

Figure 63 Visuals showing the terraced, semi and townhouse properties ranging at two, two & a half and three storeys used across the site in both urban and contemporary elevational styles (see material treatment on pages 86-87 and parking provision on pages 112-113)





Material Treatment

The proposed building materials will reflect the variety of existing materials in the surrounding area, particularly in the use of brick and render which is evident in areas of housing to the south, west and, to a lesser extent, the north.

The development proposes the use of two elevational treatments across the site to help visually distinguish areas of housing along key routes, edges and focal areas from housing within more enclosed and intimate areas of the development. These elevational treatments are either of a 'contemporary' or 'urban' style.

Urban Elevational Style

An urban elevational style uses brick as a primary material for external walls. The development proposes the use of four different types of brick for units across the site, in addition vertical timber effect cladding is to be used to accentuate key parts of a 'urban-style' building. Each of these materials are shown in the material palette on this page.

Contemporary Elevational Style

A contemporary elevational style uses render as its primary material for external walls. The development proposes the use of two different render colours with the addition of horizontal timber effect cladding to accentuate key parts of the building. Each of these materials are shown in the material palette on this page.



B1 Ibstock 'Ivanhoe' - Cream



B2 Forterra 'Village' - Harvest Multi



B3 Forterra 'Village' - Golden Thatch



B4 Tobermore 'Kingston' - Burren



B1-4 Hardieplank - Anthracite Grey Vertical-lined



B1-4 Marley Duo Modern - Smooth Grey

Figure 64 Materials used for urban elevational style



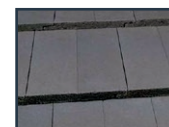
R1 Drydash Render - Iceberg on white backing



R2 Drydash Render - Tuscan on magnolia backing



R1-2 Hardieplank - Evening blue horizontal-lined



R1-2 Marley Duo Modern - Smooth Grey

Figure 65 Materials used for contemporary elevational style







Urban Style		Contemporary Style	
	Brick 1 (B1)		Render 1 (R1)
	Brick 2 (B2)		Render 2 (R2)
	Brick 3 (B3)		
	Brick 4 (B4)		

Figure 66 Plan showing use of contemporary and Urban Elevational Styles





Boundary Treatment and Front Gardens

The development will show a range of different boundary treatments to help distinguish between public and private spaces. For example, 1800mm high timber screen fences will be used to define the rear boundaries of properties. Where these face onto the development's path and street network, 1800mm high brick walls are proposed to enhance the appearance of the street scene, tying in with the elevational treatment of new housing. These boundary treatments will act as an extension to the building elevations to ensure they can act as a single composition, increasing enclosure and strengthening placemaking within the public realm.

Elsewhere on the site, soft landscape treatment by way of formal hedges will be used to soften and create a rich interface between private front garden spaces and footpaths & shared surface streets. For full details please refer to the landscape section.

Front garden spaces are set at depths of 2-3 metres along the Principal & Residential Access Street and around Brunstane Green to create a consistent built form frontage & ensure buildings have a strong visual & physical relationship to the street. Front gardens vary in depth along residential/shared surface streets with widths of between 2 and 6 metres. These depths allow properties to shape/create streets & spaces that positively respond to their parkland, edge or internal street location, while also offering increased privacy within some of these locations.



Figure 67 Full brick boundary wall - Tobermore Kingston - Burren

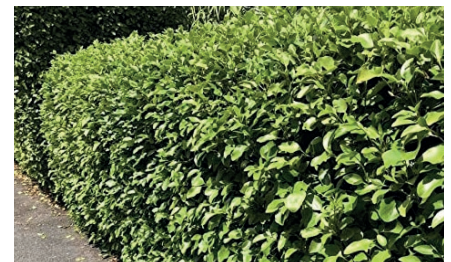


Figure 68 Variety of hedge species will be used to create a rich interface between private and public spaces

Full brick boundary wall

Figure 69 Boundary Treatments





7.3 Movement

Street Typology

The street hierarchy looks to create a clear distinction between the principal routes and residential streets in the development. Streets within the development area categorised according to their intended character, function and the movement they accommodate.

The follow sets out how each street typology functions within the wider network and the traffic calming measures they have designed in to them as well as their spatial character. These descriptions are followed by sections that help visually represent how each street type will be spatially arranged.








-  Principal Street / Residential Access Street
-  Residential Street / Shared Use Space (4.8 - 5.5 metres wide)
-  Lane (4.3 - 5 metres wide) / Courtyard
-  Shared Drive / Lane
-  Courtyard
-  Key junctions / Nodal points
-  Footpath

Figure 70 Streethierarchy





Principal Street

Movement and Access: The principal street forms the basis of a legible street network for residents and visitors. It is accessed from an enhanced junction with Newcraighall Road at its southern end. Its northern end is aligned to facilitate a future link to land on the east side of the East Coast Mainline with the overall dimensions of the street set to accommodate a future bus route. It provides the most efficient route in and out of the proposed development, offering access to the Green and Square (local mixed use centre) as well as links to areas of housing across the development. It provide direct frontage access to houses as well as access to several parking courtyard spaces.

Traffic Calming:

- Sequence of nodal junction spaces located at regular intervals to help moderate traffic speeds into and through the site, including a gateway space into the development. Each of these are characterised by high quality streetscape and landscape treatment.
- In addition there are several other entry points onto the street from parking courtyards and private drives.
- Street is lined with street trees, providing a narrower field of vision for drivers.
- Four metre wide shared use active travel path runs alongside carriageway space. Material used for the shared use foot cycle paths cut across the carriageway at the southern end of the Green, providing a clear indication of modal priority.

Height to Width Ratio: Between 1:2.2 to 1:2.8 - consistent street width of 6.5 metres with range provided by buildings varying between 2.5 & 4 storeys high. At narrowest point of Brunstane Square ratio is 1:1.5, due to the orientation of the buildings this ratio is only representative of a point along rather than a stretch of the street (**refer to figures 71-73**).

Residential Access Street

Movement and Access: The residential Access Street provides a secondary point of entry into the development, linking at its southern end to Bauld Drive. It continues north passing a gateway open space that marks entry into the development, offering a link to NCN route 1. The street passes north between Brunstane Park and Walk, then continues east until it joins the Principal Street at Brunstane Square. On route it provides several vehicular junctions into areas of housing in the southern half of the development and one point of entry into the northern half. It also provides active travel links onto Brunstane Green (via Brunstane Walk) and directly onto Brunstane Park

Traffic Calming:

- Material used for the shared use foot cycle paths cut across the carriageway providing a clear indication of modal priority.
- Carriageway alignment swerves as the street passes between Brunstane Park and Walk.
- Material change to carriageway space as it passes across NCN 1 at its southern end.
- Four metre wide shared use active travel route runs alongside carriageway space.
- Narrow front garden depths restricts field of vision for drivers.

Height to Width Ratio: Approximately 1:2, providing a spatial enclosure in contrast to the openness of the street as it passes Brunstane Park (**figures 74**).






-  Principal Street (6.5 metres wide) / Western Access Route (6 metres wide)
-  Potential Future Link
-  Four metre shared use path
-  Key Public Realm (High Quality Streetscape)
-  Footpath





Figure 71 Principal Street and shared use path street Section

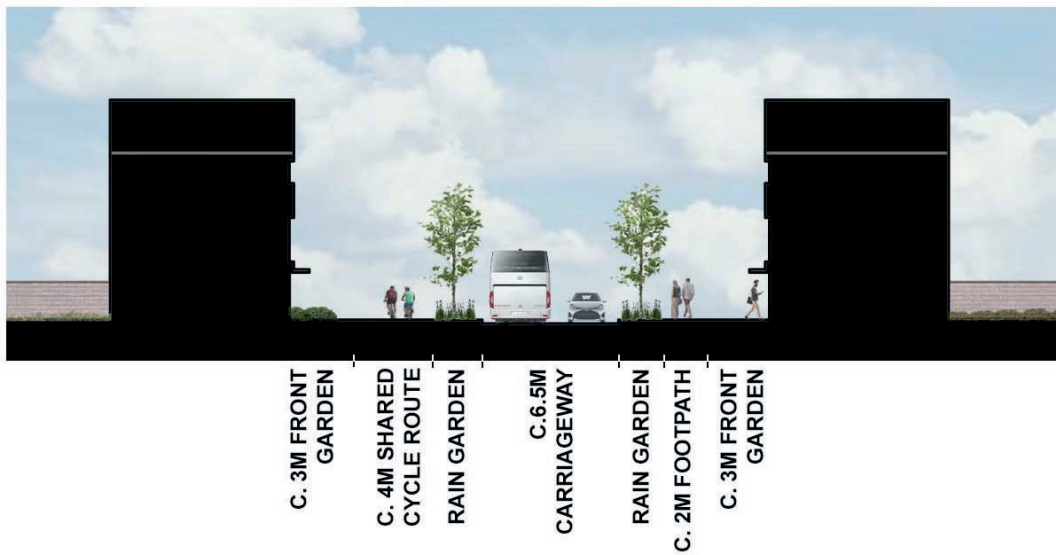


Figure 72 Brunstane Green and shared use path section

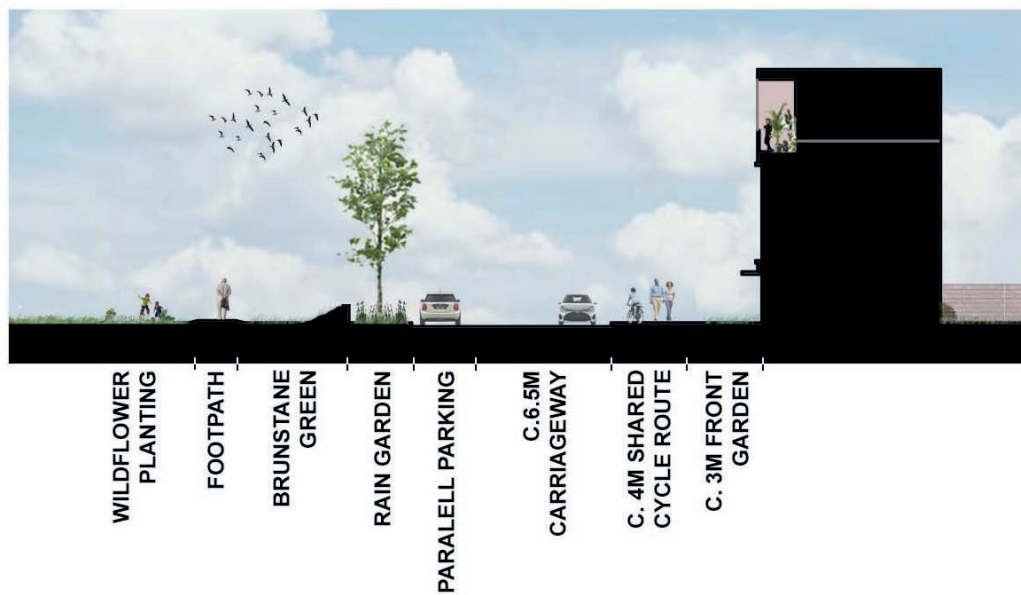




Figure 73 Brunstane Square section

C

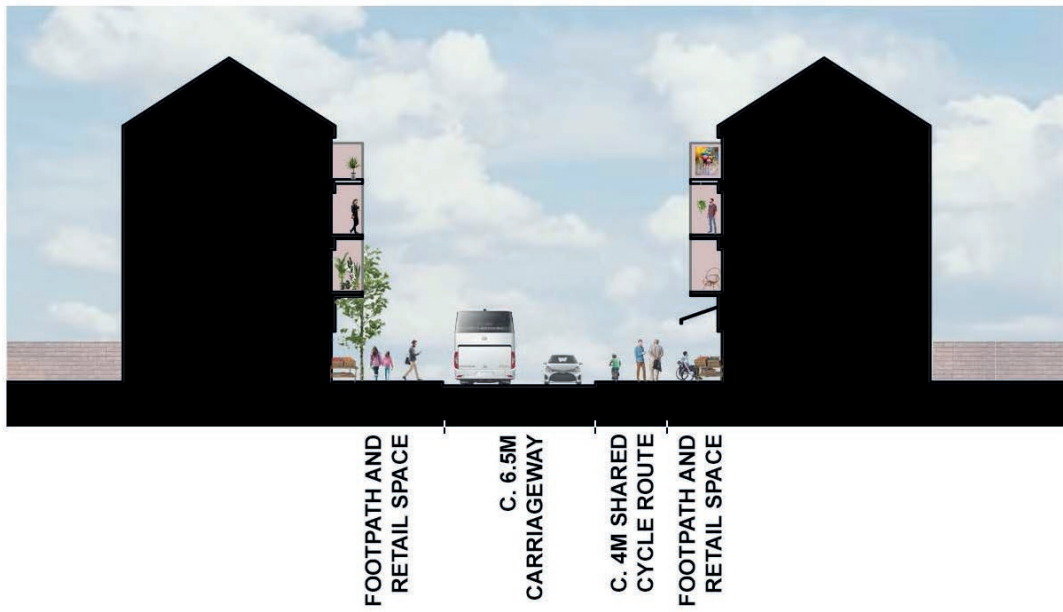
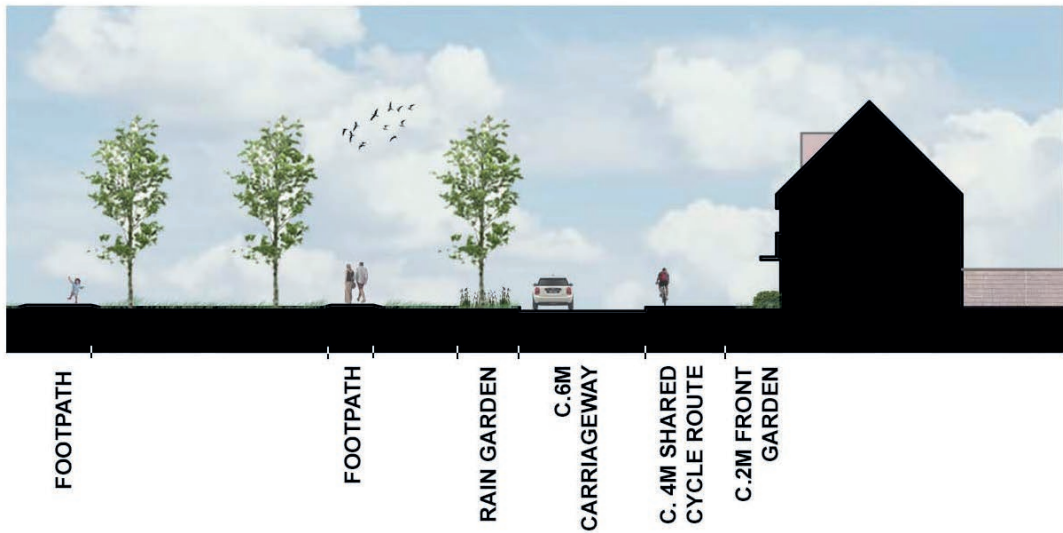


Figure 74 Western Access Route Section

D





Residential Street / Shared Use Street

Movement and Access: The Shared Surface Streets will accommodate low traffic flows allowing safe interaction between people and vehicles. Residential / Shared Surface Streets will connect from the Principal Street and Residential Access Street. It will offer access to lanes on the periphery of the development and courtyards situated internally within perimeter blocks. Houses will have street frontage access.

Traffic Calming:

- Incidental narrowing of the carriageway to reduce vehicle speeds using street trees or street furniture; and the positioning of built form.
- Straight stretches of road will be limited to approximately 50 metres before either changes to surface material, particularly at junctions/nodal points within the network and/or realignment of the road carriageway via either a corner or kink.
- Street trees, front garden hedges and low level vegetation will act to limit forward visibility.
- Integration of SUDS and swales into the streetscene.
- On-street parking integrated into the streetscape.

Height to Width Ratio: Between 1:1.5 and 2:6, using a spatial range to respond positively to the differing frontage characteristics of this street type. Offering both intimate spaces with minimal front gardens, encouraging meeting & greeting and wider spaces that integrate landscape & parking allowing sunlight to better penetrate the ground floor of properties throughout the year (**refer to figures 75-77**).

Courtyard

Movement and Access: These streets provide semi-enclosed spaces offering a more secluded / semi-private space for the integration of on-street parking. They perform an important function by integrating parking for a number of properties fronting onto the street network that would otherwise have to be added to the streetscene or set within individual plots. They provide direct access to dwellings either from the front of properties or via back gardens. Courtyards are accessed off both the primary street, Residential access Street and Residential/Shared Surface Streets.

Traffic Calming:

- Sharp entry points into courtyards will immediately set a precedent speed for circulation.
- Surface material change from the street network will signify the place-based qualities of these courtyards.
- Street trees, hedges and low level vegetation will help break up these spaces encouraging more careful and considered vehicular movements.

Height to Width Ratio: N/A - Many of the courtyards are located internally within blocks and spatially defined by the backs of property fencing.

Shared Drive/Lane

Movement and Access: This street type is part of the tertiary street hierarchy, offering attractive landscape frontage for properties and introducing development that is orientated to front onto the Burn Valley and southern landscape edge. These streets provide direct access to dwellings and incorporate low traffic movements.

Traffic Calming:

- Short and narrow shared surface carriageway spaces with direct driveway access.
- Landscape treatment in both front gardens and in adjacent open spaces ensure incidental narrowing of the drivers field of vision.

Height to Width Ratio: N/A - These lanes have a built frontage on only one side, however tree planting is used to provide a sense of enclosure along a number of these streets (**refer to figure 78**).







-  Residential Street / Shared Use Space (4.8 - 5.5 metres wide)
-  Lane (4.3 - 5 metres wide) / Courtyard
-  Shared Drive / Lane
-  Courtyard
-  Key junctions / Nodal points
-  Footpath





Figure 75 Residential street and footpath section

1:2

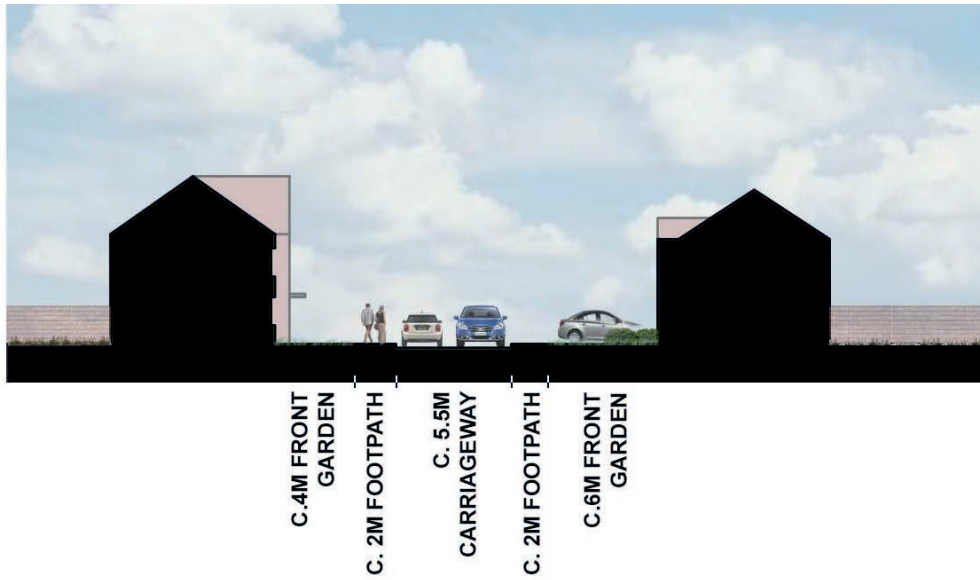


Figure 76 Residential shared space street section

1:2

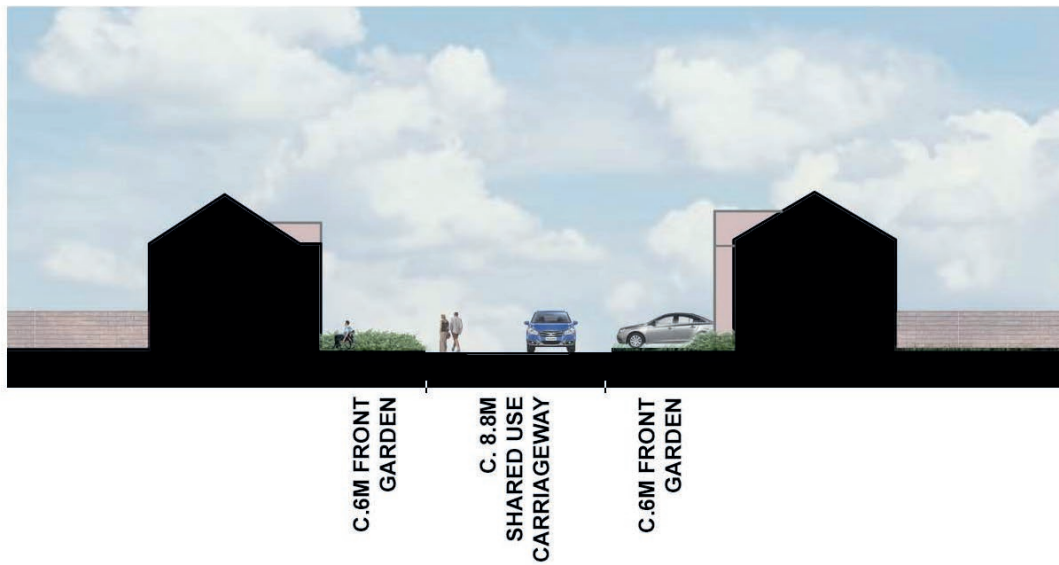




Figure 77 Residential Street with on-street parking section

G

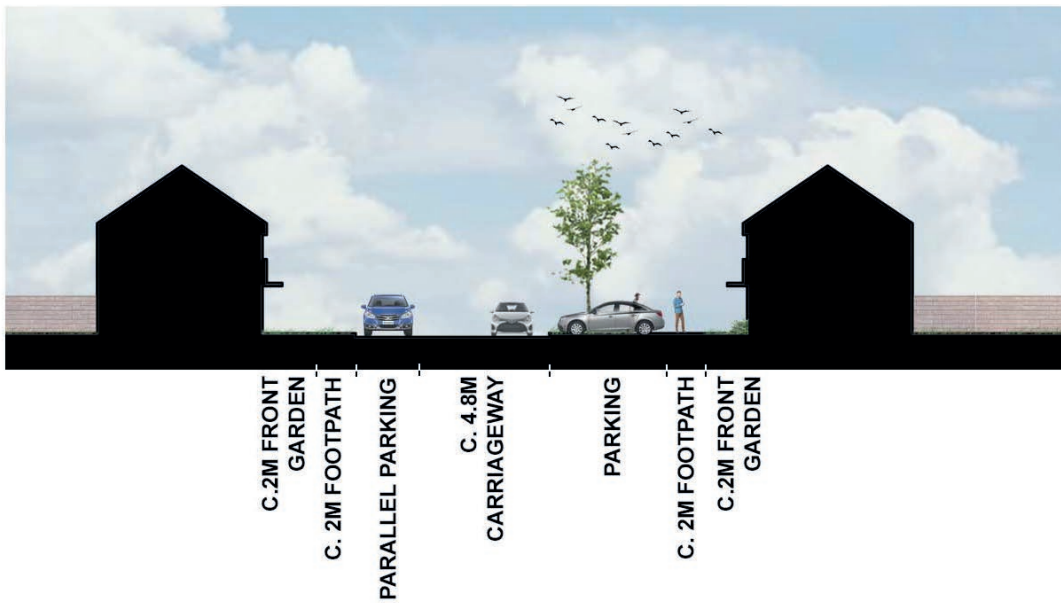
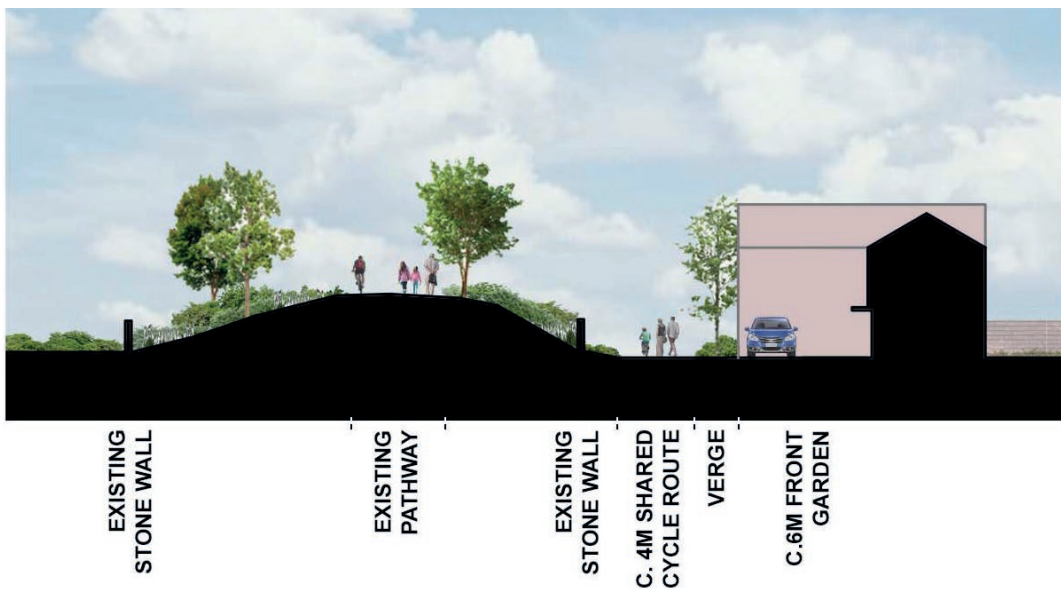


Figure 78 Edge lane section

H





Active Travel Network

The masterplan incorporates a network of foot and cycle routes that will enhance the areas overall active travel connectivity, offering links to many of the existing strategic and amenity active travel routes, including NCN route 1 and footpaths along Brunstane Burn, including the John Muir Way.

Shared Use Path

Primary active travel routes are formed by 4 metre wide shared use paths, these offer important strategic links from the surrounding active travel network to areas of housing, the primary school and local centre.

Two of these routes extend north from NCN route 1 and Newcraighall Road along both the Principal Street and Residential Access Street, offering a series of access points along public paths and roads into housing areas within the southern half of the development. The shared use path along the Residential Access Street veers off westwards to continue around Brunstane Park & along Lauderdale, offering access to housing in the northern half of the development. Both the shared use paths along the Residential Access Street and Principal Street terminate adjacent to the primary school, offering safe routes to the future school. There is also the potential for a future extension to this active travel route over the East Coast mainline.

There is a shared use path that runs along the southern edge of development providing an important link into areas of housing. At its eastern end land has been set aside to accommodate a future foot and cycle bridge over the railway line.

Footpaths

An extensive network of footpaths provide local access / links between areas of housing and open space, school & services, ensuring access is convenient, direct, attractive, comfortable and safe. These paths are two metres in width and link from the pockets of housing arranged on shared space streets to:

- Brunstane Green;
- Brunstane Park, including a connection around the back of Brunstane House to link onto Brunstane Road South;
- Brunstane Burn, including a connections to the existing footpath along the Burn;
- Brunstane Square, including the Primary School & local services, and;
- Allotments, including a connection to an existing path that links west onto Gilberstoun.





-  Four metre shared use path
-  Key Footpath Links
-  NCN Route 1
-  Existing foot and cycle path

Figure 79 Active Travel network plan



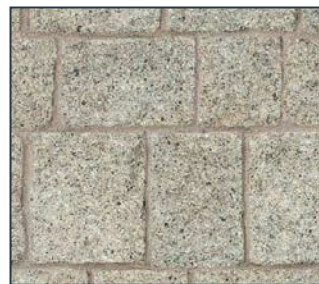


Streetscape Material

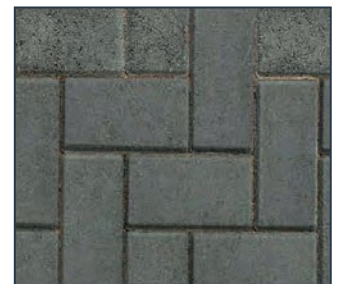
The streetscape within the development provides a coherent language through the use of a simple palette of materials that unify the streetscape and landscape design with the architecture.

Material surface within the development will include bituminous for carriageway space and footpaths along the Principal Street, Residential Access Street and other residential streets across the site. Shared surface areas will be surfaced with charcoal herringbone patterned block paving while brindle herringbone patterned block paving will be used for areas of parking and the lanes along the edge of the development. To emphasise the importance of public realm along the Principal Street Marshall's 'silver grey' conservation setts will be used. This streetscape material will be used around Brunstane Green, Brunstane Square and key nodal spaces along the Street, including the southern gateway space.

Figure 80 Paving material used in the public realm



Parking area
Block paving herringbone
pattern - brindle



Shared surface area
Block paving herringbone
pattern - charcoal



Brunstane Green & The Square
footpath area & key nodal points
Marshall's 'Conservation Setts' -
Silver Grey

- Shared surface area block paving
- Parking area block paving
- Conservation Setts
- Road - Bituminous Construction
- Footpath - Bituminous Construction

Figure 81 Material used for the public realm across the development





Parking Provision

A range of parking provision will be accommodated within the development, in accordance with Edinburgh's Design Guidance which states that for large developments:

"...a range of parking solutions should be explored that use land efficiently and are set within a high quality public realm."

The following parking solutions are provided:

- On plot parking with driveways primarily offering parking along the side or at the back of properties;
- Private single/double garage parking, either integrated into the ground floor of units or as freestanding buildings;
- Perpendicular and parallel parking bays on residential streets, lanes and around Brunstane Green; and,
- Internal parking courtyards, with rows of parking bays.

Where front parking is provided, appropriate boundary treatments, as well as decorate planting and rain gardens will be used so that the appearance of parked cars are discrete and do not dominate the street scene. For properties around Brunstane Green and along the southern section of the principal street parking will be integrated into the ground floor of dwellings.

Cycle Parking / Storage

Gardens, garden space (with lane/path access) and cycle storage adjacent to apartments around the Square will provide safe, secure and convenient space for residents to store bikes. The Square/local centre and primary school will also incorporate a number of cycle racks overlooked by properties.

Electrical Vehicle (EV) Charging

The development will support electrical vehicle use through the incorporation of 76 EV charging bays. These bays will be supplied via twin port charging pillars (11kVA Per Port/22kVA). In addition properties with off-street parking provision will have a charging capability of 7.2kVA (32A Socket).

Figure 82 Bike storage buildings provided adjacent to apartment around Brunstane Square



- Property with off street parking (Private garage or driveway)
- Garage
- Property with off-street parking (Ground floor integrated garage)
- Property with on-street parking (internal block or on-street parking bays)
- Parking bays
- Property with shared off-street private parking
- Cycle storage for apartments

Figure 83 Parking provision





LANDSCAPE & PUBLIC REALM

8





8. LANDSCAPE & PUBLIC REALM

New Brunstane shall deliver a sensitively designed landscape that incorporates the strategic design principles set out in the Strategic Masterplan that accompanied the PPP, dated April 2017. The masterplan process was unashamedly landscape-led, substantially in accordance with the high level design set out in the Strategic Masterplan that accompanied the PPP.

The design aims to enhance the urban fringe setting as well as incorporate and safeguard key landscape features such as views, existing vegetation, historical features and connecting routes and access.

A range of complimentary hard and soft spaces is envisaged, providing a mix of amenity uses. These are connected by a series of green links in the form of green corridors and streets. The proposed network of new spaces includes a central green space (Brunstane Green), Brunstane Park, a new local center, a landscape buffer to the north and south and a series of green corridors connecting them. These will also serve as a buffer between the development and the Local Nature Conservation along Brunstane Burn, which over time will enhance and expand this wooded habitat corridor, with associated diversification of tree and other plant species.

Play areas are incorporated into the public open space at walkable distances and provide play for all ages. The proposals will connect to the John Muir Way alongside the Brunstane Burn to the north and National Cycle route 1 to the south, generating positive improvements to pedestrian and cycle linkages.

The proposed spaces shall be designed to offer a range of experiences, passive or active, gathering spaces or places to relax. Tree-lined streets, leafy open squares, and peaceful greens and parks will provide a complementary setting to the Brunstane House grounds and embed the scheme into its surroundings.

8.1 Landscape Masterplan

There are six specific landscape character areas at New Brunstane which are connected by a series of green corridors and planted streets, the six spaces are (refer to **figure 84**);

- 1. Brunstane Green** A central green space encompassing a Scheduled Monument incorporating views to Brunstane House and North Berwick Law.
- 2. Brunstane Square** A community space that provides multi-functional uses and sheltered spill out areas and spaces to gather.
- 3. Brunstane Park & Lauderdale View** A new park providing a grandiose setting to Brunstane House, preserving the Scheduled Monument.
- 4. Orchard Lane** A street layout that aligns to the west wall of the historic walled garden featuring suitable appropriate species that reflect the history of the site.
- 5. Brunstane Burn Valley** Landscape edge that provides a series of routes into the site and out to the John Muir Way, incorporating SUDs basins and planting and providing play provision.
- 6. Newcraighall North Edge** Multi-functional buffer that connects to NCR1 and provides play opportunities and community grow spaces.

Figure 84 Proposed Landscape Masterplan



- Grassland
- Wildflower Planting / Meadow
- Specimen Tree Planting
- Swales
- SUDs Basin
- Play Area
- Formal Paths
- Informal Paths
- Integrated Parking



5

3

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4

6



1. Brunstane Green

Using the traditional Edinburgh circus as inspiration Brunstane Green protects the Scheduled Monument in addition to reflecting the design style of Edinburgh. The space is contained by a stone retaining ha-ha structure and walkway gently sloping into the central space, at the foot of the ha-ha a stone swale planted with suitably selected grasses will soften the edge and provide a striking contrast between vegetation and hard materials.

Encompassing the green a footpath will aid connectivity, adjacent to the footpath on the western side rain garden planting beds will integrate with the streetscape and soften on street parking. The rain garden planting will also provide a

variety of species rich vegetation aiding the biodiversity across the scheme.

Along the eastern edge of the green tree planting will be denser to provide shelter from the adjacent busy cycle, pedestrian, bus and vehicular route with breaks in vegetation only transpiring where view corridors are required.

Within the green wildflower planting will be incorporated to highlight the important view corridors to Brunstane House and North Berwick Law, this will be achieved by a mowing regime that maintains the rest of the grass as lawn.

Moves:

- Enhance and protect views,
- Safeguard SAM;
- Using tree planting around Eastern edge shelter the space from the busy main road and create a contained peaceful space.
- Provide seating and walkable wall feature surrounding the space to give it a sense of containment.

LEGEND

- ① Cycle route
- ② Footpath - crushed stone
- ③ Road - concrete block paving / granite finish
- ④ Mown grass lawn
- ⑤ Footpath - Tarmac with chippings
- ⑥ On street parking bays
- ⑦ Parkland trees
- ⑧ Rain gardens
- ⑨ Raised walk
- ⑩ Wildflower planting
- ⑪ Ha-ha

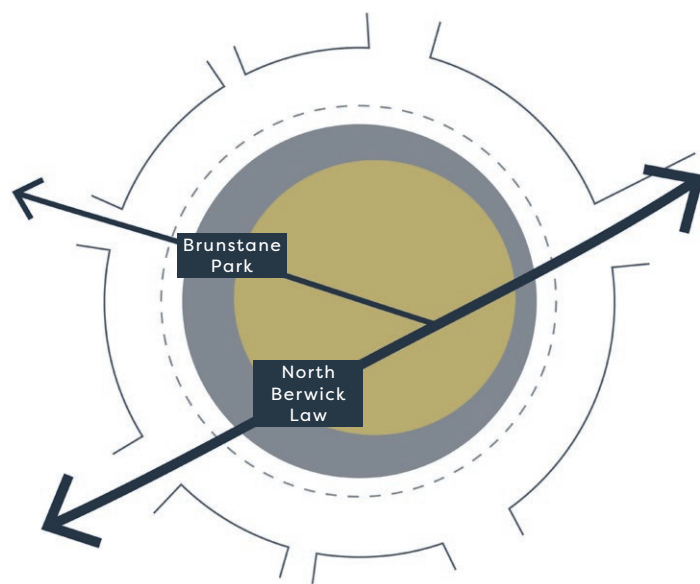


Figure 85 Response to Key Views - Brunstane Green

Figure 86 Brunstane Green Illustrative Plan





Figure 87 Plan

Planting strategy:

- Specimen semi mature trees surrounding the center of the green.
- Rain garden planting incorporated into the streetscape along the western edge.
- Planted swales and wildflower meadow grasses.

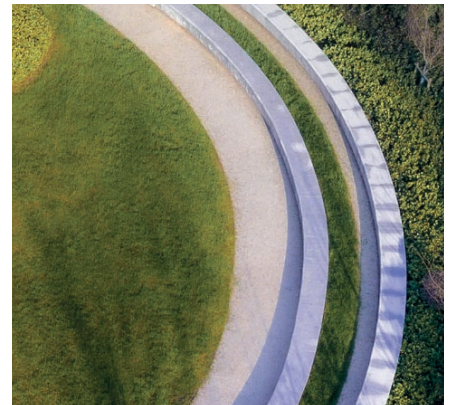
Hard materials strategy:

- Granite effect concrete block paving.
- Timber and metal bench bollards and bins from the same street-furniture family.
- Crushed gravel path.
- Stone ha-ha feature wall.
- Lose stone swale.
- Tarmac with chippings.



Figure 88 Section





LEGEND

- ① Road - tarmac
- ② Footpath - crushed stone/ resin bound gravel/ hoggin
- ③ Road - concrete block paving / granite finish
- ④ Parking - concrete block paving/ granite finish
- ⑤ Footpath - Tarmac with chippings
- ⑥ Clear stem street trees
- ⑦ Parkland trees
- ⑧ Rain gardens
- ⑨ Raised walk
- ⑩ Wildflower planting
- ⑪ Timber and Metal litter/ recycling bin
- ⑫ Ha-ha
- ⑬ Timber bench - hardwood
- ⑭ Wayfinding/ signage





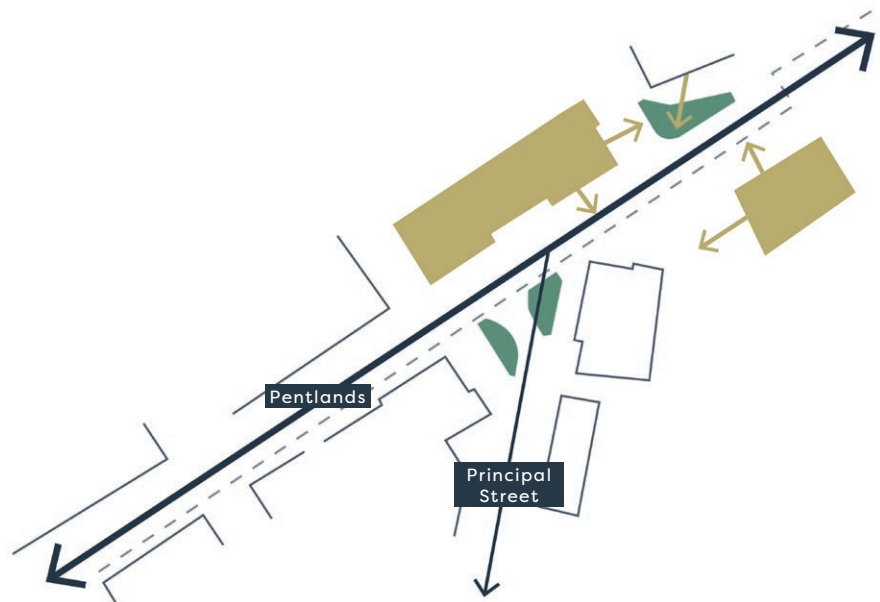
Figure 89 Response to key views, routes & building uses - Brunstane Square

2. Brunstane Square

The Local Centre at Brunstane Square provides the community with a space to gather in an active environment. Local centre activities that spill onto the street will activate the space, planting provides shelter and assists in urban greening. The materials stretching across the square, rumble strips, decluttering of signage and planting beds generate traffic calming within the square. Long distance views to the Pentlands and internal views to Brunstane Park and Brunstane Green are to be framed and highlighted by tree lined streets.

The space will be shared surface with a clearly indicated priority given to cycle and pedestrian movement.

The primary school opens onto a square, sheltered by planting to offer a respite for parents waiting for children and other users of the space.



LEGEND

- | | |
|--|--|
| ① Specimen tree planting | ⑧ Shrub planting and lawn |
| ② Community square | ⑨ Timber and metal litter bin and bench |
| ③ Shared surface - concrete block paving | ⑩ Instant hedge |
| ④ Raised planters | ⑪ Seating area under tree, sheltered from road |
| ⑤ Cycle route | |
| ⑥ Spill out area | |
| ⑦ Cycle stands | |

Figure 90 Brunstane Square illustrative plan

