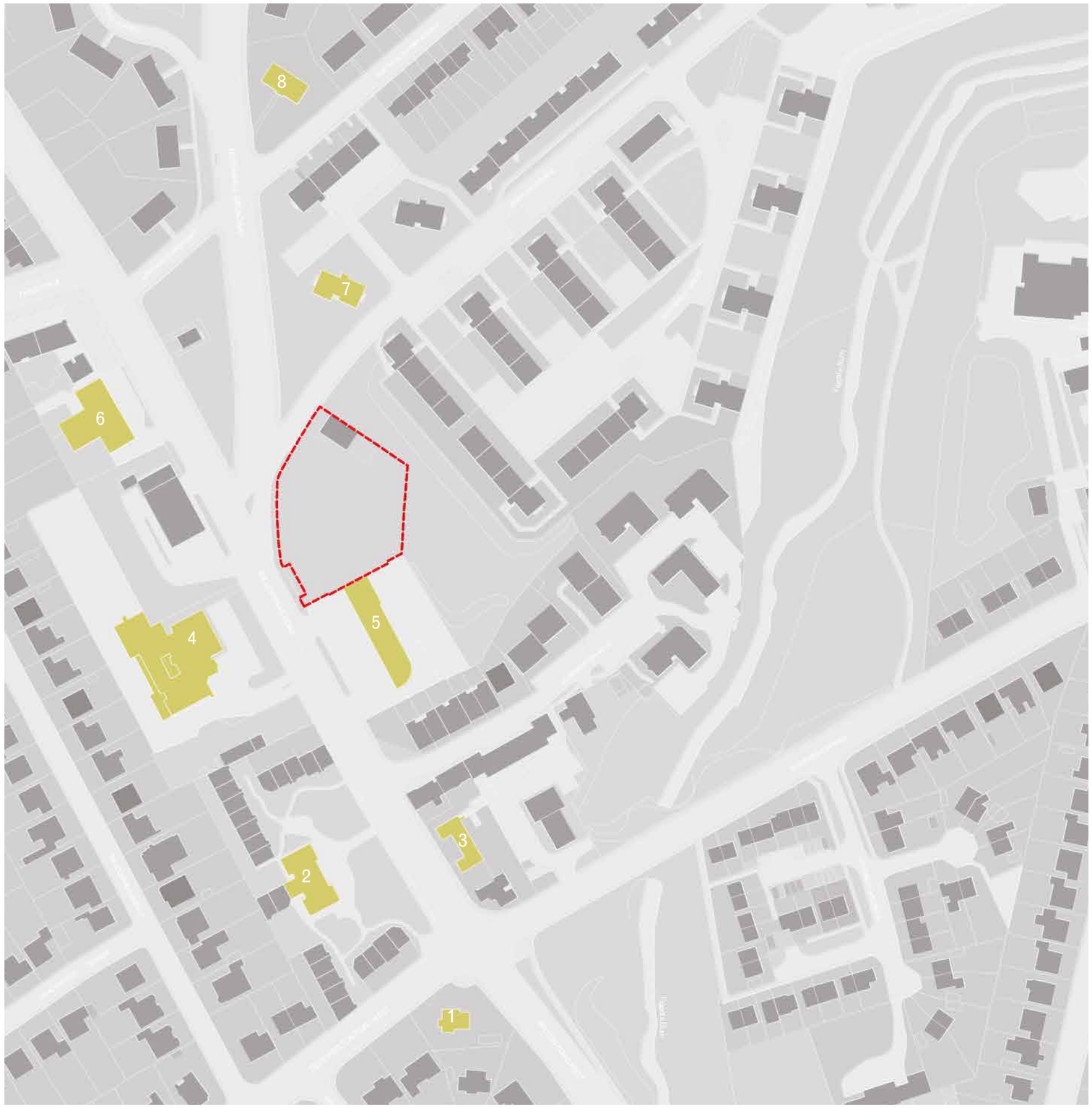
Listed Buildings

There are several listed buildings in the vicinity of the site. Their significance in developing the historic character of the area has been appraised and considered in conjunction with the more modern contextual precedent in the development of the proposal.



Listing Designation

- Category B Listed
- Category C Listed



Villa / Pavilion Typologies

A number of existing buildings exhibit the hallmarks of the 'villa' or 'pavilion' typology such as the building stepping back from the street edge allowing the built form to be sited surrounded by private and public amenity space often enclosed by a boundary wall.

1. 1.5 Storey housing

2. Large 2 storey traditional housing

3. Duddingston Forge- 1.5 Storey

4. The Lady Nairne Public House- 3 Storey

5. Car Garage- 1 Storey

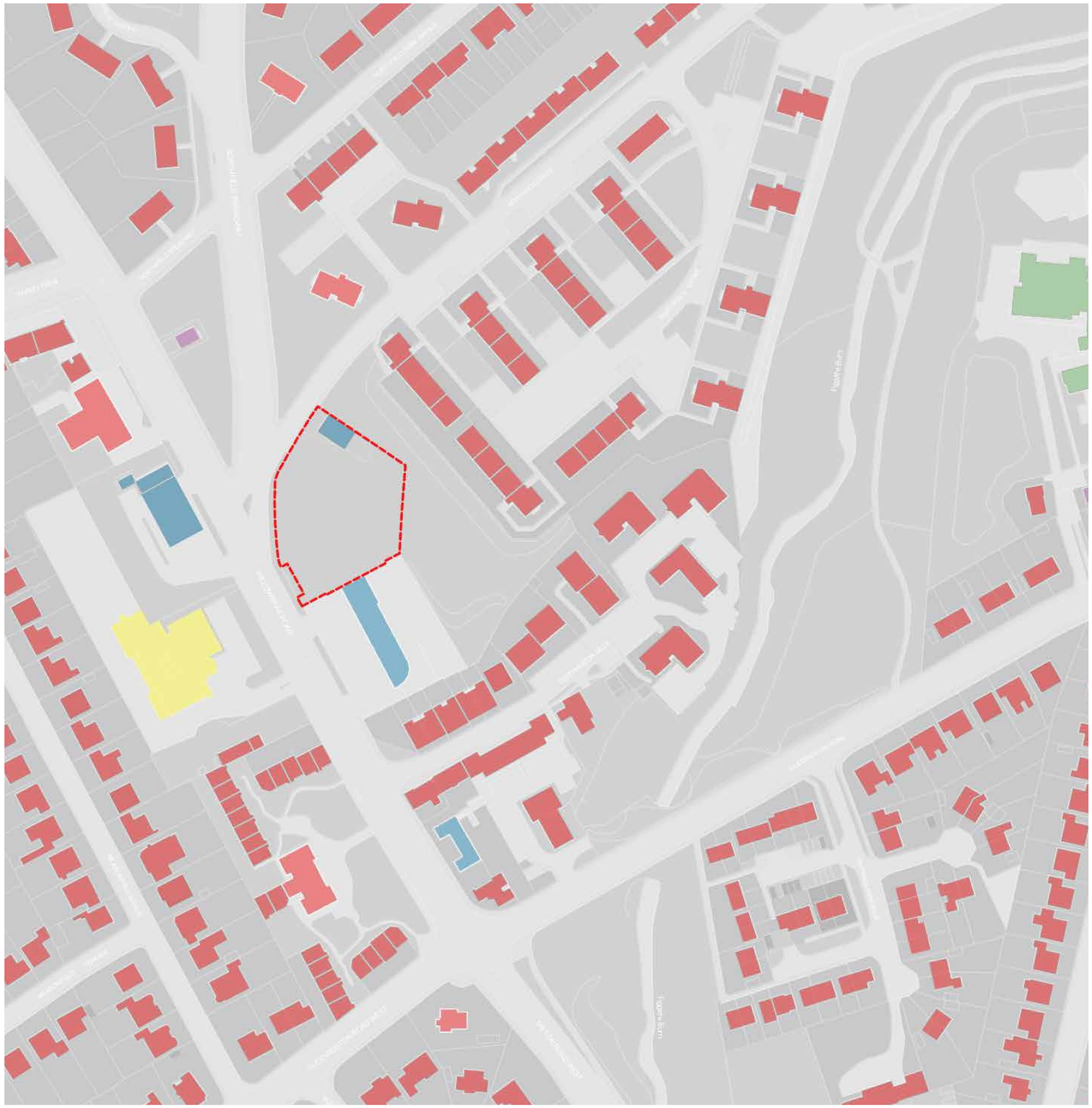
6. 3.5 Storey new build housing

7. 5 storey modern housing

8. 3 storey 1930's housing

Pavilion Typology

Pavilions



Surrounding Uses

Northfield is predominantly residential. As the site is located along Willowbrae road, several commercial uses are within the vicinity of the site.

There are recent examples of modern housing development on both Willowvbrae Road and Duddingston Road. Most of these are set back from the street edge with perimeter walls.

Building Types

- Residential
- Commercial
- Hotel
- Education
- Infrastructure

Movement / Transportation

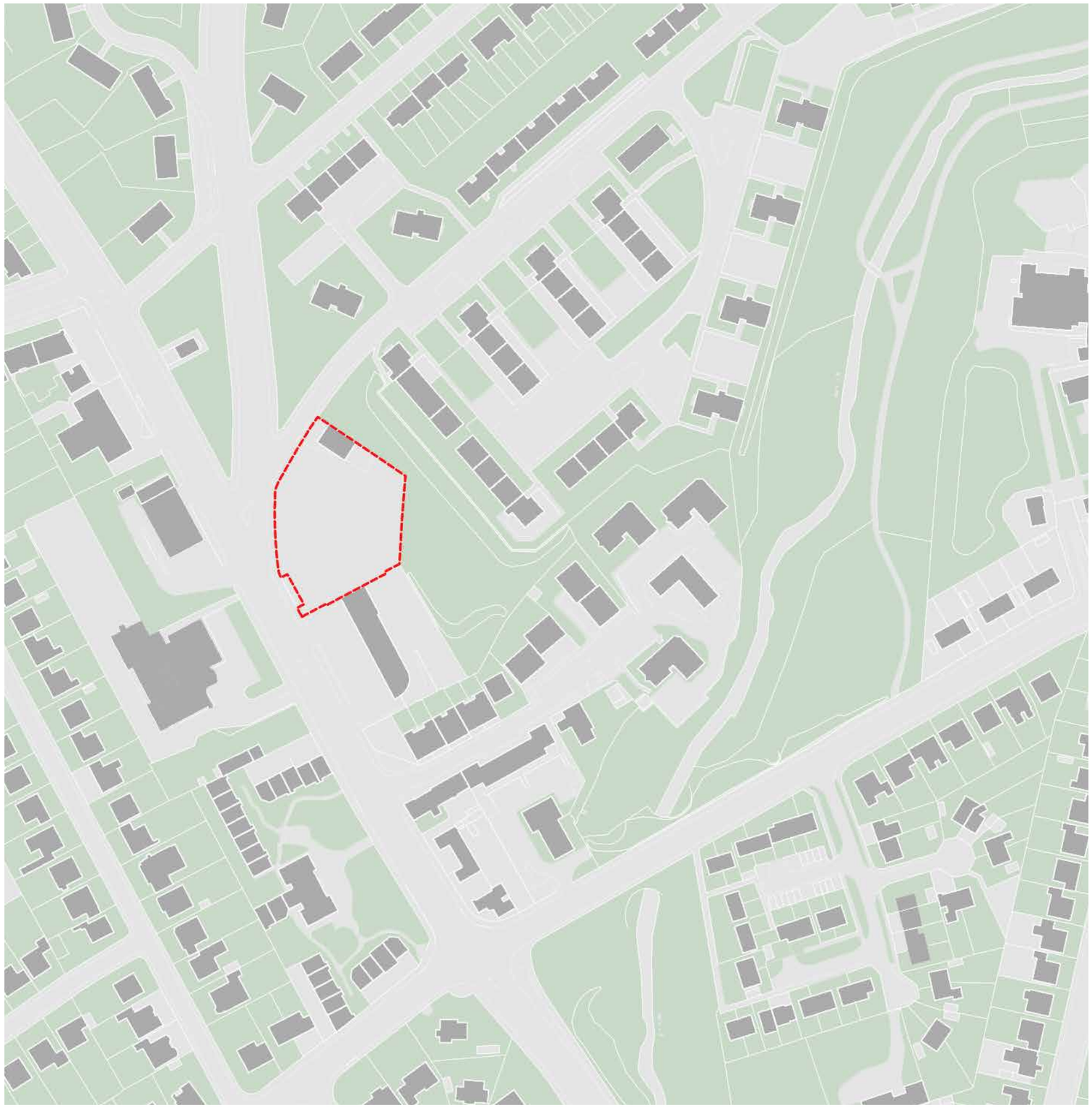
The site is situated at the intersection of Willowbrae Road and Northfield Drive. Willowbrae Road is a busy road route forming part of the A1 running North-South to the East side of Holyrood Park.

There are public transport services within the vicinity of the site. Buses run frequently along Willowbrae Road (Nos. 4, 44, 104, 106, 113, 253, H104, N106 and N113) providing a direct link to the city centre. This takes approximately 25 minutes. Services also run along nearby Duddingston Road (No 42) providing connection to Portoblello.

Brunstane railway station is also located approximaetly 3km from the site.

Routes

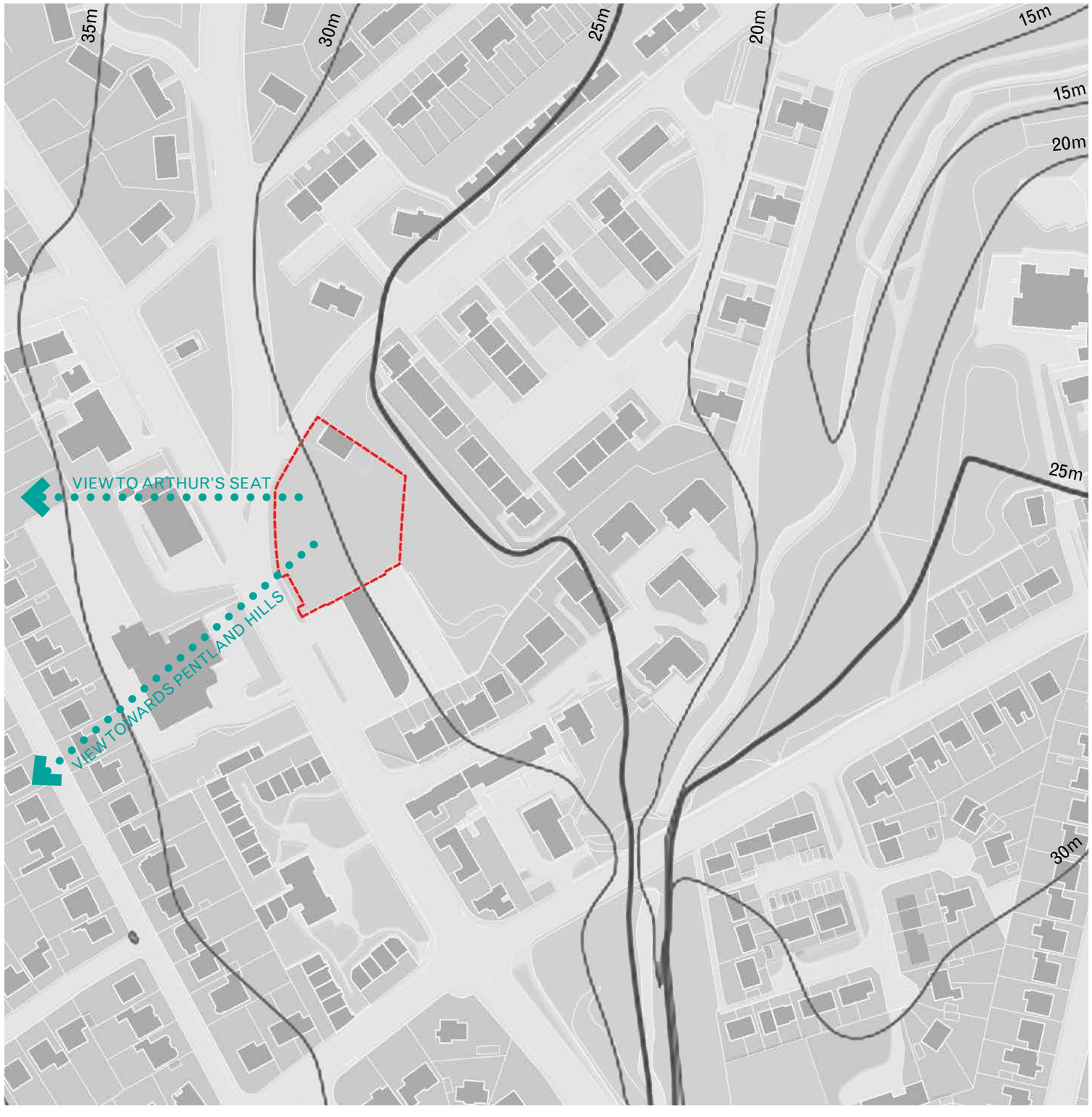
- Pedestrian Routes
- Primary Road Route
- Secondary Road Route
- Bus Route
- Bus Stops



Urban Grain / Green Spaces

Northfield and the neighbouring suburb of Duddingston are predominantly residential in use with a mix of residential types set within gardens. This characterises the area with large pockets of green space, emphasised further by the nearby Friggate burn.

This has emphasised the importance of landscape design within the proposal.



Topography

The site slopes away from Willowbrae Road down towards Northfield Drive with a considerable change on the site itself.

It is our intention to work with these levels in order to maintain living accommodation at street level and above, while making use of the natural topography to tuck the car parking away at the lower level towards the rear of the site.

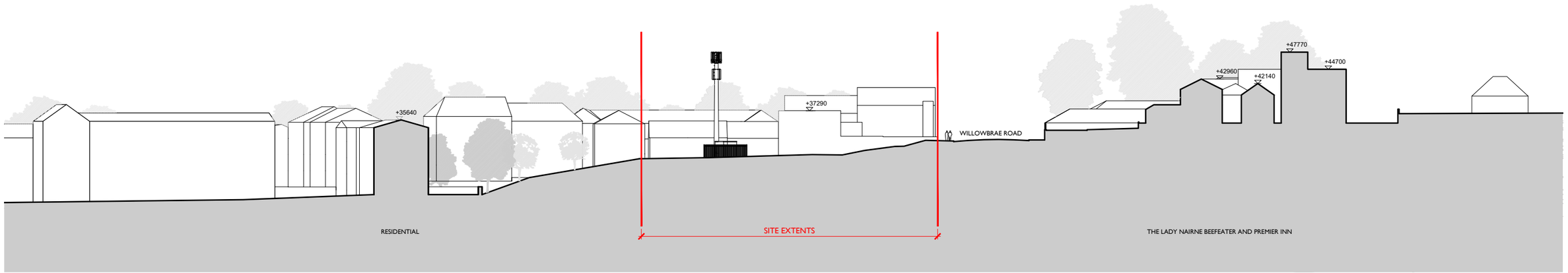
Our proposal looks to sit respectfully within the neighbouring context which is in some cases up to 5 storeys in height, allowing these apartments to have a strong relationship with the street and the larger apartments at Northfield Drive.

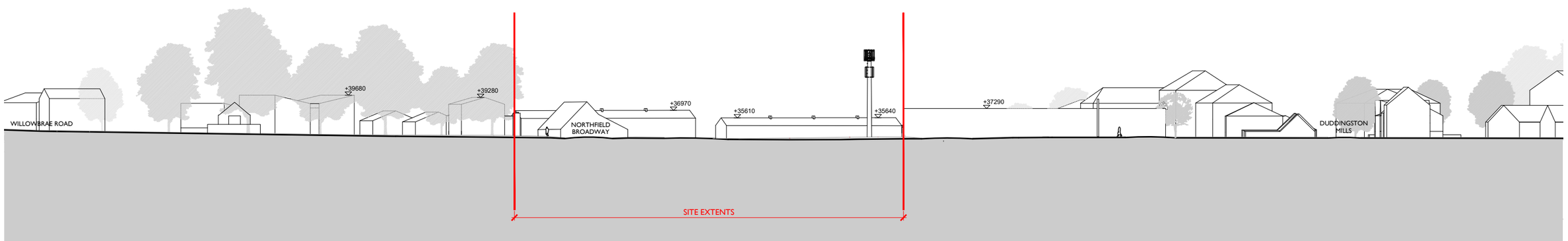
Views

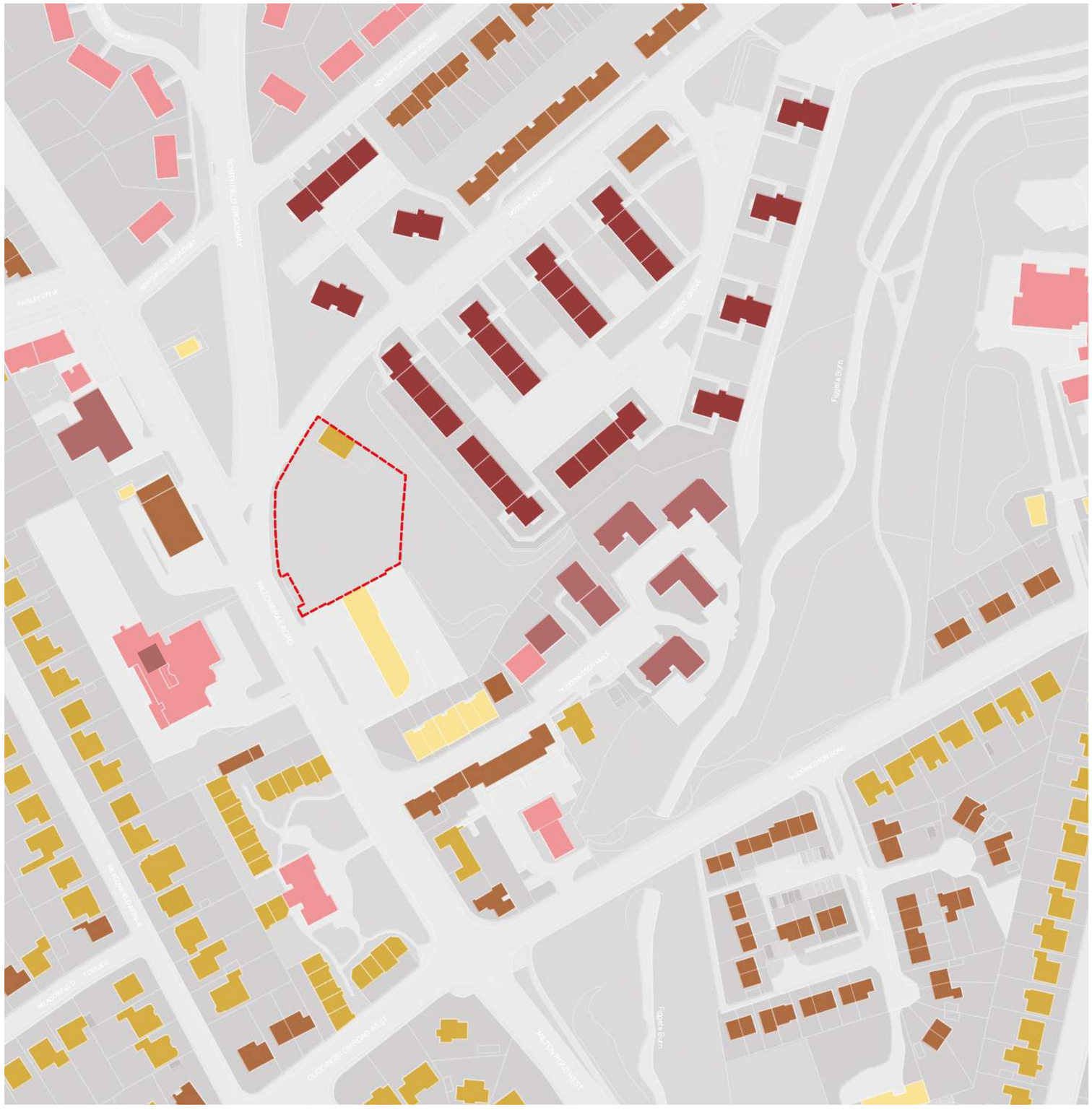
Due to the site's location and the surrounding topography, the proposal would not impact on any protected views.

There are views towards Arthur's Seat and the distant Pentland Hills which the development seeks to take advantage of.

The site is bound by roads on two sides and allotments to the rear, combined with the low dense, dispersed nature of the surrounding buildings, there are open aspects to the North, East and West.


+35640
+37290
WILLOWBRAE ROAD
+47770
+44700
+42960
+42140
RESIDENTIAL
SITE EXTENTS
THE LADY NAIRNE BEEFEATER AND PREMIER INN


WILLOWBRAE ROAD
+39680
+39280
NORTHFIELD BROADWAY
+36970
+35610
+35640
+37290
DUDDINGSTON MILLS
SITE EXTENTS



Building Heights

Wider Context

There is a variety of building types, forms and heights within the near vicinity of the site with no clear pattern or height apparent.

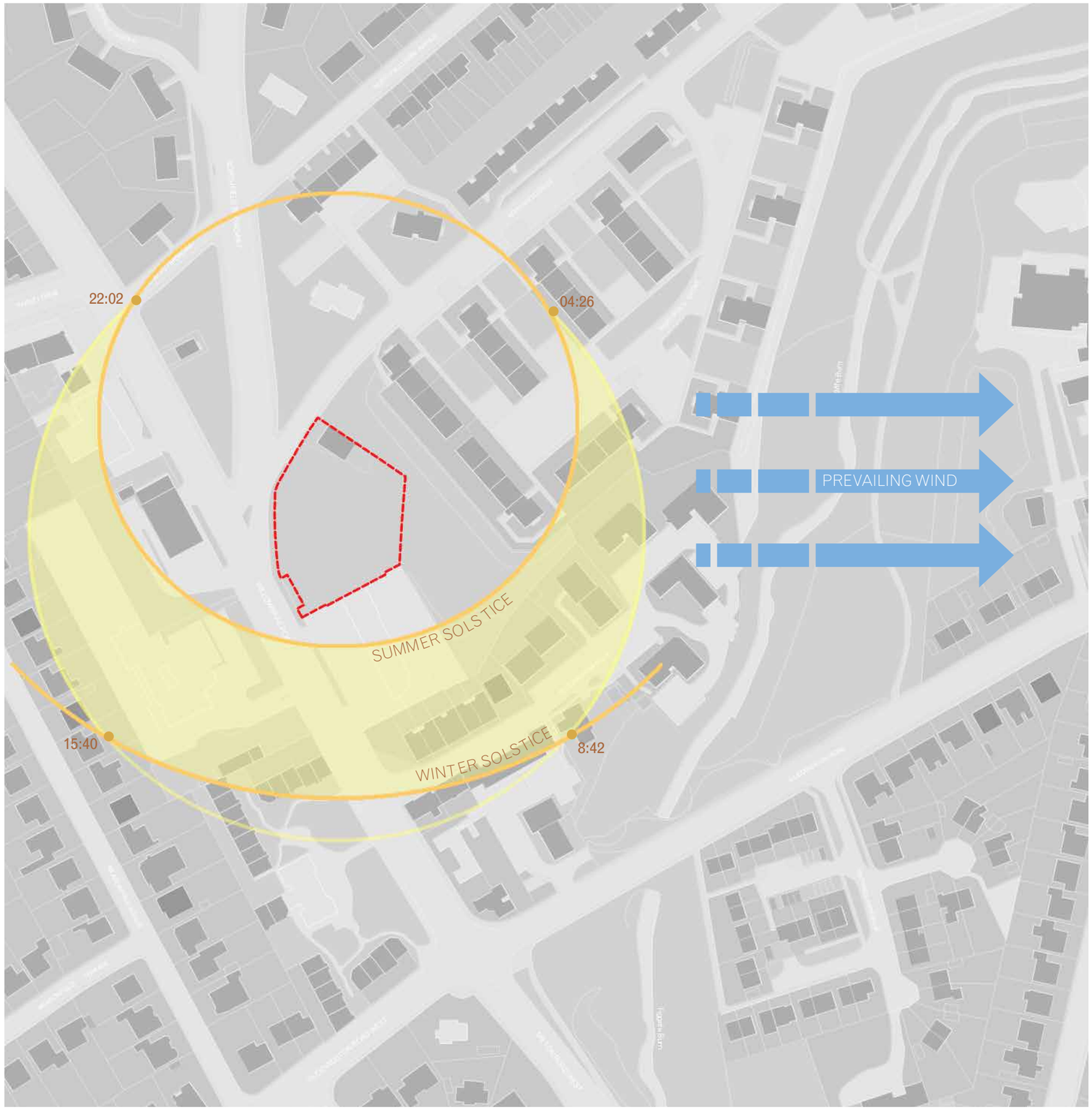
Building height's vary between 1 ½ storey properties on Duddingston Mills to 5 storeys on Northfield Drive and Northfield Broadway.

There is a mix of typology in the local area with examples of 'villa' type properties set within walled gardens, large linear apartment buildings set within open grounds and mixed commercial premises again set within open ground.

Perimeter type development, more commonly associated to city centre sites is less typical in the area.

Building Heights

- +5 Storeys
- +4 Storeys
- +3 Storeys
- +2 Storeys
- +1.5 Storeys
- +1 Storey



Environmental Study

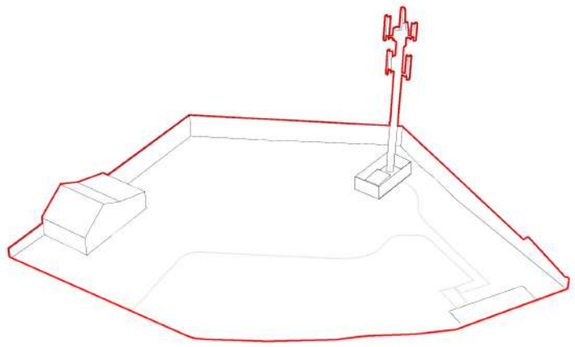
There are open aspects the North, East and West. To the South, the gable end of the adjacent garage abuts the site, however, due to the garage's single storey height overshadowing onto the site is minimal.

Due to the low dense, dispersed nature of the surrounding buildings, there is minimal overshadowing.

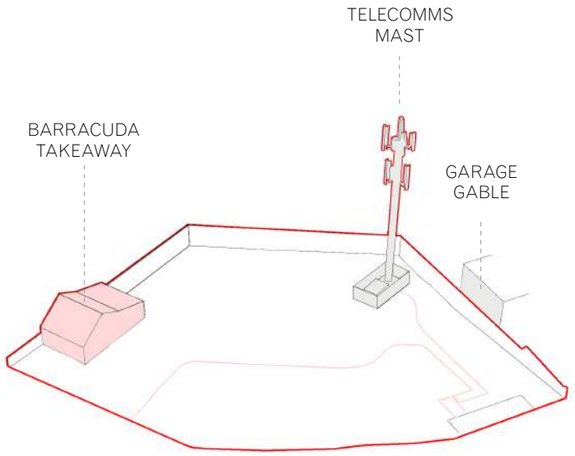
Arthur's Seat shelters the area of Northfield from the Westerly prevailing wind.

04 DESIGN CONCEPT

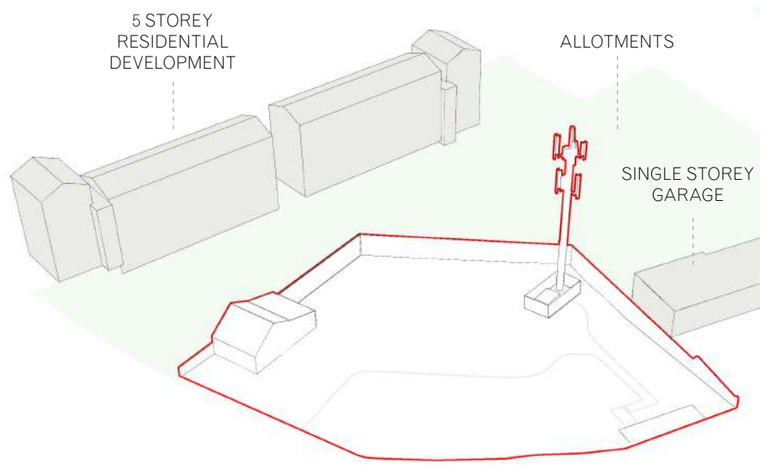
Site Drivers
Site Options
Concept Design/Site Strategy
Precedent



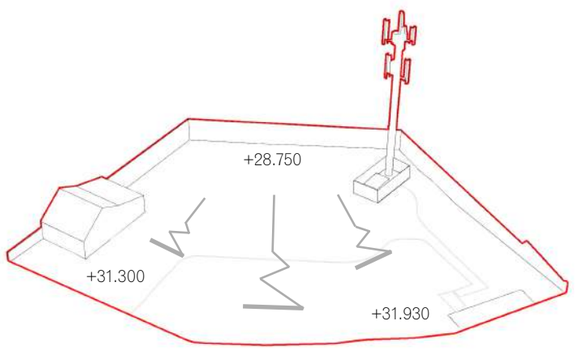
EXISTING SITE



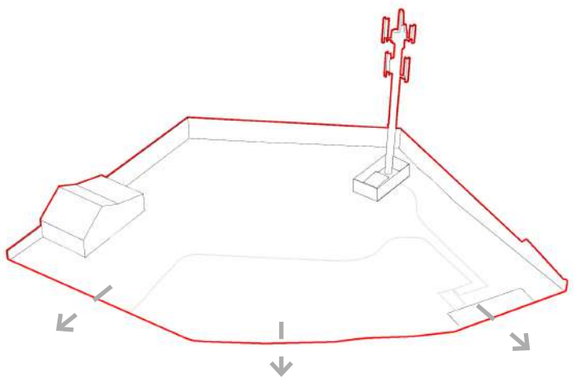
DEMOLITION/RETAINED BUILDINGS



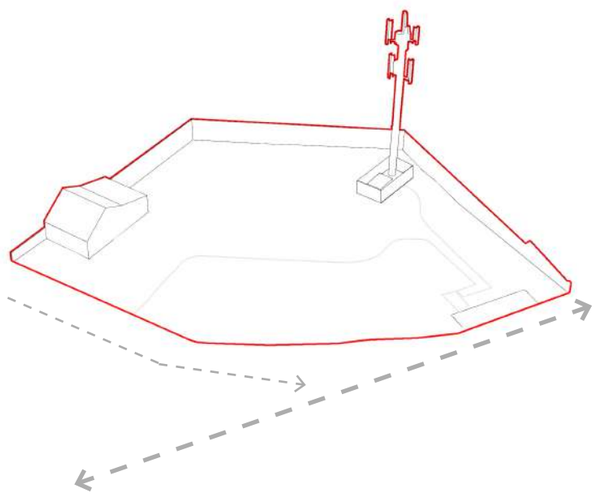
VARIETY OF SURROUNDING BUILDING TYPES, FORMS AND HEIGHTS



LEVEL CHANGE



CORNER SITE ADDRESSING NUMEROUS ELEVATIONS



MAIN ROAD ROUTE AND JUNCTION

1. Street form

2. Perimeter type

3. Orthogonal development

4. Sculpted form

5. Two separate buildings

6. Two buildings sculpted to respond to busy junction

Site Options

When considering the site we studied the neighbouring area to determine appropriate building forms and mass.

It is a challenging site formed on a corner of a busy street. It addresses a number of elevations and also has a strong visual presence given this setting.

The following options were sketched and considered

1. A natural response to form a perimeter type of development to address the street. Allows for a strong presence on the street edge. Perimeter type development not contextually relevant.

2. A further look at a perimeter type development that provides further accommodation to the rear. Efficient use of the site to clearly define between front and back of the development. Perimeter type development not contextually relevant.

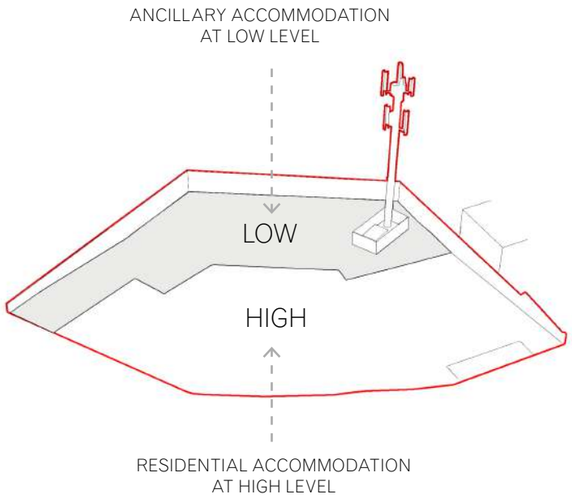
3. An orthogonal approach to addresses the street edge of this corner site while allowing for pockets of amenity space, both private and semi private.

4. A developed approach to option 3, that looks to articulate the built form to allow for dual aspect accommodation.

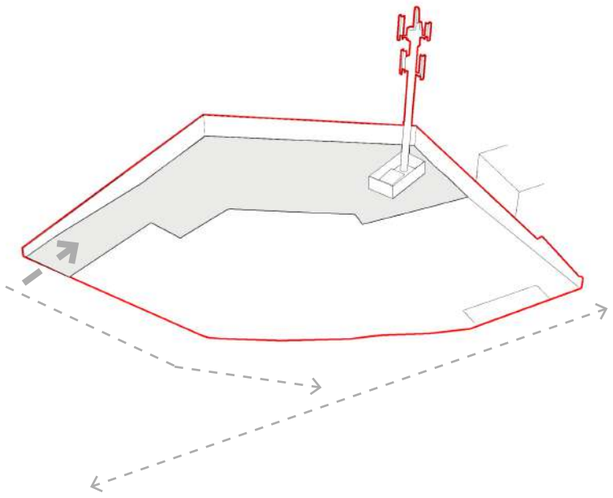
5. Splitting the built form to create two smaller 'pavilion' type buildings allows for better proportioned buildings while allowing each to address the different aspects of the street.

6. An orthogonal approach to option 5, that creates two pavilion type buildings set within a walled garden to clearly identify between public and private areas while respectfully sitting within the context.

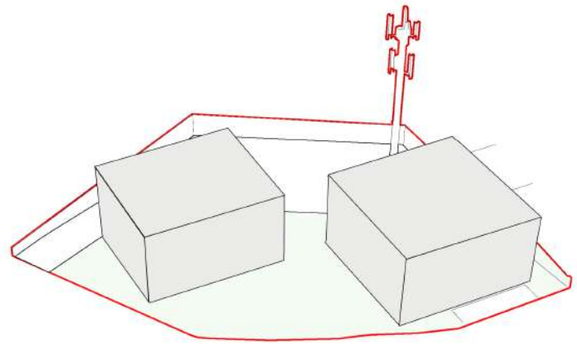
This option which we progressed also provides 100% dual aspect apartments.



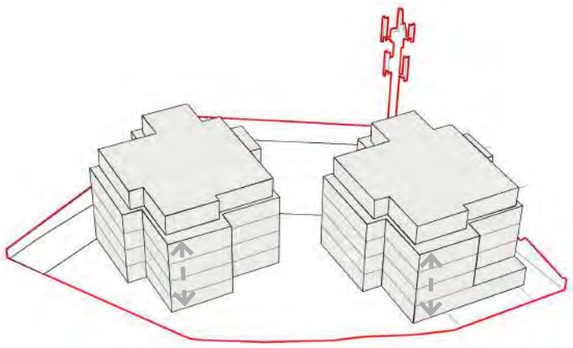
LEVEL CHANGE USED TO DEFINE SPACES



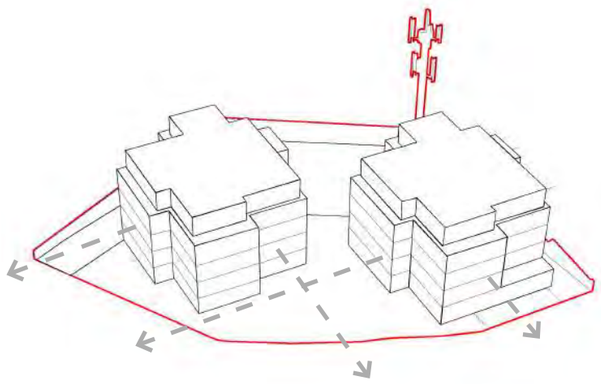
VEHICLE ACCESS REMOVED FROM THE JUNCTION



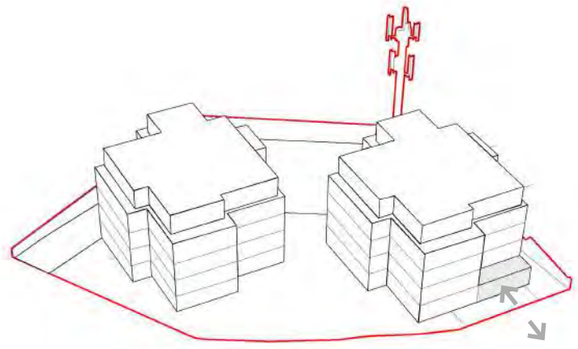
PAVILIONS SET IN GARDENS TO CREATE LANDSCAPED AMENITY SPACE



SCULPTED PIN-WHEEL FORM WITH TOP FLOOR SET-BACK TO REDUCE MASSING, CREATE A ROOF LEVEL AND ALLOW DUAL ASPECT FLATS



FRONTAGES ADDRESS STREET EDGE



RELOCATED COMMERCIAL UNIT WITH ACTIVE FRONTAGE


SUBSTATION
RESIDENTIAL AREA
SITE
TELECOMMS. MAST
ALLOTMENTS
CAR GARAGE
WILLOWBRAE ROAD
RECENT NEW BUILD RESIDENTIAL FLATS
PETROL STATION
THE LADY NAIRNE PUBLIC HOUSE AND HOTEL


PIN-WHEEL TYPE ARRANGEMENT MAXIMISE DUAL ASPECT APARTMENTS
TOP FLOOR SET-BACK TO CREATE ROOF LEVEL AND REDUCE MASS
BUILDING A
CAR PARKING TO REAR AT LOWER LEVEL
RETAINED TELECOMMS MAST
BUILDING B
5 STOREYS (PLUS BUILDING B LOWER GROUND) REFLECTING HEIGHTS OF NEIGHBOURING FLATS TO EAST
ACCESSIBLE CAR PARKING AT STREET LEVEL
BOUNDARY WALL TO DEFINE STREET EDGE
BUILDINGS SET WITHIN PRIVATE GARDENS
SEMI-PRIVATE ENTRANCE COURTS
RELOCATED BARRACUDA FISH AND CHIP SHOP COMMERCIAL UNIT

Residential- Westkaai Towers, Antwerp
Tony Fretton Architects

- Simple ordered façade used to provide large openings to maximise views
- Single primary material gives the building a strong identity
- Height of building managed through large bay widths which express the building horizontally

Residential- Whitehouse Loan, Edinburgh
CDA

- Ordered façade with large openings to maximise views
- High quality primary material and simple detailing
- Large balcony areas provide amenity for residents

Precedent

Precedent has been drawn from a variety of projects including developments based in Edinburgh.

Key features that are intended to be incorporated into the project include:

- Ordered façade with large openings
- Controlled high quality palette of materials with a primary material to give the building identity
- Large balcony areas
- Simple detailing

Residential- Schwarzpark, Basel
Miller & Maranta

- Simple ordered façade used to provide large openings to maximise views
- Single primary material gives the building a strong identity
- Height of building managed through large bay widths which express the building horizontally

Residential- Ellersly Road, Edinburgh
CDA

- Ordered façade with large punched openings
- High quality and controlled palette of materials
- Large balconies to provide further amenity and to sculpt facade

Residential- Succoth Heights, Edinburgh
Reiach and Hall Architects

- Ordered façade used to provide large openings to maximise views
- High quality primary material and efficient detailing
- Large balcony areas provide amenity for residents

05 DESIGN PROPOSAL

Proposed Design
3D Visual
Accommodation Summary
Access Strategy
Car Parking Strategy
Recycling and Waste Strategy
Cycle Strategy
Massing
Daylighting
Materials
Environmental Health
Fire Strategy

Proposed Design

The proposed design sites two residential blocks within communal garden space.

Apartments are designed in a pin-wheel type arrangement to maximise dual aspect apartments and to address the multiple elevations created by the corner site.

Parking is tucked away to the rear lower end of the site with the access point taken away from junction.

Refuse and cycle stores are located adjacent to building entrances.

The commercial unit is presented to Willowbrae Road improving visual presence and affording the unit a more active frontage.

Apartments benefit from private amenity space through introduction of balconies.

The penthouse level is set back from main building frontage to lessen visual impact and create a roof level and well-proportioned terraces.

To the West of the site, Willowbrae Road experiences a moderate volume of traffic. By setting the blocks back from the perimeter edge, the effect of traffic will be minimised.

Accommodation Summary

Unit Mix

Apartment sizes comply with the CEC minimum standards.
Allowance for 20% 'family accommodation / 3 bed apartments.

Typical Apartment Sizes:

1 Bed Apartments – circa 52 sqm / 560 sqft
2 Bed Apartments – circa 66 sqm / 710 sqft
3 Bed Apartments – circa 85/91 sqm / 915/980 sqft

Total Number of Apartments:

48 apartments over 2 buildings

Building A

	1 Bed Apartment	2 Bed Apartment	3 Bed Apartment	Total
Ground Floor	1	2	1	4
First Floor	-	3	2	5
Second Floor	-	3	2	5
Third Floor	-	3	2	5
Penthouse	-	-	3	3
Total	1	11	10	22
	4.5%	50%	45.5%	

Building B

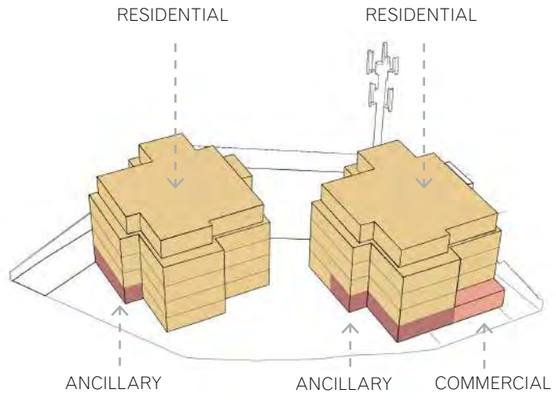
	1 Bed Apartment	2 Bed Apartment	3 Bed Apartment	Total
Lower Ground Floor	1	1		2
Ground Floor	2	1		3
First Floor	3	3		6
Second Floor	3	3		6
Third Floor	3	3		6
Penthouse	-	-	3	3
Total	12	11	3	26
	46%	42.5%	11.5%	

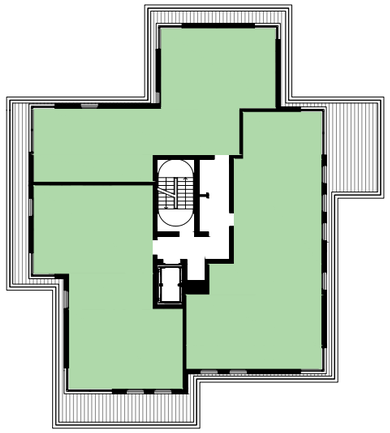
Development Total

	1 Bed Apartment	2 Bed Apartment	3 Bed Apartment	Total
	13	22	13	48
	27%	46%	27%	

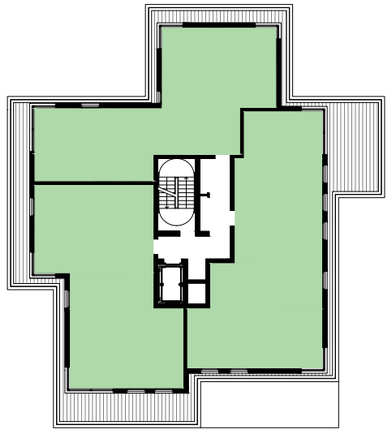
Commercial Unit

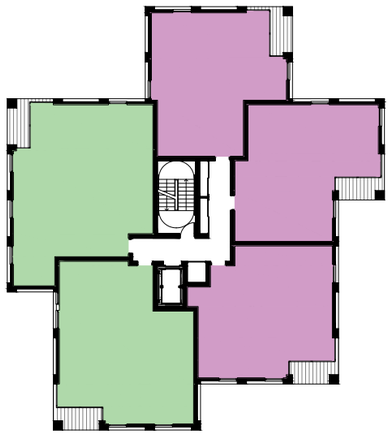
Building B	90sqm/968 sqft



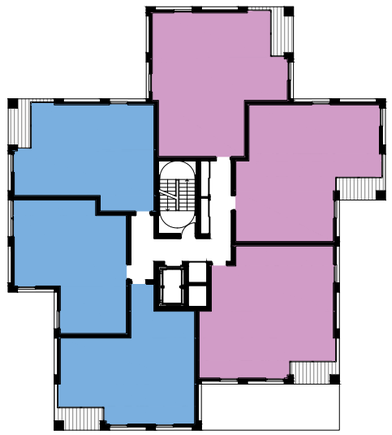


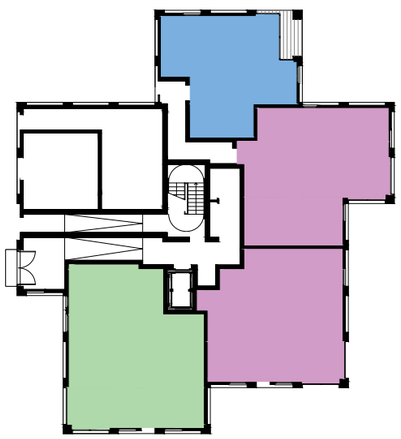
Fourth Floor / Penthouse





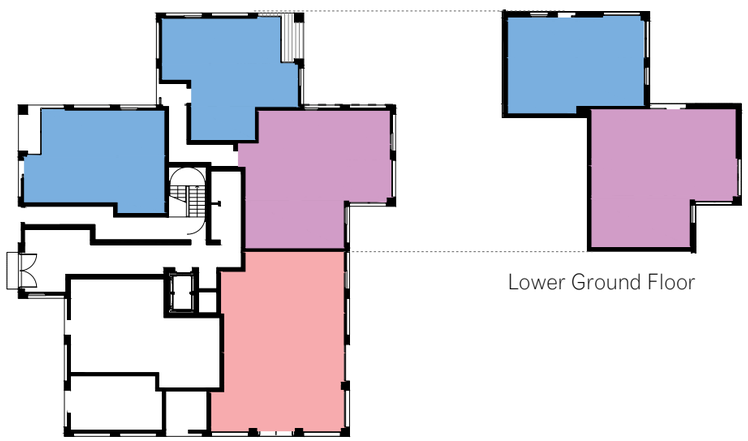
First, Second, Third Floor





Ground Floor

Building A

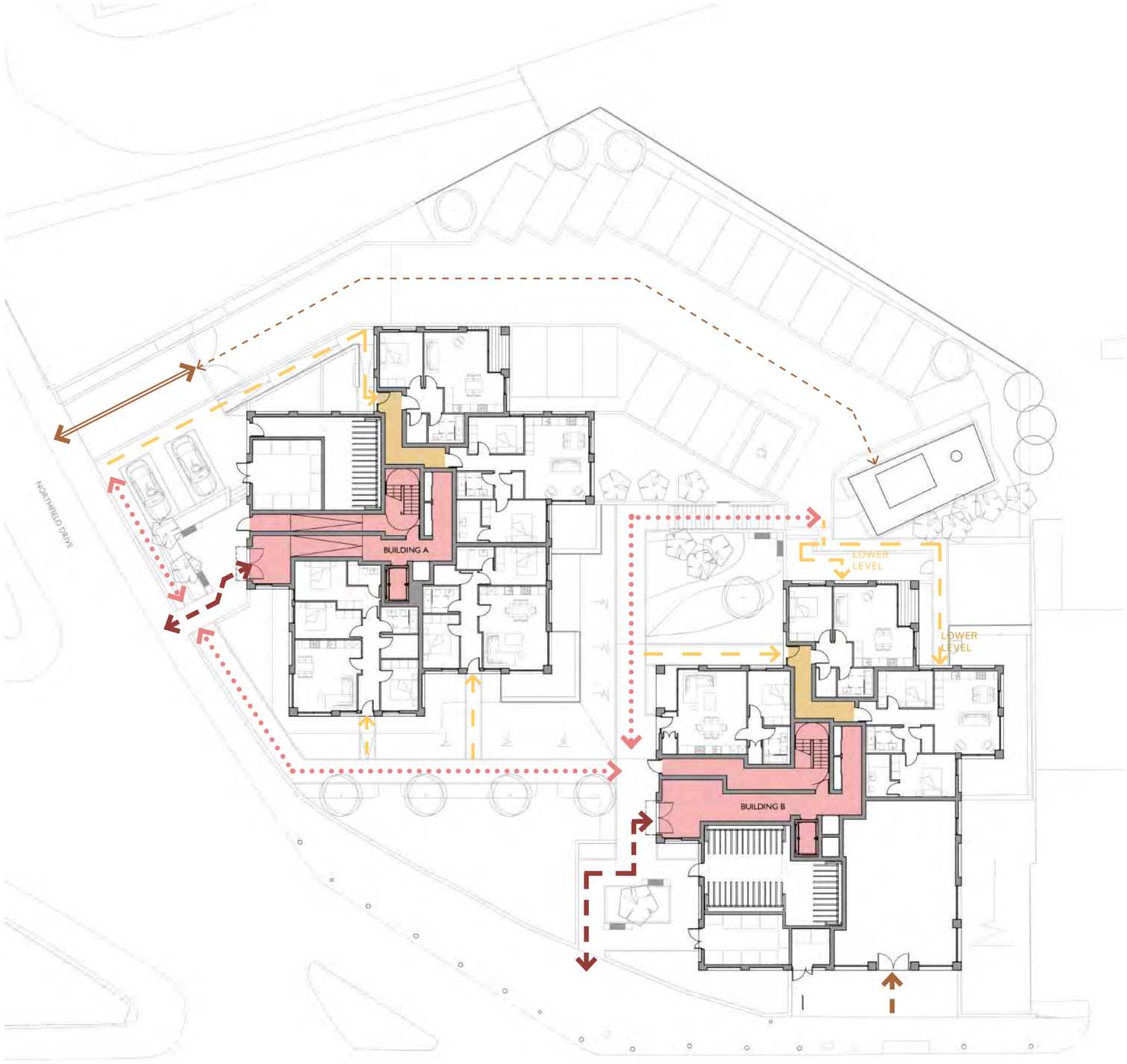


Lower Ground Floor

Building B

Unit Mix

- 1 Bed Apartment
- 2 Bed Apartment
- 3 Bed Apartment
- Commercial Unit



Access Strategy

Despite the challenging topography of the site, the proposal is designed to be inclusive and allows persons of all abilities full access to each area.

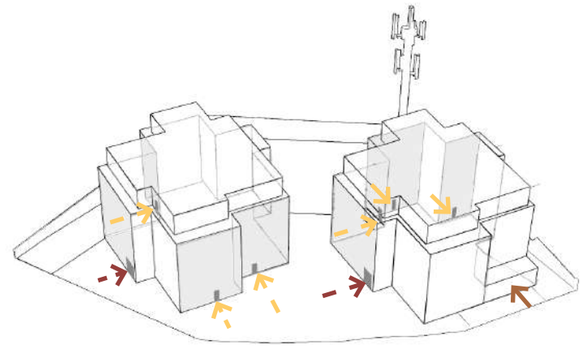
The main edge of the site is bounded by low walls to define the boundary. These are punctured by two dedicated pedestrian accesses. This access is via semi-private entrance plazas that create a transition zone within the residential entrance sequence.

Access to upper apartments is via centrally located cores, with main doors acess provided to ground and lower ground floor apartments.

Vehicle access is removed from the Northfield Drive/ Northfield Broadway / Willowbrae Road Junction to ease access and improve safety.

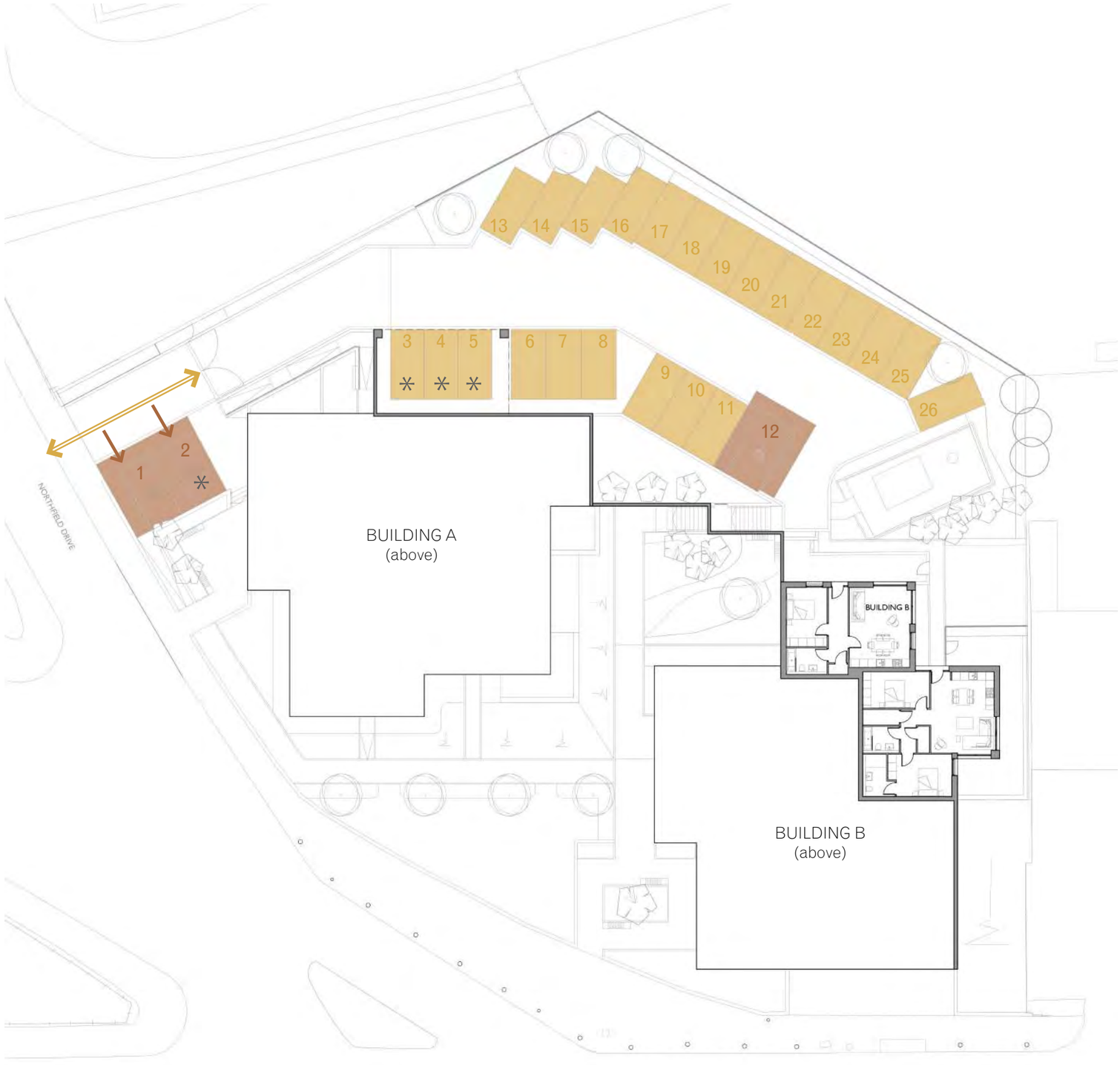
The commercial unit is accessed directly from Willowbrae Road which provides an active frontage.

The telecommunications mast requires maintenance access. This is to be provided via the car park and gated access.



Access Types

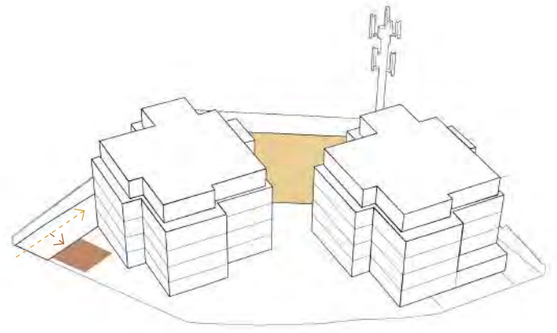
- Primary Pedestrian Access
- Secondary Pedestrian Access
- Pedestrian Access to Main Door Apartments
- Vehicular Access
- Maintenance Access for Telecommunications Mast
- Commercial Access



Car Parking Strategy

The proposal incorporates 26 parking spaces provided across the site, 3 of which are accessible spaces and 4 of which are to be passive electric vehicle charging bays.

Car Parking is provided at lower surface level and partially as undercroft to make the most of the site's topography. Two accessible parking bays are located at surface level at the main entrance of Building A and a further accessible space is provided at the lower car park level.



Parking Spaces

Parking Spaces

Accessible Parking Spaces

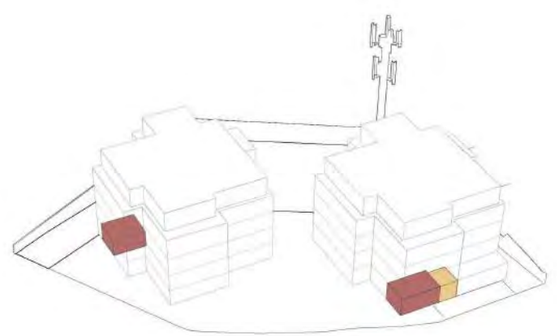
Passive Electric Vehicle Charging Bay

Recycling and Waste Strategy

The refuse stores are designed to comply with CEC guidance for waste management.

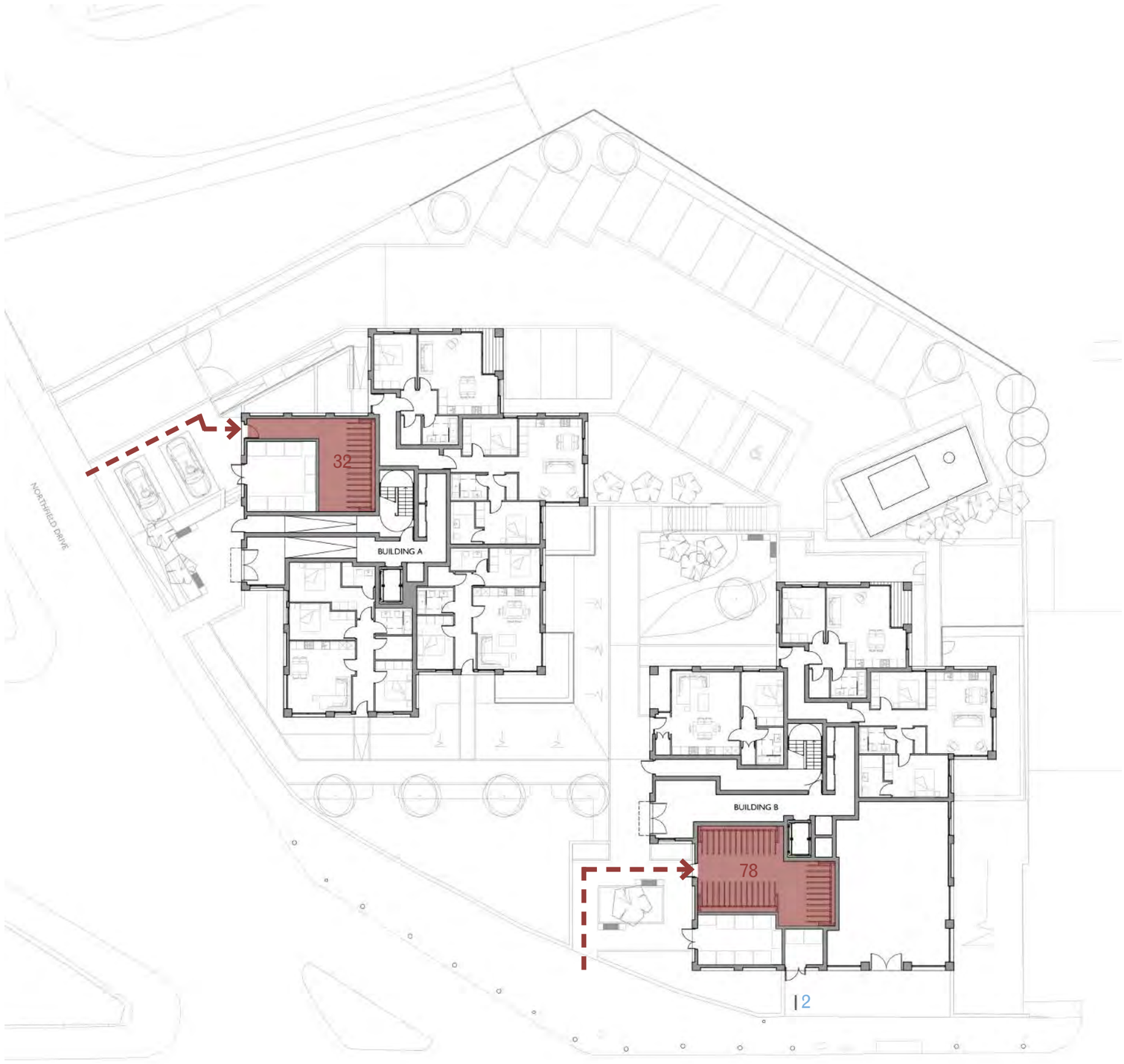
Separate stores have been provided for commercial and residential waste. The stores are located at ground floor level, adjacent to the building entrances/cores to allow for ease of disposal and collection.

Each store will contain a variety of bin types for recycling and general waste.



Refuse Store Type

- Residential
- Commercial



Cycle Strategy

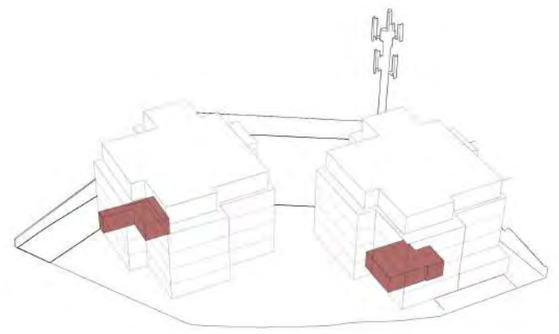
Cycle storage is provided at ground floor level adjacent to each building entrance. 112 cycle spaces are provided in total. 110 internal for residential use and 2 external short-stay spaces for the commercial unit.

Cycle Storage provision has been provided on the basis of 2 spaces per apartment, 3 spaces for apartments with 4 or more habitable rooms, and an additional space for commercial use.

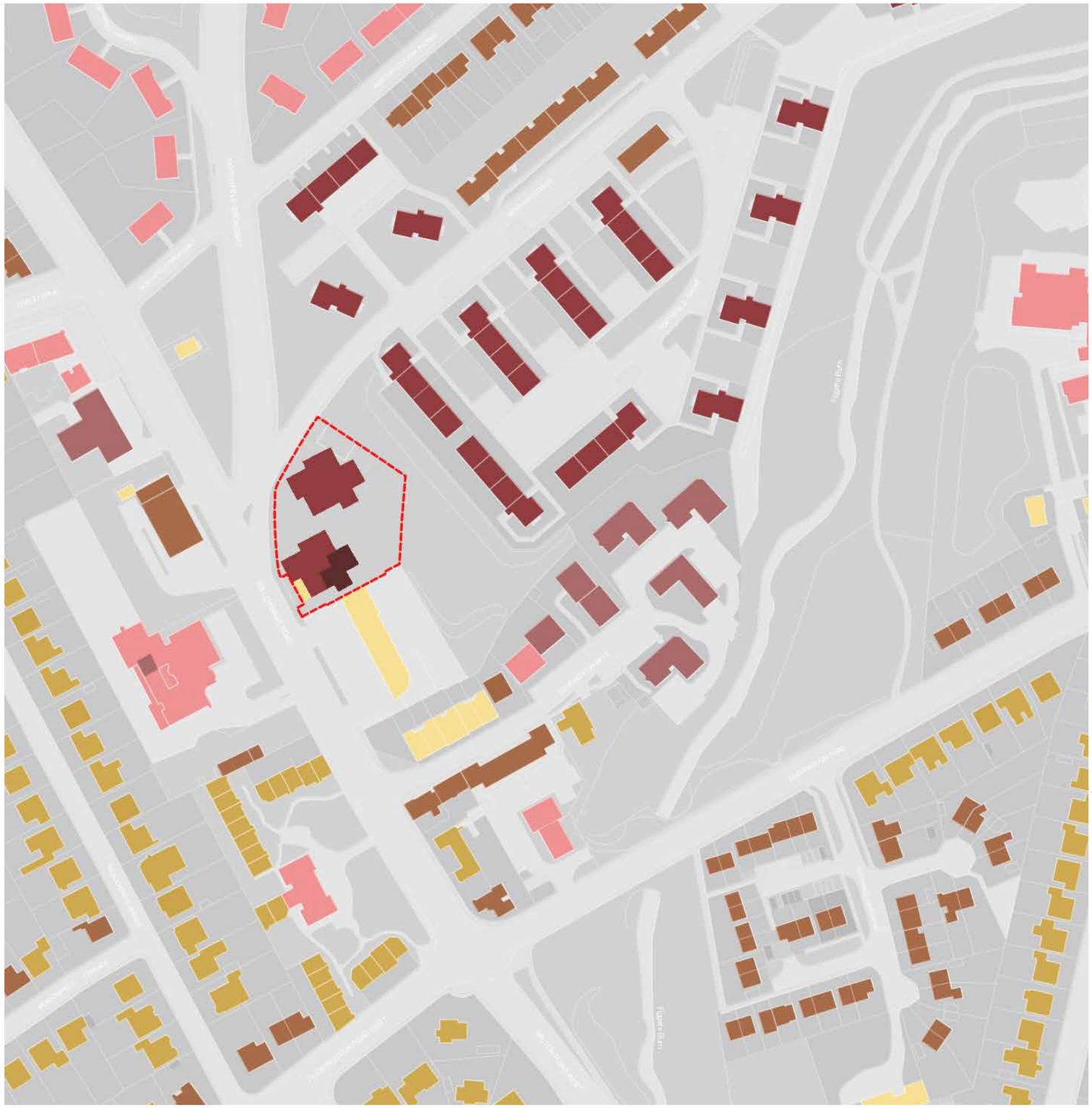
Building A's cycle store has a capacity of 32 bikes and building B's cycle store has a capacity of 78 bikes.

Cycle storage is to be provided as two- tier racks. An exemplar image of the type of storage to be provided is shown below.

One external short-stay cycle stand - with a capacity for 2 cycles - is to be provided at the entrance of the commercial unit for staff and visitor use.



Example of proposed two-tier Cycle Racks



Massing

The proposed massing responds to the nearby residential and commercial developments as well as providing appropriate density.

The number of storeys and proposed height reflects the surrounding area. The top storey has been stepped-back to reduce the impact of the building height at street level.

Horizontal bands are used to express the horizontality of the building.

Building Heights

- +6 Storeys (lower ground floor)
- +5 Storeys
- +4 Storeys
- +3 Storeys
- +2 Storeys
- +1.5 Storeys
- +1 Storey