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Reference 20-5851



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THE CITY OF EDINBURGH COUNCIL

MEADOWBANK DEVELOPMENT
Masterplan and
Design & Access Statement
JANUARY 2020

COLLECTIVE ARCHITECTURE

Note: This report has been prepared as an A3 document, and drawings, images and text have been scaled as appropriate

DESIGN & ACCESS STATEMENT FOR AMSC

CONDITION 1: MASTERPLAN

This Design Statement supports the application for the Approval of Matters Specified in Conditions (AMSC) to the Planning Permission in Principle application reference number: 18/00154/PPP for the proposed redevelopment of the existing Meadowbank Sports Centre site and the surrounding surplus land for mixed use. The site is located on 139 London Road Edinburgh EH7 6AE and has a total area of 9.87 hectares of which 5.37 hectares is the total developable area for the mixed use development covered in this report.

This Design and Access Statement for AMSC covers the requirements in satisfaction of the **Condition 1** attached to the Decision Notice issued on the 11th of December 2018.

The Masterplan shall include the following details:

- evidence that it has been prepared with: (a) substantial consultation with the local community and relevant stakeholders; and (b) the input from a working group comprising of representatives from the local community and other relevant stakeholders and chaired by a ward councillor or alternative party, as agreed by the Planning Authority.
- all details relevant pertaining to the sports centre site;
- the total number of residential units;
- the location of individual plots or development phases;
- the location and size of retail/health/community facilities;
- existing and proposed site levels;
- details of scale, density, massing, heights, built form, frontages;
- open space, landscaping and SUDS;
- connectivity and access, including the link from the site to Restalrig Road South;
- pedestrian, cycle and vehicular links, including works to facilitate active travel;
- works relating to the relocation of pedestrian crossings and installation of new crossings;
- details of the implementation of a programme of archaeological and historic interpretation for St Margaret's Well and St Margaret's Locomotive Works and Locomotive Turntable;
- Location of recycling facilities;
- standards for car parking and cycle parking; and
- a phasing plan for the delivery of open space and pedestrian/cycle routes.

The Masterplan shall be accompanied by the following supporting information:

- If more than 700 units are proposed, an updated Transport Assessment, the scope of which will be agreed with Planning and Transport prior to the submission of the Masterplan;
- a Design and Access statement, detailing the layout, streets and spaces, accessibility, safety and security, sustainability and energy efficiency;
- an updated Landscape and Visual Impact statement;
- details of management and maintenance of the landscaping, SUDS and open space;
- an Energy Statement (as per SEPA's letter of 28 February 2018);
- surface water management strategy; and
- a layout plan which identifies the location of the combined heat and power building.

This document should be read in conjunction with the Planning Application drawings and the following supporting documentation submitted as part of the application:

- Transport Impact Assessment
- Landscape Strategy Drawings
- Landscape and Visual Impact Assessment
- Tree Survey
- Drainage Strategy and Flood Risk Assessment
- Contaminated Land Survey / Asbestos Re-mediation Report
- Energy Efficiency / Sustainability Statement
- Consultation report

The following report has been split in to seven main chapters as follows:

- Introduction
- Site Context
- Heritage/ Archaeological Interpretation
- Consultations
- Design Principles
- Proposals
- Energy and Sustainability



Aerial View:
Google Maps Image, dated approx 2012-14.



TOWN AND COUNTRY PLANNING (SCOTLAND) ACTS
DEVELOPMENT MANAGEMENT PROCEDURE (SCOTLAND) REGULATIONS 2013

Proposed redevelopment of existing Sports Centre site to provide new Sports Centre facilities and redevelopment of surplus land for mixed uses including residential, student accommodation, hotel and commercial uses, together with car parking, landscaping, drainage and ancillary works.
At 139 London Road Edinburgh EH7 6AE

Application No: 18/00154/PPP

DECISION NOTICE

With reference to your application for Planning Permission in Principle registered on 16 January 2018, this has been decided by **Committee Hearing**. The Council in exercise of its powers under the Town and Country Planning (Scotland) Acts and regulations, now determines the application as **Granted** in accordance with the particulars given in the application.

Any condition(s) attached to this consent, with reasons for imposing them, or reasons for refusal, are shown below;

Conditions:-

1. Prior to the submission of any applications for the approval of matters specified in conditions (as required by condition 2 below), a Masterplan for the entire site shall be submitted for the approval by the Planning Authority.

The Masterplan shall include a plan identifying individual sub-sites and phasing, including the site for the sports centre. Hereafter, reference to sub-sites in subsequent conditions relates to the identified sub-sites within this phasing plan.

The Masterplan shall include the following details:

- evidence that it has been prepared with: (a) substantial consultation with the local community and relevant stakeholders; and (b) the input from a working group comprising of representatives from the local community and other relevant stakeholders and chaired by a ward councillor or alternative party, as agreed by the Planning Authority.
- all details relevant pertaining to the sports centre site;
- the total number of residential units;
- the location of individual plots or development phases;
- the location and size of retail/health/community facilities;
- existing and proposed site levels;
- details of scale, density, massing, heights, built form, frontages;
- open space, landscaping and SUDs;
- connectivity and access, including the link from the site to Restalrig Road South;
- pedestrian, cycle and vehicular links, including works to facilitate active travel;
- works relating to the relocation of pedestrian crossings and installation of new crossings;
- details of the implementation of a programme of archaeological and historic interpretation for St Margaret's Well and St Margaret's Locomotive Works and Locomotive Turntable;
- Location of recycling facilities;
- standards for car parking and cycle parking; and
- a phasing plan for the delivery of open space and pedestrian/cycle routes.

The Masterplan shall be accompanied by the following supporting information:

- If more than 700 units are proposed, an updated Transport Assessment, the scope of which will be agreed with Planning and Transport prior to the submission of the Masterplan;
- a Design and Access statement, detailing the layout, streets and spaces, accessibility, safety and security, sustainability and energy efficiency;
- an updated Landscape and Visual Impact statement;
- details of management and maintenance of the landscaping, SUDs and open space;
- an Energy Statement (as per SEPA's letter of 28 February 2018);
- surface water management strategy; and
- a layout plan which identifies the location of the combined heat and power building.

	Condition 1	Refer to document	Refer to drawing
1	<i>Evidence of consultation</i>	Consultation Report Masterplan Design and Access Statement (Section 4)	
2	<i>All details relevant pertaining to the sport's centre site</i>		Site layout 3796-AL(0)050 Rev Q All other information as Planning submission of November 2018 18/00181/FULL
3	<i>The total number of residential units</i>	Masterplan Design and Access Statement (Section 6.12)	Masterplan Site Layout 20084_(PI)001
4	<i>The location of individual plots or development phases</i>	Masterplan Design and Access Statement (Section 6.01 & 6.02)	Masterplan Site Layout 20084_(PI)001
5	<i>The location and size of retail/ health community facilities</i>	Masterplan Design and Access Statement (Section 6.12) Infrastructure Report (Appended to D&AS)	Masterplan Site Layout 20084_(PI)001
6	<i>Existing and proposed site levels</i>		Topographic survey GCA1001 Engineers levels E10918 -WRD-90001 to 90005 Architect's Sections (SE)900, 902 and 903 Landscape Sections PN2095-RFB-ZZ-00-DR-AL-02
7	<i>Details of scale, density, massing, heights, built form, frontages</i>	Masterplan Design and Access Statement (Sections 5 and 6) Landscape Visual Impact Assessment <ul style="list-style-type: none">• 2095-Meadowbank-AMC-LVIA• 2095-Appendices 1, 2 and 3	Masterplan Site Layout 20084_(PI)001 Architect's Sections (SE) 900, 902 and 903 Landscape Plans PN2095-RFB-ZZ-00-DR-AL-01 Landscape Sections PN2095-RFB-ZZ-00-DR-AL-02
8	<i>Open space, landscaping and SUDs</i>	Masterplan Design and Access Statement (Sections 5 and 6) E10918 Drainage Strategy and Flood Risk Assessment Revision 05	Landscape Plans PN2095-RFB-ZZ-00-DR-AL-01 Landscape Sections PN2095-RFB-ZZ-00-DR-AL-02
9	<i>Connectivity and Access, including the link from the Site to Restalrig Road South</i>	Masterplan Design and Access Statement (Sections 3, 5 and 6)	Masterplan Site Layout 20084_(PI)001 Engineers Strategy Diagram- Vehicle Access Drawings: E10918 SK(00) 200B, 201B, 202B, 203A
10	<i>Pedestrian, cycle and vehicular links, including works to facilitate active travel</i>	Transport Assessment Addendum Masterplan Design and Access Statement (Sections 5 and 6) Infrastructure Report Appended to D&AS	Masterplan Site Layout 20084_(PI)001 Engineers Strategy Diagram- Vehicle Access Drawings: E10918 SK(00) 200B, 201B, 202B, 203A
11	<i>Works relating to the relocation of pedestrian crossing and installation of new crossings</i>		Engineers Toucan and Parallel Crossing Points Drawing E10918 C SK (00)004
12	<i>Details of the implementation of a programme of archaeological and historic interpretation for St.Margaret's Well and St. Margaret's Locomotive Works and Locomotive Turntable</i>	Masterplan Design and Access Statement (Section 3: Archaeological and Heritage Interpretation) Masterplan Design and Access Statement (Section 6: Proposals) Consultation Report	Masterplan Site Layout 20084_(PI)001
13	<i>Location of Recycling facilities</i>	Refer to Refuse and Recycling Strategy in Masterplan Design and Access Statement (Section 6.09)	
14	<i>Standards for car parking and cycle parking</i>	Transport Impact Assessment Masterplan Design and Access Statement (Sections 6.6, 6.7 and 6.8)	Masterplan Site Layout 20084_(PI)001
15	<i>Phasing plan for the delivery of open space and pedestrian cycle routes</i>	Masterplan Design and Access Statement (Phasing Section 6.01)	
16	<i>Details of management and maintenance of the landscaping, SUDs and Open Space</i>	Masterplan Design and Access Statement (Landscaping sections 5.22-5.24 & 6.20-6.29)	
17	<i>Surface Water Management Strategy</i>	Drainage Strategy and Flood Risk Assessment Masterplan Design and Access Statement (Landscaping sections 5 and 6)	Drawings appended to Drainage Strategy
18	<i>A layout plan identifying combined heat and power building</i>	Energy Statement	Masterplan Site Layout 20084_(PI)001
Additional relevant documents			
19	<i>Location plan</i>		20084_(LO)50-Location Plan
20	<i>Tree information</i>	Meadowbank Housing Tree Options Appraisal EnvRep7441 Meadowbank Stadium Tree Survey_v2	Tree constraints PN2095-RFB-ZZ-00-DR-AL-02



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01 INTRODUCTION

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1.1 INTRODUCTION | APPLICANT AND TEAM

Applicant
Development and Regeneration,
Place Development,
City of Edinburgh Council,
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Contact - Nick Cairns
email - meadowbank@edinburgh.gov.uk

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EH3 6AJ
Contact - Cathy Houston

Architect
Collective Architecture
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Edinburgh
EH3 6AJ
Contact - Cathy Houston

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Contact - Craig Dickson

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Contact - Craig Milne

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(Formerly called Ian White Associates)
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Contact - Sheena Raeburn

Quantity Surveyor
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United Kingdom
Contact - David Amour-Barclay

Principal Designer
David Adamson Group
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Edinburgh, EH1 2BW
United Kingdom
Contact - Hugh Canning

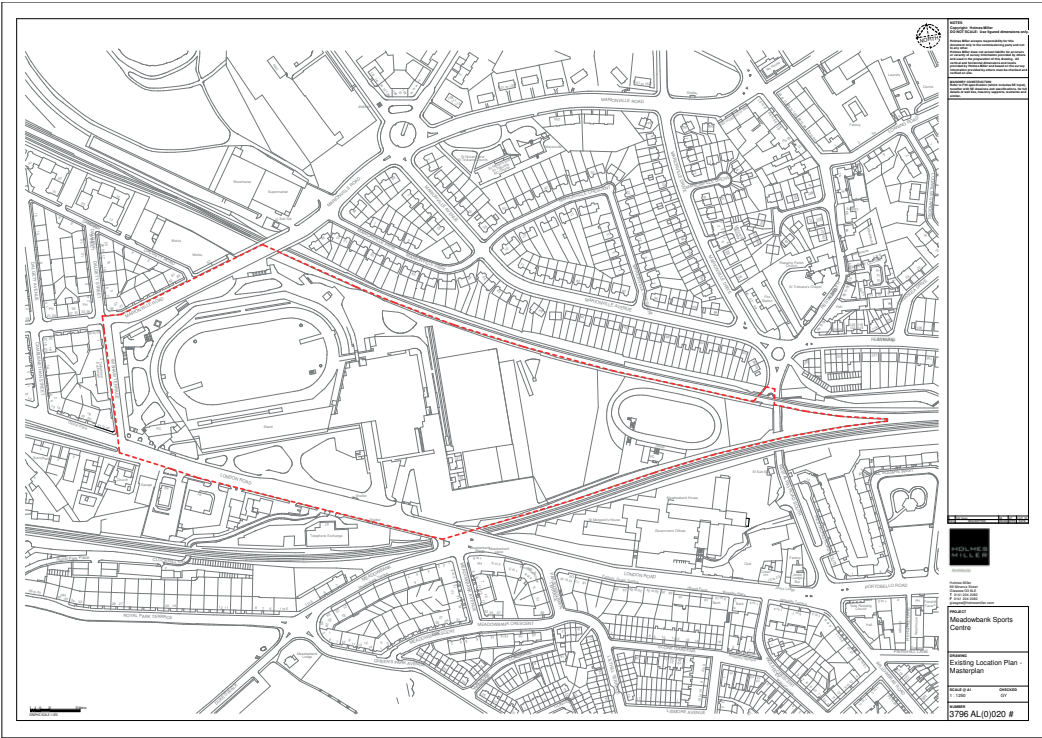


COLLECTIVEARCHITECTURE



1.2 INTRODUCTION | GOVERNANCE AND PLANNING HISTORY

- On 13 March 2008, the City of Edinburgh Council approved a report recommending a new build sports centre as the preferred option for replacing the existing sports facilities at Meadowbank.
- On 10 March 2016, the City of Edinburgh Council approved the funding package for the sports centre including transfer of surplus sites at Meadowbank to the Housing Revenue Account (HRA). This approach was preferred to disposal of the surplus sites as it ensures the land stays within Council control, can deliver much needed housing including an above policy level of affordable housing, and can create income generating assets.
- On 19 April 2016, the Health, Social Care and Housing Committee approved the development of new Council owned homes at Meadowbank and agreed to seek approval to apply for Scottish Government funding through the Affordable Housing Supply Programme (AHSP) to support this.
- Planning Permission in Principle (PPP) was approved for the redevelopment of the surplus land on the site for a mix of uses, including residential, student accommodation, hotel and commercial uses (including Classes 1, 2, 3 and 4), together with car parking, landscaping, drainage and ancillary works at the Development Management Sub Committee on 29 June 2018 (18/00154/PPP).
- The permission was subject to the submission of a masterplan for approval by the Planning Authority, subject t
- Following a committee hearing on the 29th June 2018, the application was granted consent subject to a legal agreement being in place within 6 months.
- On 11th December 2018, legal agreement formalised and full consent issued.

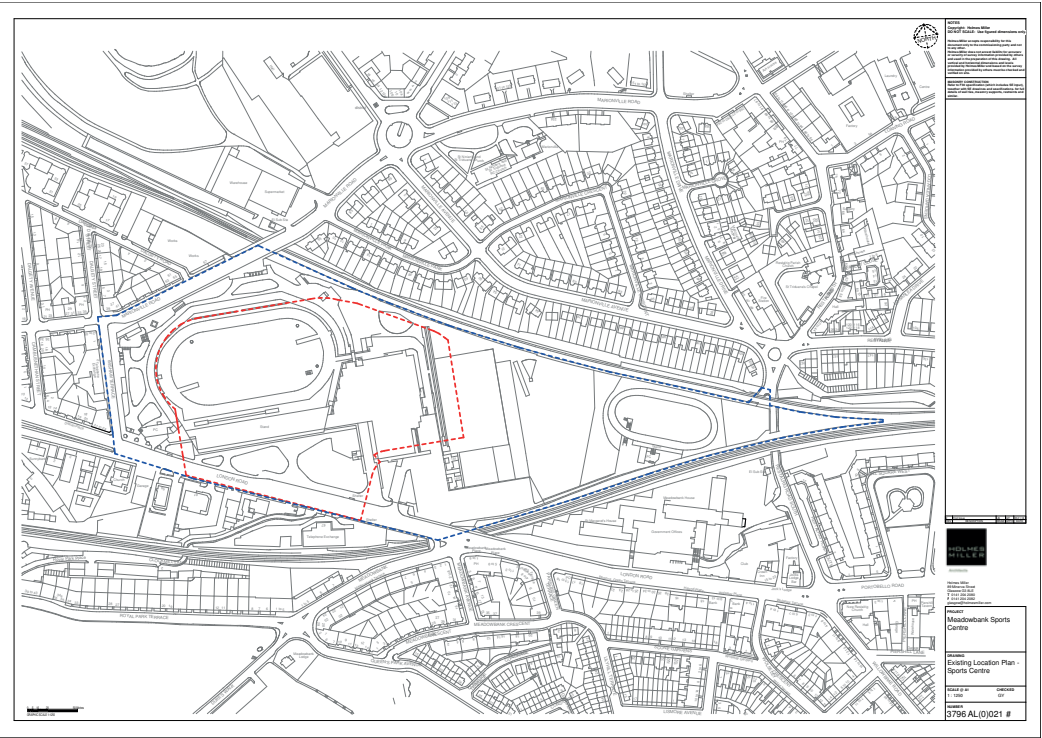


18/00154/PPP

139 London Road
Edinburgh
EH7 6AE

Proposed redevelopment of existing Sports Centre site to provide new Sports Centre facilities and redevelopment of surplus land for mixed uses including residential, student accommodation, hotel and commercial uses, together with car parking, landscaping, drainage and ancillary works.

Status: Application Granted in Principle
Layout and Detail to be agreed through conditions



18/00181/FUL

139 London Road
Edinburgh
EH7 6AE

Re-development of Meadowbank Sports Centre. The detailed proposals include the development of a new sports centre facility, including a new sports centre building with offices for Edinburgh Leisure, the retained athletics track, new spectator stand, sports pitches and floodlighting, with associated access, roads, car parking, landscaping and ancillary works.

Status: Application Granted
Project currently on site

- The contract for constructing the centre has been awarded to Graham Construction who are on site and the sports centre is expected to be completed in 2020.

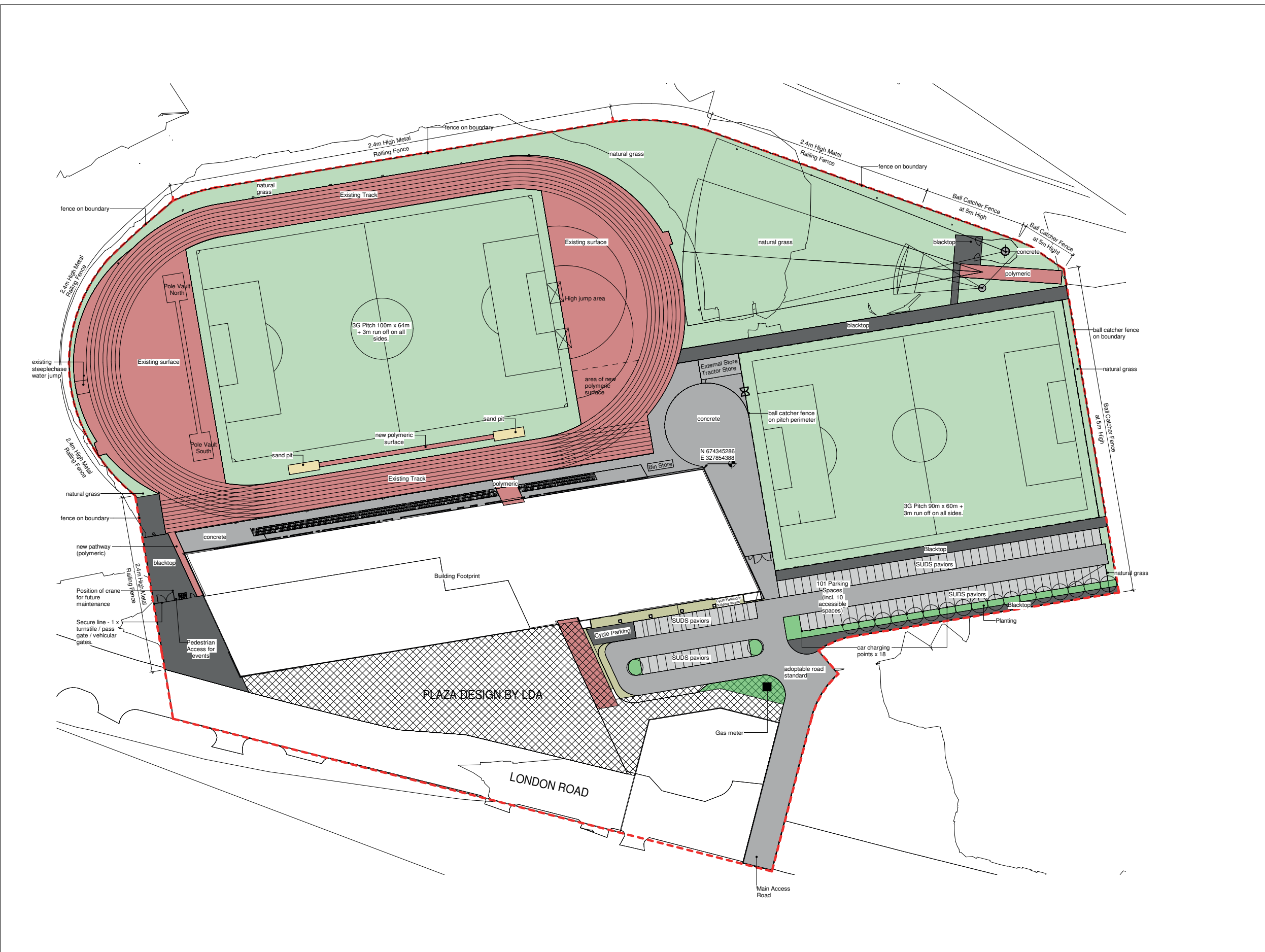
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01



02



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MASONRY CONSTRUCTION
Refer to F30 specification (which includes SE input), together with SE drawings and specifications, for full details of wall ties, masonry supports, restraints and similar.

NOTE: Existing surface of Track and 'D's to be patched where required using a polymeric surface. New surface required to south end of eastern 'D' where access tunnel will be infilled.

1	Boundary line amended to reflect PCAM application boundary.	LB	GY	18.12.17
2	Access gates added to service road. Activation notes added. Gas meter and car park charging indicated.	LB	GY	27.11.17
3	Soil Landscaping to south of car park updated. Boundary fence descriptions added.	LB	GY	22.11.17
4	Activation notes	LB	GY	26.10.17
5	First Issue	LB	GY	12.10.17
REV	DESCRIPTION	DATE	DRAWN	DATE

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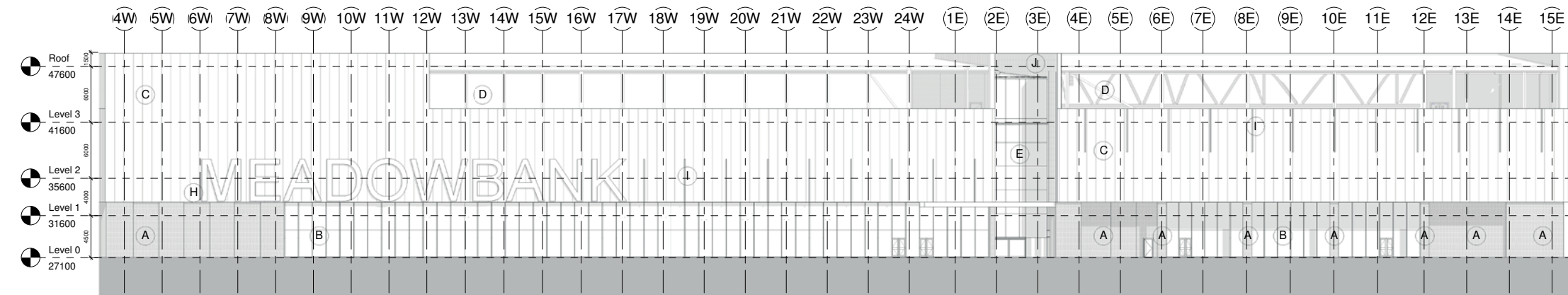
PROJECT
Meadowbank Sports Centre

DRAWING
Meadowbank Site Plan

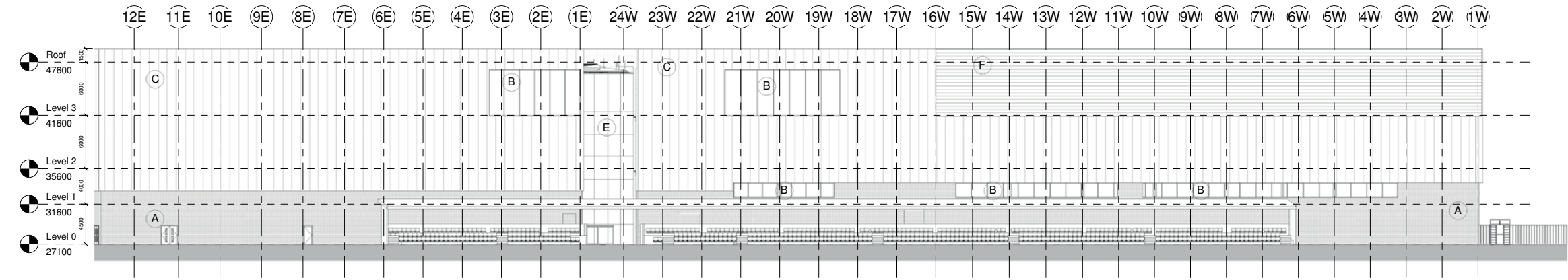
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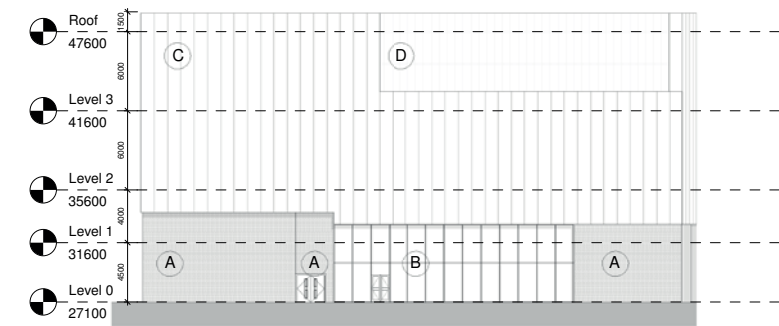
NUMBER
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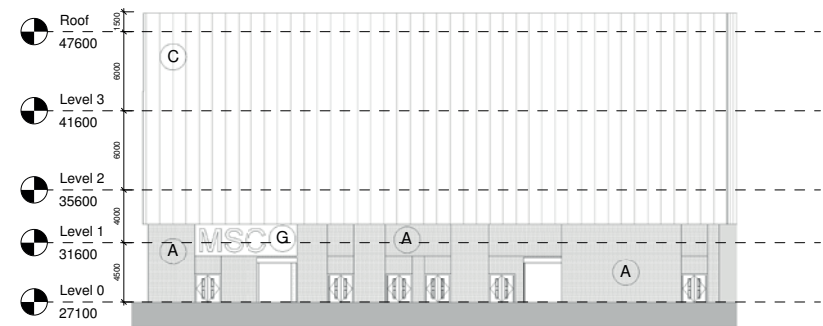
South Elevation 1: 250



North Elevation 1: 250



West Elevation 1: 250



East Elevation 1: 250

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MASONRY CONSTRUCTION
Refer to F10 specification (which includes SE input), together with SE drawings and specifications, for full details of wall ties, masonry supports, restraints and similar.

A - Brickwork as F10 Specification.
To be laid in both stretcher bond and flemish bond patterns. Intermittent brick ends extruding in flemish bond pattern.

B - Curtain Walling (capped) as H11 Specification.

C - Sinusoidal Aluminium Cladding Panel (White) as H31 Specification.

D - Polycarbonate Panelled Wall Cladding System as H31 Specification.

E - Curtain Walling (capless) as H11 Specification.

F - Louvres as L10 Specification.

G - Precast Concrete panel as H42 Specification.

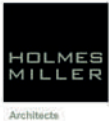
H - Illuminated signage as N14 Specification.

I - LED strip lighting.

J - Kingspan Metal Cladding Panel (silver) as H31 Specification.

NOTE: Drawing to be read in conjunction with Outline Specification

A Composition of elevations revised following comment from the Fire Engineer, Design Development.		B	GY	12.11.17
F	Final Issue	C	GY	03.09.17
REV	DESCRIPTION	DATE	BY	DATE



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PROJECT
Meadowbank Sports Centre

DRAWING
ELEVATIONS

SCALE @ A1
As indicated

CHECKED
GY

NUMBER
3796 AL(0)130 A

1.3 INTRODUCTION | EXECUTIVE SUMMARY

Overview

Collective Architecture were appointed under the CEC Professional Services Framework to review the re-development of the surplus land adjacent to the sports centre site to develop a mixed-use scheme. This documents outlines our response to Condition 1 of the original PPP.

The proposal has been developed as a largely residential mixed-use development with some opportunities for retail and community amenities.

Working closely with the council's Active Travel department and consulting with organisations such as Sustrans and CoMoUk, the project has been developed as a pedestrian priority scheme, with a restricted parking policy with access for disabled car users and car club members only. This is an exciting approach, in line with national carbon reduction targets, encouraging the new community to seek an active lifestyle and reap the benefits of a city centre location with fantastic connections.

The masterplan layout developed from initial views and opinions shared by the local community and stakeholder groups; exploring local ambitions as well as wider aspirations for the city. The plans have further developed through far reaching community consultations and design workshops, listening and responding to concerns on particular issues, such as heights and open space. We are proud to detail this community based approach to development and how the proposals have responded to feedback.



Tell us about MEADOWBANK

Please drop in to share your thoughts and ideas

Following planning permission in principle being approved for the site, we would like you to help us to plan and shape the future development of Meadowbank. Drop in to talk to the Council's housing team and their architects.

Monday 20th August between 4pm and 7pm
Willowbrae Church Centre, 1a Willowbrae Road, Edinburgh EH8 7EJ

Wednesday 22nd August between 12.30pm and 3pm
Craigentinny Community Centre, 9 Loaning Road, Edinburgh EH 7 6JE

If you are not able to drop in, please email us: meadowbank@edinburgh.gov.uk
Or share your views online: www.edinburgh.gov.uk/meadowbankmasterplan



Ideas and Visions MEADOWBANK

Please drop in to share your thoughts and ideas

Please come along to our drop in sessions for the wider masterplan for Meadowbank. These events are the third stage in the consultation process for the site. We would like to provide feedback on the consultation held to date, discuss how the masterplan is progressing and provide information on the next steps.

Wednesday 30th January between 5pm and 7.30pm
Meadowbank Church, 83 London Rd, Edinburgh EH7 5TT

Friday 1st February between 12.30pm and 3pm
Willowbrae Church Centre, 1a Willowbrae Road, Edinburgh EH8 7EJ

Saturday 9th February between 12.30pm and 3pm
Craigentinny Community Centre, 9 Loaning Road, Edinburgh EH7 6JE

If you are not able to drop in, please email us: meadowbank@edinburgh.gov.uk
More information available: www.edinburgh.gov.uk/meadowbankmasterplan



The Next Steps MEADOWBANK

Please come along to see the masterplan proposal for the land surrounding Meadowbank Sports Centre. The Council's Housing Team and their Architects will be available to answer any questions.

Wednesday 26th June from 5pm to 7.30pm
Meadowbank Church, 83 London Rd, Edinburgh EH7 5TT

Thursday 27th June from 1pm to 3.30pm
Craigentinny Community Centre, 9 Loaning Road, Edinburgh EH 7 6JE

A street-based consultation will also be taking place, weather permitting.
Saturday 22nd June from 10.30am to 1pm outside Meadowbank Church

Further information is available at www.edinburgh.gov.uk/meadowbank if you are unable to attend. Please contact meadowbank@edinburgh.gov.uk if you have any questions about the events.

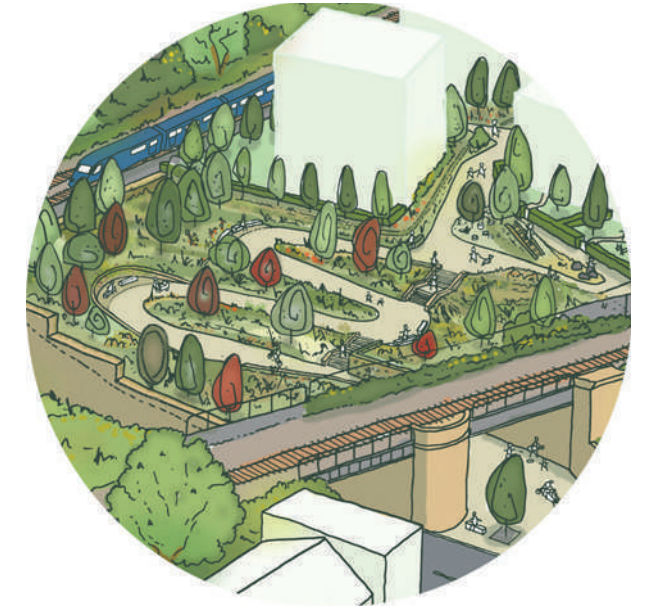


Images from the consultation process

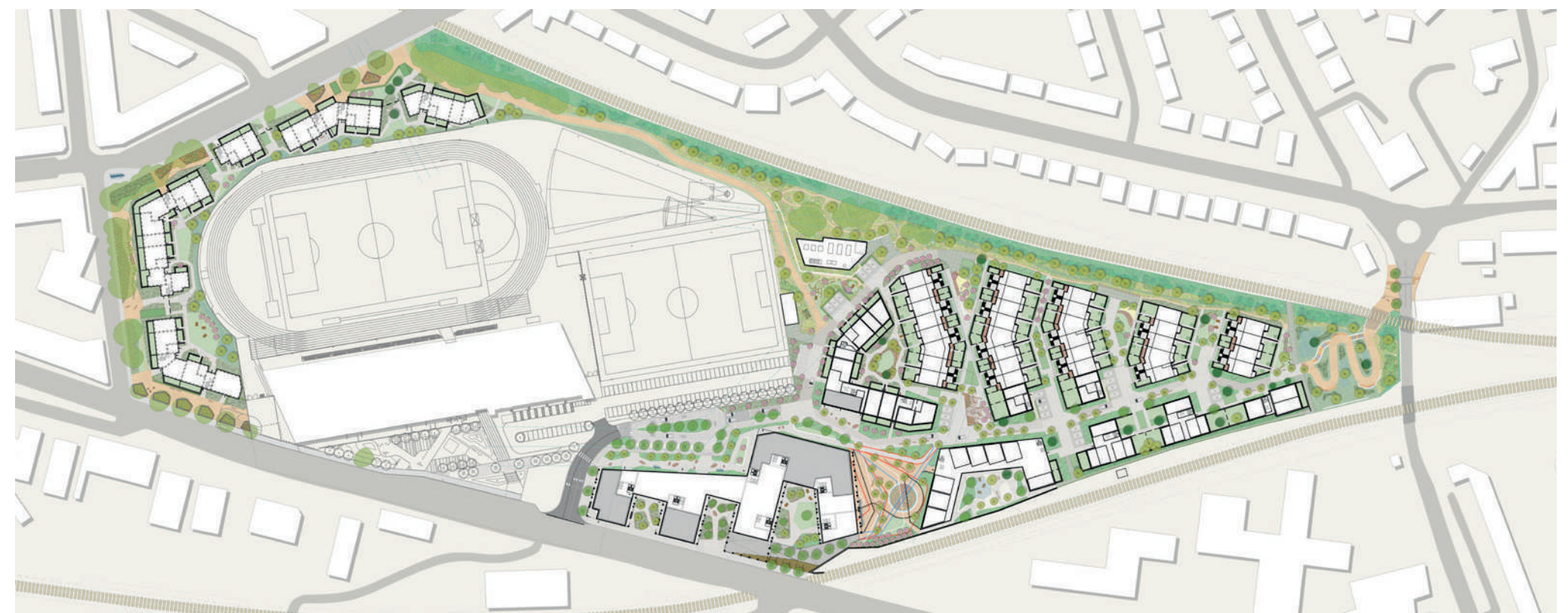
1.3 INTRODUCTION | EXECUTIVE SUMMARY CONTINUED: PROPOSALS

Key Features

- An urban mixed-use development comprising:
 - Capacity for 596 homes in a mix of typologies
 - Capacity for a new GP surgery and other community uses along with some retail and commercial space to activate the ground floor.
 - 20% family housing
 - Provision for elderly housing
 - Mixed tenure housing
- Pedestrian priority zone with restricted parking policy in line with carbon reduction objectives.
- A placemaking approach to create a vibrant new development, providing safe and active streets to nurture community life.
- Improved connections through the site and wider communities
- Ambition for high quality landscaping and public realm to encourage life and activity
 - Restalrig Rain Gardens
 - Turntable Park
 - Well Pace
 - Loch End Links
 - Urban Parklets



Artist's impressions: urban character studies



Masterplan: Landscape Plan NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

02 SITE CONTEXT

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NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

2.1 CONTEXT WITHIN EDINBURGH

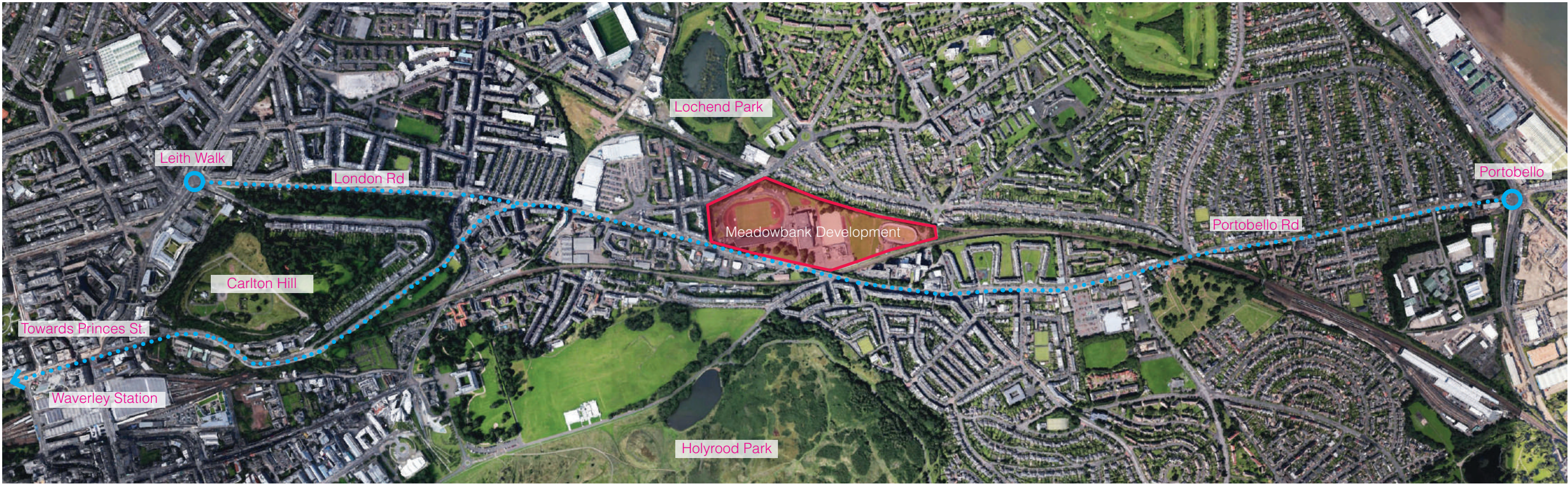
Location

The site is very centrally located and offers a great opportunity for a major regeneration project and to create an exceptional place to live, within easy walking distance of the city centre. Located on London Road, one of the main arteries into the city, it has well served transport connections to the city and the coast.

The site is defined on its southern edge by London Road. The southeast of the site is bounded by an existing railway the East Coast Main Line, with two 7

and 10 storey office buildings beyond. To the west, the site is bounded by Wishaw Terrace, with 4 to 5 storey tenement housing on the west side of the road and a line of mature Elm trees on the east. To the northwest, the site is bounded by Marionville Road with 4 storey tenements on the north side and mature trees on the south side. The northern edge of the site is defined by 1 and 2 storey semi-detached houses with rear gardens abutting the Powderhall railway line forming the site boundary.

The masterplan area takes in the site of the former Meadowbank Stadium. A new sports centre is currently under construction on part of the site, due to complete in 2020. The new sport's centre was designed by Holmes Miller and is being built by Graham Construction.



NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

The site is central and benefits from the following:

- Adjacent to dense urban core of shops, offices and places of work.
- Alongside neighbourhoods of housing, schools and amenities.
- Vibrant green spaces a short walking distance with parks nearby.

Ideas of connectivity through the site and to the wider context, improving connections between neighbourhoods and green spaces were developed with the local community. The site offers the following opportunities:

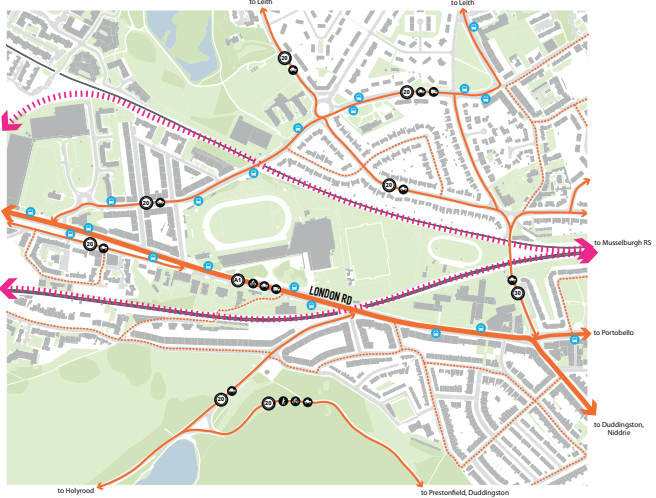
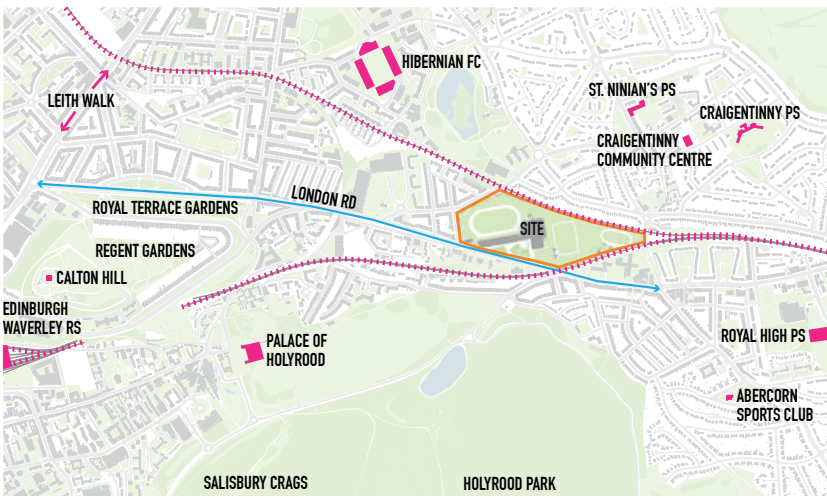
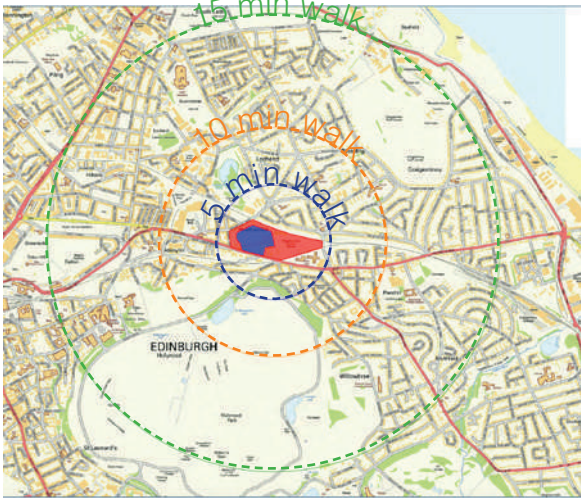
- to improve links to surrounding parks and neighbourhoods
- to increase the permeability through the site and improve connections to wider neighbourhoods
- to re-instate historic connections to Restalrig
- utilise fantastic transport opportunities and connections to the city centre and coast

School Catchment Areas:

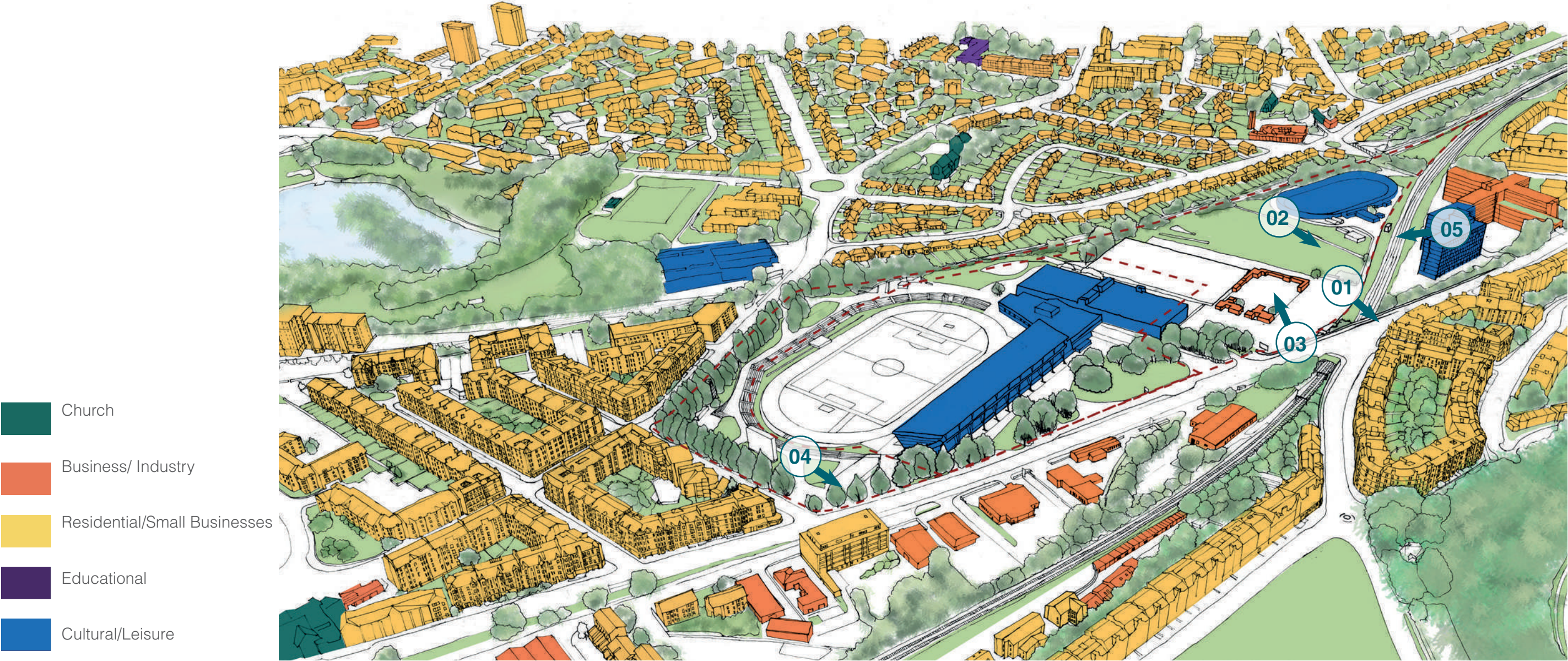
- Craigentinny Primary: 9 minute walk (approx 700 metres)
- Leith Academy: 30 minute walk (approx 2.7km)
- St Ninians RC Primary School: 8 minute walk (650m)
- HolyRood RC High: 29 minutes walk (2.3km)
- Abbeyhill Primary School: 12min walk (1km)

Local amenities:

- 8 minute walk to Meadowbank Shopping Park which includes multiple retail outlets as well as fast food units and supermarkets
- 5 minute walk to the bottom of Holyrood Park
- 35min walk to Waverley Station



2.2 IMMEDIATE CONTEXT



NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

2.2 IMMEDIATE CONTEXT | SITE PHOTOS



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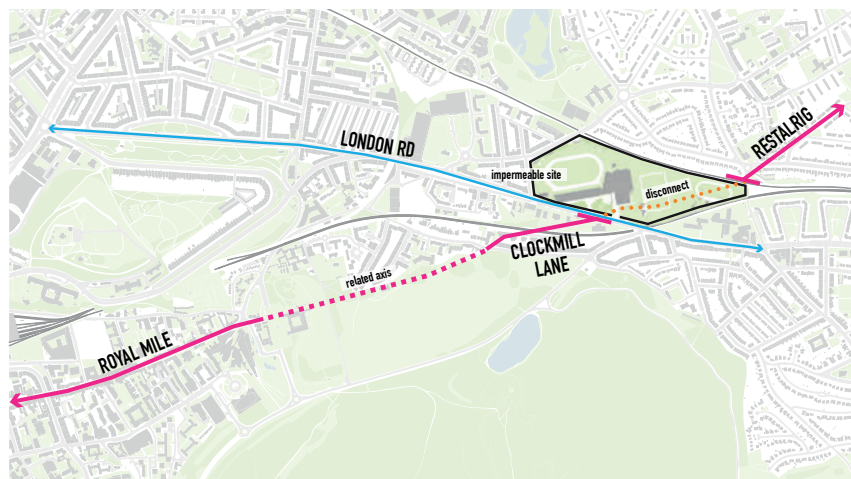
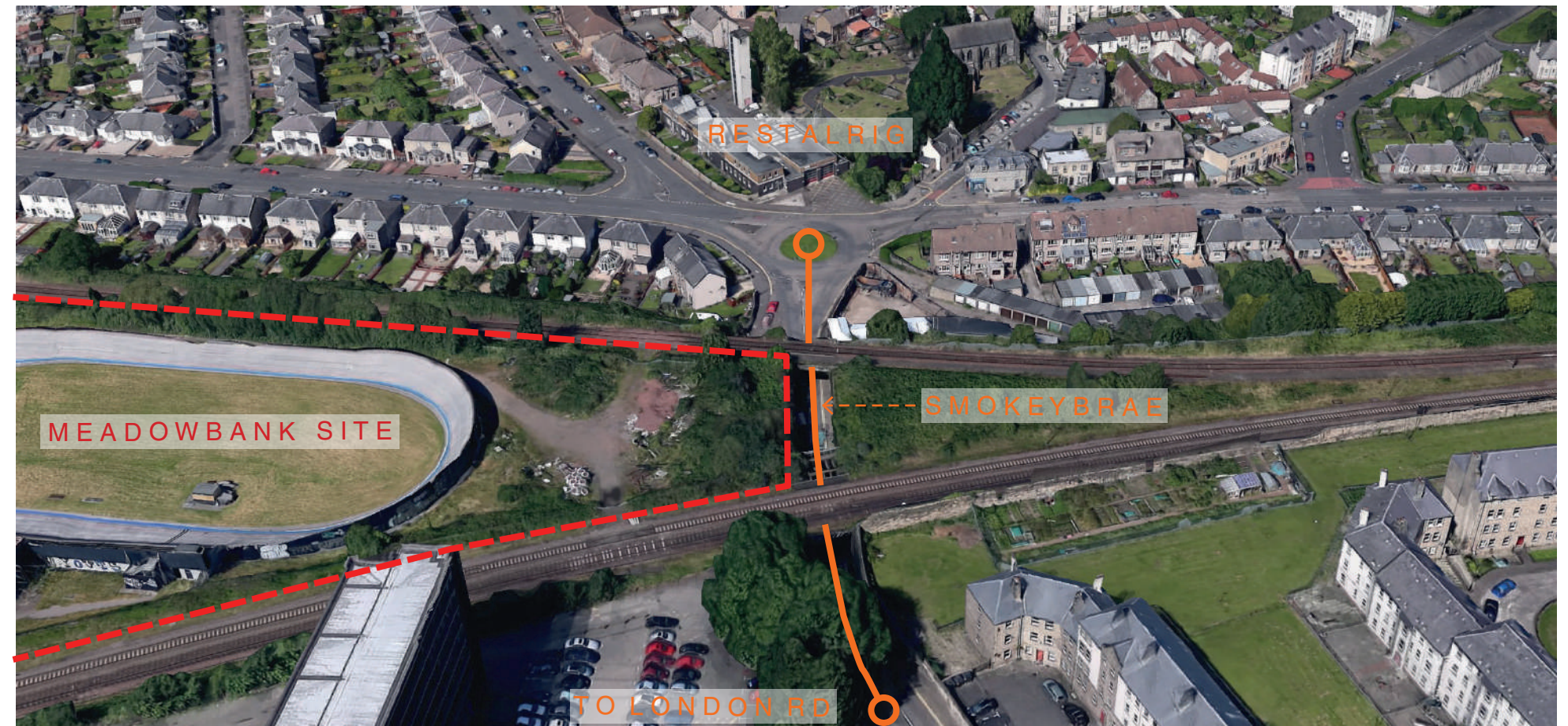
01 View South from site towards London Road
02 View South from site towards St Margaret's House
03 View North-East from London Road towards Marionville Ave and Smokey Brae and St Margaret's House
04 View South from development edge along Wishaw Terrace towards Arthur's Seat
05 View North from roof of St Margaret's House looking over the entire Meadowbank Masterplan Site

2.2 IMMEDIATE CONTEXT | ACCESS CONSIDERATIONS

Smokey Brae is fairly narrow with restricted footpaths on one side only. Smokey Brae has the following constraints:

- High walls creating dark and cavernous space
- Noisy
- Long road with no overlooking
- Car focused with cars travelling at speed.
- Feels polluted
- Narrow and limited pavements
- Unwelcoming at night

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.



2.2 IMMEDIATE CONTEXT | ORIENTATION & GREEN EDGES

Orientation

The sun rises from the narrow triangular edge side along the Railway Lines in the East and sets behind the existing tenements and Wheatley Elms in the West. The site benefits from panoramic views to the South towards Arthur's Seat.



Green edges

One of the primary strengths and opportunities of the site are its existing green edges. All Wheatley Elms, identified by the Landscape Architect as being healthy within the housing site will remain, and planting along the northern boundary will mostly be retained and improved. A full tree survey has been undertaken which details the conditions of the trees within site boundary. It highlights the key areas where trees should be retained if possible and grades the trees according to their healthiness and life span.



NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

2.2 IMMEDIATE CONTEXT | LOCAL TYPOLOGIES

Business & Services

Meadowbank Masterplan site to the South is bound by London Road which connects east Edinburgh to the city centre. As a strategic, arterial route it has a variety of businesses and services located along it. In immediate proximity of the Meadowbank site occupiers include McDonald's, car parts supplier, Meadowbank house (with Registers of Scotland offices) and St Margaret's House with artist's studios. Slightly further along the road is the Meadowbank shopping centre. The current site character to the South is therefore largely defined by business and services typologies.



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Open Space

The Meadowbank masterplan lies within a 10 minute walking distance to a variety of open spaces such as Holyrood Park, Lochend Park and Lochend Crescent. These amenities provide the area with an attractive environment and will improve the quality of life of its residents. The new development will benefit from views to Arthur's Seat and the wider context. The development also presents an opportunity to improve connections to these important open spaces for pedestrians and users of non-motor vehicles (ie. Bicycles).

- 01 Meadowbank House
- 02 St Margaret's House
- 03 BT Exchange on London Road
- 04 'Boots' on Ld Rd.
- 05 'McDonald's' and 'Indespension' on Ld Rd
- 06 Arthur's Seat
- 07 St. Margaret's Loch
- 08 Lochend Loch and Park
- 09 Lochend Crescent



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Residential context

The majority of typologies surrounding the Meadowbank Masterplan are residential. To the north of the site the residential typologies mostly consist of traditional Edinburgh semi-detached or terraced houses and bungalows. To the southern and western edge the Masterplan is surrounded by traditional Edinburgh 4-5 storey tenements. There is also a colony development in the nearby Abbeyhill area. Among the modern residential developments there is a variety of forms, materials and roofshapes while massing generally varies between 5 to 7 storeys.



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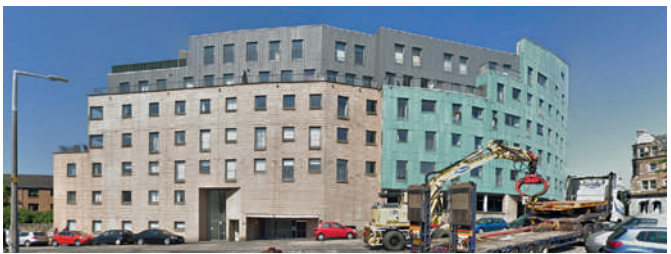
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01 Semi-detached houses on Marionville Ave
02 Terraced housing on Restalrig Ave
03 Semi-detached houses on Restalrig Ave
04 Abbeyhill colonies
05 Bungalows on Marionville Ave
06 Bungalows at Marionville Park

07 Traditional tenements on London Road
08 Traditional tenements on Marionville Road
09 Royal Park Terrace tenements with distinct roofshape
10 Wolseley Terrace tenements with distinct roofshape
11&12 Modern tenements at Piershill Square

13 Modern apartment block on London Road
14 Modern apartment block with distinct roofshape on Wishaw Terrace
15 Modern apartment block on Abbey Lane
16 Modern apartment block on Marionville Road
17 Modern apartment blocks on Lochend Park View
18 Modern apartment, Imperial Heights

2.2 IMMEDIATE CONTEXT | CONTEXTUAL PALETTE STUDY

Materials

There are a variety of materials used in the local area. The historic fabric is predominantly sandstone in a variety of finishes, colours and various states of weathering creating a rich patina. Contemporary developments have used a variety of materials from brick to rendered facades.

- 01 55 London Road
- 02 Lawrie Reilly Place
- 03 Lawrie Reilly Place
- 04 Imperial Heights
- 05 Lawrie Reilly Place
- 06 University of Edinburgh Accommodation



06

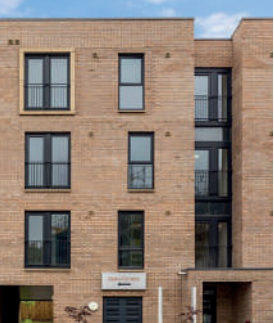


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Tenements South of the site (Meadowbank Terrace)



Tenements North of the site (Marionville Road)

2.2 IMMEDIATE CONTEXT | CHARACTER & FORM STUDY

Historic Character

Among the traditional building forms in the immediate area there is an abundance of period character. Both the tenements and houses are rich in features from the windows, chimneys, bay windows and roof profiles. Elevations tend to be lengthy with regular window positioning. Some of examples of period features are:

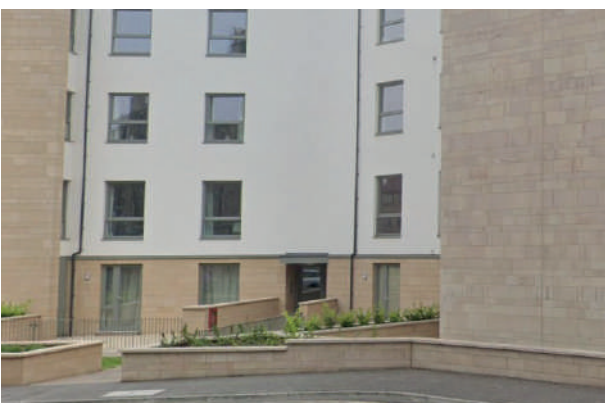
- A variety of sandstone facades from dressed ashlar to random rubble,
- A variety of sandstone colours, finishes and weathering
- Dressed ashlar coin stones, lintels and copings
- A variety of bay windows and decoration
- Some examples of crow step gables over windows and bays
- Some Scots Baronial style details at roof level
- Examples of bays and turrets to corners of tenements blocks



Contemporary Character

The contemporary character is very varied with little consistency in elevational approach or building form. The quality of the contemporary buildings is changeable, with a varied approach to building heights, proportions, roof shapes/ profiles and facade detail. As previously noted there is also very little consistency in material choice, with the following facade materials used:

- Facing brick
- Render
- Timber cladding
- Metal cladding panels
- Cast stone



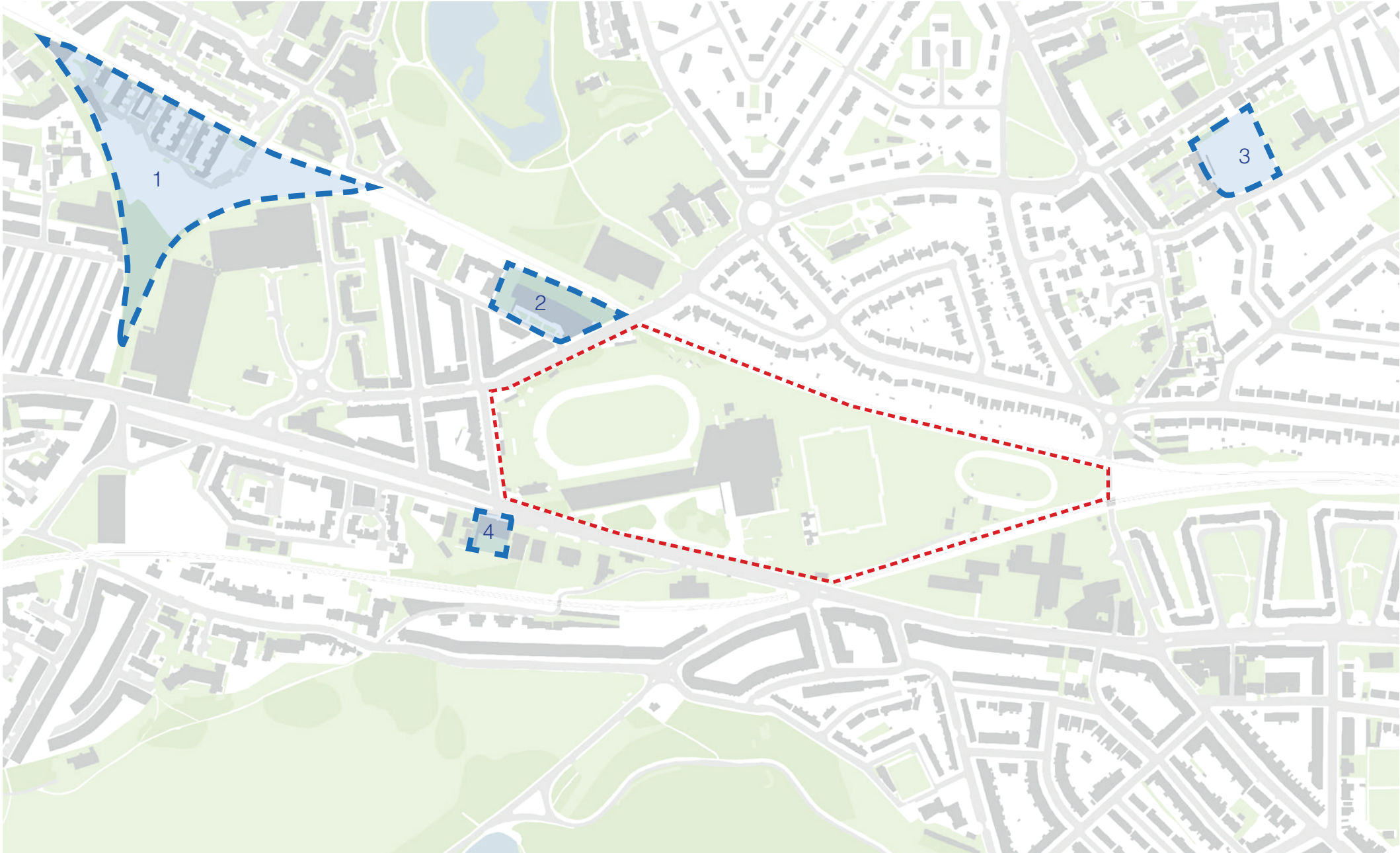
2.2 IMMEDIATE CONTEXT | NEIGHBOURING DEVELOPMENTS

MAJOR RECENTLY COMPLETED DEVELOPMENTS NEARBY

Within the immediate context of Meadowbank Masterplan there is a number of recently commissioned and completed new residential developments. These new housing schemes are a reference in terms of form, heights and character of the architectural articulations and potentially can serve as guidance of what works or doesn't in the Meadowbank neighbourhood. Many of these developments are also built in brick of various colours.

Recent developments in the area:

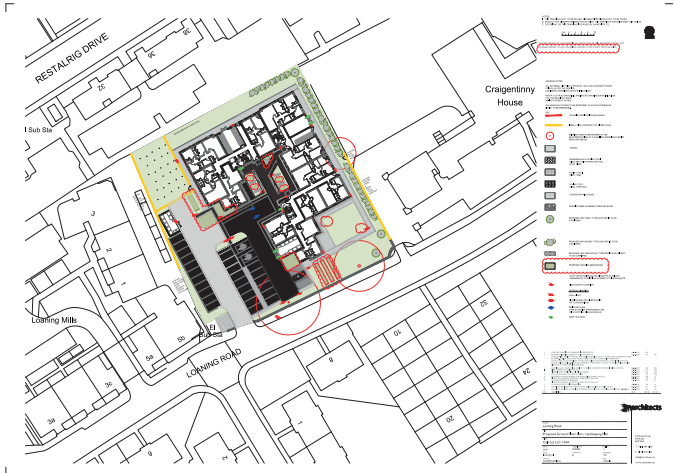
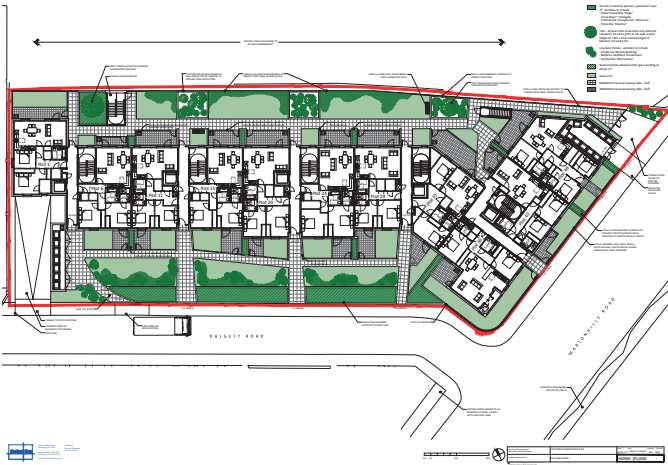
- 1. Lawrie Reilly Place
- 2. 1-11 Dalgety Road
- 3. 7A Loaning Road
- 4. 55 London Road



NOTE: FOR MEADOWBANK MASTERPLAN SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

2.2 IMMEDIATE CONTEXT | NEIGHBOURING DEVELOPMENTS- BUILT

Note: All information downloaded from CEC Planning Portal for reference only.
The drawings are not part of the Meadowbank AMSC Condition 1 Application.



14/03883/FUL

1 - 11 Dalgety Road
Edinburgh
EH7 5UH

Construct 51 residential units with associated parking, landscaping and access (as amended).

Completed in 2018

Materiality of facades:
Cast Stone (buff/honey colour), Render ((Off white), and recess details in masonry



09/02864/FUL

55 London Road
Edinburgh
EH7 6AA

Demolition of existing buildings and new build development comprising of 36 RSL apartments with associated car and bicycle parking, amenity open space and access arrangements

Completed in 2012

Materiality of facades:
Grey facing brick, timber cladding system to recesses and top floor with render at ground level.



12/03574/VARY

Land 137 Metres South Of 52
Albion Road
Edinburgh

Residential development of colony housing and flats including roads, landscaping and pedestrian connections (as amended)

Phase 1: completed in 2016
Phase 2: currently on site

Materiality of facades:
Predominantly facing brick, with zinc cladding to feature windows.



16/01415/FUL

7A Loaning Road
Edinburgh
EH7 6JE

To develop approximately 59 affordable apartments for Hillcrest Housing Association with associated parking, cycle storage, refuse storage and greenspace.

Completed in 2019

Materiality of facades:
Two types of facing brick

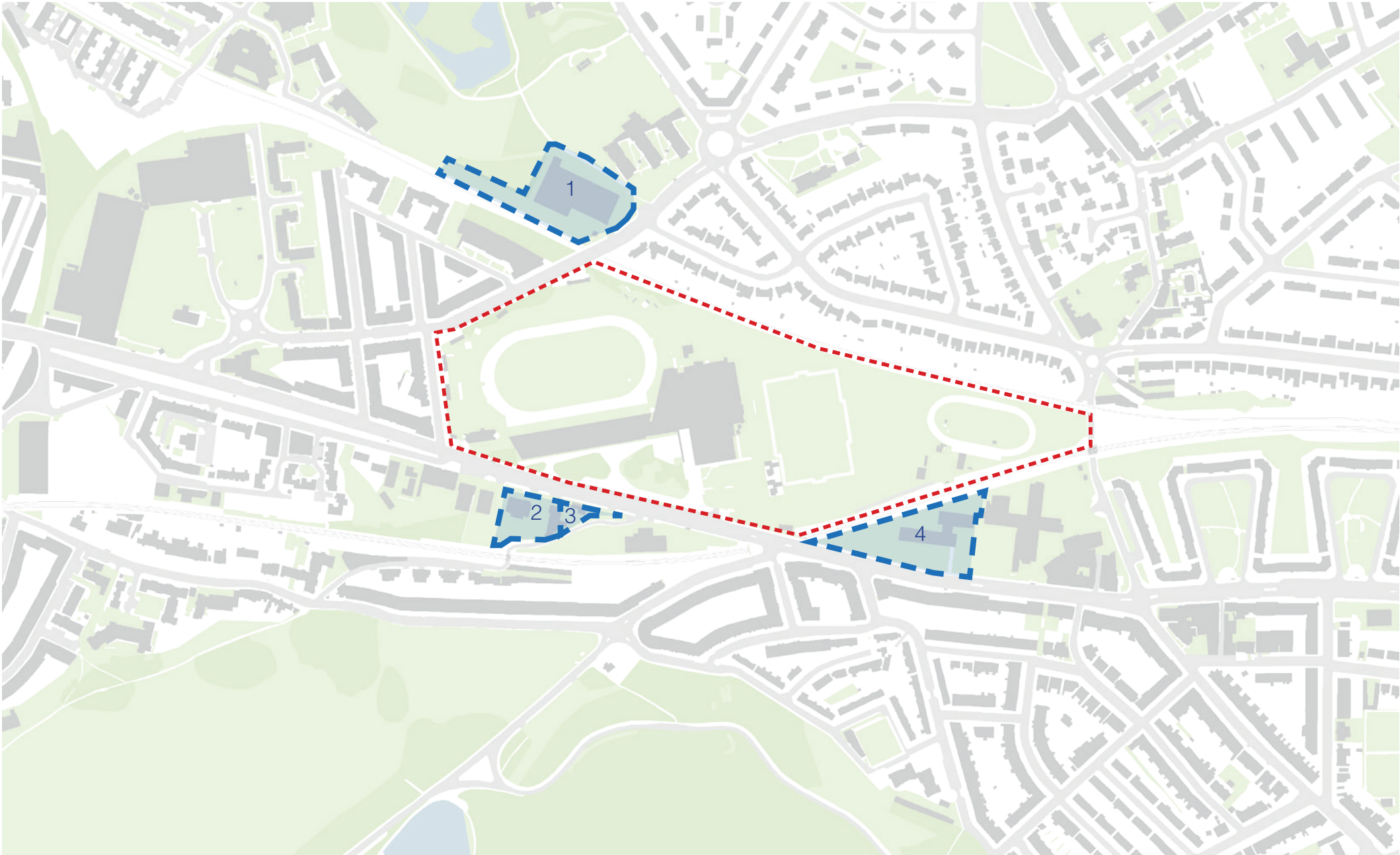
2.2 IMMEDIATE CONTEXT | NEIGHBOURING DEVELOPMENTS

MAJOR PROPOSED DEVELOPMENTS NEARBY

The context of future development plans submitted to the CEC planning in close proximity of the Meadowbank Masterplan site is carefully considered. The design team are taking those into consideration in terms of proposed materiality, heights and parking to assure cohesiveness and successful urban environment.

Recent proposed developments in the area:

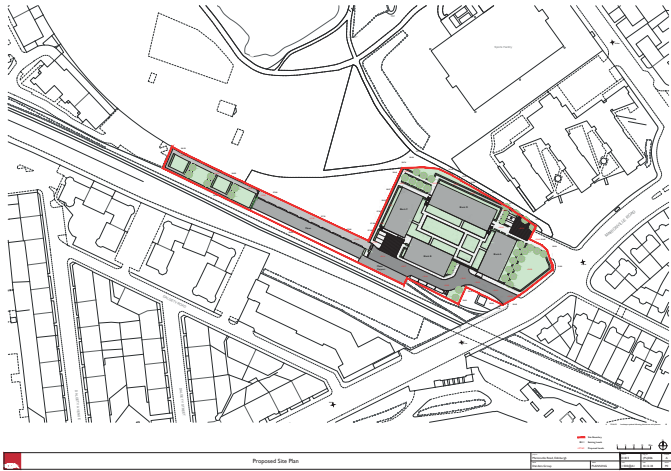
- 1. 69-71 Marionville Road
- 2. 65 London Road
- 3. St. Margaret's House Development



NOTE: FOR MEADOWBANK MASTERPLAN SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

2.2 IMMEDIATE CONTEXT | NEIGHBOURING DEVELOPMENTS- PROPOSED

Note: All information downloaded from CEC Planning Portal for reference only.
The drawings are not part of the Meadowbank AMSC Condition 1 Application.



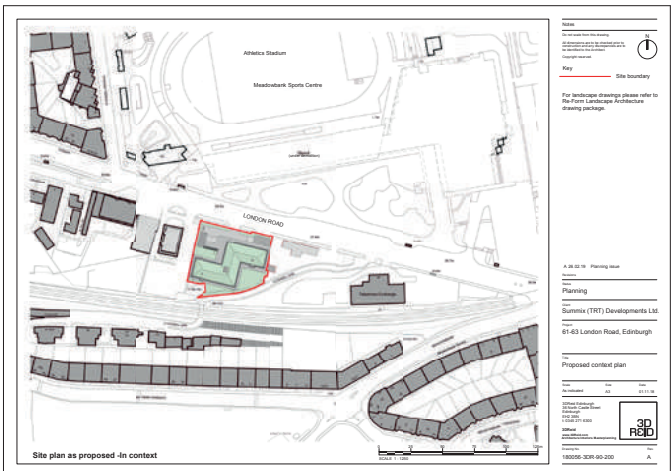
Tai Chi Site
19/04508/FUL

69-71 Marionville Road

Demolition of two existing business units and erection of a residential development comprising four apartment buildings, a terrace of mews houses, associated car parking, car port and associated landscaping.

Status: Awaiting Assessment

Materiality of facades:
Brown and blond tone facing brick, with bronze tone balcony details.



Boots Site
19/01149/FUL

61 And 63 London Road

Erection of mixed-use development including student accommodation and ancillary uses, commercial unit, and associated landscaping and infrastructure.

Status: Application Granted

Materiality of facades:
Predominantly red facing brick, with pre-cast concrete mullions and columns



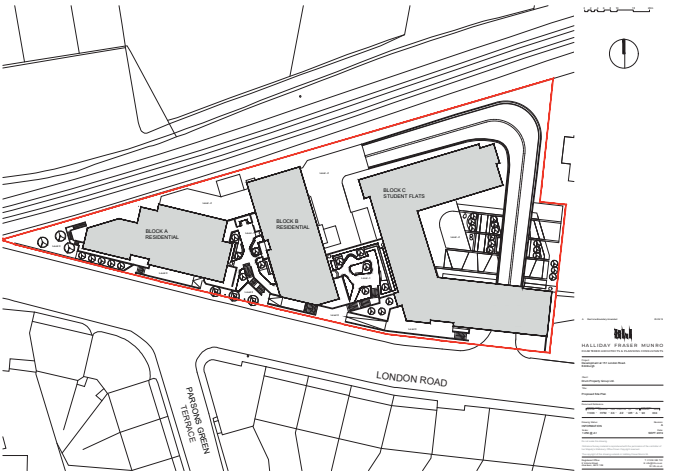
Car wash Site
17_03633_FUL

65 London Road

Demolition of existing single storey car-wash unit and erection of new residential flatted development rising up to 5 storeys, comprising 30 flats, and including all associated landscaping, parking and ancillary facilities (as amended)

Status: Application Granted

Materiality of facades:
Buff/ multi facing brick, with dark grey cladding



St Margaret's House
14_05174_PPP &19/04557/AMC

151 London Road
Matters Specified in Conditions application - Condition 2 (Reserved Matters) a) no. of residential units to be developed, b) no. of student housing bedrooms to be developed, f) location & extent of uses, g) layout design & heights, h) sustainability measures, i) drainage, j) waste management & recycling, k) noise protection measures, l) air quality mitigation, n) floor levels, o) lighting, p) landscaping q) masterplan framework and Condition 4 (Surface Water Management & Flood Risk Assessment)

Status: Awaiting Assessment

Materiality of facades:
Facing brick, with some metal cladding

2.3 TOPOGRAPHY & GROUND CONDITIONS

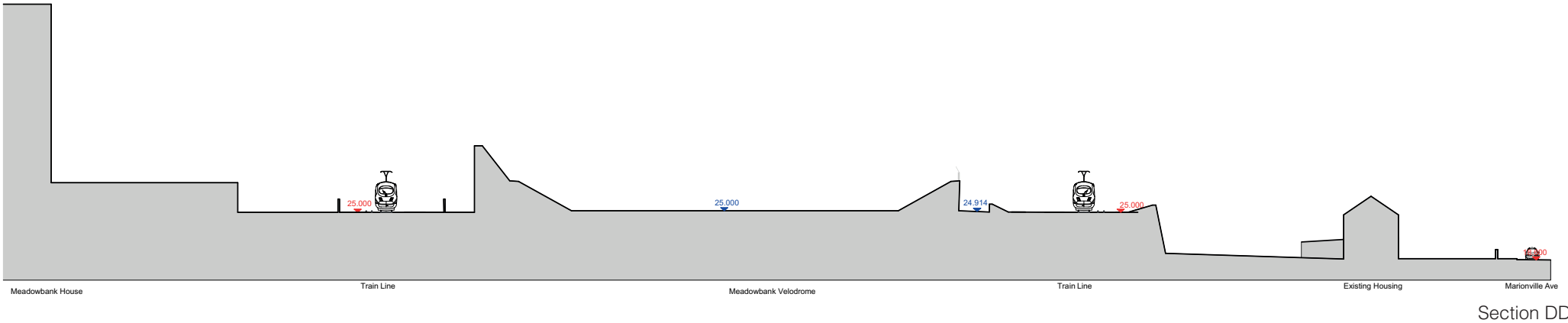
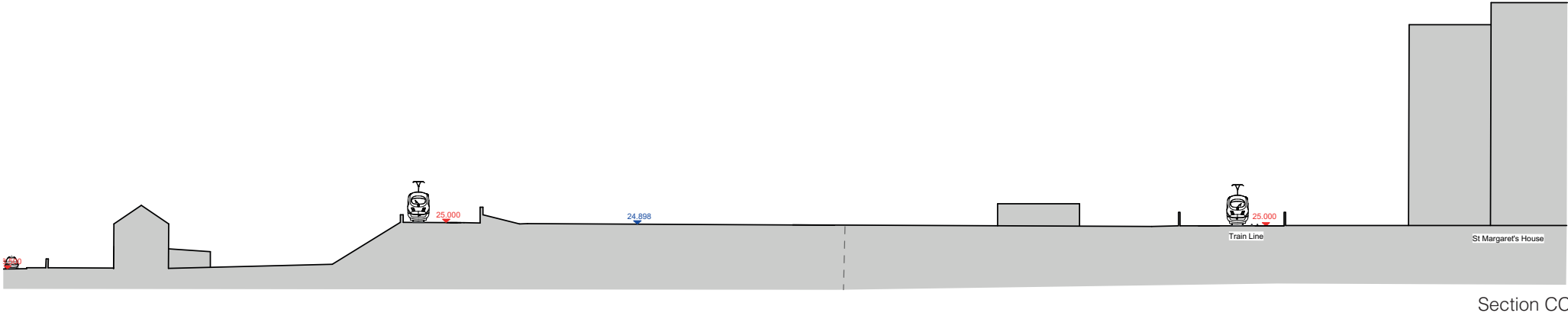
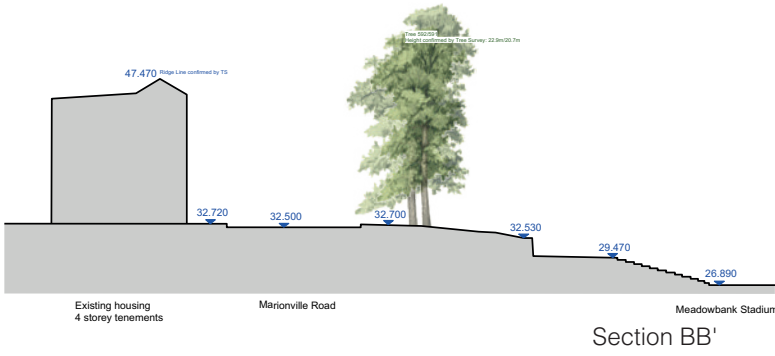
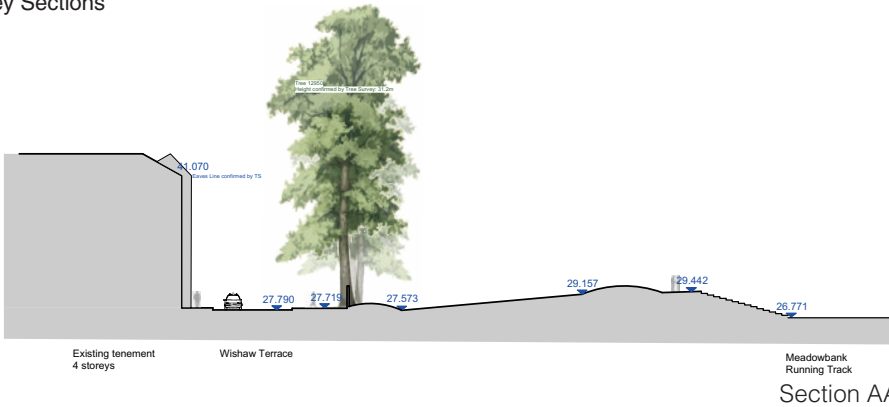
Topography

A detailed topographical survey for the development has been conducted by Aird Group to allow the design team to progress the design development with accurate and precise dimensions. Eaves heights have been taken from the buildings along the boundaries to allow for detailed contextual height and massing considerations.

The site is mostly flat due to it's recent function in providing sports fields, parking and possibly as a result of its history also as a railway yard with substantial locomotive sheds. The railway tracks are also level with the site. However the perimeter and key access points are set at a different level. Key areas of note:

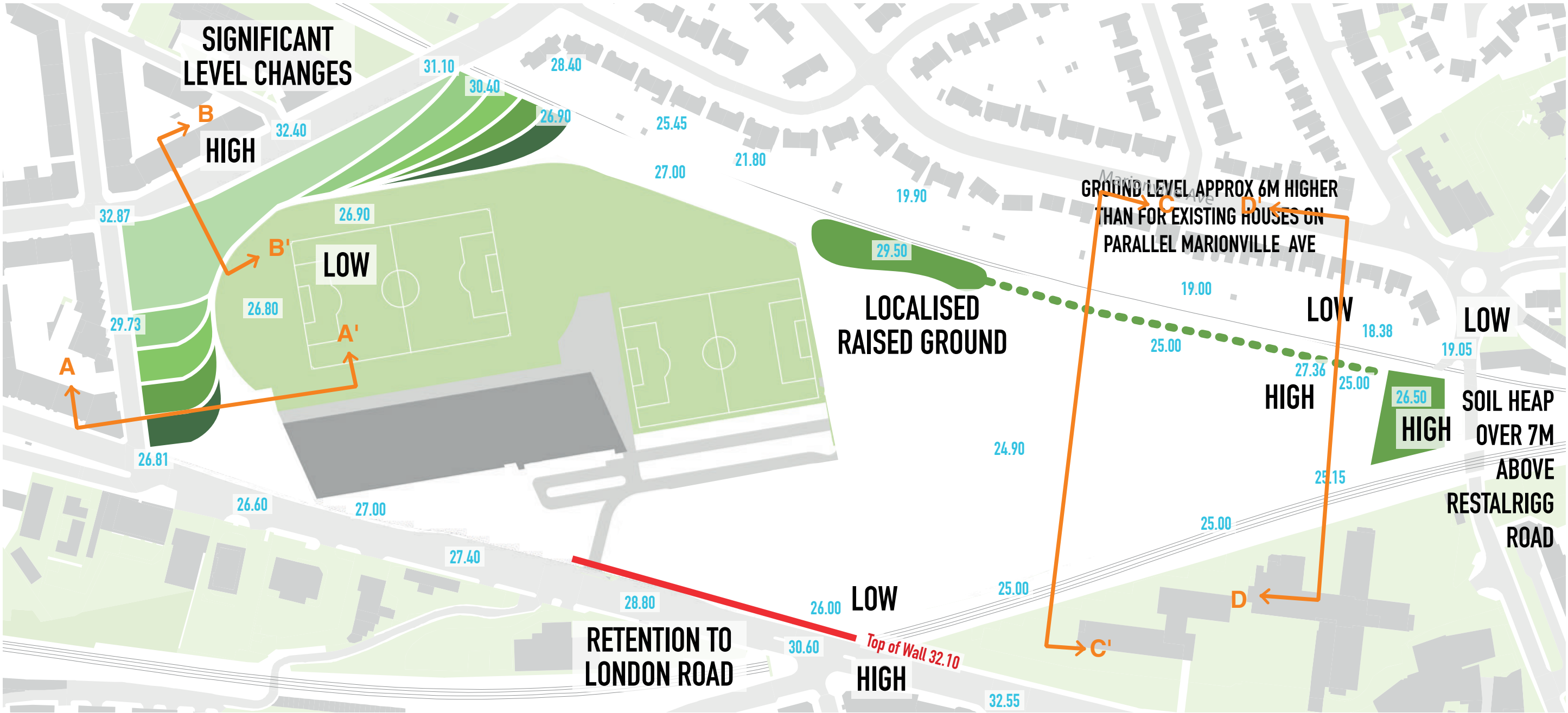
- Where the site joins London Road. Public realm is proposed here and it is important this is fully accessible.
- Along the North edge where the site is elevated compared to the village of Restalrig.
- At the reinstated junction of Clockmill Road and Restalrig Road. This will require old retaining walls to be unearthed and possibly strengthened.

Key Sections



NOTE: THE SPOT LEVELS REFERENCED FROM TOPOGRAPHICAL SURVEY DRAWING PRODUCED BY AIRD GROUP. FOR MORE DETAILS ON EXISTING CONDITIONS REFER TO DRAWING G/CA/1001

NOTE: THE SPOT LEVELS IN BLUE REFERENCED FROM TOPOGRAPHICAL SURVEY DRAWING PRODUCED BY AIRD GROUP. FOR MORE DETAILS REFER TO DRAWING G/CA/1001



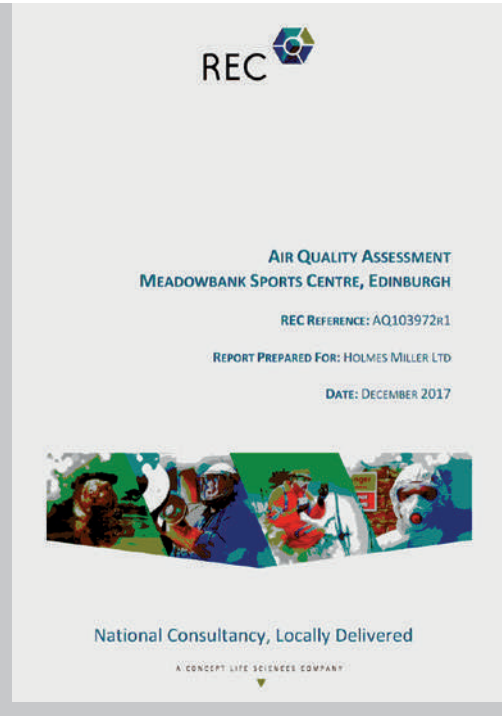
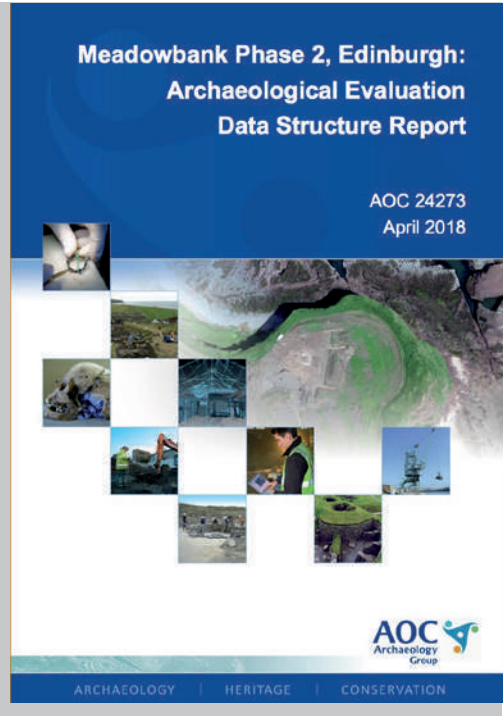
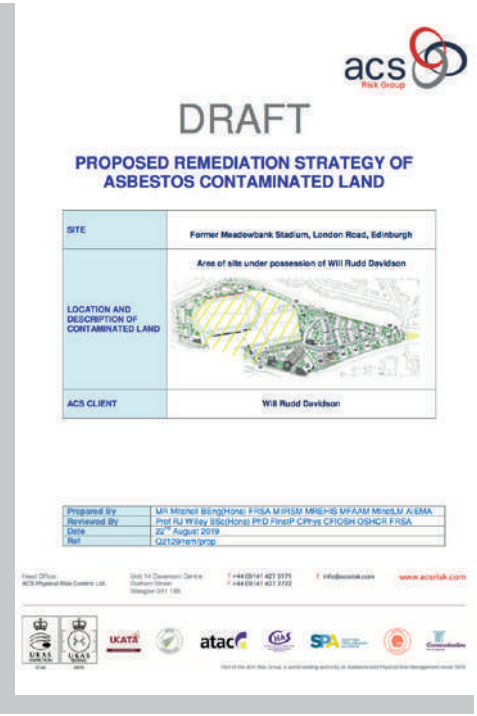
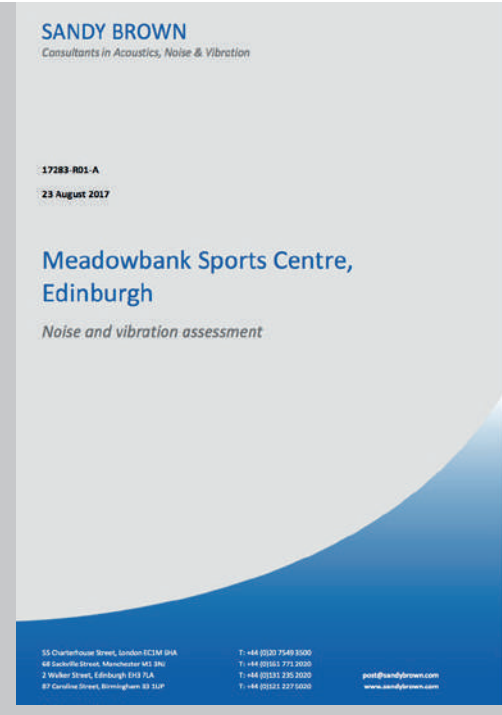
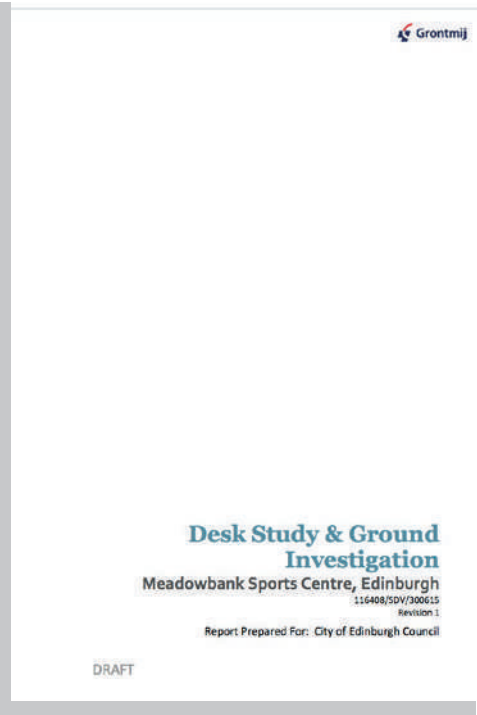
2.3 TOPOGRAPHY & GROUND CONDITIONS

Ground conditions

Following the demolition of the former St Margaret's Locomotive Depot the site was leveled with made ground. The depth of the made ground ranges from 1.8m to 8.3m in thickness. The ground has a number of potential sources of contamination, as identified by Grontmij, a multi-disciplinary engineering company who undertook the ground investigations, previously commissioned by the Meadowbank Sport's Centre Development. The site therefore has been part of a number of extensive ground investigations which are to be read in conjunction with this design and access statement. The investigation were undertaken in accordance with UK best practice, i.e. BS10175: Code of Practice for Investigating Potentially Contaminated Sites and BS5930: Code of Practice for Site Investigations, meeting the requirements of a 'Main Investigation'.

These documents were provided for the Sport's Centre Development and are available on the Planning Portal. These documents do not form part of this submission.

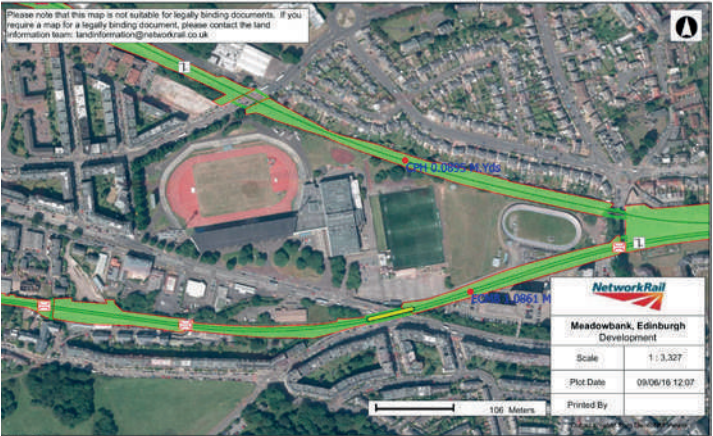
Examples of survey's undertaken and submitted for 18/00181/FUL. Available on Planning portal reference.



Edge conditions

The Meadowbank site is characterised by a number of distinct edge conditions. The north eastern and south eastern edges are both bounded by railway lines with exclusionary fencing to the tracks with some access points for Network Rail. The south west edge sits along London Road which rises to east beyond the Sports Centre with an existing retaining wall and a change in level of approximately 4metres (equating to a 6m tall retaining wall).

The Western and North Western Edge is characterised by a line trees, including rare Wheatley Elms.



01



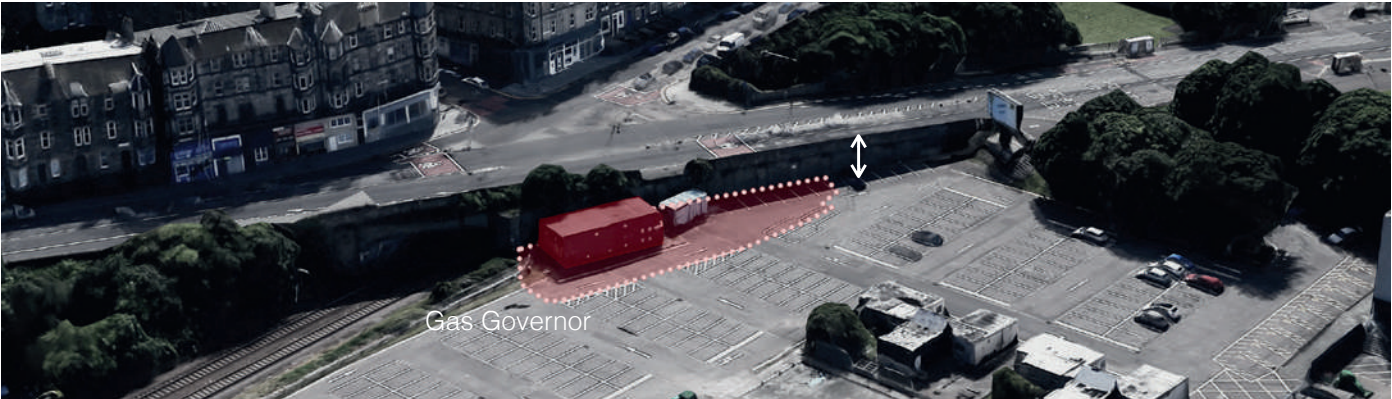
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- 01 Network Rail Assets Plan
- 02 View over the Northern Edge over the Marionville Avenue houses
- 03 Retaining wall along London road
- 04 Green edge on Wishaw Terrace and Marionville Road
- 05 Gas Governor along London Road and East Coast Main Line

2.4 LANDSCAPE CHARACTER & EXISTING TREES

The existing mature, rare Wheatley Elm trees form a distinctive feature to the western end of the site, along London road, Wishaw Terrace and Marionville Road. These Wheatley Elm trees are being retained and inform the character of how the new development will interface with the existing surrounding tenements to the west.

Aside from the mature trees, the existing character of the site is formerly outdoor sports ground with unmanaged, mostly self sown trees and vegetation along the Powderhall Rail Line to the north. There is an existing stone wall fronting along part of London road, and the south eastern boundary is mostly palisade metal fencing forming an edge to the east coast mainline railway.

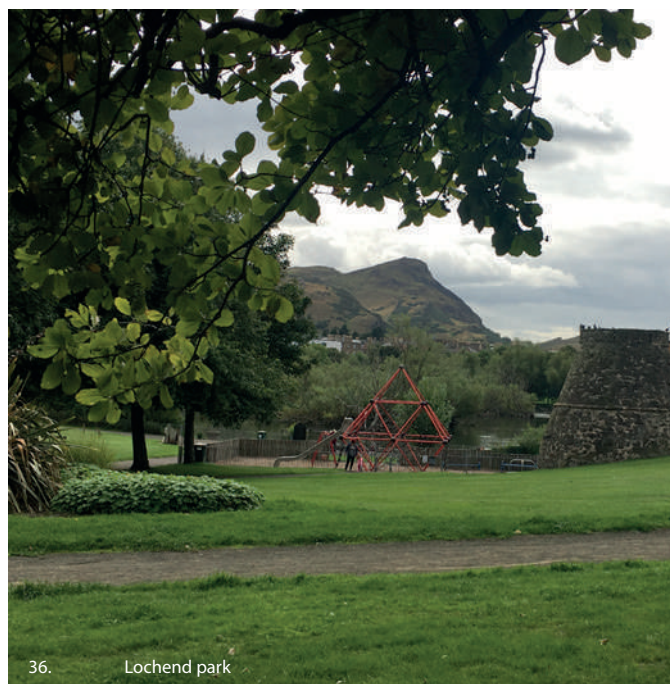
Surrounding green spaces are plentiful and are of world-class distinction, such as Arthur's Seat and Holyrood Park. Quality adjacent greenspaces such as Lochend Park provide great local amenity.

Protecting and complimenting the integrity of the local greenspace forms a key design principle for development of new housing at Meadowbank. Strong active travel links embedded within the masterplan will provide people with easy access to these important existing resources.

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.



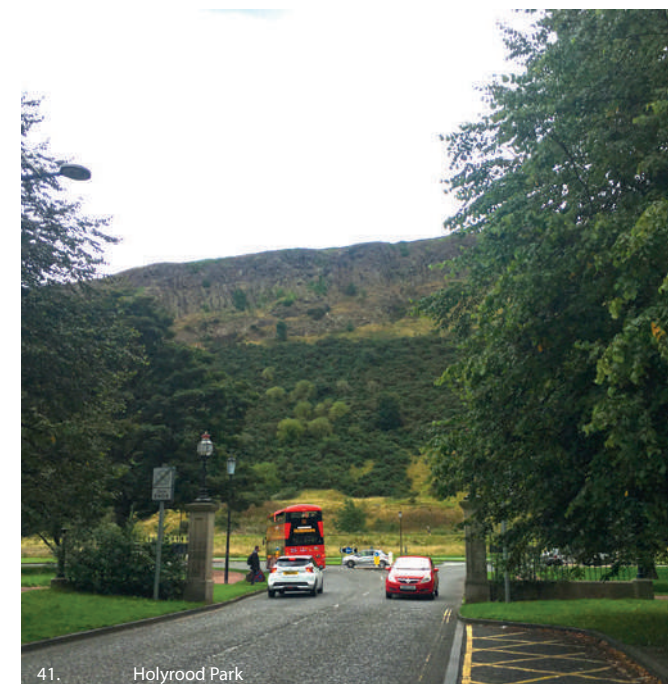
Aerial of open space context



36. Lochend park



26. Lochend Secret Garden



41. Holyrood Park



45. Piershill housing play area

2.5 EXISTING OPEN SPACE CONTEXT



NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

Key for existing open space context

- | | |
|---|---|
| <p>Residential Amenity Greenspace</p> <ol style="list-style-type: none"> Piershill Square East
Quality: Good Piershill Square West
Quality: Good Loganea Avenue
Quality: Fair Restalrig Road South
Quality: Fair St Triduana's Rest
Quality: Fair Restalrig Gardens
Quality: Fair Sleigh Gardens
Quality: Fair Lochend Drive
Quality: Low Lochend Gardens
Quality: Low Lochend Square
Quality: Low Hawkhill
Quality: Fair Ale Moor Park
Quality: Good Bothwell Street
Quality: Low <p>Green Corridors</p> <ol style="list-style-type: none"> Disused Railway Network
Quality: Good <p>Sports Areas</p> <ol style="list-style-type: none"> Craigentinny Golf Course Abercorn Sports Club (Tennis Court) Meadowbank Sports Centre Leith Academy Playing Fields Northfield & Willowbrae Community Centre Playing Fields Craigentinny Bowling Green Willowbrae Bowling Green Postal Bowling Green Regent Road Bowling Green Loaning Crescent Bowling Green | <p>Allotments</p> <ol style="list-style-type: none"> Lochend Secret Garden Findlay Avenue / Sleigh Drive Allotments Hawkhill & Nisbet Allotments Baronscourt Allotments Meadowbank Allotments <p>Churchyards & Cemeteries</p> <ol style="list-style-type: none"> Piershill Cemetery
Quality: Fair Eastern Cemetery
Quality: Fair St Ninians and St Triduana Cemetery
Quality: Fair Restalrig Parish Church <p>Civic Space</p> <ol style="list-style-type: none"> Craigentinny Primary School Lochend Park
Quality: Excellent Holyrood Park
Quality: Good Baronscourt Park
Quality: Very Good London Road Gardens
Quality: Very Good Regent Road Park
Quality: Very Good <p>Natural / Semi-natural Greenspace</p> <ol style="list-style-type: none"> Holyrood Park
Quality: Good <p>Play Space for Children & Teenagers</p> <ol style="list-style-type: none"> Play area Play area Meadowfield Park Play Area Piershill Play Area Play area Play area |
|---|---|

Quality standards determined by CEC Open Space Audit (2016)

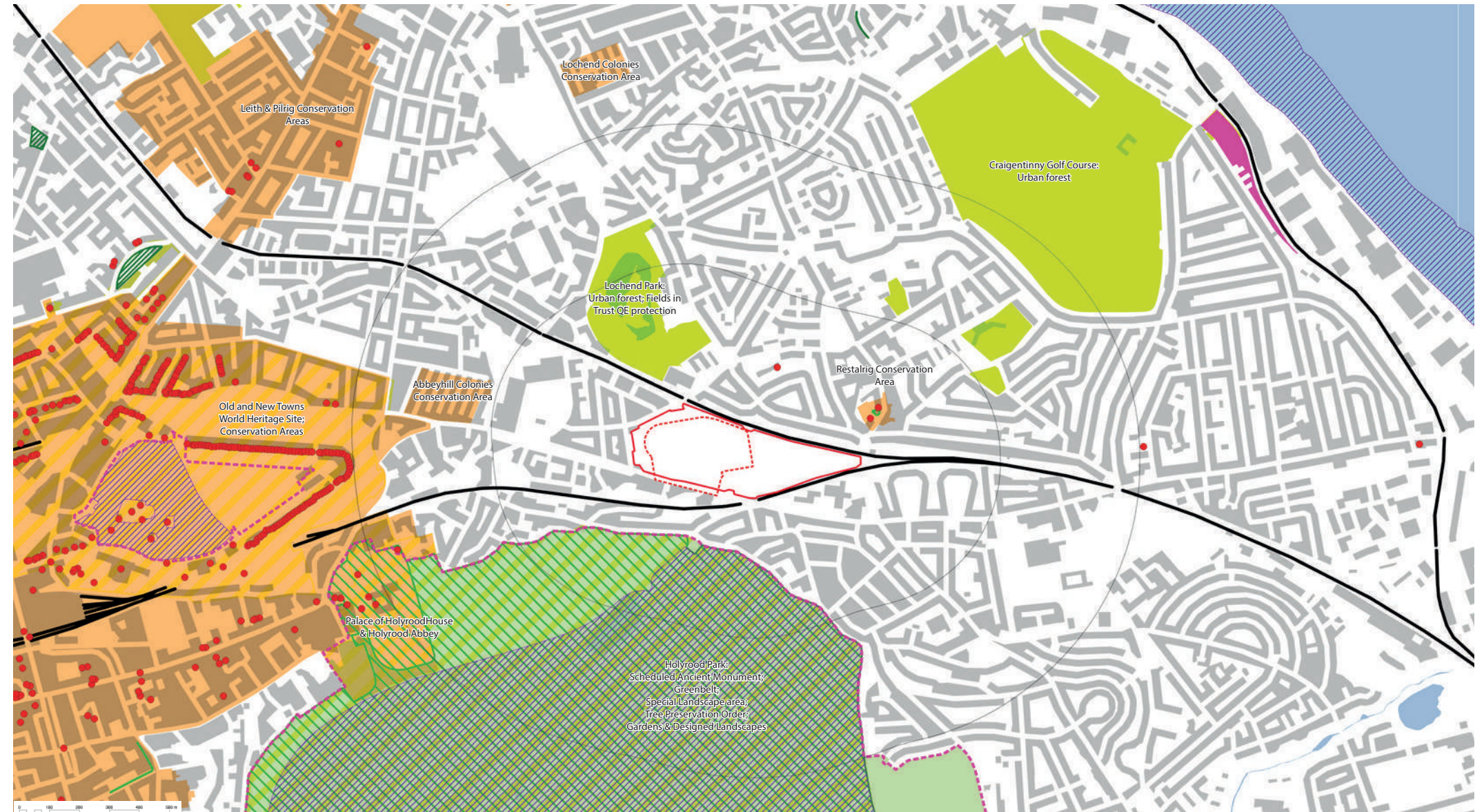
2.6 LANDSCAPE & BUILDING DESIGNATIONS

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

Key

- Greenbelt
- A-Listed Buildings
- Sites of Special Scientific Interest (SSSI's)
- Special Protection Areas (SPA's)
- Conservation Areas
- Gardens & Designed Landscapes
- Scheduled Ancient Monuments
- Special Landscape Areas
- Tree Preservation Orders
- Urban Forests (CEC designation)
- Local Nature Reserve

Sources:
 Scottish Natural Heritage
 Historic Environment Scotland
 City of Edinburgh Council



2.7 EXISTING SITE- LEVEL LANDSCAPE APPRAISAL

1. Mature wheatley elm trees (13-21m)
A key asset of the site - categorised class 'A' on tree survey. New build line will be outwith root protection area (RPA). There will be an additional 5m offset for construction activity zone. Root heave within public asphalt footpath needs to be resolved giving scope to improve public realm to Wishaw Terrace, London Road & Marionville Road.

2. Mature leyland cypress (14m high)
Provides substantial visual screening for properties on Marionville Road into the site. Height and density of evergreen vegetation creates considerable shading, blocking the south facing aspect and light into properties on north side of Marionville Road. Recommend removal.

3. Mature poplar, willow, lime, sycamore (9-15m)
Attractive group, providing a strong edge to the railway line and some screening of stadium from existing housing to north. Recommend retention.

4. Sycamore group
To be removed to accommodate new development / access into sports centre and development area.

5. Mature rowan / sycamore group
Mound 3.5-4m above pitch level with mature tree group; 1.7-2m high brick wall bounding railway line. These trees give a considerable degree of screening into the site from a number of existing residences, which, if retained, could form strongly defined landscape edge. Some trees on the west edge may need to be removed to provide secondary access; considered landscape detailing will be required to retain trees on mound - retaining wall may be necessary.

6. Piershill loop railway line vegetation
Provides valuable degree of screening for Marionville Park / Avenue houses that lie several metres lower than the sports ground level. However, any high development blocks would be conspicuous / potentially overbearing so building / landscape mitigation within the site will be critical.

7. Scrub
Vegetation to be removed to enable connectivity to Restalrig Avenue which is 7m lower than the site.

8. Landscape treatment to East Coast main line
Required to soften metal palisade fence lining railway and to minimise impact of frequent trains.

9. Restoration of historic Clockmill Lane link
Re-establish the historic Clockmill Lane link to Restalrig via a connecting path. There is a challenging 7m level difference to resolve.

10. Potential community growing space
Potential to lease ground from Network Rail, but footbridge over Restalrig Road would need to be restored to provide access.

11. Relocate Network Rail access point
If connectivity to Restalrig Road is to be achieved, the current access point will need to be relocated. To be agreed with Network Rail.

12. Wall / Gas governor
Large gas governor with 3.5m high wall where site sits lower than the level of London Road. Gas governor to be relocated and stand-off has to be maintained. Potential for this to be a service area for student residences. Views from 1st floor level and upwards to be carefully considered.



1. Elm tree heave on Wishaw Terrace



2. Dominant cypress trees



3. Sycamore and rowan group



4. Sycamore group at car park entrance



5. Sycamore group to Piershill loop boundary



6. Piershill loop vegetation



7. Scrub to east end of site



8. Landscape treatment to East Coast Main Rail line boundary



9. Potential path link to Restalrig



10. Orphaned land across Smokey Brae



11. Network Rail access point



12. Gas Substation (retained)

2.8 EXISTING SITE- LEVEL LANDSCAPE APPRAISAL



2.9 EXISTING TREES

RæburnFarquharBowen prepared a document that appraises the existing trees on the Meadowbank Housing site. Retention of existing trees is highly beneficial both at site level and also in the context of local visual and physical amenity, and is the starting point of the assessment process.

The group “Save Meadowbank Trees” was set up in order to raise awareness “about the future of the meadowbank woodland and encouraging people to support the trees”. A petition to City of Edinburgh Council in order to protect and secure the future of the Meadowbank trees has been organised by the group, and closed with 2,309 signatures. It is important to recognise the significant social and amenity value of the trees to the local residents and how they can be preserved.

Surveys

As part of the site analysis, a number of surveys have been carried out on the trees and their surroundings:

- Ecology Survey: Wild Surveys Ltd, January 2017
- Tree Survey: Envirocentre, November 2017
- Root Radar Survey: Sharon Hosegoode Associates, October 2018
- Site Investigation / Ground Contamination (ongoing)
- Invasive Weed Survey: Complete Weed Control, October 2018
- RæburnFarquharBowen Landscape Appraisal

These reports are included as part of this application.

Retention & removals

There are a number of factors that determine which existing trees are proposed for retention and which are proposed to be removed. All wheatley elms within the housing site are to be retained, and planting along the northern boundary will mostly be retained.

The leyland cypress group offer low amenity and biodiversity value, and are competing with the adjoining Wheatley Elms for root space, moisture etc and are proposed for removal.

5 trees at the north east corner of the sports site are proposed to be removed to enable a key pedestrian / cycle link to be established.

The scrub at the eastern corner is to be removed to enable reinstatement of the Clockmill Lane connection. A group of 4 rowans at the south of the site will be removed to allow the historic turntable to form part of the key open space designs.

The sycamore group at the old site entrance are proposed for removal to facilitate the new access for both the sports centre and the Meadowbank masterplan areas. There are challenging level differences to accommodate, as well as the requirement for a drainage diversion of a major sewer which is located 9m below ground, which would make retention of this group of trees not possible.

There will be a significant number of new trees as part of the proposals, and a wide variety of species to promote biodiversity and enhance the ecology of the site.



2.10 DEVELOPMENT CAPACITY

A strategy to inform tree retention, protection and development capacity has been explored. The Root Protection Area (RPA) of each tree proposed for retention has been plotted to BS 5837.

An additional off-set of 5.0m beyond the RPA as set out within the British Standard offers a number of benefits:

- Recognises the importance of the existing trees to the Meadowbank site
- Gives space for construction activities outwith the RPA
- Creates an allowance for future tree growth
- Reduce over-shadowing of new homes from existing trees
- Space for landscape / gardens adjacent to new homes



03 ARCHAEOLOGICAL AND HERITAGE INTERPRETATION

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NOTE: FOR SITE BOUNDARIES PLEASE
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DRAWING ON PLANNING PORTAL.

3.01 SITE HISTORY AND CONTEXT| HISTORIC CONTEXT

Records suggest that the Meadowbank site formed part of a network of irrigated meadows which surrounded the historic village of Restalrig. The Restalrig Meadows used the foul waters from the old city to flood and fertilise the fields to grow grass for cattle feed. The name Meadowbank appears to derive from the name of a house which stood on the site, which was built on the bank of the meadow.

Restalrig is a small residential suburb of Edinburgh with historic interest. The current name 'Restalrig' is a 15th Century variant of the name Lastalric (1). It was first mentioned in 1165, when the Norman landowner Edward de Lestalric built an estate on the site. There has been a church on the site since 1178 and the historical interest of Restalrig revolves mainly around the ecclesiastical significance with the formerly known Restalrig Church housing the relics of St. Triduan. Restalrig was also known for St. Margaret's Well which is discussed later in this chapter.

(1): The Place Names of Midlothian, a PHD thesis by Norman Dixon.



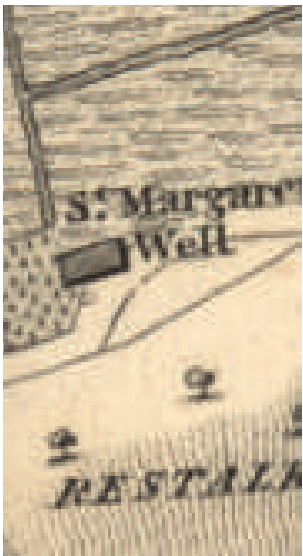
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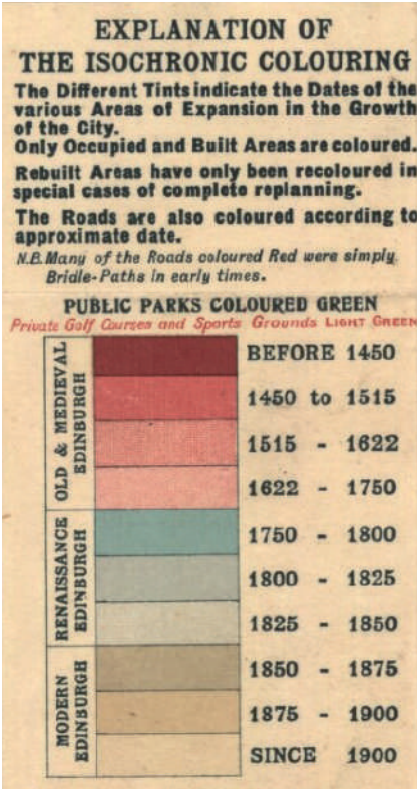
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The chronological map opposite shows that the area surrounding Meadowbank, was largely under-developed until the mid-twentieth century. The land around was mainly lush green fields until it was replaced by housing developments, largely low density bungalows.

01. Craigentinny Meadows., Watercolour by James Steuart
02. Historic Plan 1580
03. Historic Plan 1817:extract showing Restalrig Meadows
04. Historic Plan 1817:extract showing St. Margaret's Well
05. Roy Map of 1750's
06. Bartholomew's Chronical Plan Key, 1919
07. Bartholomew's Chronical Plan of Edinburgh, 1919



07

3.02 SITE HISTORY AND CONTEXT| INDUSTRIAL ERA

The meadowbank site has had a varied history. During the mid 19th century, the North British Railway had been constructed and a large railway depot called the ‘St Margaret’s Station North British Railway Works and Locomotive Department’ was constructed on the site.

The depot included a turntable for locomotive engines and comprised a large number of buildings. The works continued into the early 20th century, as can be seen on the subsequent 1908 and 1914 Ordnance Survey maps. However, by the 1931 Ordnance Survey map, a collection of neatly arranged pre-fabricated houses were built on the site to the immediate west of the Railway Works. In the years following the second world war, the ‘turning platform’ was remodeled and the roofed engine shed removed. A large football ground was also laid out to the north.



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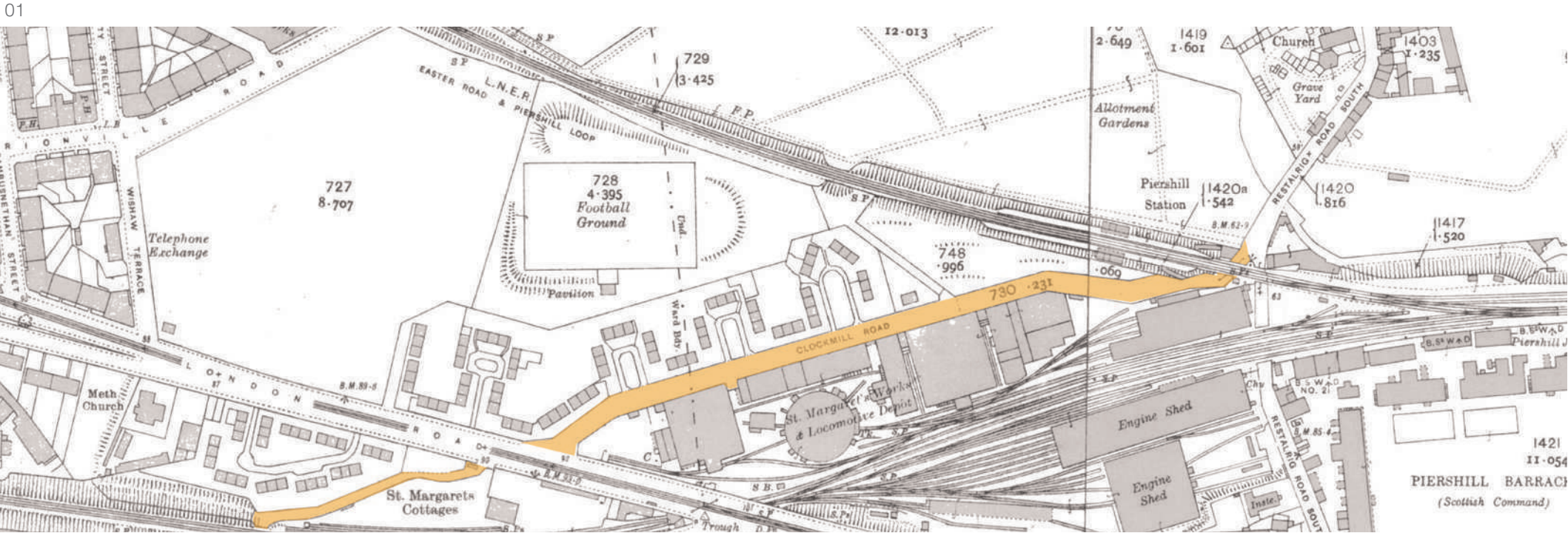
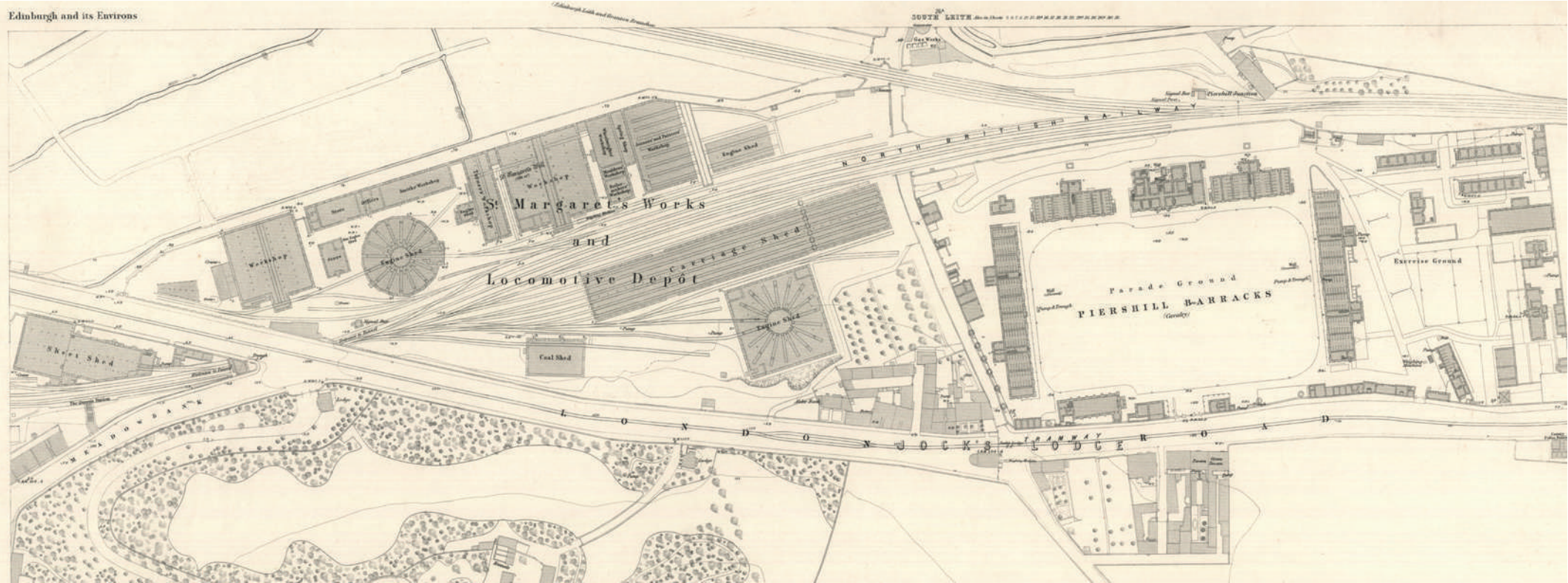
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01. View of the signal tower with locomotives entering and leaving the yard
02. Piershill train station
03. Locomotive on the section of railway now known as the East Coast main line
04. View of depot taken from London Road over bridge. Site of original round house and turntable is visible

The historic plans opposite shows the evolution of the locomotive yard and highlight the increased development along Clockmill Lane. Both plans also highlight the evolution of the Piershill Station which was opened in 1868 and closed in 1964.



01.1877 Historic Plan
02.1933 OS Plan

3.03 SITE HISTORY AND CONTEXT| SPORTS HISTORY

The Meadowbank site has long been associated with sport and played host to hundreds of events both at a local and global scale.

In the 1930s the site was used for football and by 1934, a running track was created. The new track, known as 'New Meadowbank' was used as both an athletics and football ground and became home to Leith Athletics during 1946-47.

Edinburgh hosted the 1970 Commonwealth Games and the Meadowbank Stadium was purpose built for the occasion. In 1986, Edinburgh hosted the Commonwealth games again, becoming the first city to host the event twice.

The Meadowbank Stadium hosted football games, music festivals, rifle shooting in the airgun range. It also hosted basketball, track cycling, rugby, boxing and a taekwondo championships.



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01. SAAA Championships at new Meadowbank, 1965
02. Racing at New Meadowbank - JC Together ESH wins the final in the 100 yards, 1965
03. Meadowbank Veleodorme
04. Aerial of Meadowbank Stadium for the opening of the 1970 Commonwealth Games

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

The historic plans opposite shows the evolution of the sport's grounds on the site. The original football ground was eventually amalgamated into the Meadowbank Sports stadium for the Commonwealth Games.

The red line denotes the developable area overlaid.



01. 1950-1970 OS Plan
02. 1990 OS Plan

3.04 SITE HISTORY AND CONTEXT| RECENT HISTORIC DEVELOPMENT

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

160 years ago:

- North British railway line. Victorian era with large railway sheds. Bridges/ embankments
- Barracks building nearby and Parsons Green
- Surrounded by fields/ semi rural.
- Village of Restalrig visible.

85 years ago:

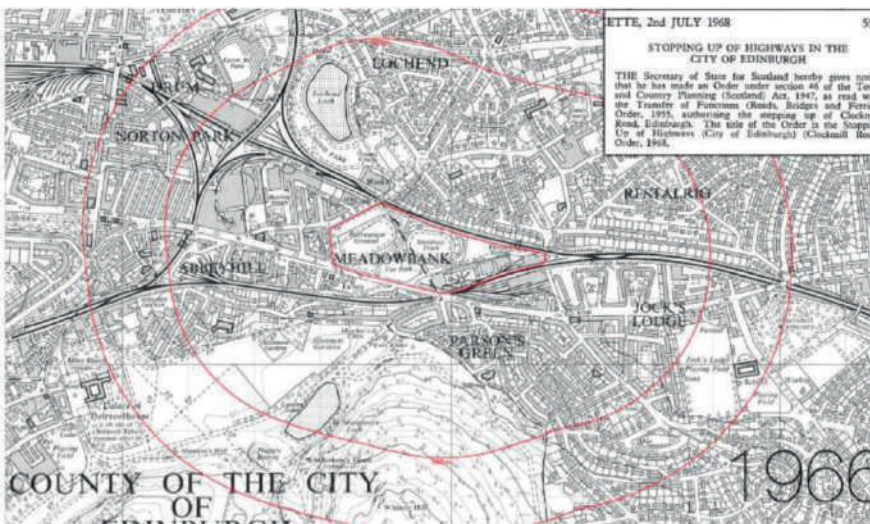
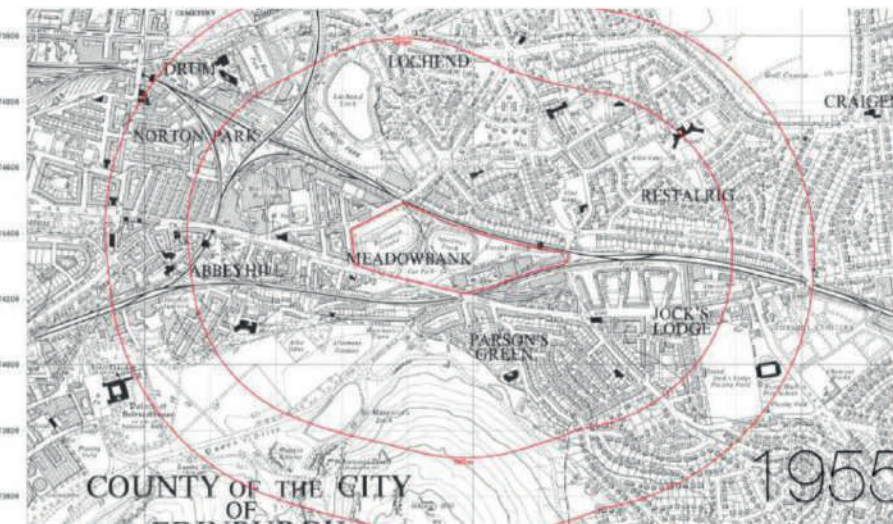
- New tenements
- New train station at Piershill
- Signs of prosperity. Village has grown.
- Although still surrounded by meadows and allotments. Small clusters of housing within the site.

60 years ago:

- Post-war housing expansion in Restalrig.
- Increasing amount of residential property generally.
- Schools, churches.
- Housing within site is demolished to make way for recreation ground. Although Clockmill Road and train station still in use.
- Barracks redeveloped as Piershill Square

50 years ago:

- Locomotive yard demolished and sheds removed.
- Site to the south cleared for development.
- Construction starts on Meadowbank Stadium in 1967 and opens for the Commonwealth Games in 1970 and 1986. Piershill Station closed after games.
- Clockmill Road disappears. Although Clockmill Lane still present to south of site.



3.05 SITE HISTORY AND CONTEXT| RESTALRIG CONSERVATION AREA

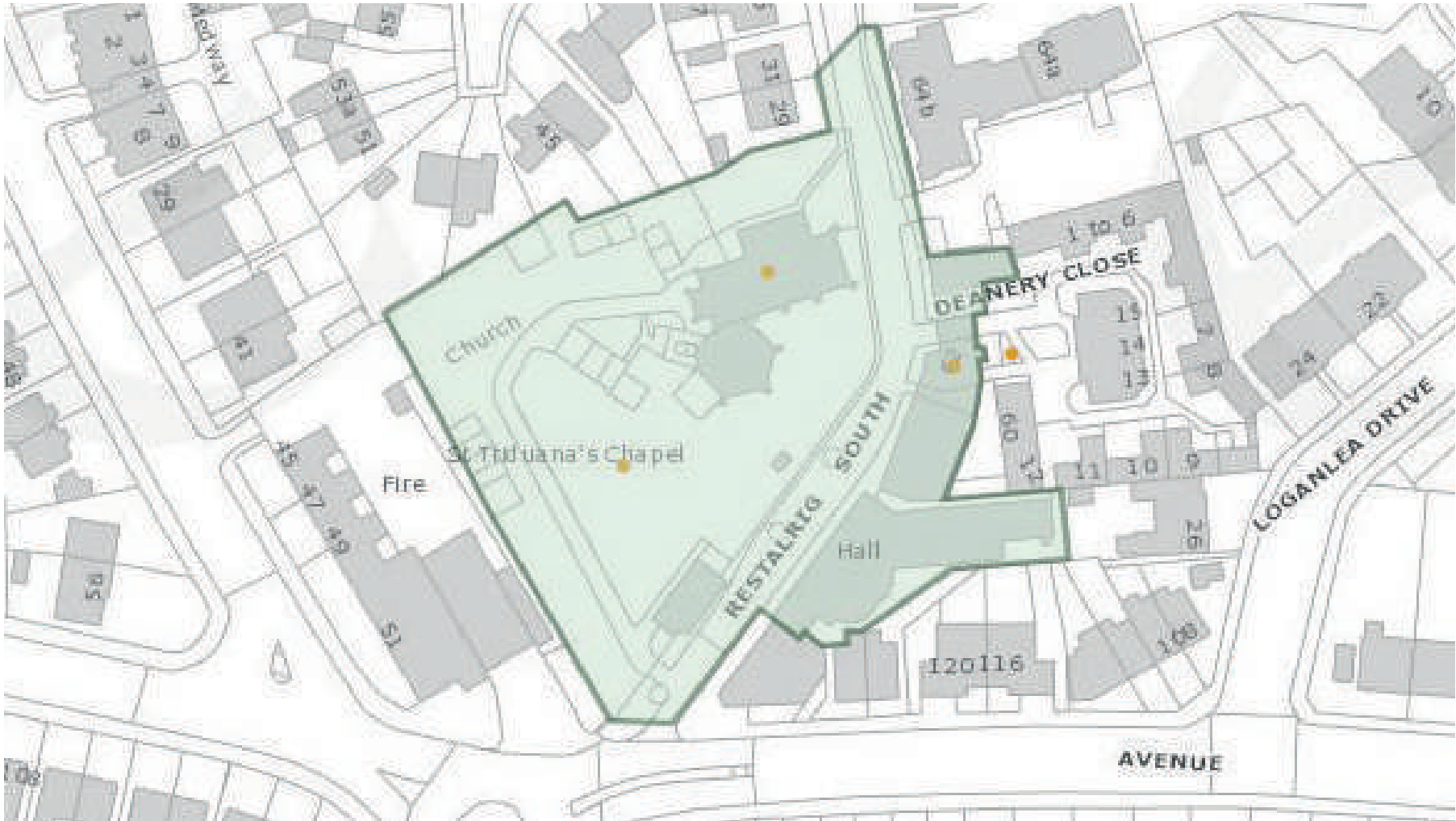
Restalrig became Edinburgh's 50th Conservation Area in 2017 and includes St. Margaret's parish church, graveyard and surrounding buildings at the entrance to Restalrig Road South and Avenue.

Significant Listings in Restalrig:

- St. Margaret's Parish Church
- 62 Restalrig Road South
- The Deanery Wall

Scheduled Monuments in Restalrig:

- St Triduana's Aisle Chapel and Well House.



01. Restalrig Conservation Area
02. St. Margaret's Parish Church
03. The Deanery Wall
04. 62 Restalrig Road South



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3.06 AREAS OF SIGNIFICANT HERITAGE INTEREST| APPROACH

Archaeology has been an important consideration with the development site known to have been the location of St Margaret's Locomotive works, St. Margaret's Well and the historic Clockmill Lane connecting the village of Restalrig to Holyrood.

Archaeology was a principle topic raised in the community consultations. A total of 15 consultation activities have been carried out: 9 of which have been open to the public and the design team has provided historic plans and a range of other material for viewing. The other 6 activities have involved a focus group of residents and council representatives. A study tour took place with a visit to St Triduana's well and the old graveyard, led by local historian Norma Watts. The focus group also took part in design processes to identify opportunities for historic interpretation.

The design team has been liaising with the City of Edinburgh Council's Archaeologist John Lawson, to discuss areas of interest and how best to interpret the site's history in the new proposal.

The archaeological investigations carried out by AOC as part of the PPP consent were the starting point for the design team and were considered closely alongside the wealth of historic plans and photos available from archives. The design team has also been in touch with a local historian and the author of a book "St Margaret's Locomotive Works" to understand more closely the rich heritage of the site. All of this has been invaluable in building a picture of how the site has evolved over the years.

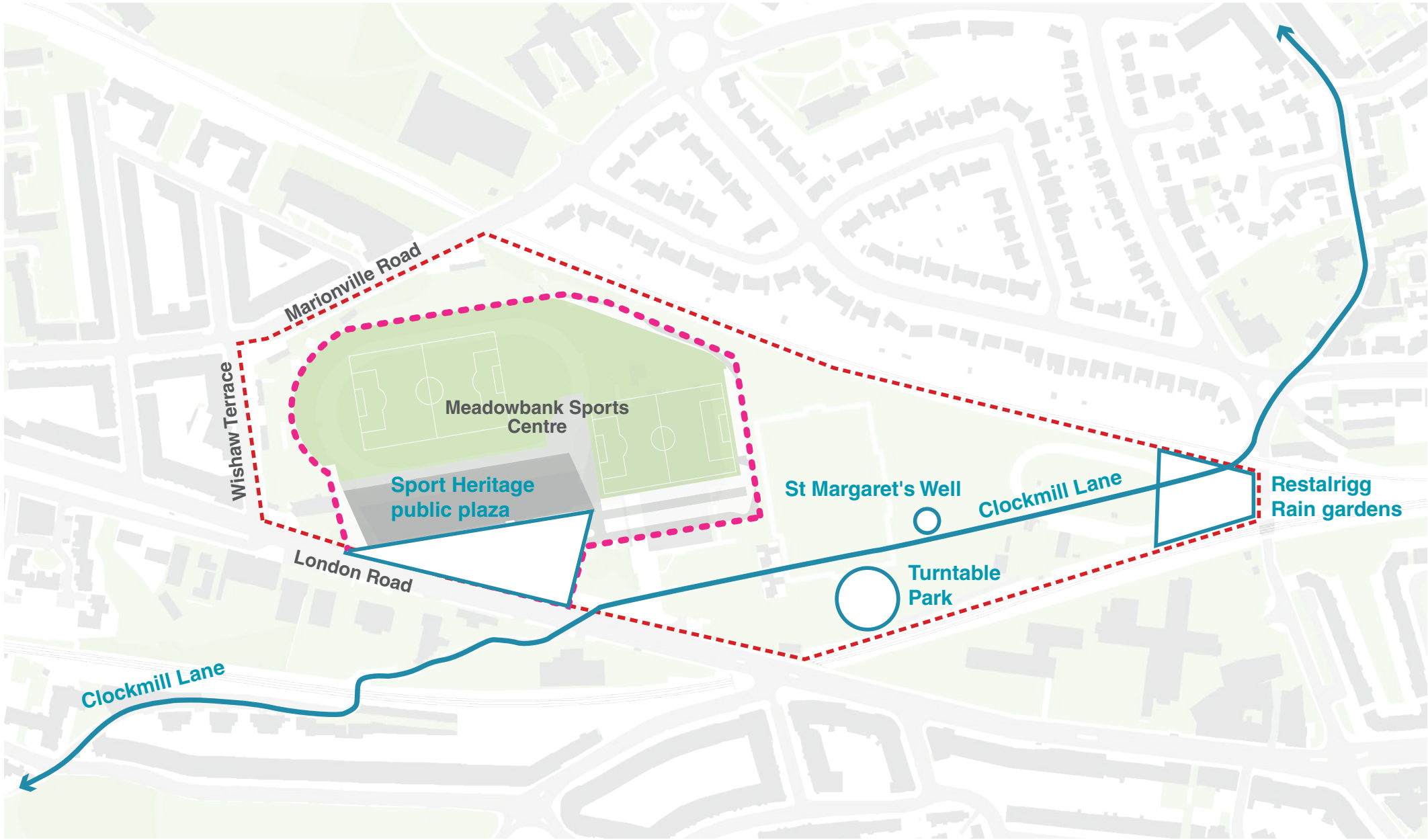
Photographs from the heritage tour organized by the Meadowbank Housing Design Team



3.07 AREAS OF SIGNIFICANT HERITAGE INTEREST| KEY AREAS

There are five elements which have been identified from our research, consultation feedback and discussions with the city archaeologist, which will directly inform the development of the proposals:

- 1. Clockmill Lane.
- 2. Railway turntable.
- 3. St Margaret's Well.
- 4. Sport's Heritage
- 5. Street naming and further consultation



NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

3.08 AREAS OF SIGNIFICANT HERITAGE INTEREST | HISTORIC CONNECTION TO RESTALRIG

The Meadowbank site has had a historic connection from Holyrood to Restalrig for hundreds of years. This is largely to do with the historic significance of Restalrig and the original site of St. Margaret's Well.

A route, known latterly as Clockmill Lane appears to have been in place in some form since the 15th Century, according to Bartholomew's Chronological Map of Edinburgh 1919 (Right). The route connected Holyrood with the original St. Margaret's Well site and Restalrig.

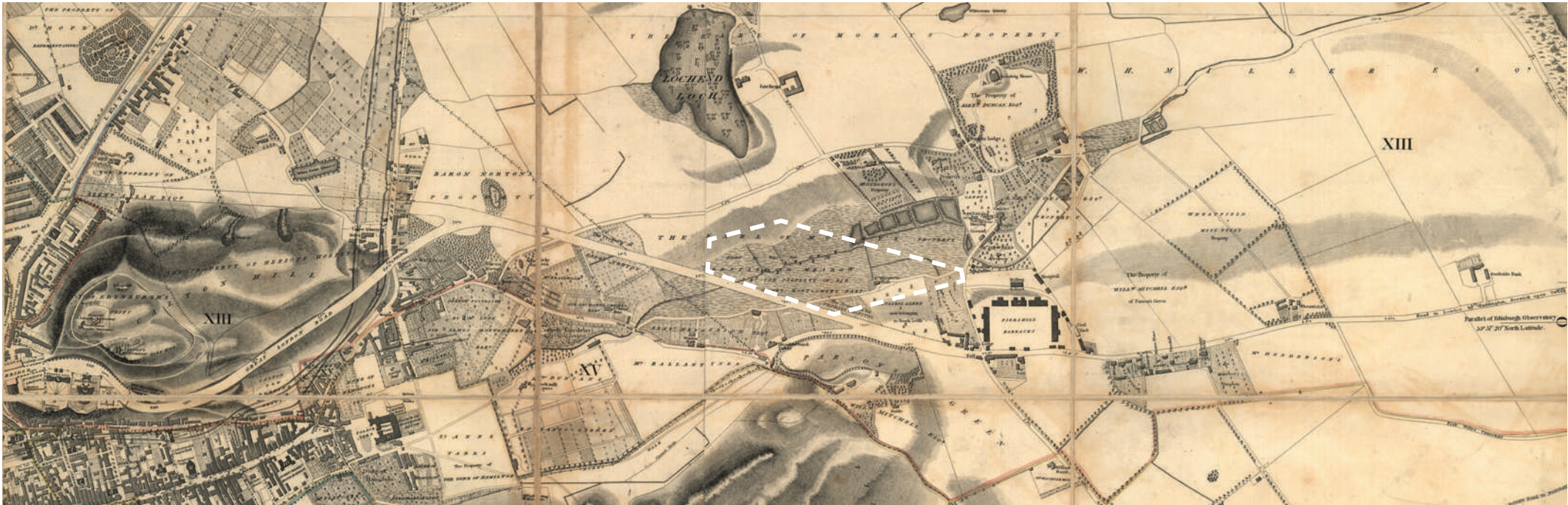


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01. Historic Photo of Restalrig Village
02. Bartholomew's Chronical Plan of Edinburgh, 1919
03. Historic Plan 1817



01



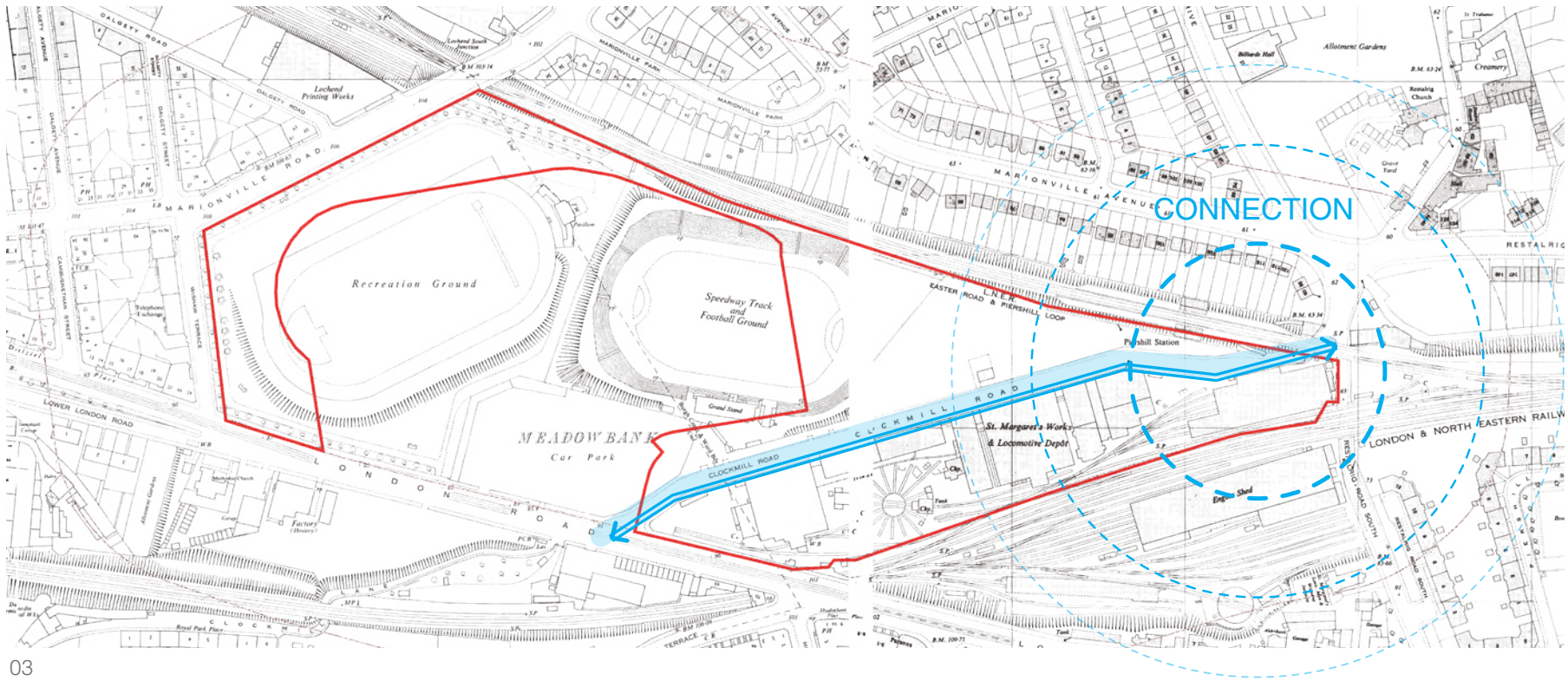
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NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

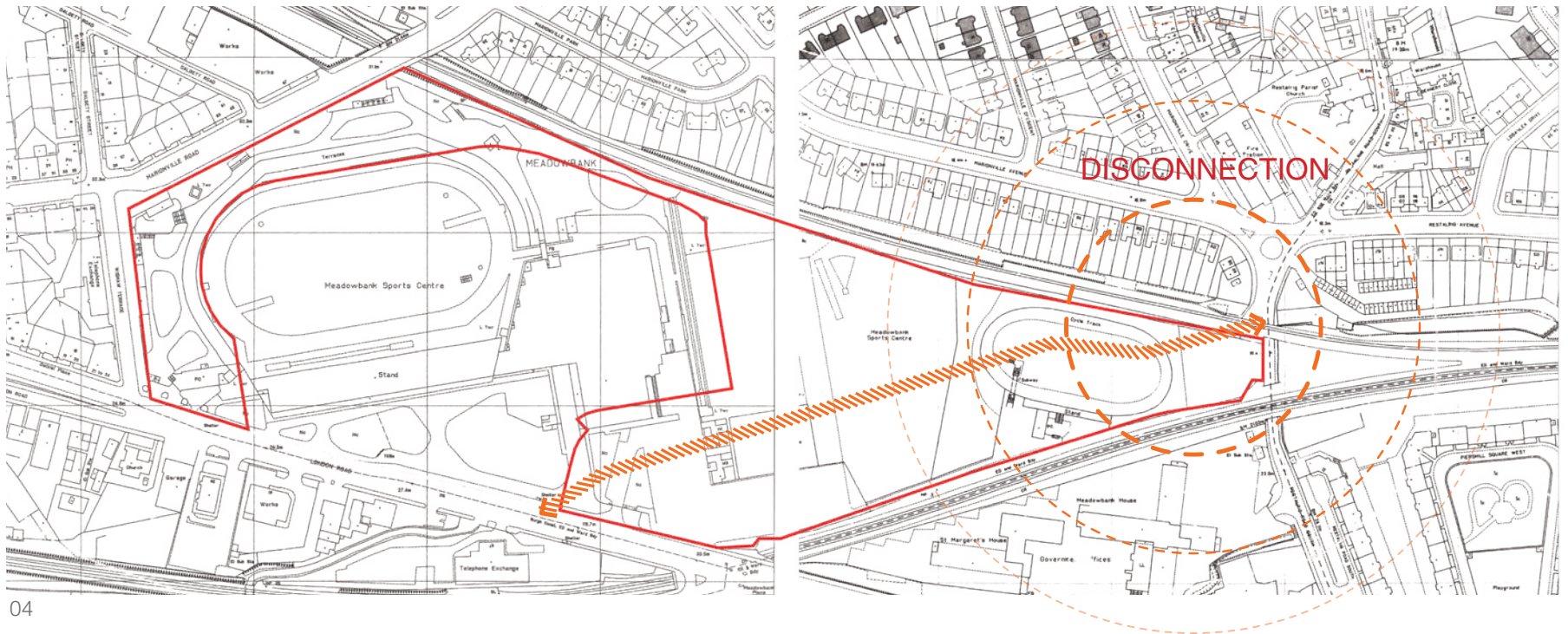
Clockmill Lane remained as a key source of access and connection through the site and remained in place right up to the closure of the St. Margaret's Locomotive yard in 1967.

As previously noted, the site was then development for the Common Wealth games in 1970 and again in 1986. Levels were raised across the site and Clockmill Lane was discontinued at the junction of London Road, severing the connection to Restalrig.

Following the road closure, the Meadowbank site become an impervious island, disconnecting historic Restalrig.



- 01. Historic photo of Clockmill Lane
- 02. Historic photo of New Meadowbank
- 03. 1950-1970 OS Plan
- 04. 1990 OS Plan



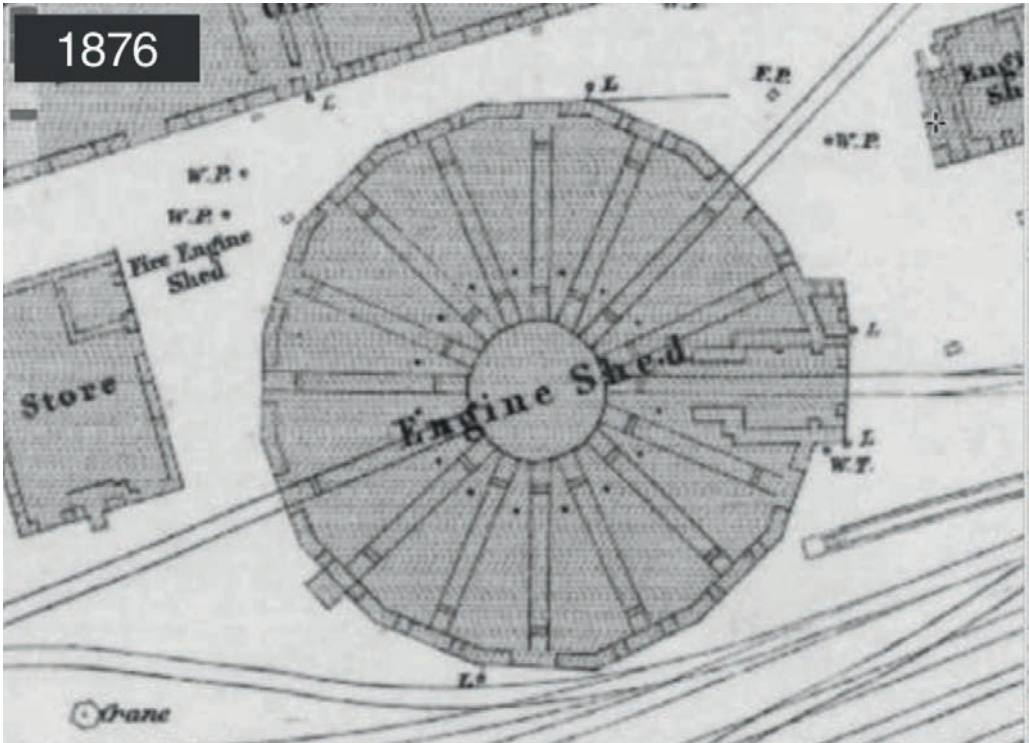
3.09 AREAS OF SIGNIFICANT HERITAGE INTEREST| TURNTABLE

Looking at historic maps and archaeological data available, reveals that there were several incarnations of the railway turntable structure.

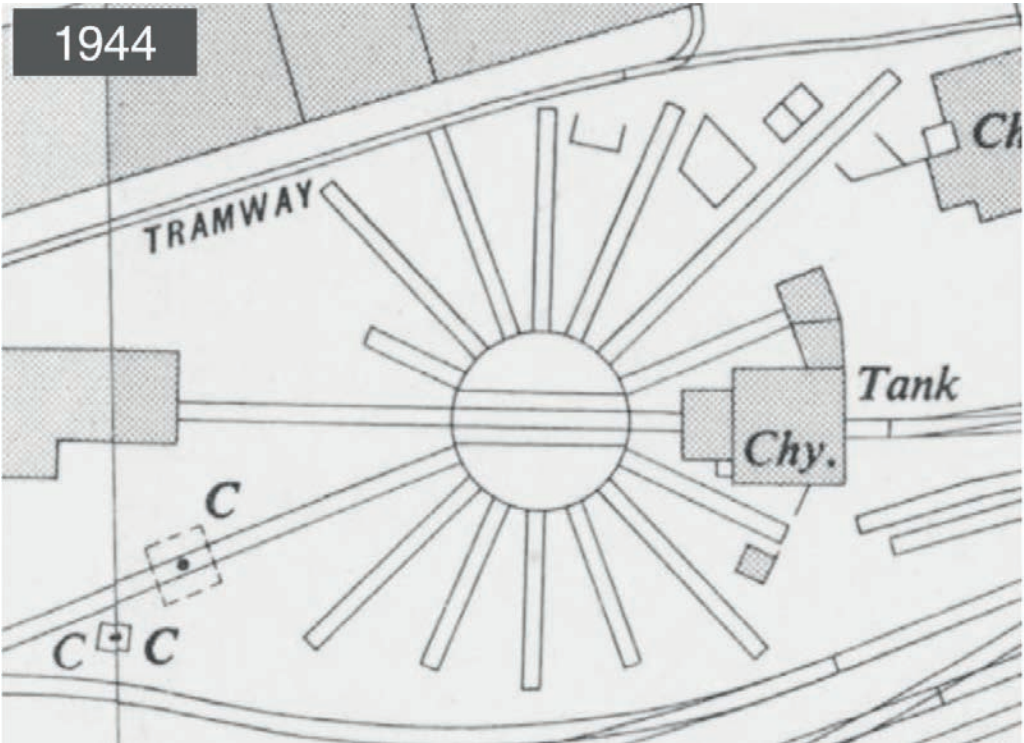
AOC's Archaeological Report reveals that the turntable is one of the earliest features: built originally as part of roofed engine shed during the 1850's. Remains of the original roofed engine shed have been found, including a section of large mortared sandstone wall. The wall as exposed was 0.6m deep with a stepped foundation and 0.8 m wide but unfortunately the northern end is showing substantial disturbance. The roofed engine shed was removed in the years following the Second World War and the turning platform remodelled.

Archaeological investigations reveal that the 19th/ 20th Century turning platform was smaller. The outer wall of the 'turning platform' was constructed of brick and approximately a 5.0 m section somewhat damaged was revealed. Built from yellow brick in the upper two courses with red brick used for the lower seven courses it extended to a depth of 1.0 m where it rested on a 0.7 m wide stone kerb. Inside the stone kerb there was a red brick floor. Full details of AOC's archaeological findings are available for view in their report.

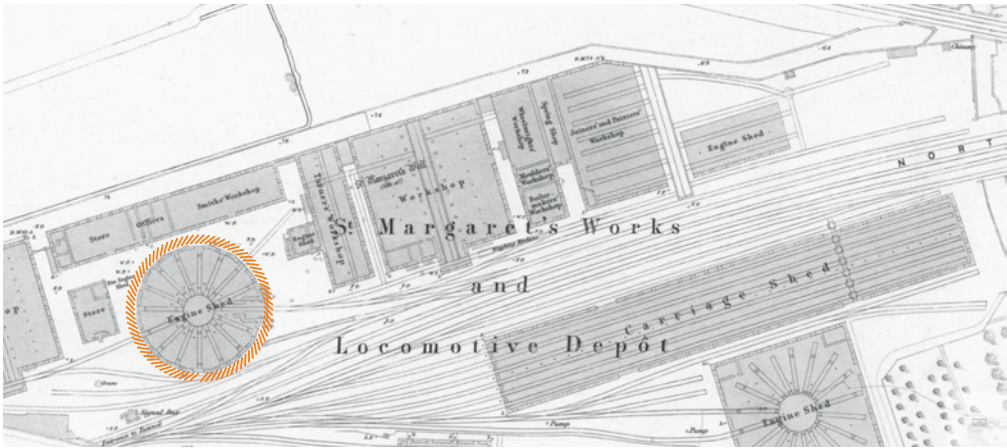
A full excavation of the turntable has not yet been undertaken. The design team has been working with the original Archaeological Report and Drawings from the original PPP, which has limited information on the turntable specifically. However, a series of trenches were dug across the site and a number of these pick up the turntable location.



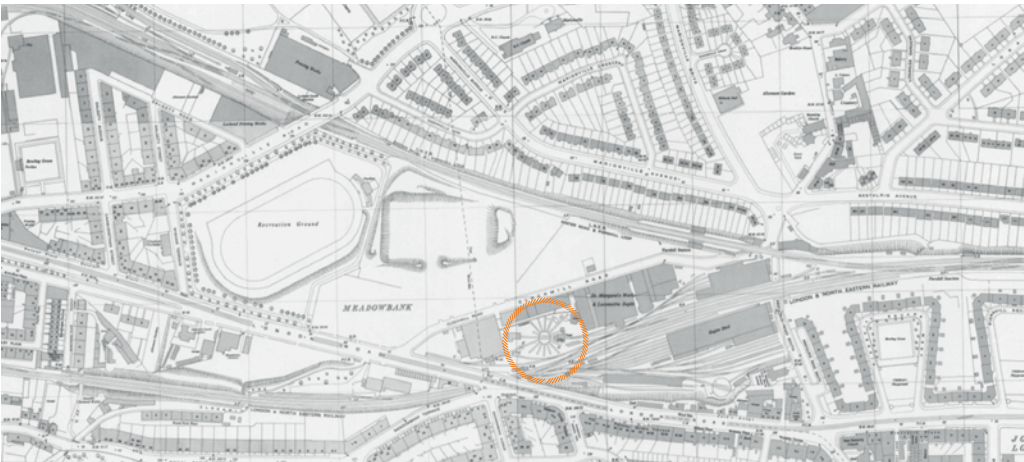
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- 01. 1850s shed as visible on map from 1876
- 02. 19th/20th Century Turntable as visible on a map from 1944
- 03. 1877
- 04. 1944

Using AOC's initial archaeological data allowed us to plot more accurately the location of the railway turntable and some of its features. Understanding that there were in fact two distinct periods of the turntable's life has raised many questions about what was left in place when the site was filled in. The two periods identified are as follows

- The 1850's shed, with additional construction clearance zone, measures 52m across.
- The 19th/ 20th Century turntable is less than half this size (approximately 14.3m)

The design team has been liaising with the council's Archaeology Department, to discuss the best approach. The Archaeology department have confirmed that the turntable remains should be preserved. However, it is fair to say that the the exact condition and extent of the turntable is unknown. It is assumed that the turntable will not be fully intact as there are a number of utilities surveys which suggest that services have been installed directly through the turntable, so it is unlikely to be in one piece.

3 different approaches were initially discussed:

1.Preserve in full underground and build over for residential/ mixed use. Interpretative feature

Ground slab for proposed buildings would need to be taken over turntable structure with no penetrating foundations. However, if there are any holes within the existing turntable then these areas could be used for new structure. Any building structure above would need to be a single storey.

2.Preserve underground and realign blocks to avoid turntable structure entirely.

The entire turntable area would be capped. Hard or soft landscaping laid on top. Interpretative feature also provided.

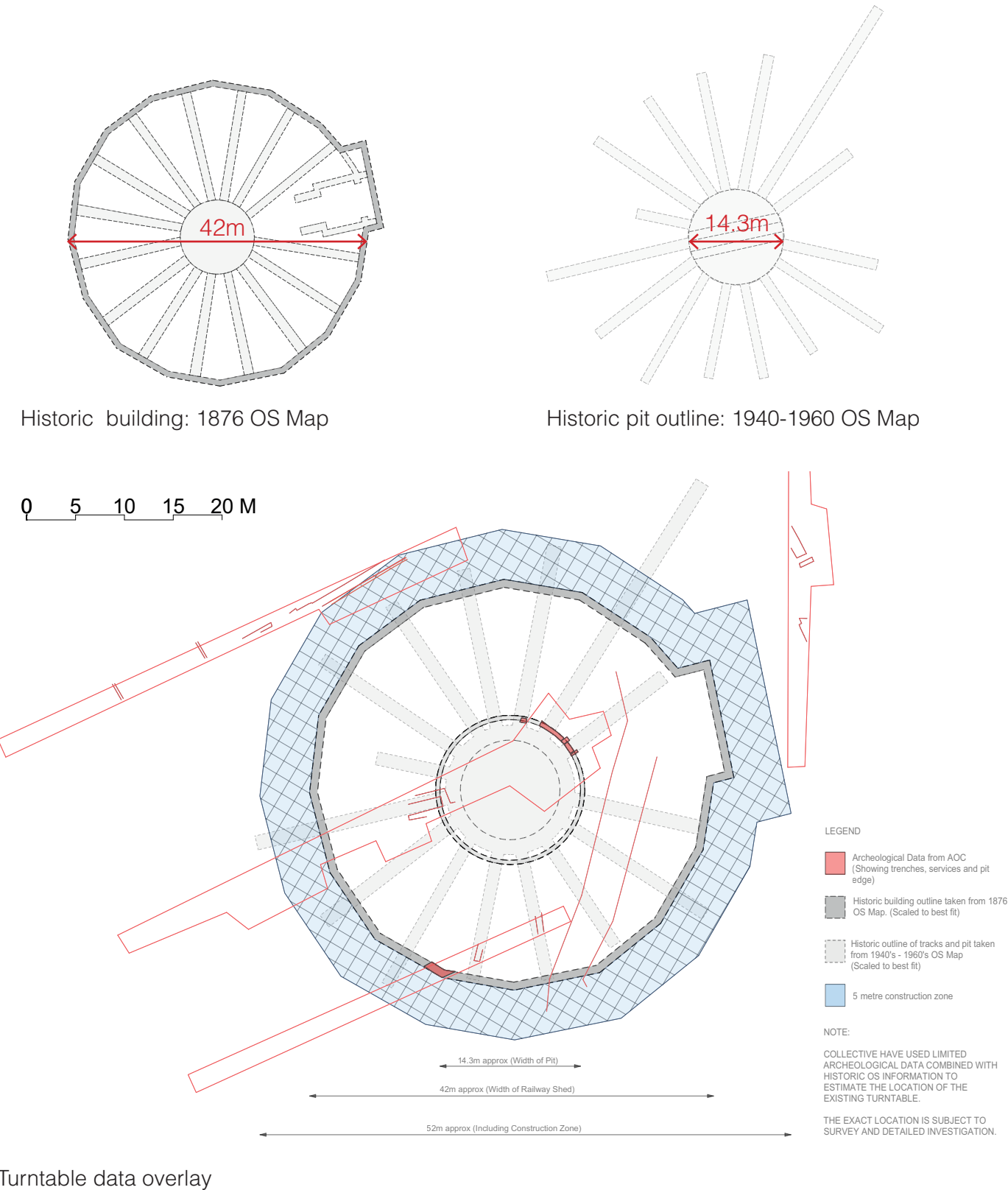
3. Excavate and reveal as a feature.

Level differences will be significant due to the capping that is required elsewhere. Not easily accessible. Ramps and steps required. Consideration of contaminants required also.

Having reviewed the options. Option 1 was deemed unlikely to be feasible. The structural engineer have advised that a piled solution is necessary. It would be difficult to cantilever or span ground beams over the distance that is required in order to preserve the 1850s railway turntable. The possibility of a raft foundation was considered. This could be laid over the 1850s railway turntable although the building would be limited to 2 storey height which would limit the development above. Option 3 is also unlikely to be feasible with level challenges as previously noted if the turntable is to be exposed. The contamination found on the site includes asbestos fragments and other difficult to remove substances. AOC's report also reveals areas of damage and a secondary layer of thick oily deposits, likely to have resulted from the use of the turntable.

Conclusion:

Option 2 is considered most feasible. However, the extent to which the turntable is preserved remains unclear. We propose to progress on the basis that it is most likely that the smaller 20th century turntable geometry will be in place and progress designs to preserve the turntable pit (14.3m) in full below. Following excavation works a report will be submitted to the archaeological department.



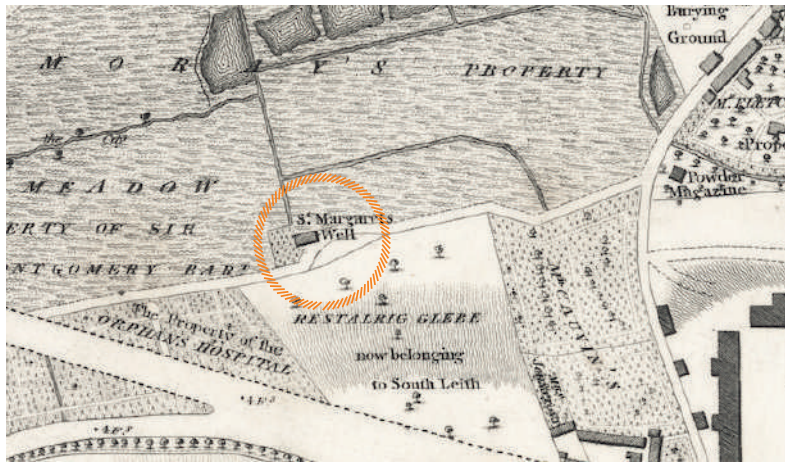
3.10 AREAS OF SIGNIFICANT HERITAGE INTEREST | ST. MARGARET'S WELL

Kirkwood's map of 1817 is the first to show the presence of St. Margaret's Well with a north-east/south- west road providing access. St Margaret's Well (HES No. NT27SE 5976) was a 15th century spring with a surrounding vault which was demolished and removed in 1860 with the remains rebuilt in Holyrood park. In 1969, as part of the works on site ahead of the Commonwealth Games, the site of the well was uncovered and backfilled. Kirkwood's map also shows the site to be crossed by a burn orientated north- east/south-west.

St Margaret's Well is believed to have been a site of pilgrimage with people travelling from long distances in search for a cure for blindness. The well, dating back to 15th century, was covered over during the building of the railway there. It has been relocated in 1866, arranged by the Society of Antiquaries of Scotland to the foot of Arthur's Seat, into a grassy bank, over an existing spring known as St. David's.

"The interior, similar in plan to the 15th-century chapel of St Triduana at Restalrig, is a small hexagonal room with a pretty rib- vault carried on a round central column. The water escapes through a spout in the mouth of a grotesque mask. This well-house, at its original site at Restalrig, may have been the well to which blind pilgrims, attracted in the late Middle Ages by the cult of St Triduana and her reputation for curing eye complaints, flocked from all over the country."

01. Uncovering the well before the Commonwealth Games
02. Map published by Kirkwood & Sons, St Margaret's Well ,1817
03. Re-located well in Holyrood Park
04. St Margaret's Well Restalrig Antique Print 184



3.11 AREAS OF SIGNIFICANT HERITAGE INTEREST| SPORTS HERITAGE

Meadowbank has a rich sporting heritage. From hosting the commonwealth games two occasions to nurturing sporting talent like cyclists Sir Chris Hoy and Craig MacLean.

The outdoor velodrome which was home to the East of Scotland regional track cycling academy. The 250 metre track made of African timber was built by Schuermann Architects of Germany for the 1986 Commonwealth Games.

01. The Meadowbank Velodrome in use (Source: Sportsthinktank)
02. Panorama of the previous Meadowbank site



01



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Clockmill Lane/ Restalrig Connection

- Opportunity to re-instate historic connection from London Road to Restalrig, re-instating the historic 'Clockmill Lane' in some form.
- Opportunity to improve awareness of Restalrig's conservation area and key historic buildings.

Outcomes:

- The design team has developed a masterplan and landscape strategy that incorporates the above.

Turntable

- Opportunity to create a public square or park over the location of the turntable.
- Opportunity to reference the industrial history of the site and preserve the turntable if the condition warrants preservation.
- Opportunity to develop interpretation elements and street furniture which will inform people about the history of the railway depot.

Outcomes:

- The design team has liaised closely with the council's Archaeology department.
- Excavation to be carried out at a later date.
- Opportunity for future community led activities such as archaeological open days facilitated by the contractor during the enablement and construction phases.

St Margaret's Well

- Opportunity to make reference to the well and create an area of public realm, highlighting the historic location.
- Opportunity to develop a landscaping proposal, interpretation elements and street furniture which will inform people about the history of the well.

Outcomes:

- The development of a proposal and landscape strategy that incorporates the above.

Street Naming/ Consultation

- Opportunity to make reference to historic street names and significant people.
- Opportunity to re-instate historic Clock mill Lane.
- Potential to make reference to sporting history of the site

Outcomes:

Further consultation with Edinburgh City Council's street naming department, Edinburgh City Council's Archaeology department and community groups to discuss potential opportunities.

Initial ideas as follow:

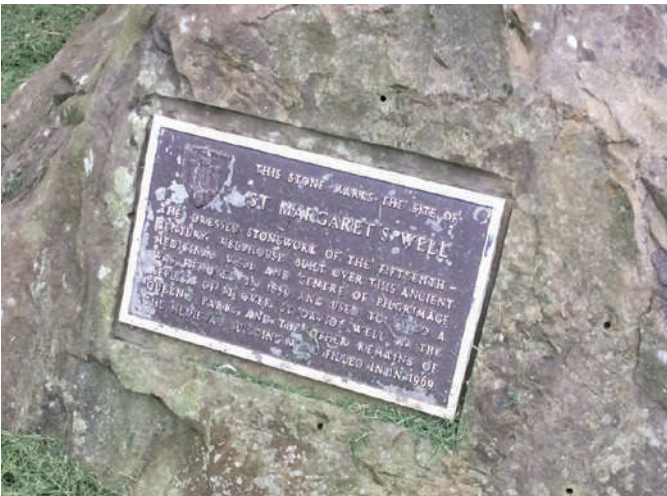
- Turntable Park
- Well Place
- Restalrig Rain Gardens



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01. View from SW showing turntable on right with part of workshops in background and yard
02. Redevelopment of railway depot in Helsinki
03. Plaque located on the Meadowbank site denoting location

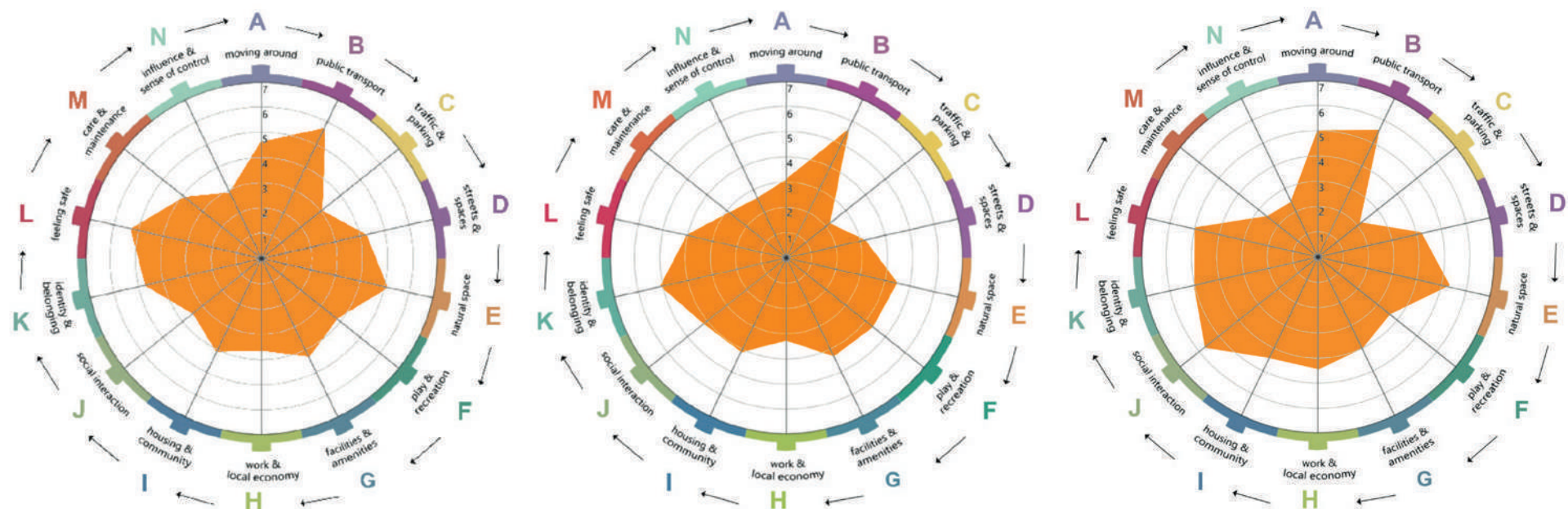
04 CONSULTATIONS

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4.01 CONSULTATION PROCESS | OVERVIEW

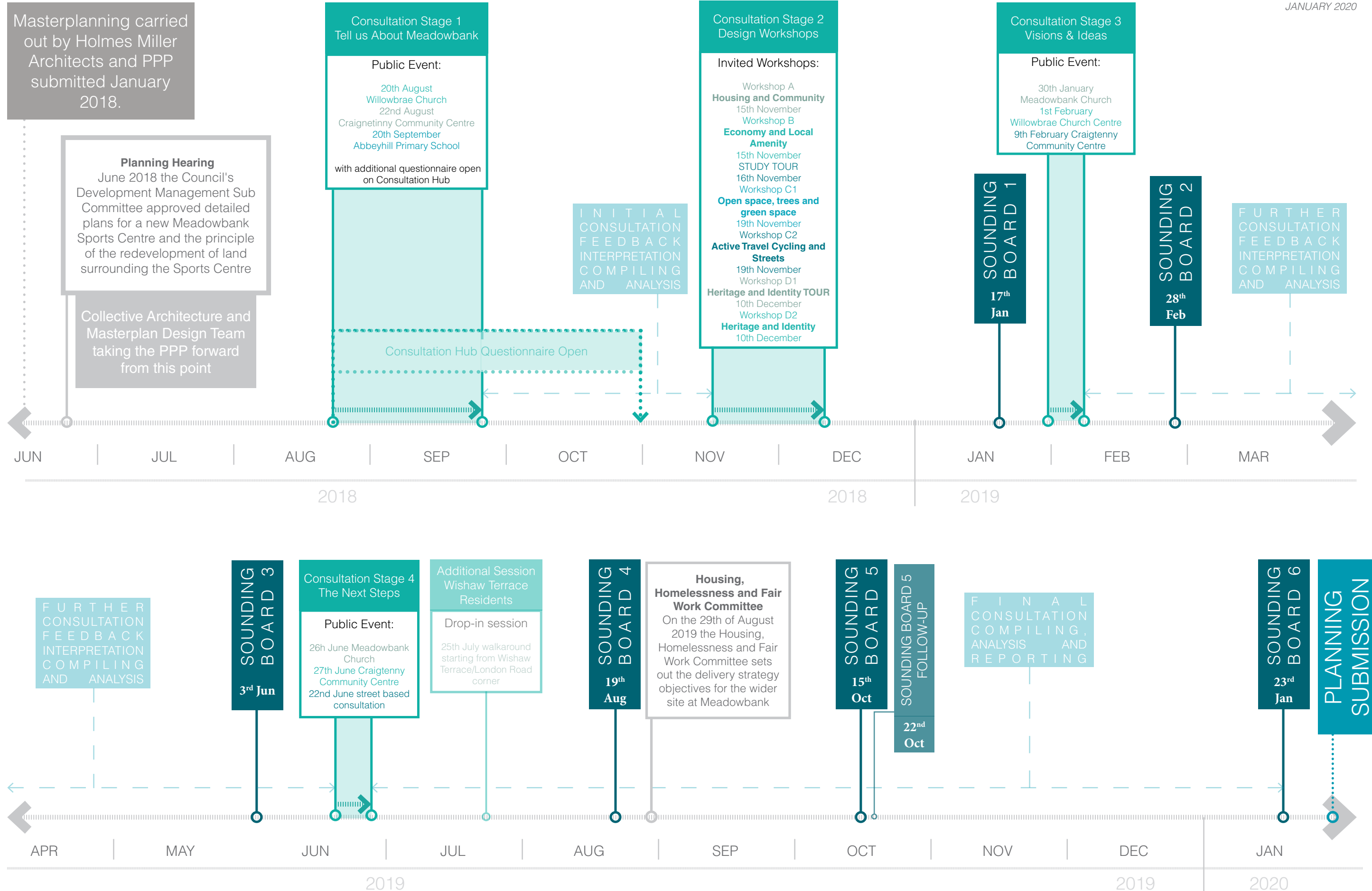
The community have been involved in every step of the masterplanning process to date and as a result there has been a total of 15 event, including 6 workshops and 9 drop-in consultations and 4 different locations. Over 600 questionnaires have been returned and 70 Place Standard forms completed. The community engagement included the creation of a Sounding Board, comprised of residents, elected members and other local representatives. The board have met 6 times over the past year and continue to steer the design development.

The Consultation process has been detailed in a separate Consultation Report, which can be viewed on the Planning portal.



1 - Very Poor 2 - Poor 3 - Fair 4 - Acceptable 5 - Good 6 - Very good 7 - Excellent





05 DESIGN PRINCIPLES

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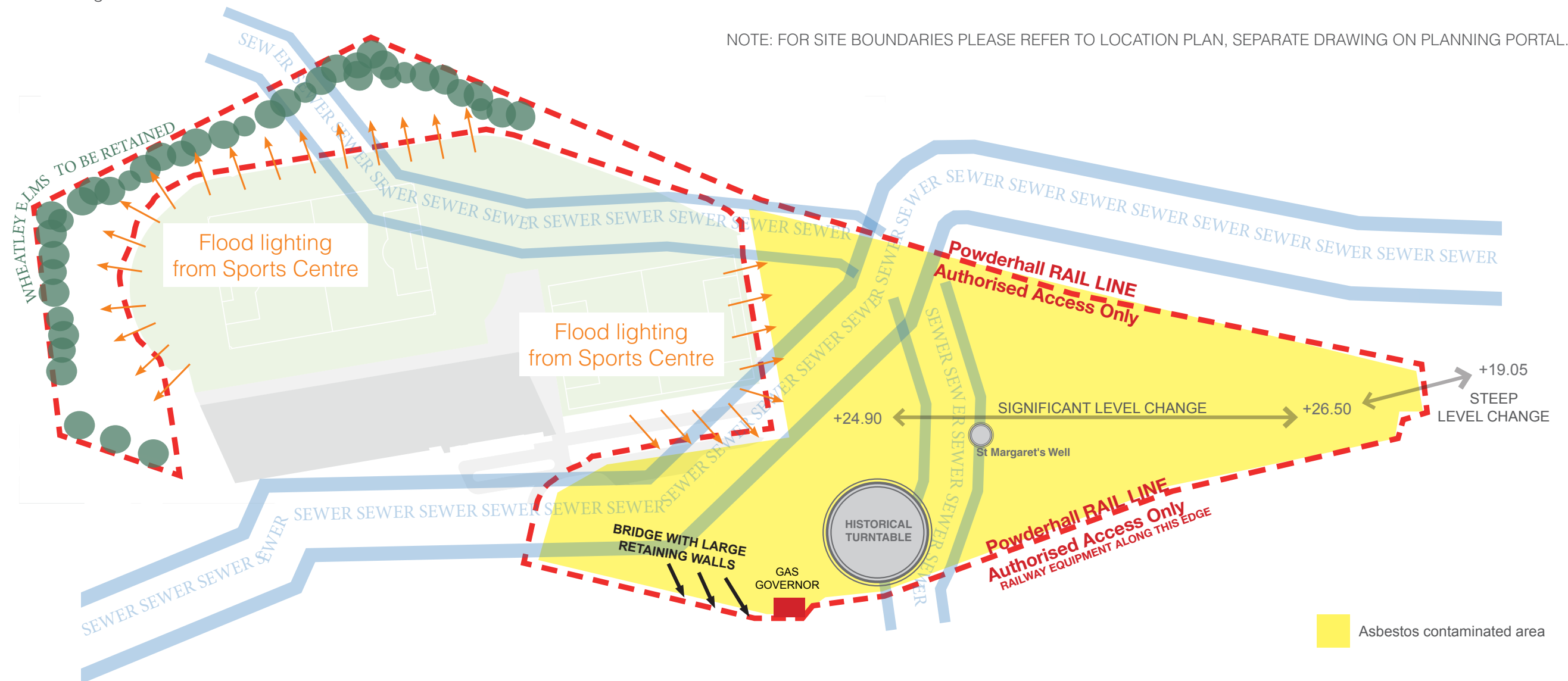
NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

5.01 ARCHITECTURAL STRATEGY | SITE CONSTRAINTS

The site constraints and opportunities have evolved as the result of gathering information from surveys undertaken and consultation feedback.

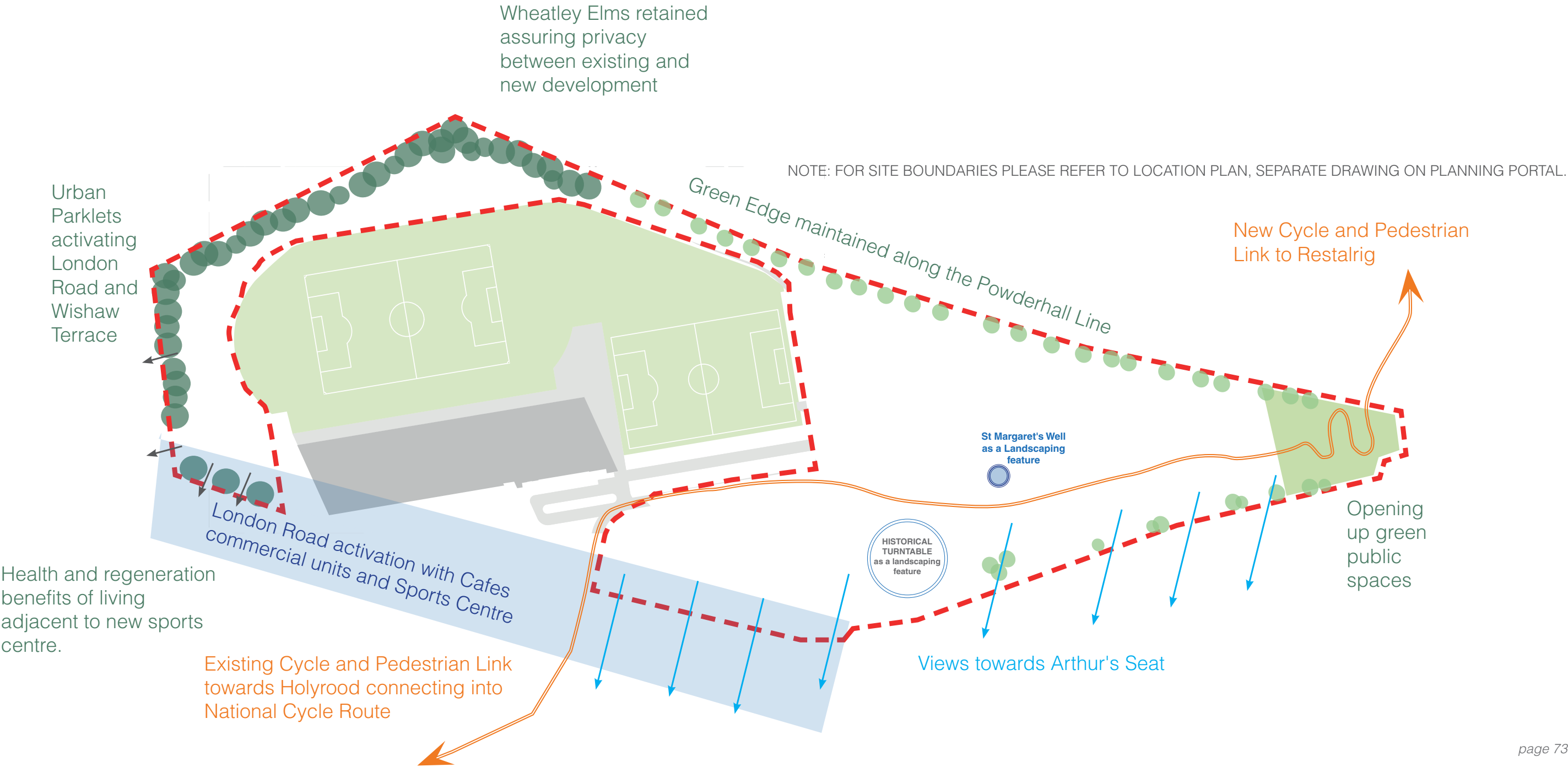
The complex geometry of the site and its varied history has resulted in a rather complex site, requiring careful consideration of access, existing utilities and archaeology, root protection zones and the sport's centre requirements. Many of these 'constraints' however can be turned into opportunities creating a unique project which responds to its surroundings.

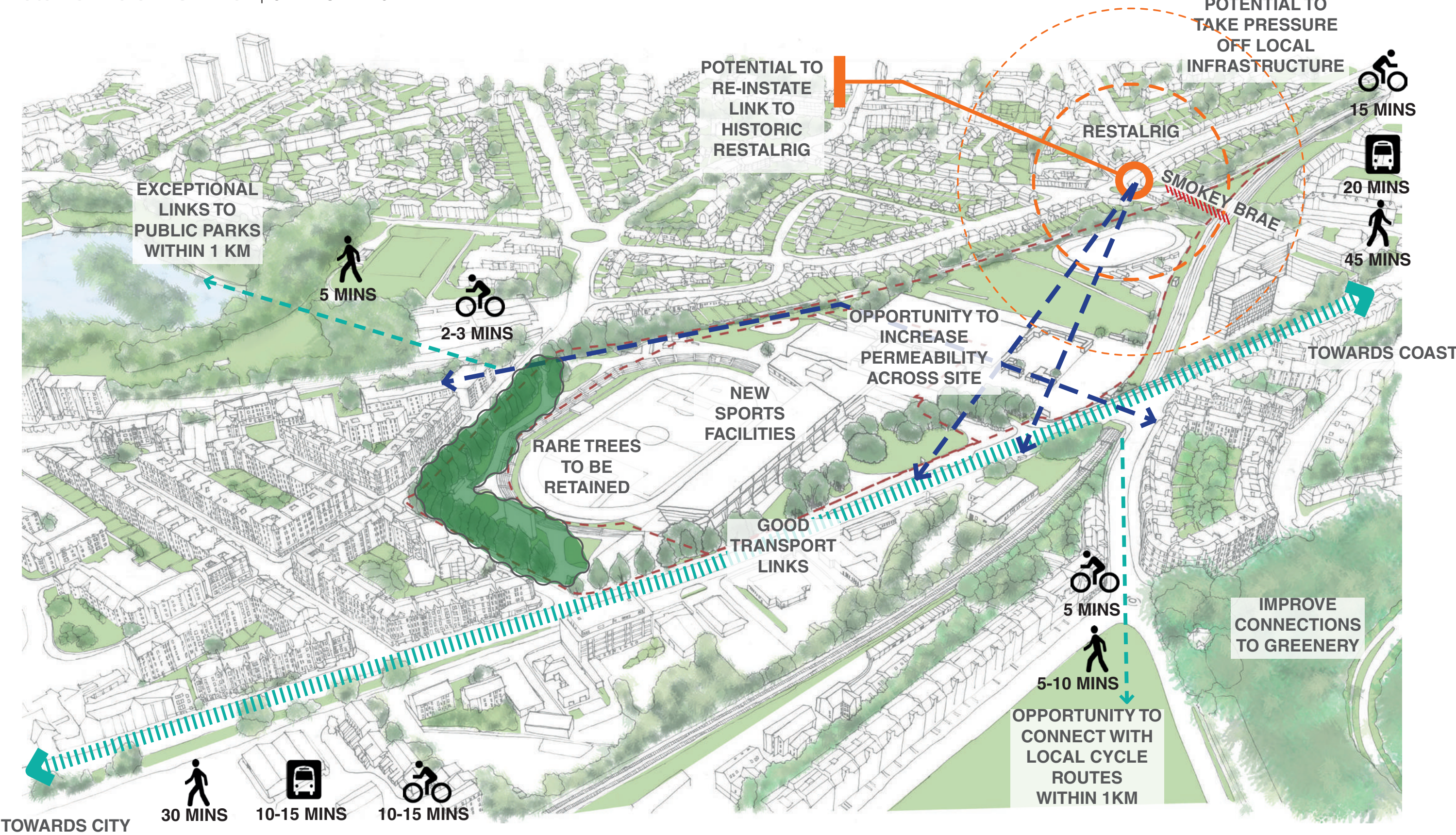
NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.



5.02 ARCHITECTURAL STRATEGY | SITE OPPORTUNITIES

Site opportunities have been identified, as shown on the diagram below. The following section outlines some of the basic principles for proposals. Some ideas in the following section are exploratory and subject to funding.





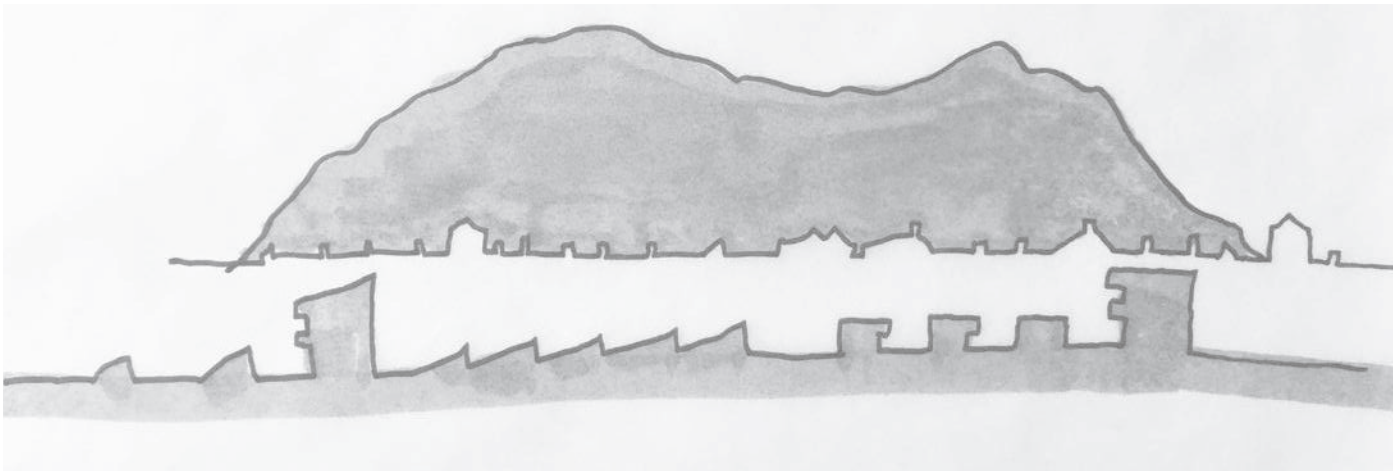
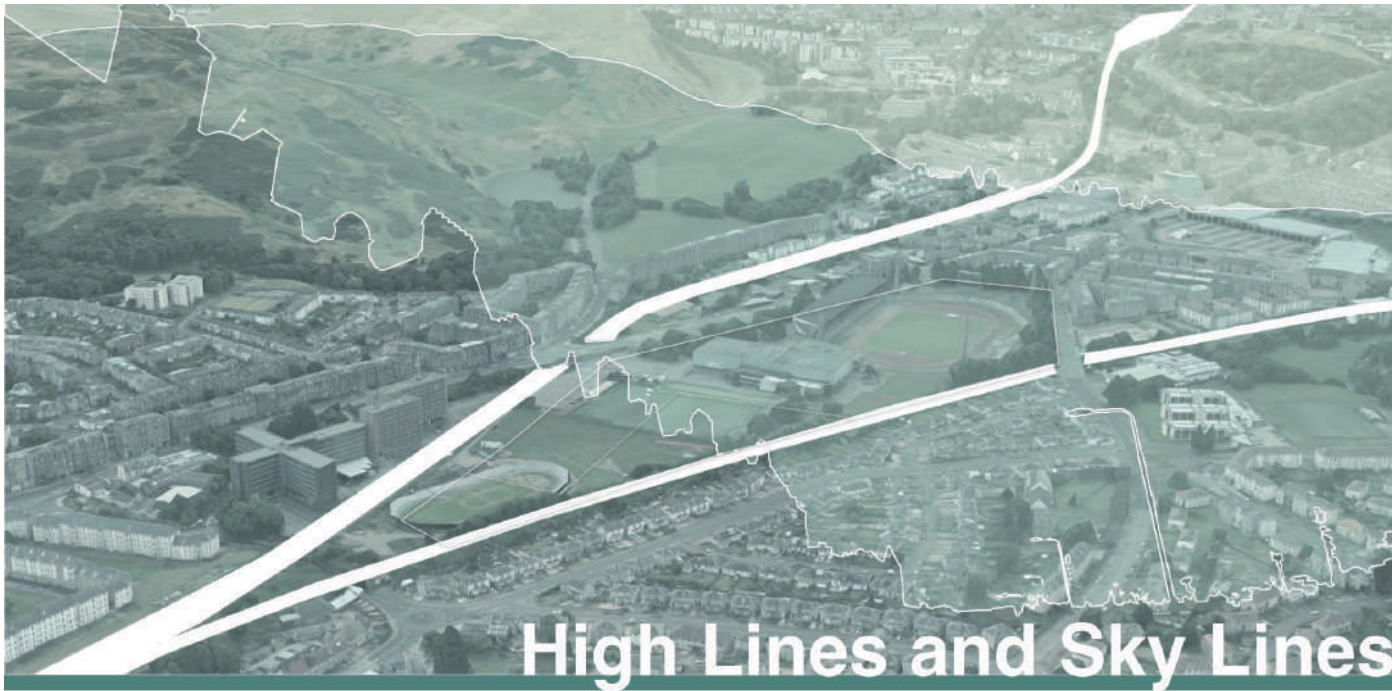
NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

5.04 ARCHITECTURAL STRATEGY | APPROACH TO THE SITE

Highlines and Skylines

The initial conceptual approach to the site picks up on the strength of the layered views of natural and urban features. The site is characterised by the elevated 'highline' of roofscapes and nature (Arthur's Seat) to the South and panoramic views to the Firth of Forth to North.

The distinctive skylines which define the character of the site are therefore used as one of the drivers for the masterplan's ambition and its architectural intent.



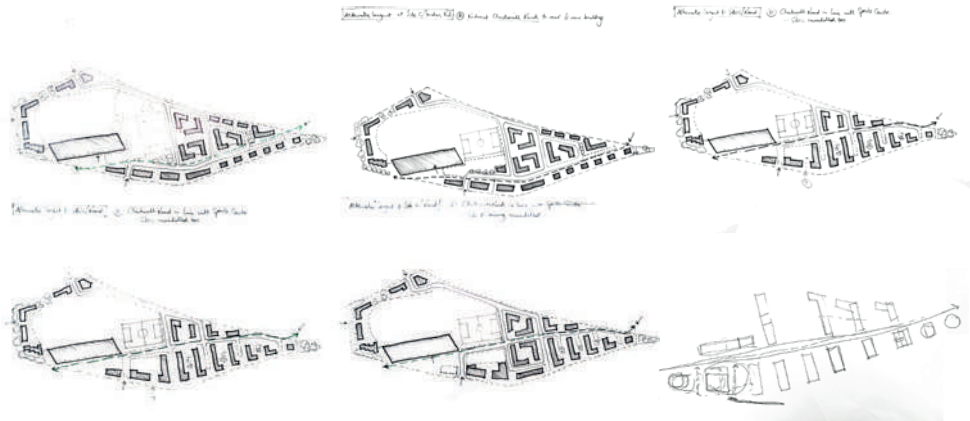
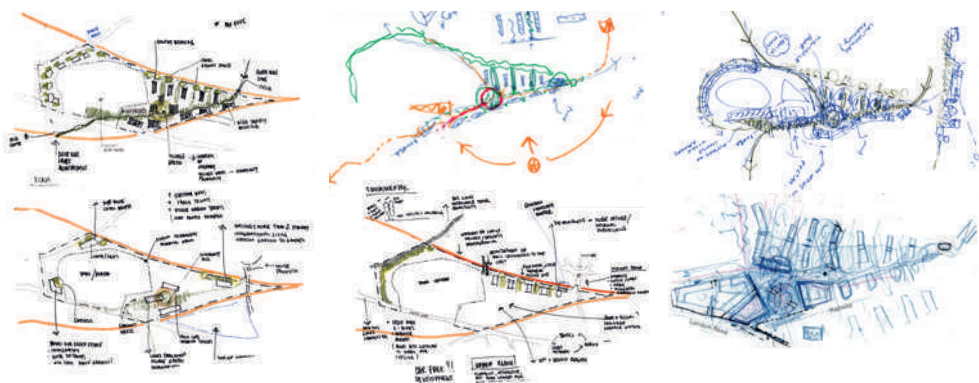
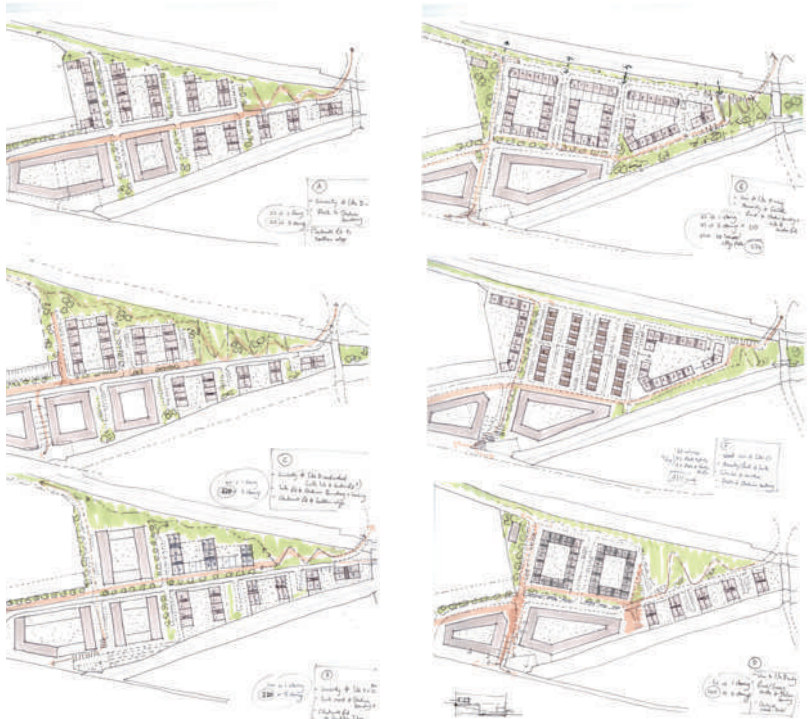
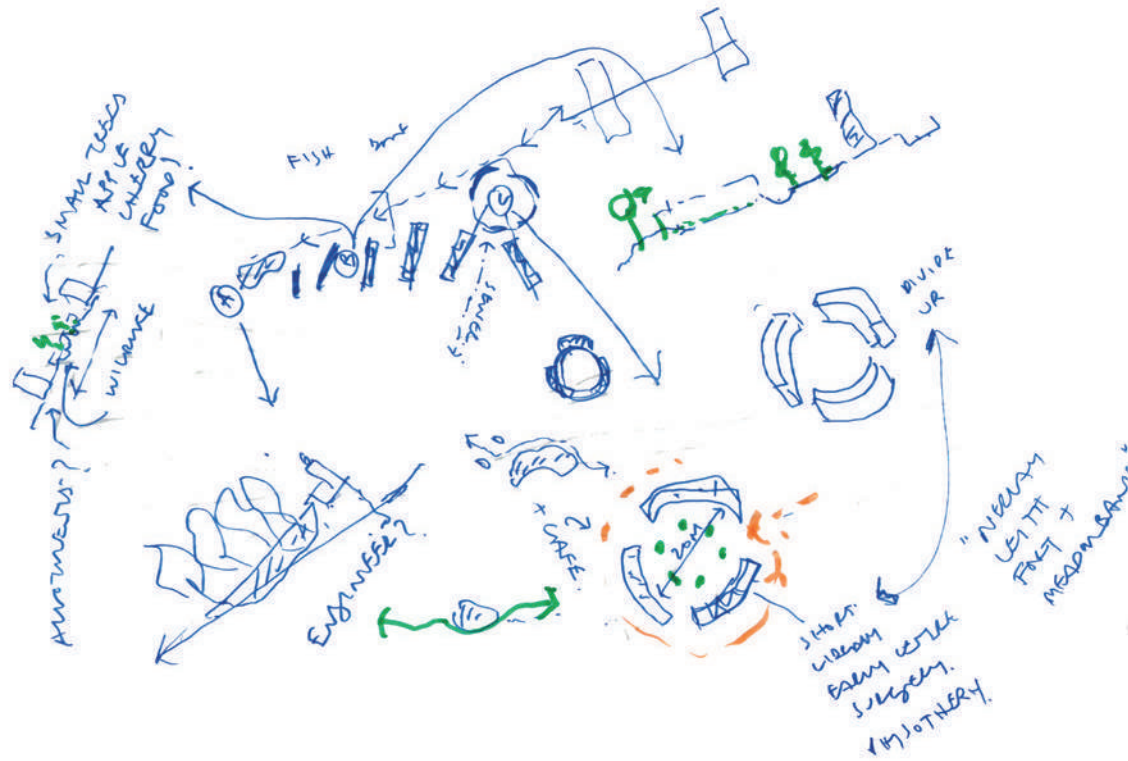
Above, KCAP housing development, Gouda

Masterplan re-appraisal

Informed by community consultation, discussing the communities ambitions and concerns for the site and working closely with smaller groups of community representatives, Collective and the design team, explored a variety of layouts.

Due to complexity of the site the analysis of constraints and opportunities within and around the site have been crucial in the process of forming the initial proposals. Some of these, such as the sewer line and existing root protection zones, have dictated the layout approaches and constrained the footprint of the buildings.

The following sketches aim to illustrate some of the intensive process the Meadowbank Masterplan proposal has been developed over. The next spread summarises the key layout development principles and aspirations.



5.06 FORM & MASSING | 3D MASSING PROCESS THROUGH MODEL EXPLORATIONS

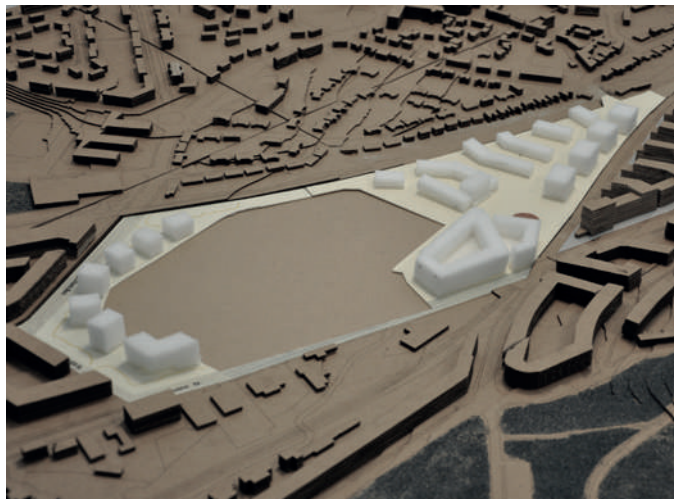
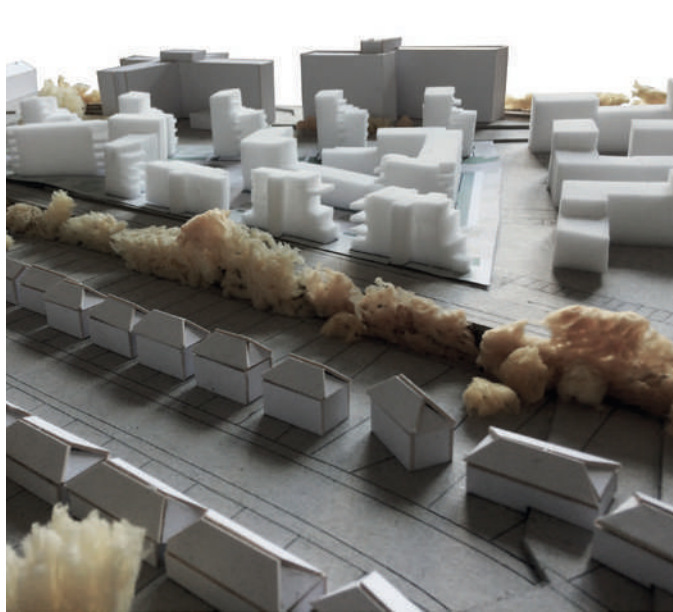
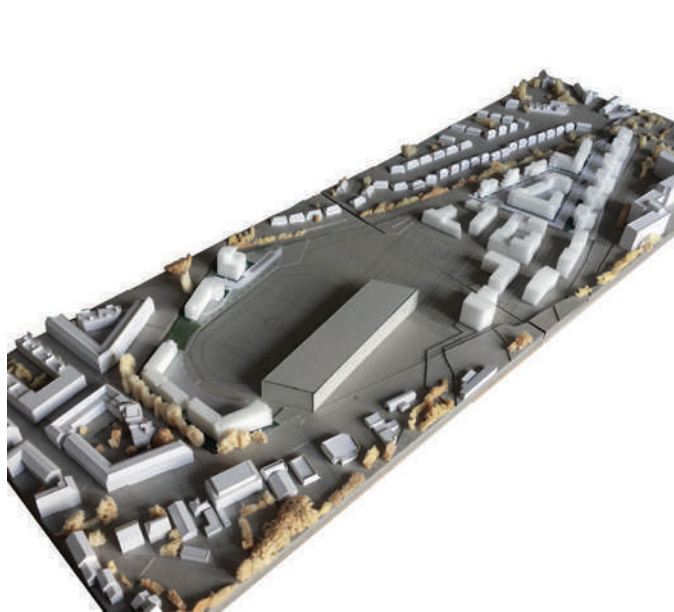
Masterplan re-appraisal

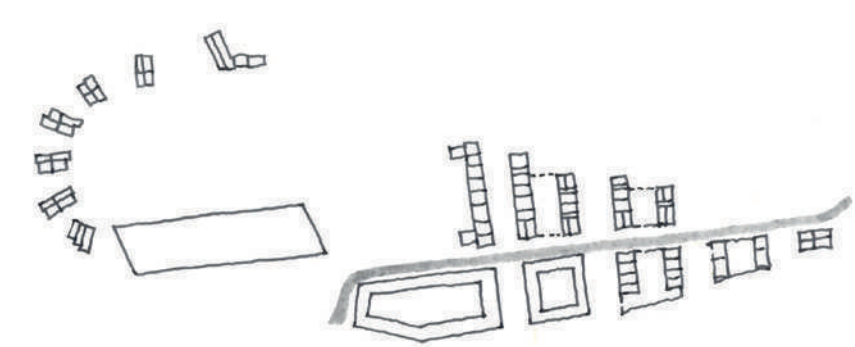
An essential part of the process of developing the proposals for the Meadowbank Masterplan was the production of models. These aided the understanding of the project on an urban scale and in urban context.

The principal project approach of 'Highlines and Skylines' was tested in articulation of varying roofshapes. The pitched roofs however, due to height concerns from the community had to be minimised and strategically positioned to minimise the roof buildup.

Initial foam models over time have been developed into more detailed lasercut and 3d printed models ensuring accuracy of the scale and heights.

The models have been very useful as a tool for community consultation.





Development Option 1

The design team explored lots of different options for the site. Options 1 and 2 above explored the idea of re-introducing Clockmill Lane in its original location, cutting directly through the site. Feeling that this was perhaps a little restrictive the cranked road was introduced, potentially unlocking the north-east of the site.

Different typologies were explored from individual houses, colonies, point blocks and larger tenement style blocks.

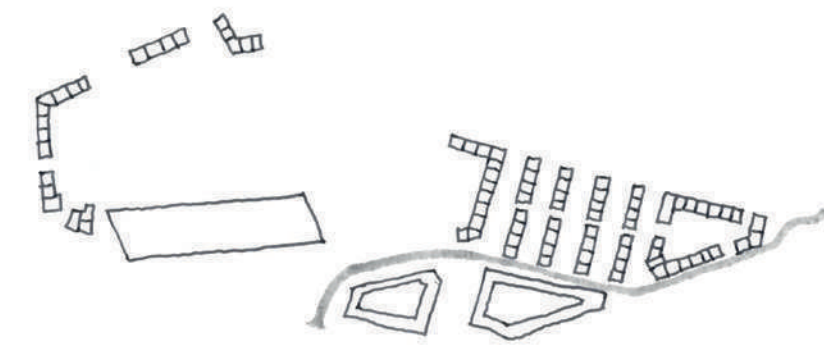
In response to early community feedback, ideas on massing started to develop with taller buildings arranged to the south of the new road, facing the railway and London Road, with smaller colony or cottage flats facing the existing properties of Marionville Avenue. (Option 3)



Development Option 2

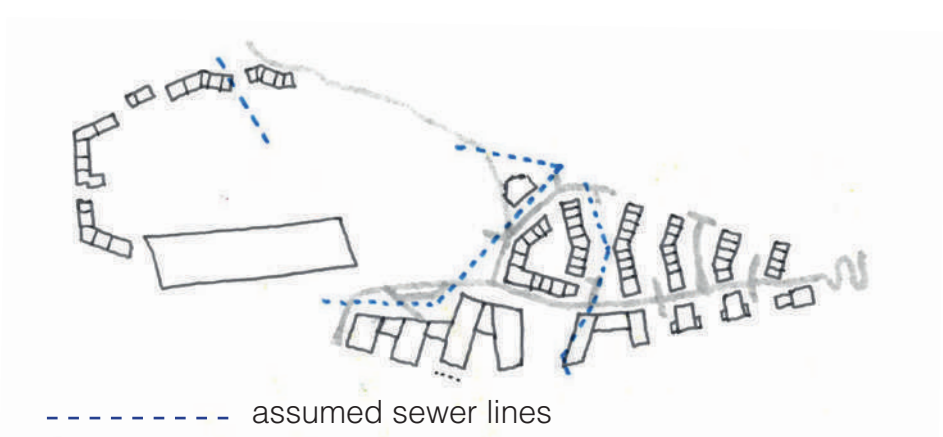
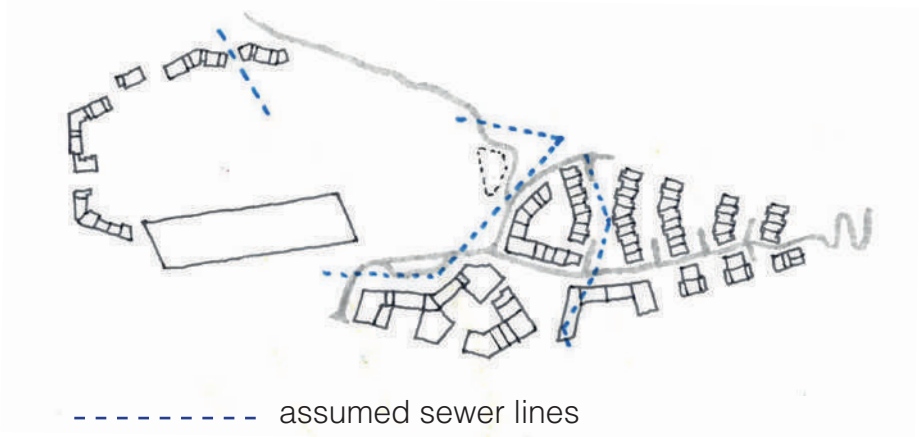
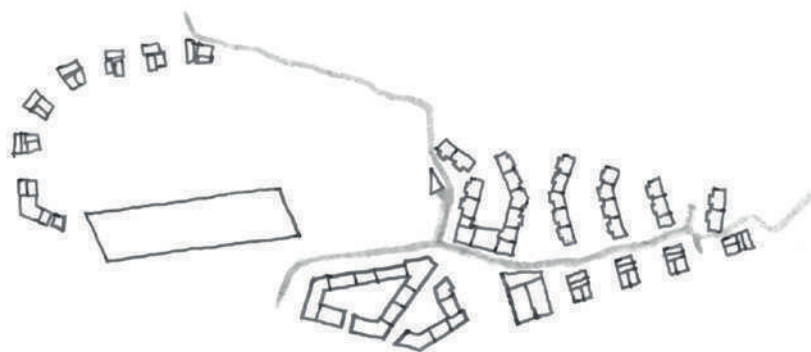
The design also evolved in response to archeological and historic information about the Turntable and St. Margaret's Well.

The layout also developed as a response to the topographic challenges of the site, particularly the steep level change between the site and Smokeybrae. This resulted in the buildings being set further back from the boundary to enable the ground level to be gradually reduced with ramped access to create a safe and visible connection.



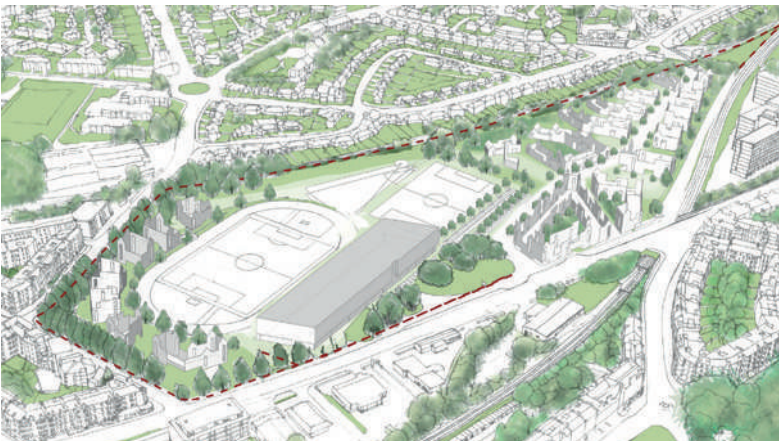
Development Option 3

5.07 FORM & MASSING | LAYOUT DEVELOPMENT: FOLLOWING SURVEY INFORMATION



Sounding Board: Jan 2019

- A point block layout was developed, with individual blocks wrapping around the sports track at set intervals.
- However, following a Root Radar Survey the team was able to accurately plot the root protection zone (RPZ) and construction stand off zone required, which clashed with this point block layout
- The layout was then developed to work around the RPZ and a more tenemental approach was developed to relate to the surrounding context of Marionville Rd and Wishaw Terrace.

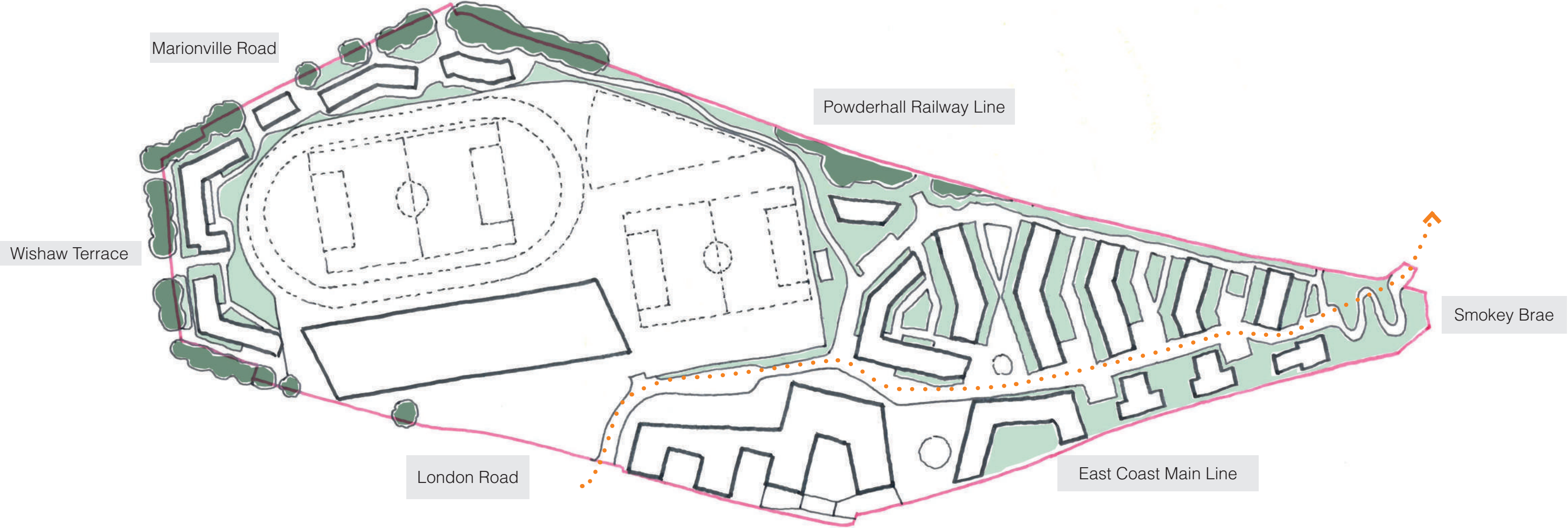


Sounding Board: May 2019

- An updated GPR survey of Site B/C revealed existing drainage routes running through the site (denoted in blue above).
- A decision was taken to keep these services in place and work around them to avoid spending money on below ground infrastructure and invest in good quality housing instead.
- The design then stated to develop to take cognisance of the existing utility routes and the required construction stand-off zones, leading to some interesting geometries and opportunities to create external public spaces and parks around the key heritage areas identified.

Sounding Board: Oct 2019

- Reappraisal of Site C



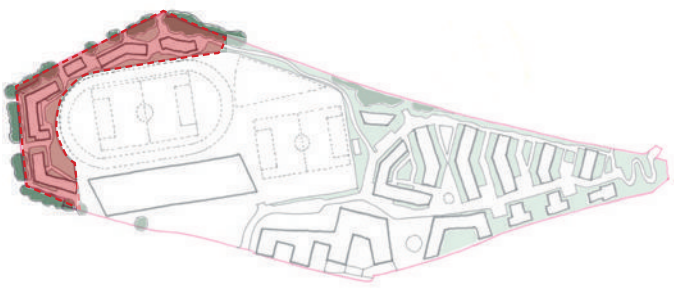
NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

5.09 FORM & MASSING | CONCEPT MASSING DIAGRAM



NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

5.10 FORM & MASSING | SITE A PRINCIPLES

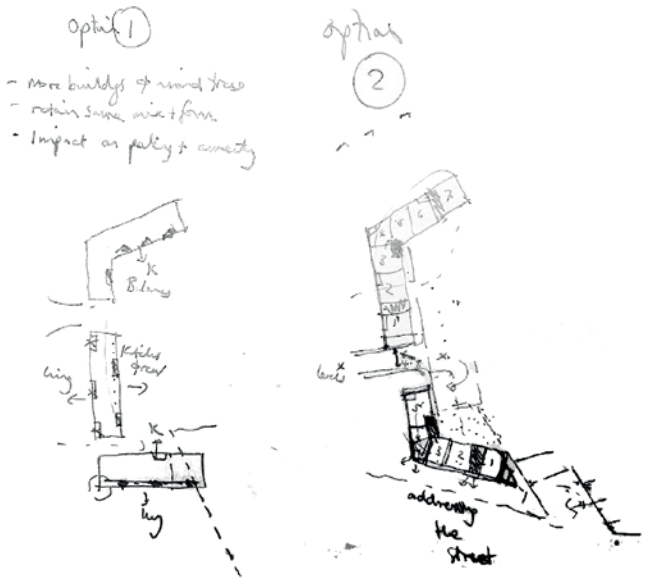
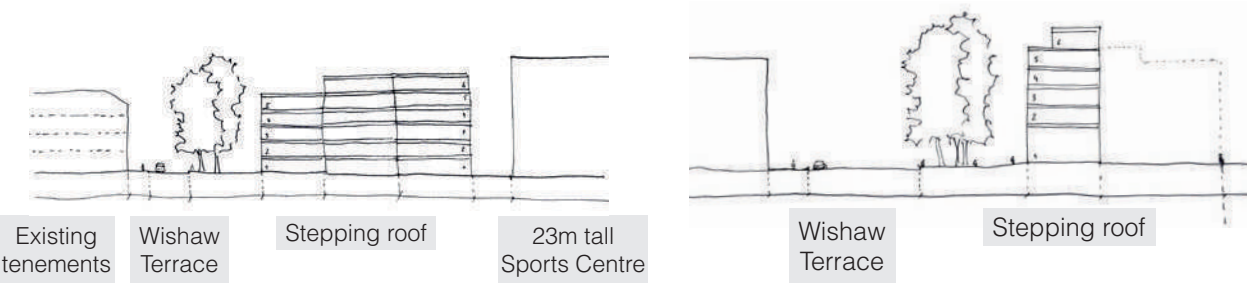
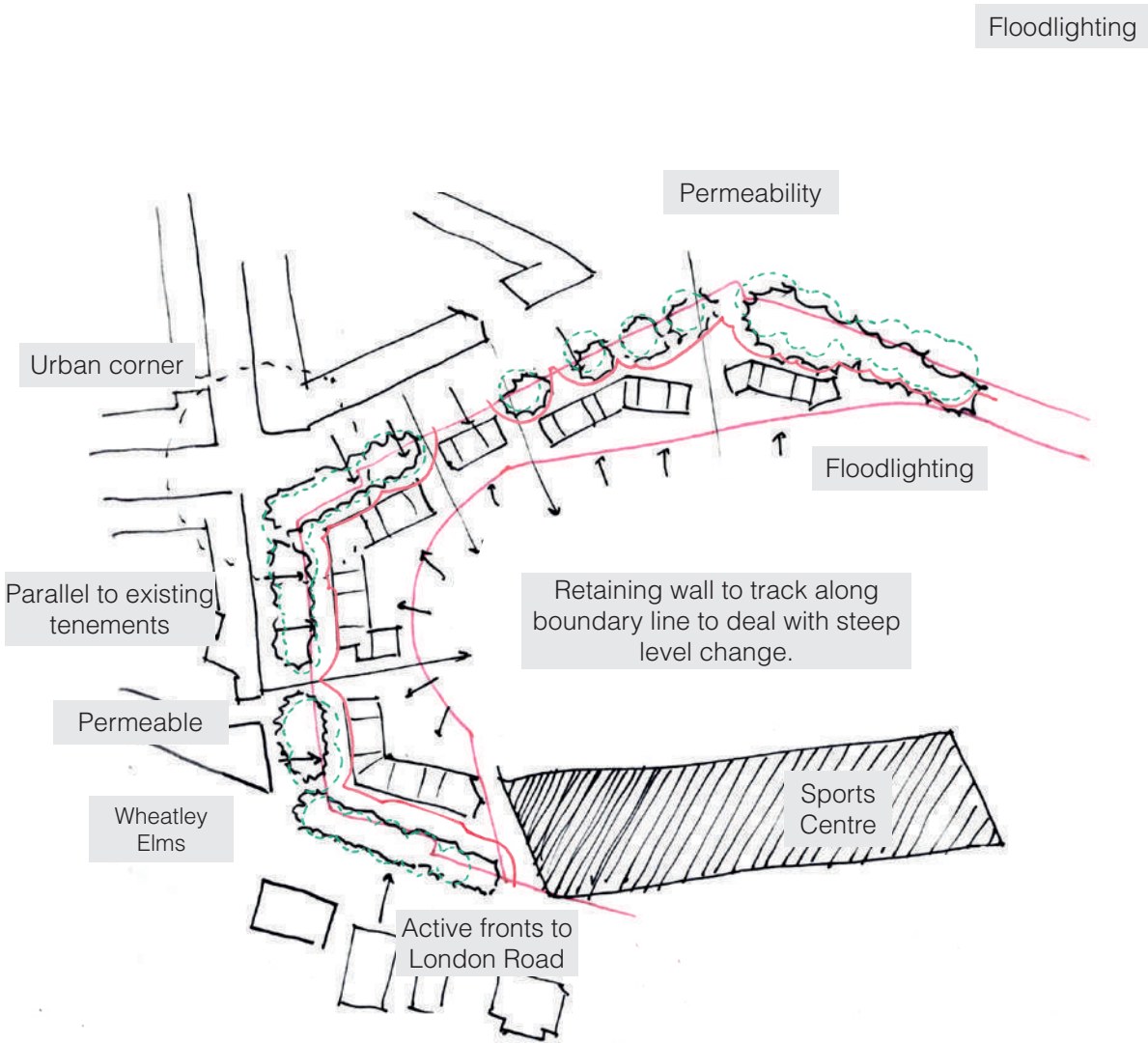


Site A Constraints:

- Wheatley Elms
- Floodlighting from the stadium
- Sewer line
- Tight boundary conditions

Site A implemented Strategy:

- The proposed buildings been located to avoid the root protection zones of the Wheatley Elms, ensuring the preservation of the rare and beautiful trees.
- The buildings wrap around the running track, with gaps between the blocks to offer views and permeability through the site.
- The internal layouts have been considered to provide a buffer to the floodlighting, with only kitchens, bathrooms and entrances overlooking the track.
- Deck access to flats from Sports Center's side to avoid living spaces overlooking the stadium
- Enhancements to Wheatley Elms creating natural boundary between existing buildings and proposed
- Widening Wishaw Terrace to create urban parklets
- Active frontage to London Road
- Stepping roofshapes to create varied skyline
- Level access from surrounding streets
- Retaining wall to sport's centre track, to deal with steep level change.



5.11 FORM & MASSING | SITE A CHARACTER CONCEPT SKETCH



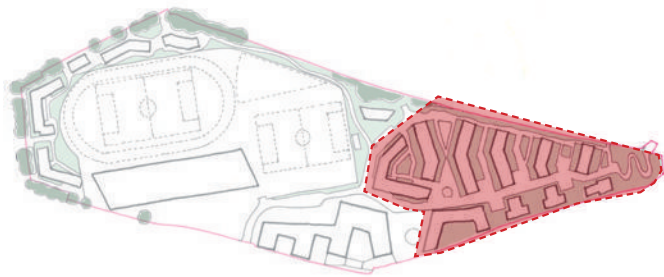
Wheatley Elms retained

Stepping roofshapes

Urban Parklets activating London Road

Note: Artist's impression of Housing to London Road

5.12 FORM & MASSING | SITE B PRINCIPLES

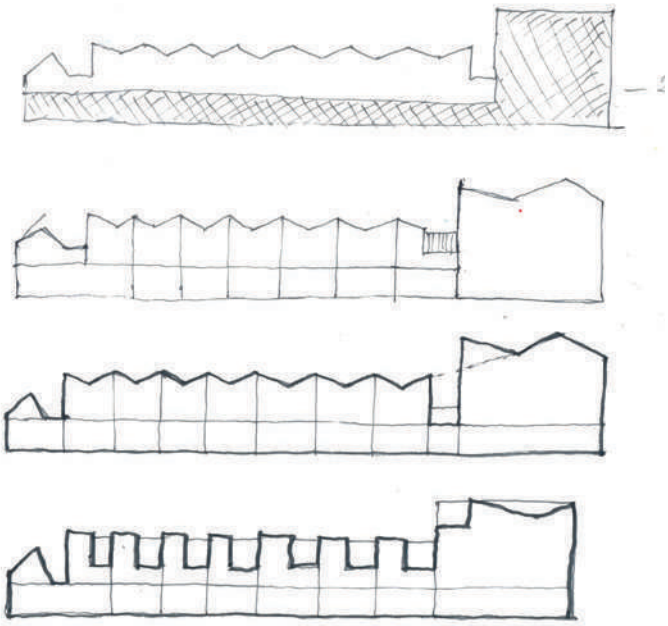
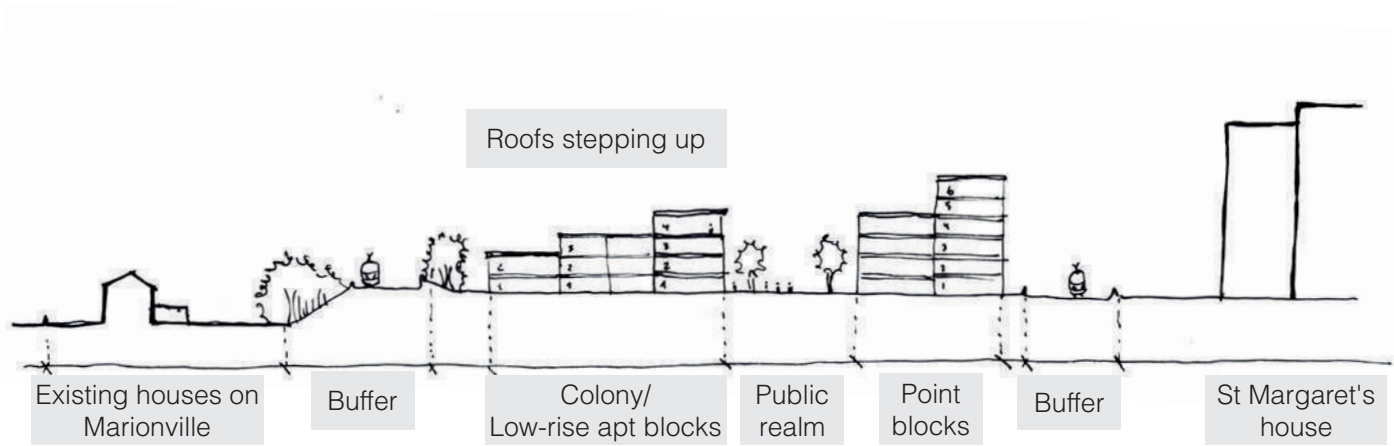
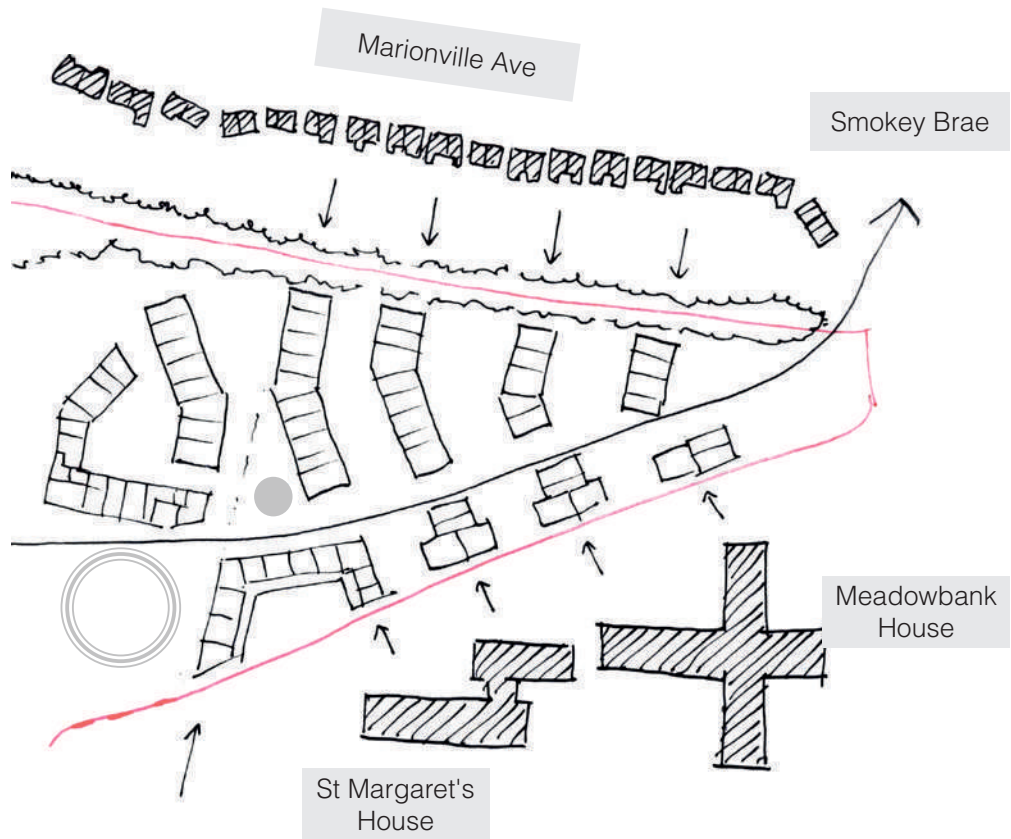


Site B constraints:

- Underground sewers
- Heritage sites: Turntable, St Margaret's well and Clockmill Road
- Bound by 2 railway lines resulting in an 'island effect'
- Set between dissimilar building typologies: low rise bungalow style houses to the North and 9 storey office blocks to the South (St Margaret's House & Meadowbank house)
- Meadowbank site's existing levels significantly above Marionville Avenue

Site B Implemented Strategy:

- Heritage interpreted into public realm
- Mix of housing typologies: colonies and low-rise apartment blocks to the North, point blocks to the south boundary
- Gable ends with no windows to avoid overlooking to Marionville Avenue
- Stepping roofshapes
- Smokey Brae pedestrian connection through the garage underneath Powderhall line
- Green edge to the North
- Community facilities at Ground Floor of block B1



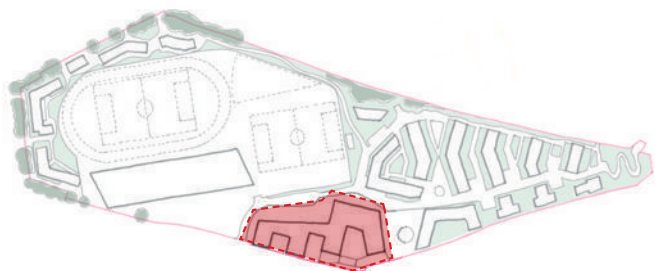
5.13 FORM & MASSING | SITE B CHARACTER CONCEPT SKETCH



Note: Artist's impression of Colony Housing

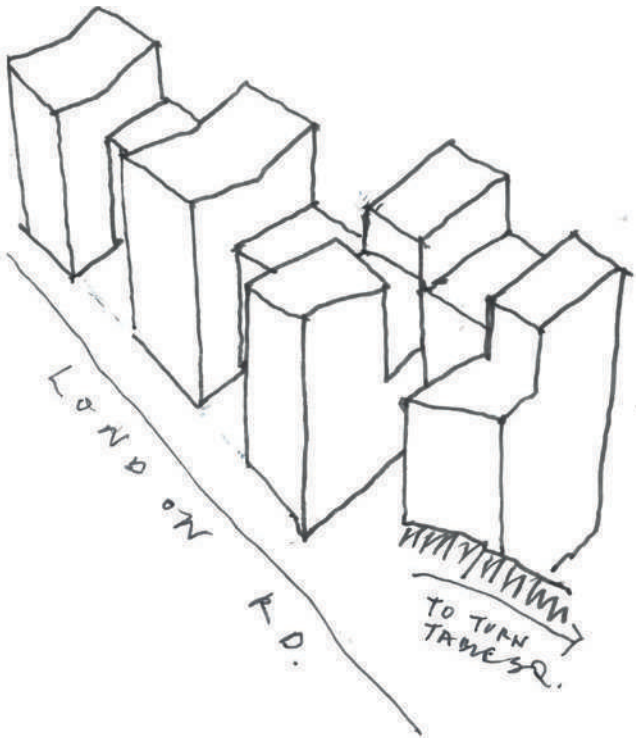
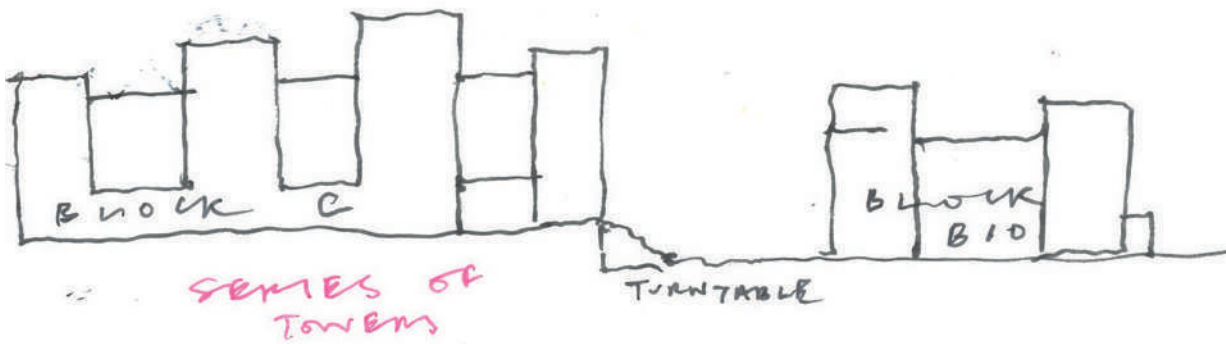
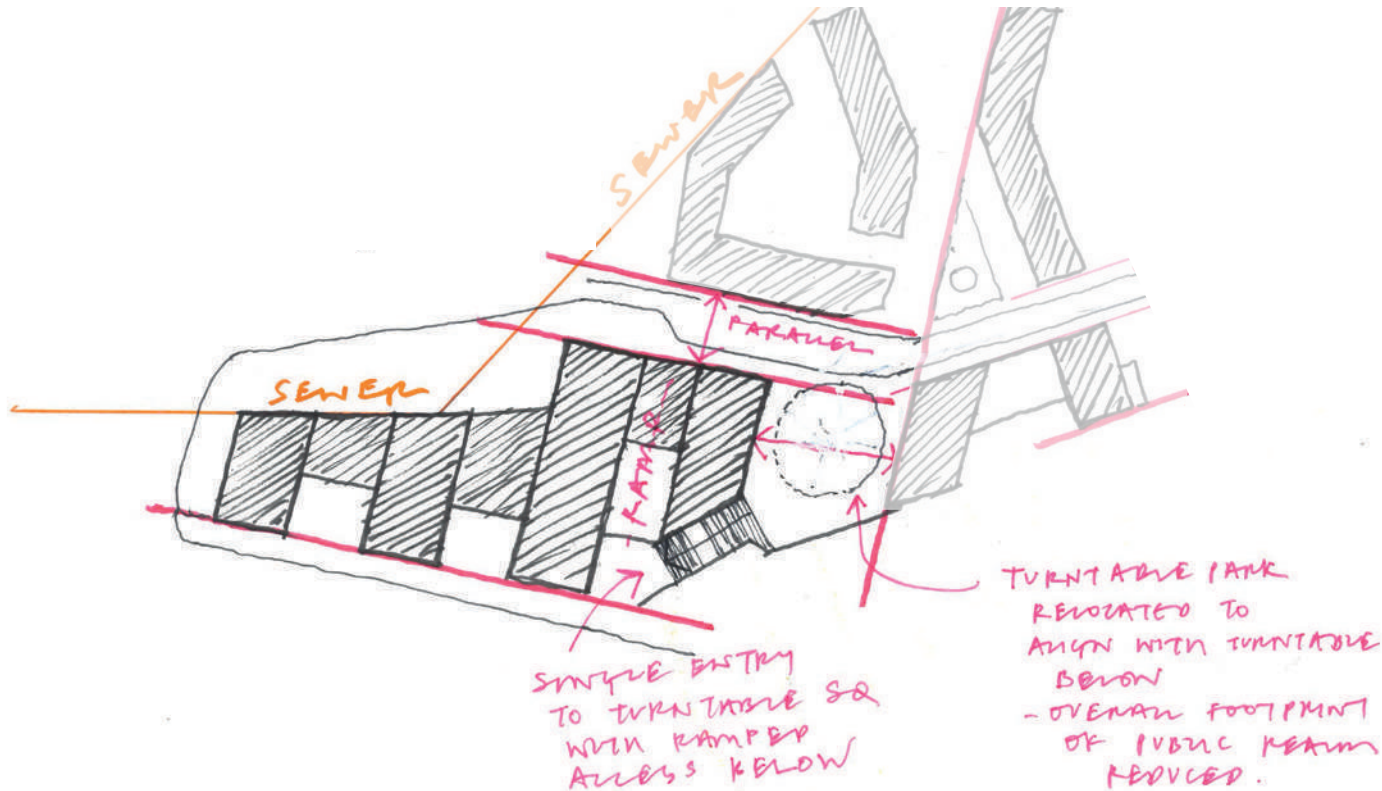
People First Environment

5.14 FORM & MASSING | SITE C PRINCIPLES

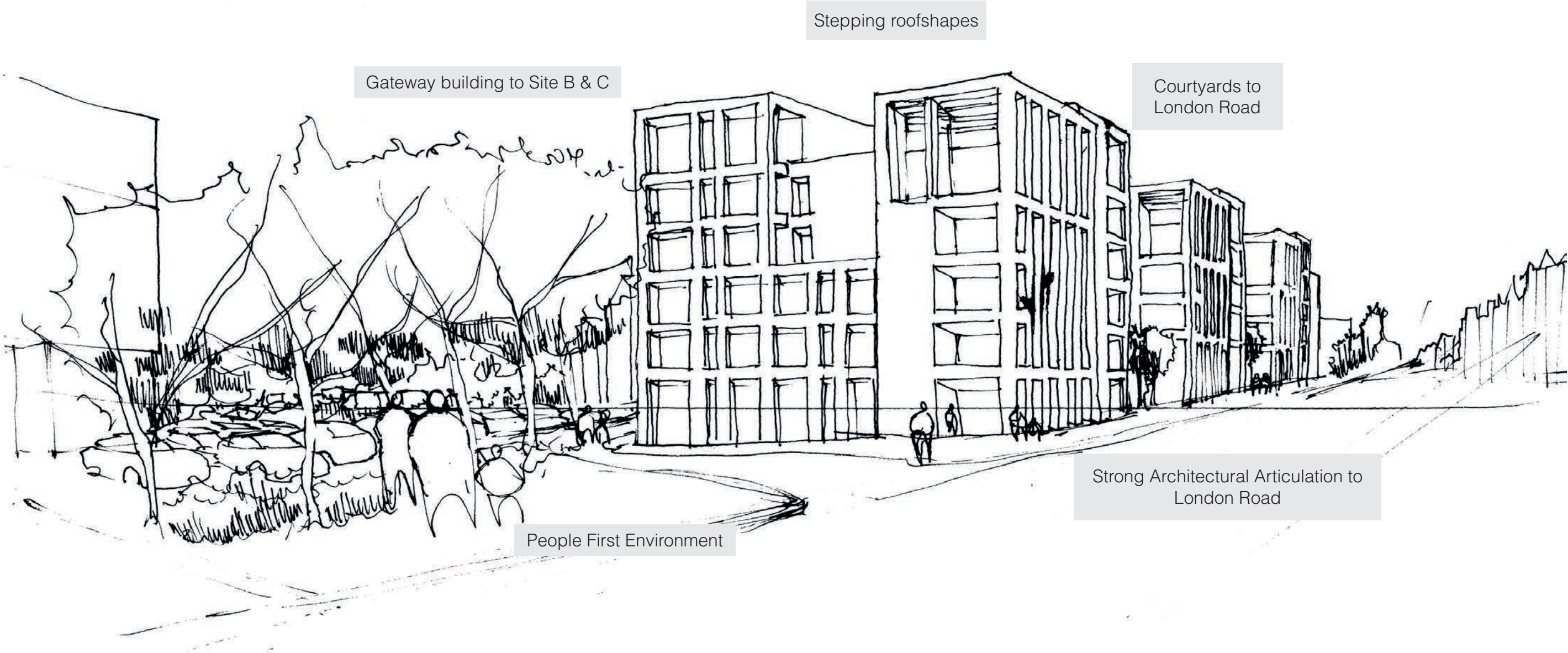


- Site C Constraints:
- 3m level difference between site level and London Road
 - Bound by 2 sewers
 - East Coast Main Line as boundary to the South East
 - Buffer between the road and the railway line

- Site C implemented Strategy:
- High density mixed use proposal
 - Gateway building to Site B
 - Non-residential elements activating London Road and creating street frontage
 - Courtyards to London Road
 - Pedestrian access from London Road to Turntable Park
 - Create corners to complete the London Rd/ Meadowbank Ave and Meadowbank Terrace junction



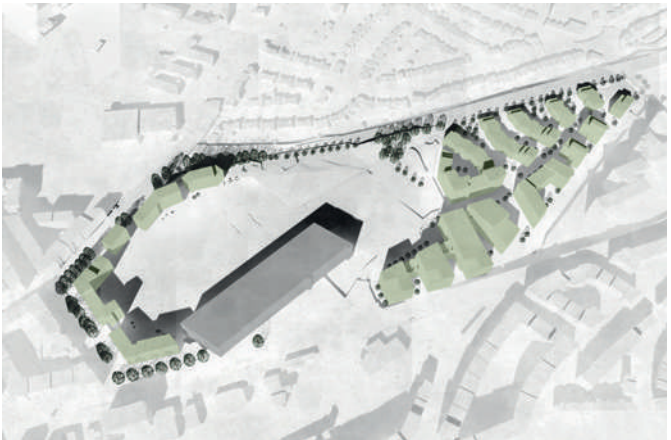
5.15 FORM & MASSING | SITE C CHARACTER CONCEPT SKETCH



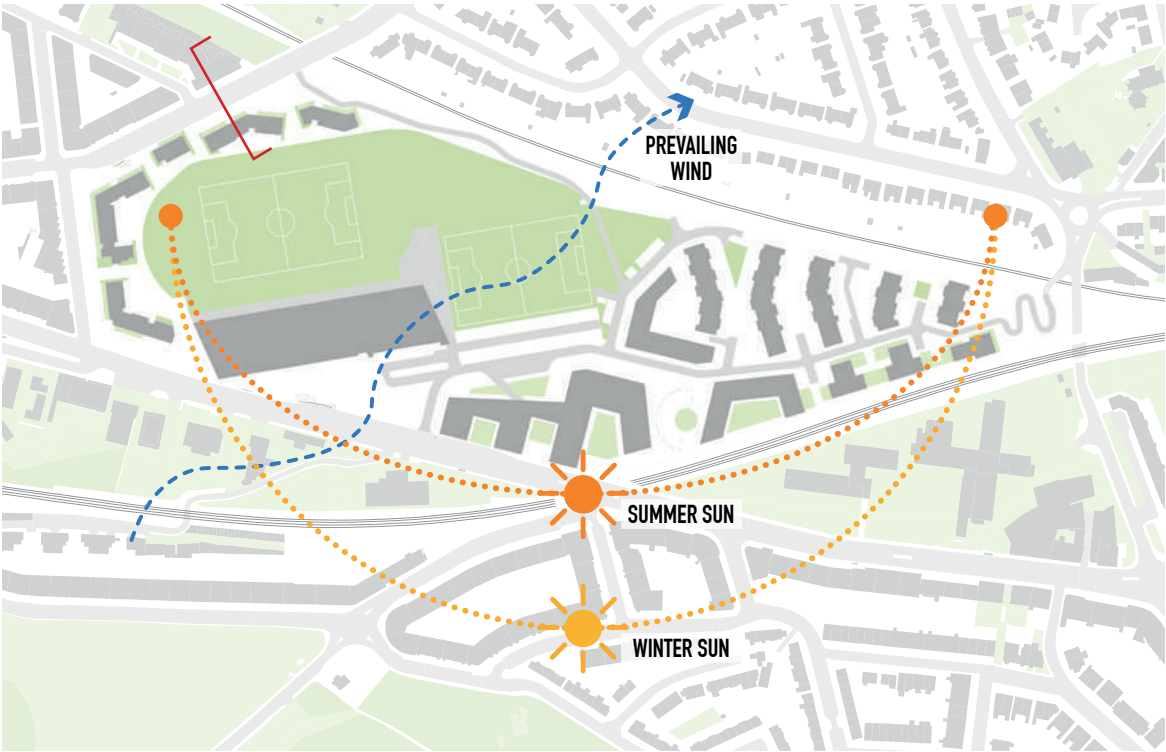
Note: Artist's impression of Site C Gateway to the Meadowbank Masterplan

Daylighting study

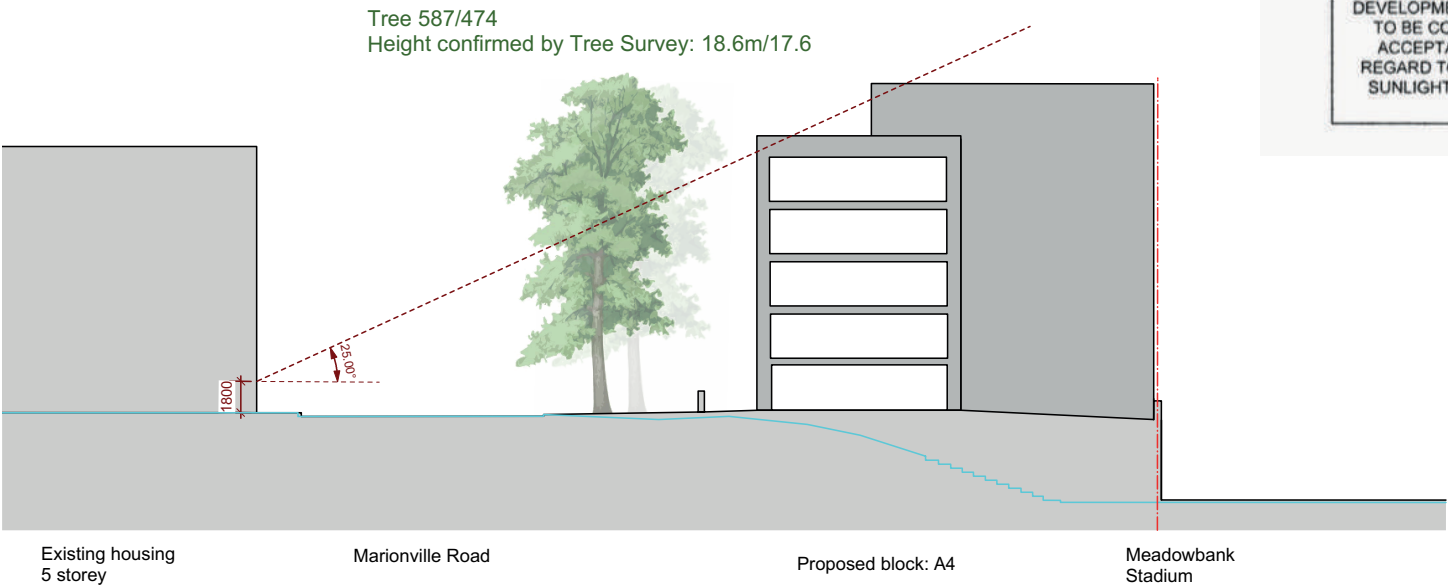
As part of the process of developing the proposals a daylighting analysis outlined in the Edinburgh Planning Design Guidance for Daylighting, Sunlight and Privacy has been conducted. Sections following the '25° Daylighting method of Protecting Sunlight to Existing Buildings' have been drawn to assure the development will not adversely affect the daylighting of existing developments. Sun path and over shadowing simulations at different times of the day and year were produced to illustrate the minimal impact.



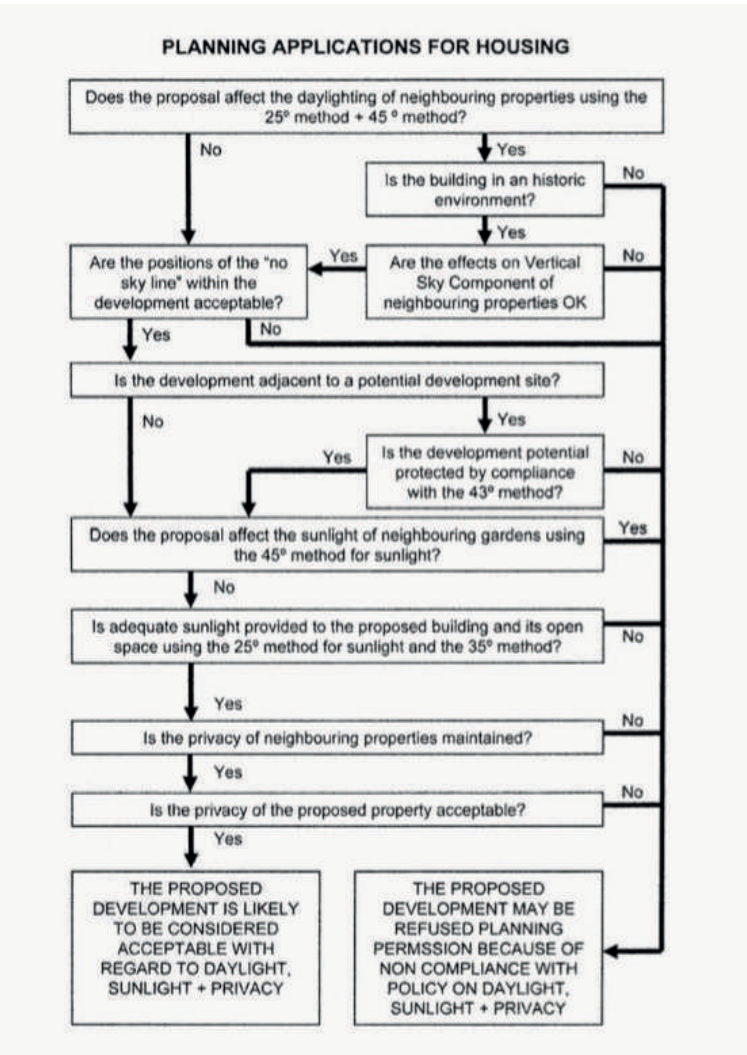
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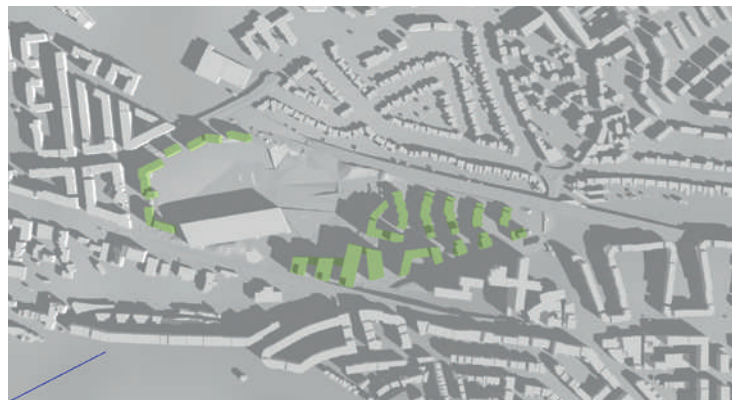
01 Excerpt from the Edinburgh Planning Guidance: Daylighting, Sunlight and Privacy
02 Example section testing the 25° method
03 Sun path and overshadowing simulation detailed view
04 Sunpath diagram



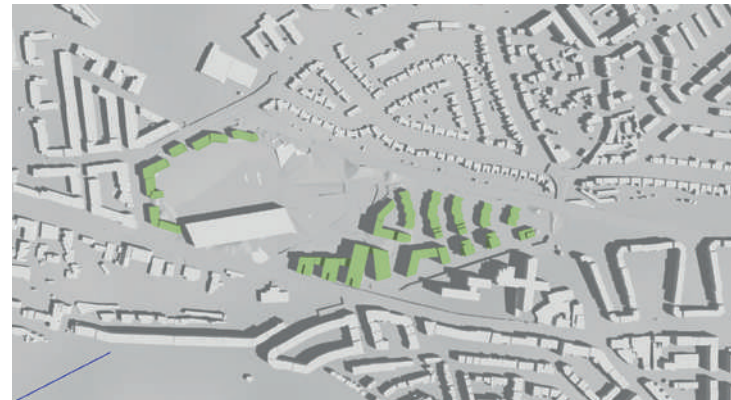
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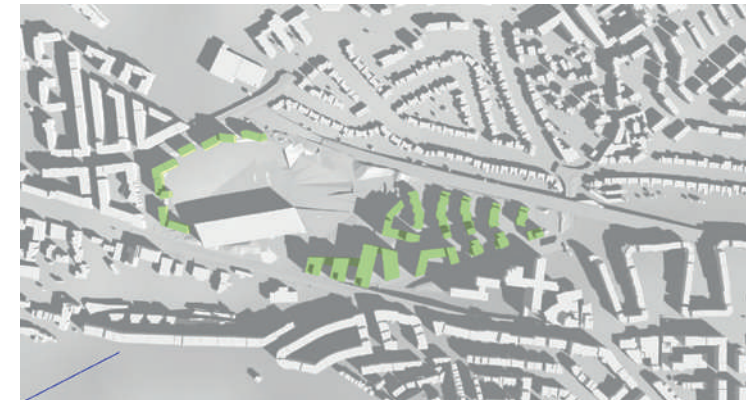
Winter: 9am
22nd December: solstice



Spring: 9am
20th March: spring equinox



Summer: 9am
20th June: solstice



Autumn: 9am
23 September : autumn equinox



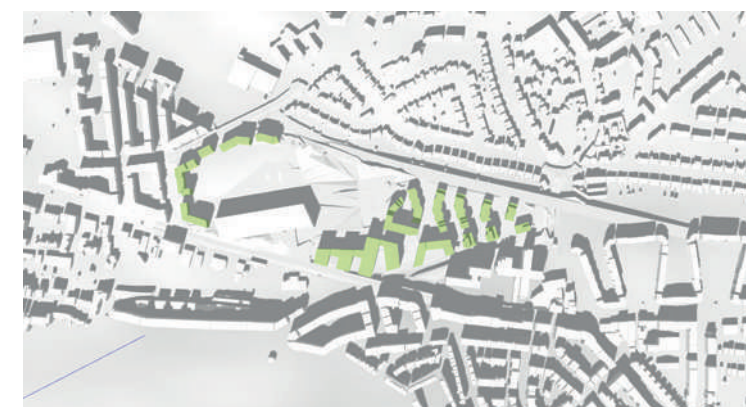
Winter: 1pm
22nd December: solstice



Spring 1pm
20th March: spring equinox



Summer: 1pm
20th June: solstice



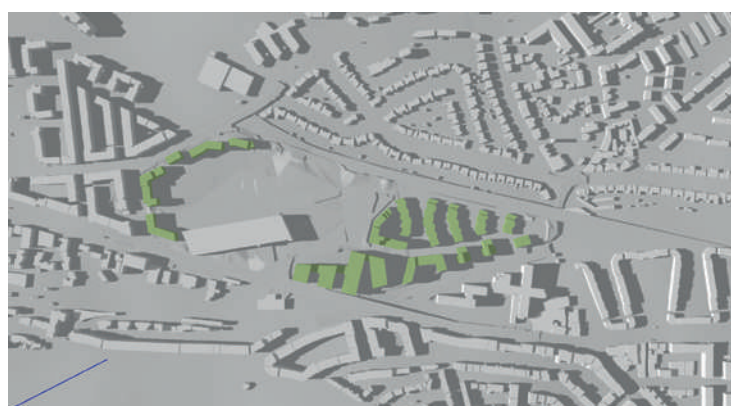
Autumn 1pm
23 September : autumn equinox



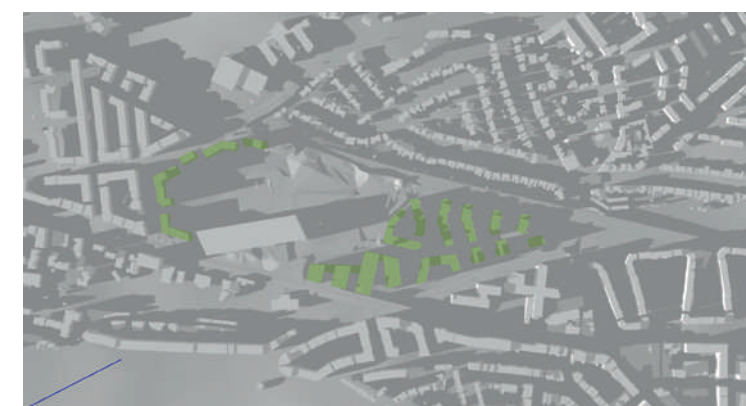
Winter: 5pm
22nd December: solstice



Spring 5pm
20th March: spring equinox



Summer: 5pm
20th June: solstice



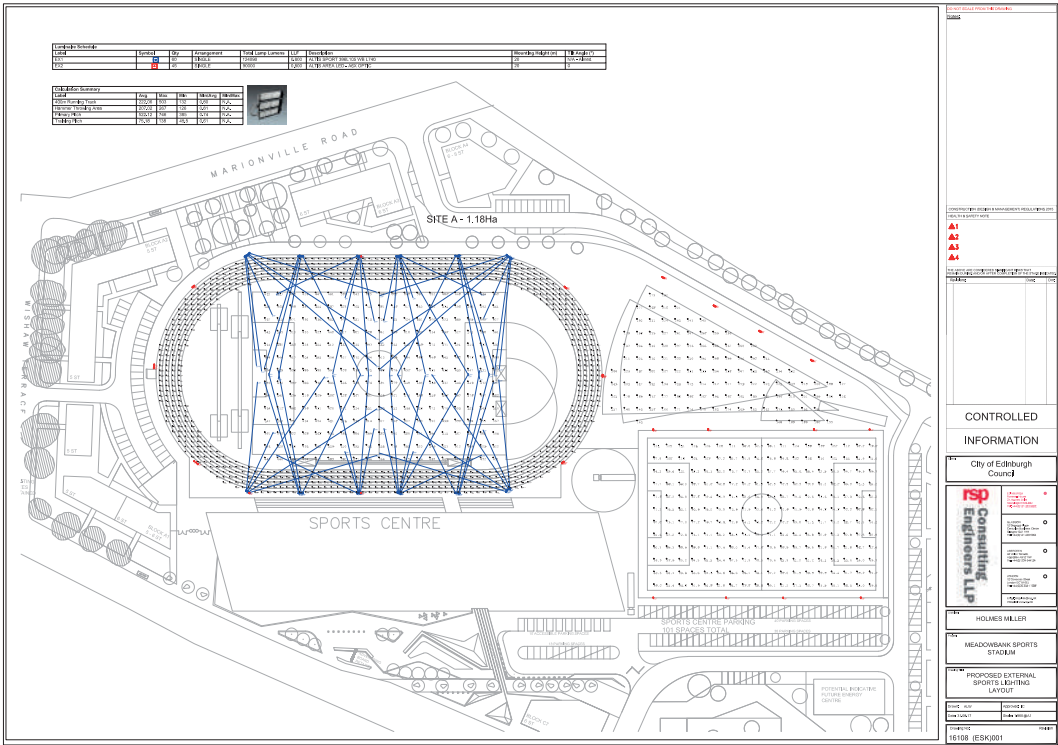
Autumn 5pm
23 September : autumn equinox

Impact of Floodlighting

The floodlighting for the proposed sports centre has presented an interesting challenge for the Masterplan team. An informative in the PPP states the following:

"only habitable rooms such as closed plan kitchens, bathrooms and utility rooms can overlook the running track and sports fields"

The internal layout strategy has been developed to ensure that all living spaces, including bedrooms, living rooms and dining areas, are orientated away from the sports centre lighting. Communal stairwells, entrances, kitchens and bathrooms provide a buffer to the main living spaces.



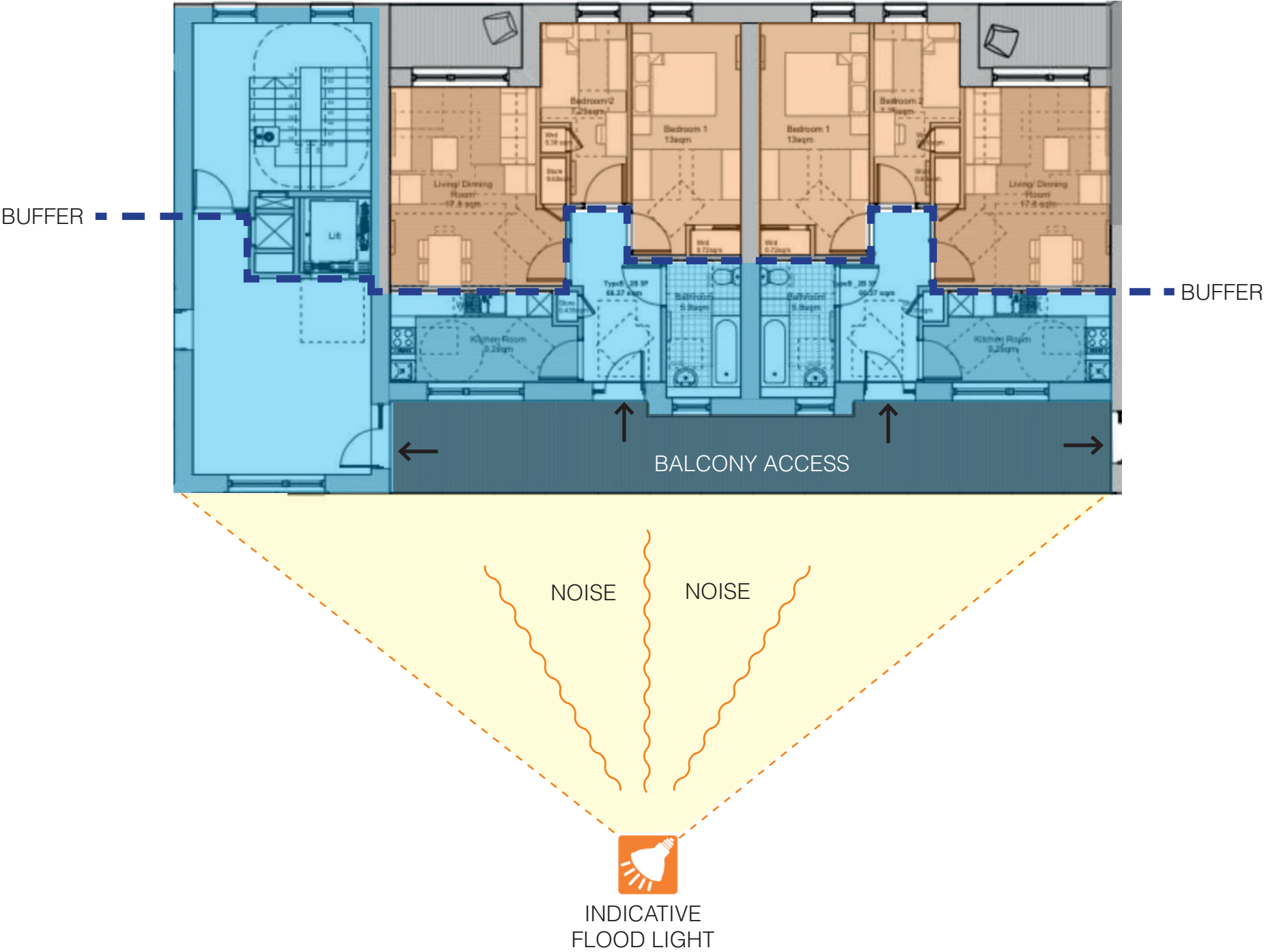
Page Left: proposed external sports lighting layout, showing location of floodlights.

Page Right: Diagram highlighting the key block elevations that have been considered to take account of floodlighting



The Site A apartments will have balcony access. The balconies will provide a natural buffer to some noise and light as accommodation will be set back. Communal stairwells, entrances, kitchens and bathrooms highlighted in blue, will be the only accommodation to directly face the floodlights.

Bedrooms and living room spaces will be orientated away to face Marioville Road and Wishaw Terrace, benefiting from views of the Wheatley Elms and garden spaces and pocket parklets at ground level.



- Communal stairs, entrances, kitchens and bathroom
- Bedrooms and living rooms
- Balcony Access
- Indicative light cone from a floodlight

Owing to its central location, community feedback and an abundance of public transport options the Meadowbank Masterplan presents itself with an opportunity for an innovative approach to travel. It's closeness to Holyrood Park and short distance from the centre of Edinburgh support the case for active travel. Holyrood park has established cycle routes that are popular and well used so this site presents an ideal opportunity to create connections and further reduce the traffic on the roads. Supported by the TIA and ambition of reinstating ancient road Clockmill Lane as part of the heritage interpretation the design team proposes a people priority environment.

The new development seeks to embed cycling and pedestrians at the heart of it's culture, making it as easy as possible to own and use a bike. All generations and abilities would be considered by providing access for a range of bikes including cargo bikes, electric bikes, assisted bikes, bike share schemes and other types. Journeys would be carefully analysed: from the daily commute, traveling to school, the trip to the shops or cycling for health and leisure. The design of homes would also consider cycle use: making sure there's ample and convenient storage for all items including cycle helmets and carriers.

Within the development, support could also be provided with bike service stations: communal bike pumps and allowing access to specialist equipment. The aim is to make cycling as attractive as possible and a viable alternative to other methods of transport. This is a significant move for a city in achieving carbon neutral targets and also a meaningful step forward in promoting the health benefits of active travel, all of which are well

documented. The site is also well served with a range of local amenities, all within walking distance, and excellent public transport with fast and frequent connections into the city centre.

Key

Core paths and local paths as shown on CEC Core Path Plan

Future potential paths

Future quiet routes

CEC 'On Foot, By Bike' paths

Open space

Bus stops (adjacent routes)

Road crossing points

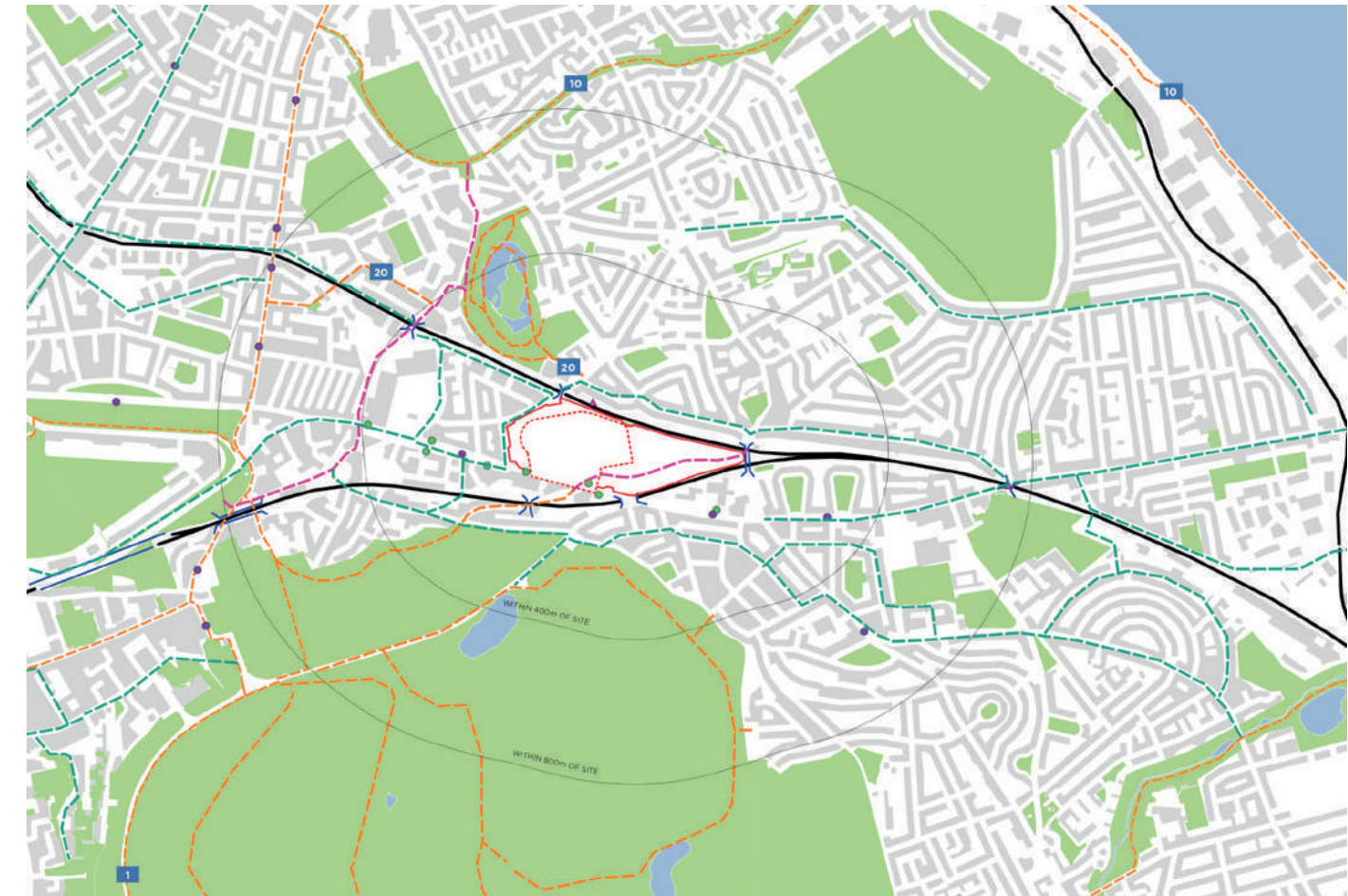
Railway line

Railway crossing points

Potential rail halts

Ref: T3 in Local Development Plan.
Rail Halts at Piershill and Meadowbank required to ensure development does not prejudice future reuse of existing abandoned halts. Re-introduction of passenger services is not currently considered viable by the rail authority but

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.



5.19 URBAN STRATEGY | TRANSPORT IMPACT ASSESSMENT

Transport Impact Assessment Recommendations

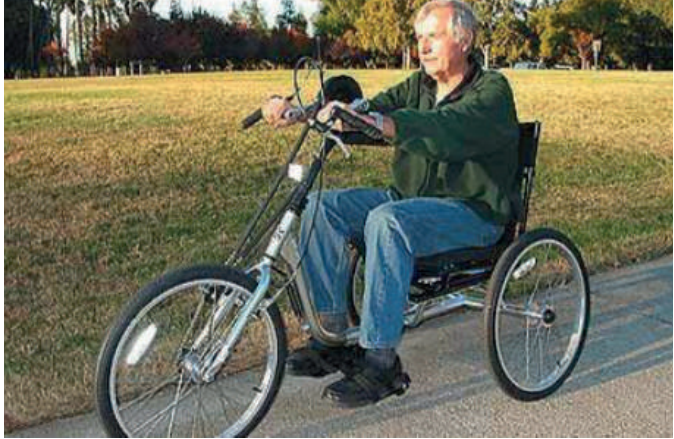
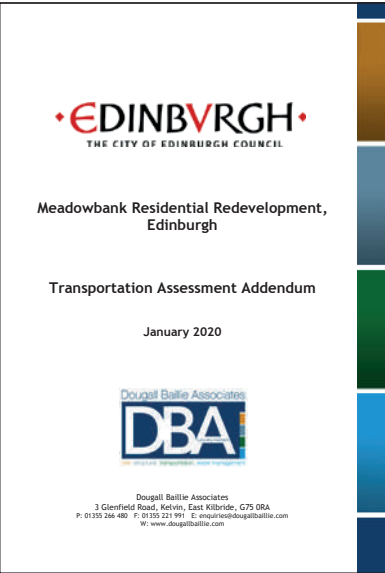
A Transportation Assessment has been undertaken by Dougal Bailie Associates, which supports the strategy for a low-car 'Pedestrian Prioritised' Scheme.

For more details supporting the Active Travel and People Priority proposals please refer to the Transportation Assessment.

Summary of the main points:

- The development is intended to be a 'designed for people' development which will be a low-car development with no private parking except disabled bays and car club bays.
- DBA have reviewed how this low-car parking corresponds with local and national policy on low-car or car-free developments.
- The development conforms with current Government policy, as set out in Scottish Planning Policy (SPP) with regard to the ability to integrate the development into existing and planned networks for pedestrians, cyclists and public transport.
- The development layout has multiple pedestrian accesses which link the site into the extensive surrounding pedestrian and cycle infrastructure and would help provide good walking and cycling links.
- It is suggested that new crossings are provided on London Road and Restalrig Road South to aid people crossing from the development to local bus stops and facilities. A zebra/parallel crossing of the access road on a speed table should also be provided.

- The predicted impact of limited development traffic generation has been established through detailed analysis of the site access junction using industry standard software, Picady. Due to the low existing traffic flow would be expected to operate without issue.
- The access on London Road, shared with the sports centre impacts on the bus stop for London Road. DBA have suggested a relocated bus stop position.



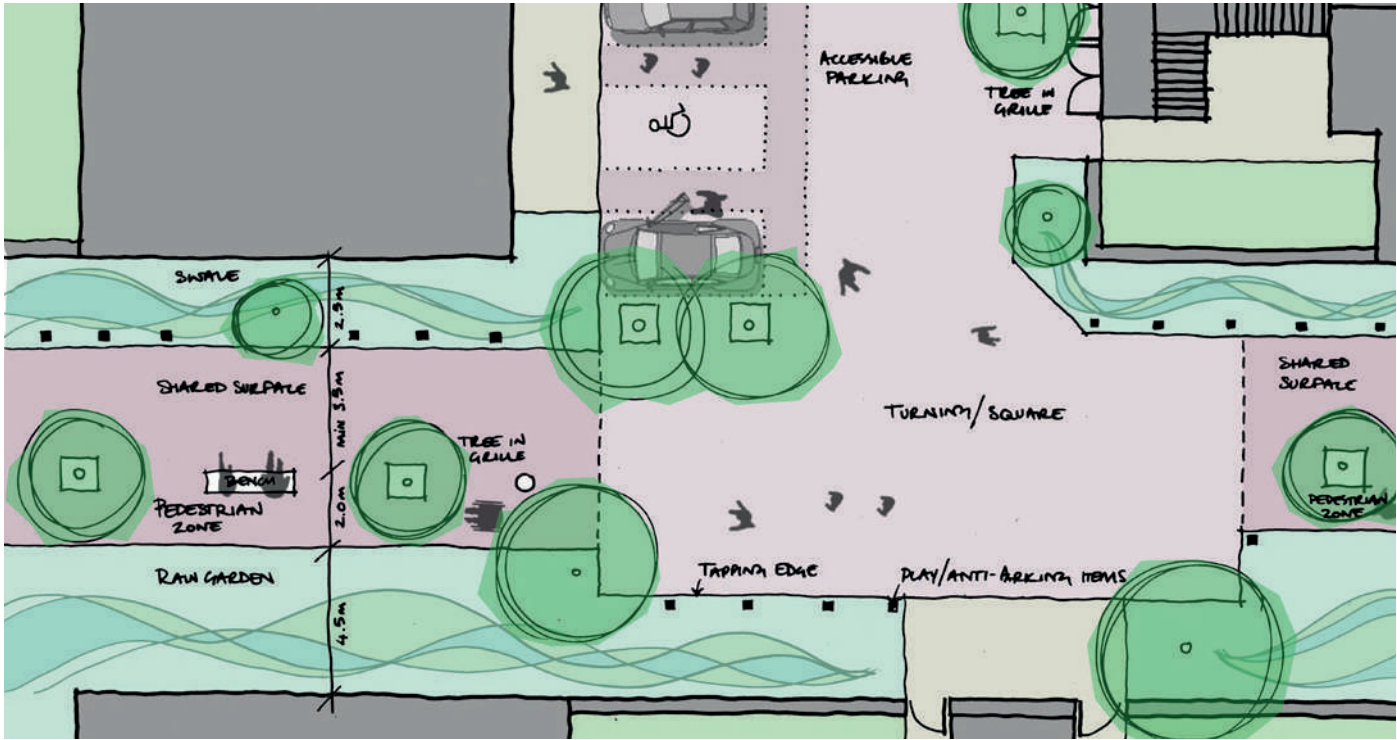
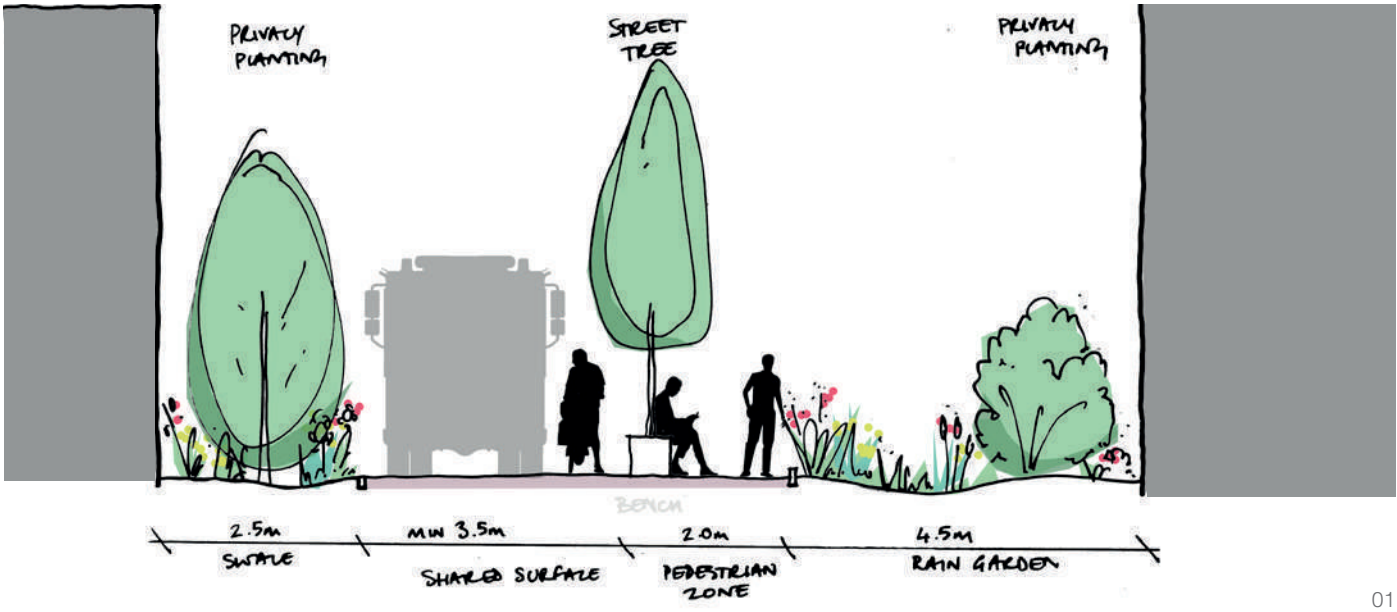
5.20 URBAN STRATEGY | PEOPLE PRIORITY ENVIRONMENT ASPIRATION

The masterplan site has been developed as a 'People Priority Development, promoting active travel. This is a significant move for a city in achieving carbon neutral targets and also a meaningful step forward in promoting the health benefits of active travel, all of which are well documented.

At various locations throughout the development there is an opportunity to provide street enhancements to support 'People First'. These measures will reinforce pedestrian priority and provide the necessary separation to support individuals with visibility impairment and other accessibility needs.

Sketches on the right aim to illustrate the proposals in principle. Separation is defined by street furniture, trees and other informal measures. Low bollards also introduced for dual purposes: to prevent fly-parking and also as a play feature. Emphasis will be on providing good quality paving and landscaping to provide safe and attractive streetscapes.

- To provide a mix of surfaces including block paving and matching kerbed edge.
- To provide a sequence of road narrowing (single lane) and widening (passing places).
- Narrowest sections split in two with trees and street benches for the full length.
- To provide widened areas to contain additional trees and bollards to prevent fly parking.



01. RFB's early sketch proposal for typical street section encompassing people priority environment
02. RFB's early sketch proposal for typical street plan encompassing people priority environment
03. Bonn Square, Oxford, Graeme Massie Architects

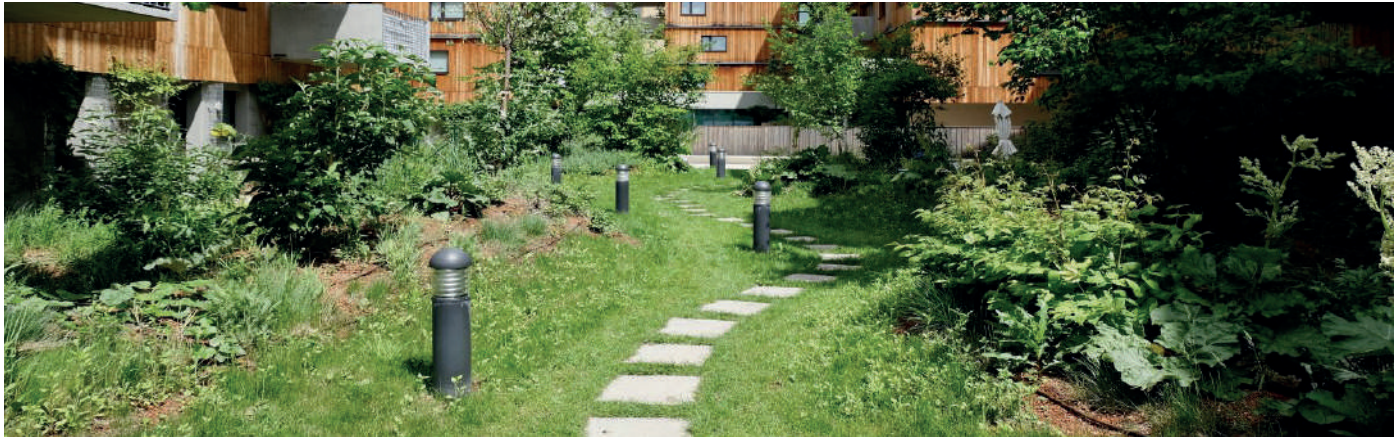
Pocket Parks

The proposal aspiration is to provide high quality landscaping to the 'urban park-lets' in Site A, along Wishaw Terrace.

- To provide resin bound gravel surfaces, varying colours with kerbed edges and low walls in facing brick to match façades.
- To provide drainage and additional low level wall mounted lighting.
- To provide street furniture and cycle stands
- To provide enhancement to tree areas including protective guards around each tree.
- To provide bollards to prevent fly parking.



05



02

Lochend Links path

Proposal is to provide high quality landscaping to the path to the north of the site, connecting to Loch End Park. To provide a safe, well lit path to encourage use by cyclists and pedestrians at any time of day.

- To provide a resin bound gravel surface treatment with kerbed edge.
- To provide lamp posts and inset surface lighting
- To provide bollards to prevent fly parking



06

Play features

Proposal aims to provide high quality streetscapes and public realm that accommodate all ages.

- To provide children friendly street furniture along the active travel route,
- Active place-making for all ages.
- Widened areas to contain additional trees and bollards to prevent fly parking.



04

Community Growing

Opportunities for community based gardens, which will be explored at the next stage.



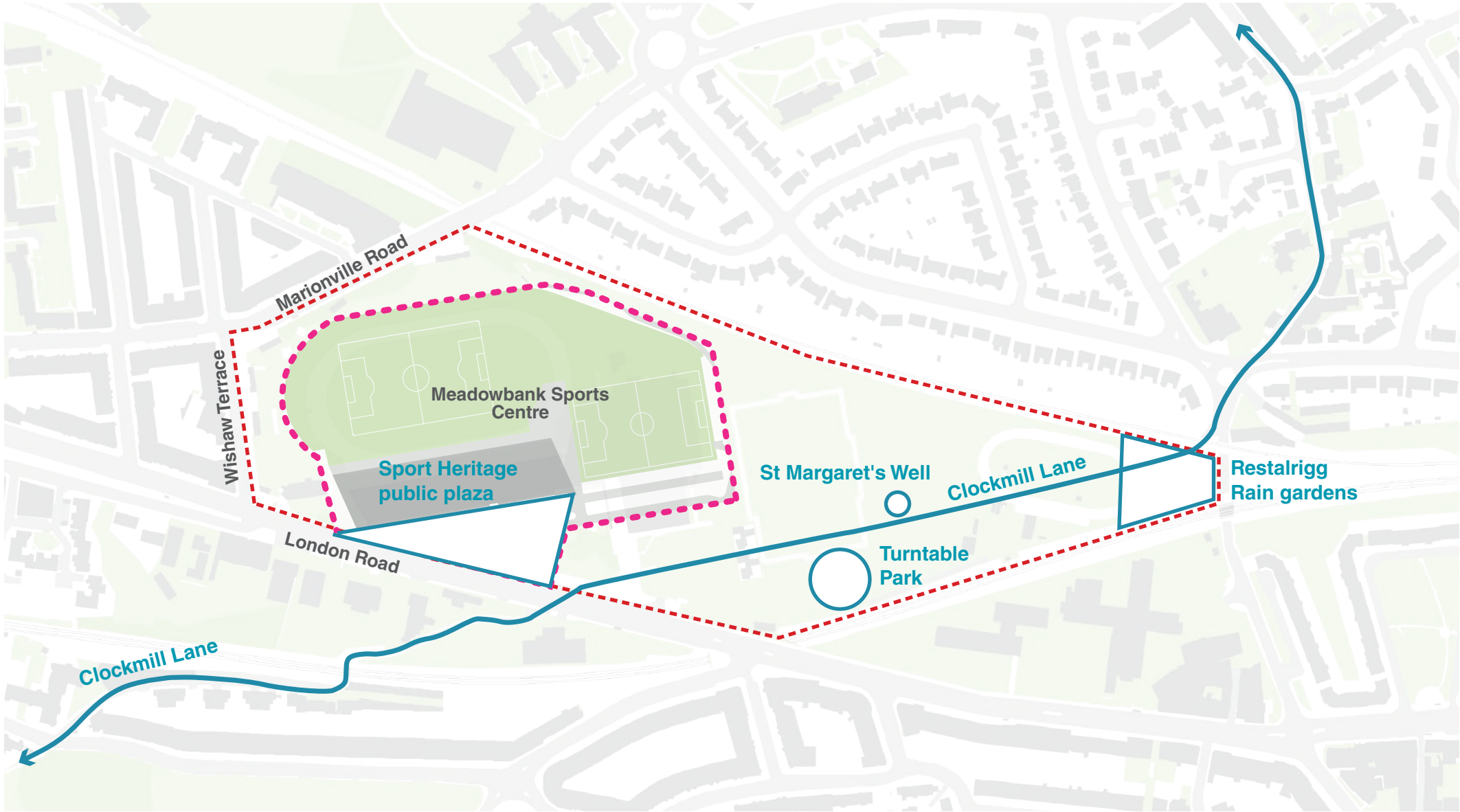
07

01 & 02 Neue Meile Böblingen conversion of station street böblingen (d) into pedestrian zone in a participatory process, Bauchplan
03. The Voyage, Liverpool, BCA Landscape
04 Plaza de la Luna, Madrid

The five elements of heritage influence identified in Section 3 (Heritage interpretation) are all largely within sites B and C. **Clockmill Lane** traverses the sites B and C, east to west informing public realm design. Furthermore a public **plaza** at London Road in front of the Sports Centre marks the entrance to the west. This is designed by the Sports Centre Team and includes references to the contemporary sporting heritage and a timeline. **Restalrigg Rain Gardens** marks the entrance to the west and is designed with widened pathways and ramps to transition the 6 meter level difference as Clockmill Lane passes under the railway. Midway along Clockmill Road is **Well Place**: an area of public realm at the location of St Margaret's Well. This will include rill water features as a symbolic reference to St Margaret's Well. To the south of Clockmill Lane is **Turntable Park**. This marks the location of the original railway turntable that served St Margaret's locomotive works. In developing the proposals: scale and hierarchy of spaces are both important considerations. Especially so with the site's unusual geometry as an elongated triangular plot of land narrowing towards the east.

This part of the design & access statement seeks to consider what would be an appropriate scale and how best to make the most of the unique heritage features.

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.



With the new masterplan underway, the first steps have been taken in developing the detail of proposals for heritage approach. The review of elements of historic importance has happened along consideration on how to incorporate these within the public realm design. Attention has been given to key features, signage and the process of implementation.

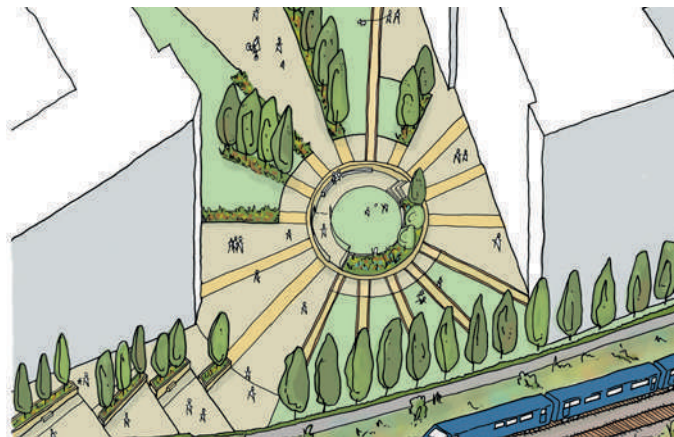
The image on the right presents some of the ideas in developing the detail. The turntable is to become a hub of activity for the development with routes converging and the main non-residential uses facing on to the park. This includes a potential GP surgery which serves the wider neighbourhood and will include other amenity themed around health and wellbeing.

The proposals continue to evolve as discussions with potential project partners and stakeholders continue. For example, the team have had productive meetings with active travel organisations who would seek to support public realm that aids and enhances movement across the site.

We have noted a further relevant precedent in Helsinki involving the reuse of a historic turntable as a focal point for a community led initiative promoting sustainable food production and urban planning.



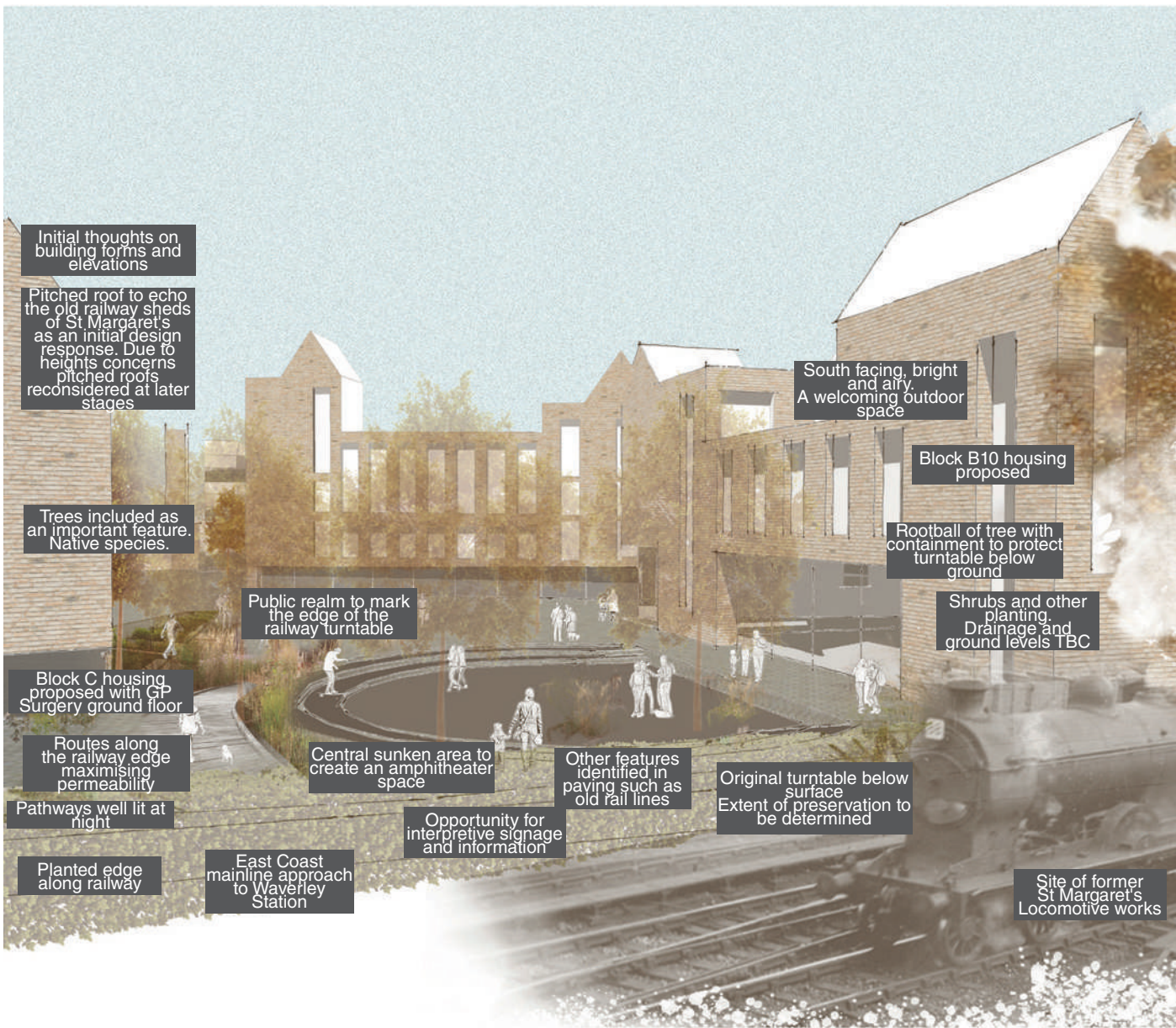
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02



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04

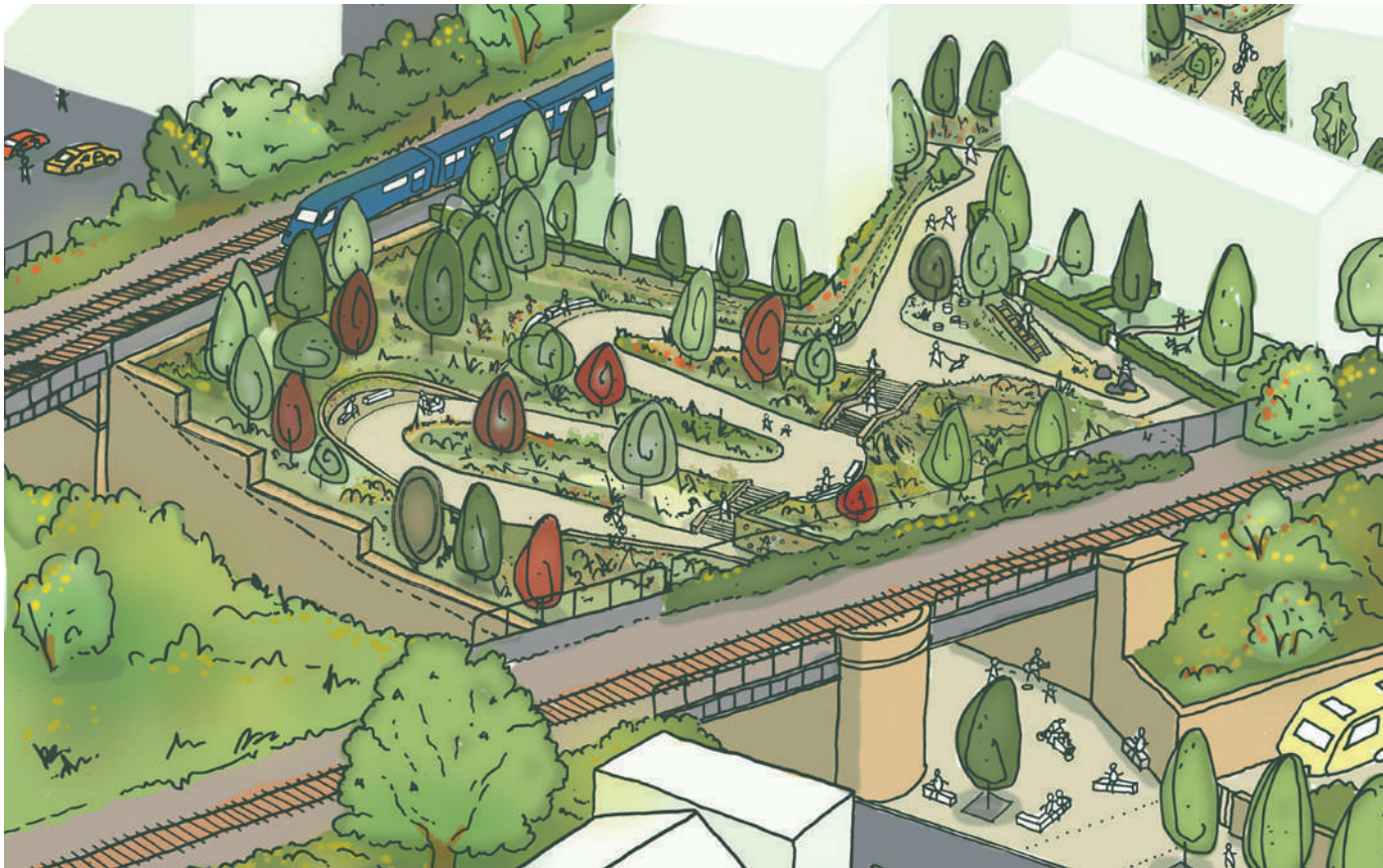
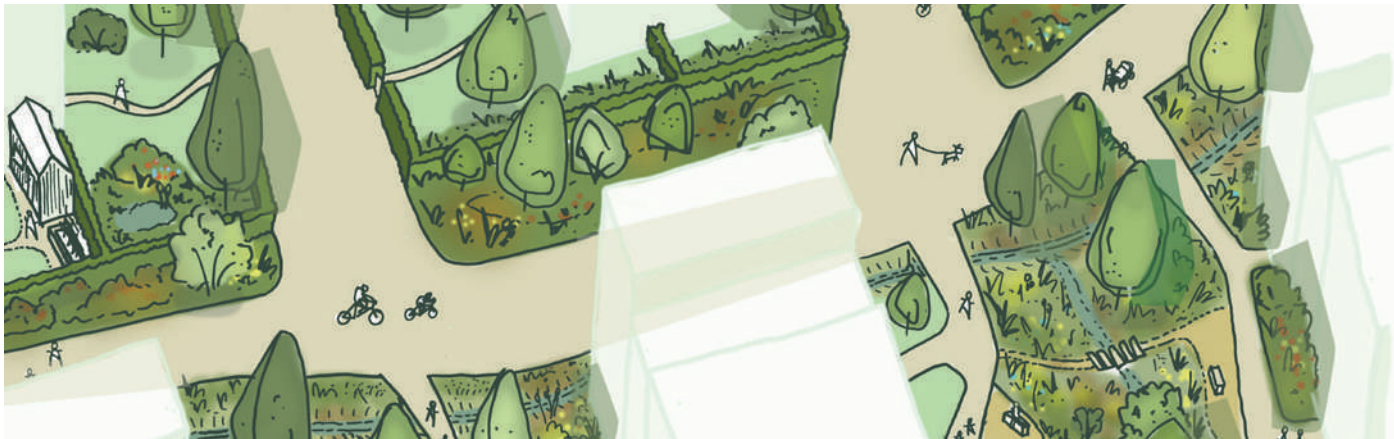
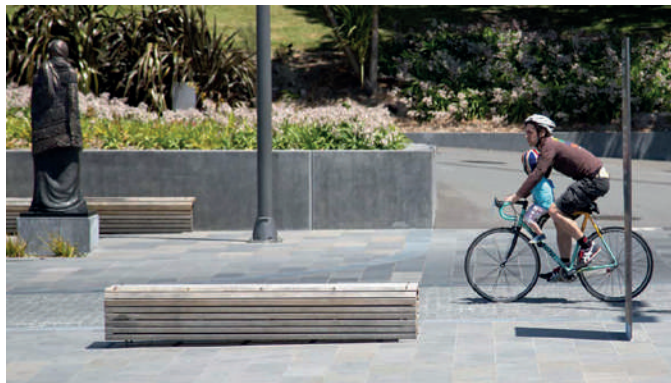
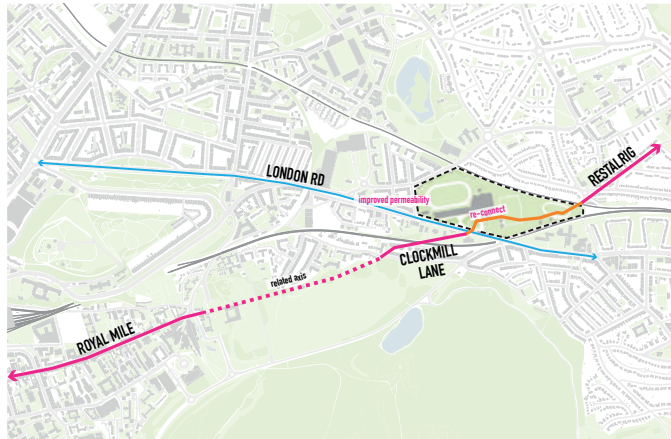
01 -03 Early Sketch Landscaping proposals by RFB for Turntable Park
04 Initial Architectural Articulation considerations for Turntable Park

Clockmill Lane/ Restalrig Gardens

The aim is to improve connections to Restalrig along a newly re-instated Clockmill Lane. To negotiate the topographical level change of +5 metres between the top of Smokey Brae and the end of Clockmill Road, the proposal is to create a sloped rain garden, with a ramped footpath providing access for pedestrians and cyclists. Stepped access will be provided as an alternative approach for pedestrian access. This ramped access will help connect wider cycle routes, promoting active travel. The landscaping proposal has been carefully considered to provide a variety of trees and planting. The proposed trees will be of a deciduous variety to allow good visibility during winter months. The building frontages will be designed to face the rain gardens to ensure overlooking and passive surveillance.

The ramp and stair structures will need significant retention to support the redistributed earth. The proposal is also bring down the height of the walls to Smokey Brae if possible, to improve the quality of Smokey Brae. This is being reviewed by the projects structural engineers. Relevant survey and investigations are being carried out as well as on-going discussions with Network Rail who own the perimeter walls to the railway.

- To provide a dedicated cycle way and lighting
- Provide embankments with excavation to provide gentle gradients and improve visibility. Retaining walls (new and existing) kept to a minimum where possible.
- Provide street furniture, signage and bollards.
- Provide rain gardens and new trees

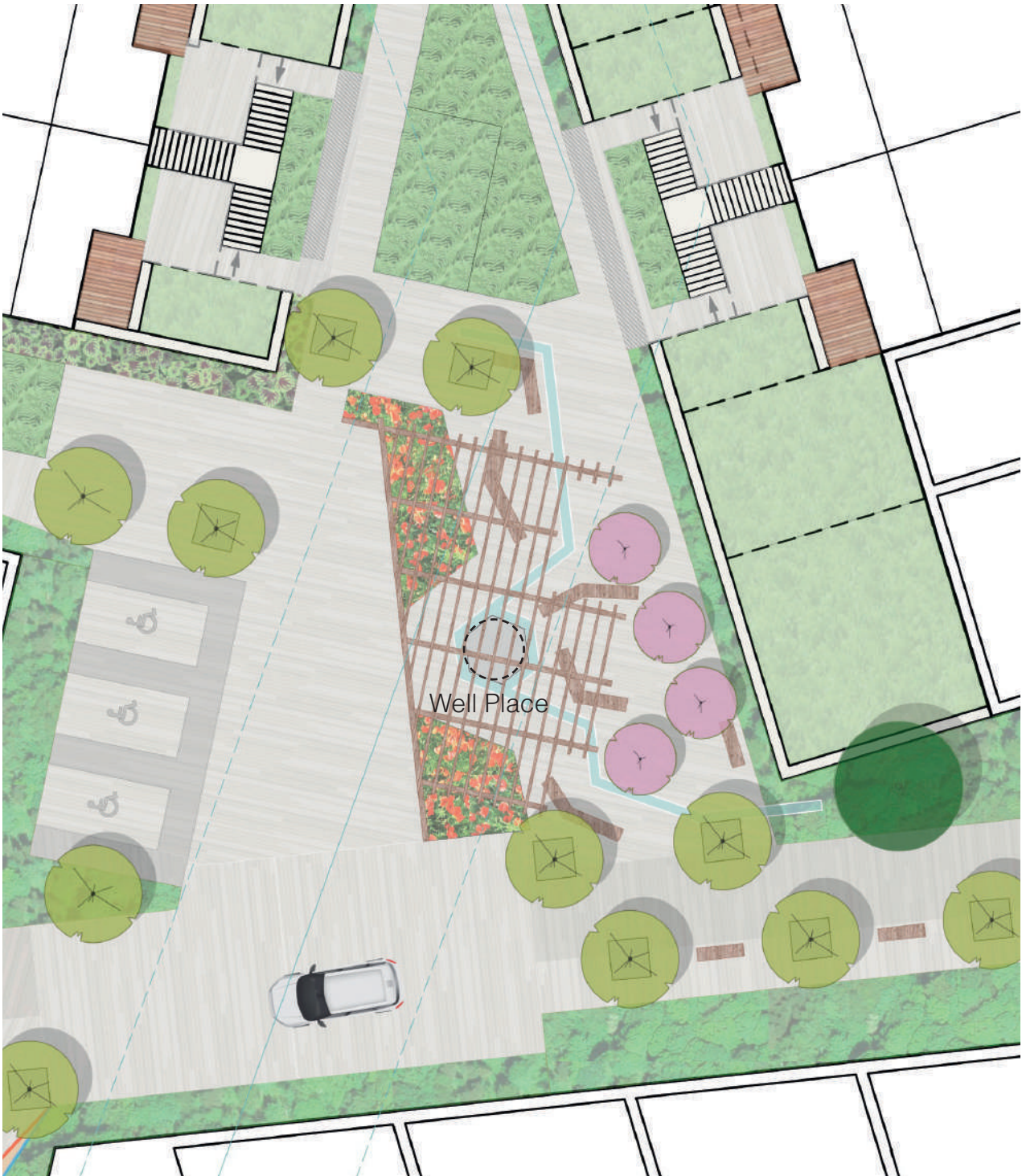


St Margaret's Well

The Meadowbank Masterplan proposal includes the reinterpretation of the original location of St Margaret's well as an area of public realm.

Historically St Margaret's Well was known to have healing properties and was rumoured to cure blindness.

Symbolically this creates a number of opportunities to re-interpret the well's history, potentially creating a new water feature element in a form of a rill or a fountain, the detail of which will be explored in the next stage.



01



02



03



04

- 01 Joseph Mias water feature in Bayoles, Spain
- 02 Gunther Vogt - Ricola Marketing, Laufen, Switzerland
- 03 Rill water feature
- 04 Carlo Scarpa's water rills in Venice
- 05 Landscape Architect's proposal

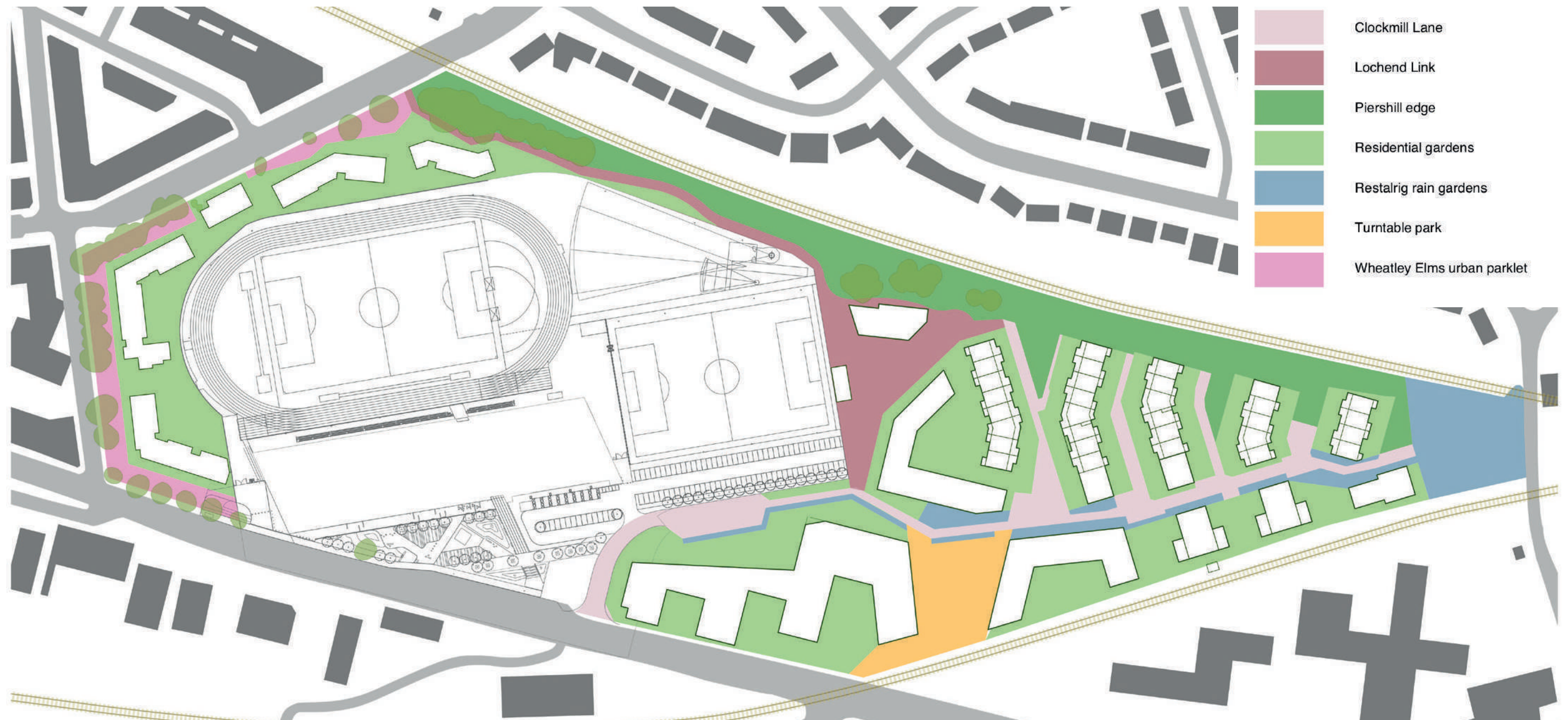
5.22 LANDSCAPE STRATEGY | MEADOWBANK LANDSCAPE CHARACTER AREAS

An appraisal of the existing landscape character, historic and cultural references from the site and stakeholder workshops with local residents and community representatives helped to shape what the key moves should be for the landscape. These evolved into distinct landscape areas: historic **Clockmill Lane** reinstatement for pedestrians and cyclist connectivity into and through the site.

Restalrig Raingardens - The challenge of reducing ground levels by 7m to Restalrig roundabout suggested terraced gardens would be an appropriate approach. That also coincided with a surface water connection outlet point therefore, this evolved into a series of linked raingardens as part of the rainwater strategy. Design has taken into account concerns generated in community consultation, with clear

views and lighting to accord with Secured By Design. **Turntable park** is centred on the actual location of the railway turntable when the site was a significant railway yard in the 19th C and becomes the key open space for the development. **Lochend Link** signifies the proposed connection north south through the site linking Meadowbank to Lochend park to the north. **Piershill edge** existing planting will be strengthened

to provide a robust boundary for private properties to the north, but also as a robust wildlife corridor. At the **Wheatley Elms urban parklet**, there is the opportunity to enhance the public realm here as a linear park as well as improve the ground conditions around the base of the trees. Many of these trees are currently encased within asphalt and showing root heave, therefore a soft landscape area beneath the trees will improve growing conditions.



NOTE: FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.

5.23 LANDSCAPE STRATEGY | KEY PRINCIPLES OF GREEN INFRASTRUCTURE

The Meadowbank landscape strategy is based upon the utilising the core principles of Green Infrastructure to provide a multi-functional series of spaces that are of benefit to people, wildlife and are climate-change resilient.

A definition :

"Green Infrastructure is the use of ecosystems, green spaces and water in strategic land-use planning to deliver environmental and quality of life benefits.

It includes parks, open spaces, playing fields, woodlands, wetlands, road verges, allotments and private gardens.

Green infrastructure can contribute to climate change mitigation and adaptation, natural disaster risk mitigation, protection against flooding and erosion as well as biodiversity conservation"
- European Commission

Or :

"In the past, green spaces have been valued for single uses, such as for sport/recreation, or simply for their aesthetic appeal.

The term green infrastructure reflects the fact that green spaces can perform a number of functions, often simultaneously...providing us with multiple benefits from one site"

- Royal Town Planning Institute

St Margaret's Well, Restalrig

On the site is a triangular stone, laid into which is a metal plaque which reads:

'This stone marks the site of St. Margaret's Well. The dressed stone work of the fifteenth century wellhouse built over this ancient medicinal well and centre of pilgrimage'.








Although now moved to Holyrood Park, Meadowbank was the site of this 'Sacred Spring', where the benefits of water were revered.



There is an opportunity to reference the historic significance of water on the site, within the new neighbourhood at Meadowbank, by taking a creative approach to site-wide rainwater management.

A series of inter-connected, attractive rainwater features within the landscape that promote well-being and health, help adapt to climate change and reduce pollution and flooding.

Green Infrastructure Potential Functions

-  Rainwater Management
-  Habitat Network / Biodiversity
-  Climate Change Resilience
-  Landscape Structure & Visual Amenity
-  Active Travel Network
-  Playful landscapes
-  Edible landscape



5.24 LANDSCAPE STRATEGY | RAINWATER MANAGEMENT STRATEGY

The design team held a Greenspace Community Workshop on 19th November 2018 to identify the strategic objectives for positively managing rainwater on the site. The purpose was to use this as a discussion tool both within the design team and with external stakeholders, and to start to develop a conceptual approach for Meadowbank masterplan.

It applies the overarching principle within key guidance, the CIRA SUDS Manual 2015 whereby:
"Surface water runoff is managed for maximum benefit."

Strategic Objectives

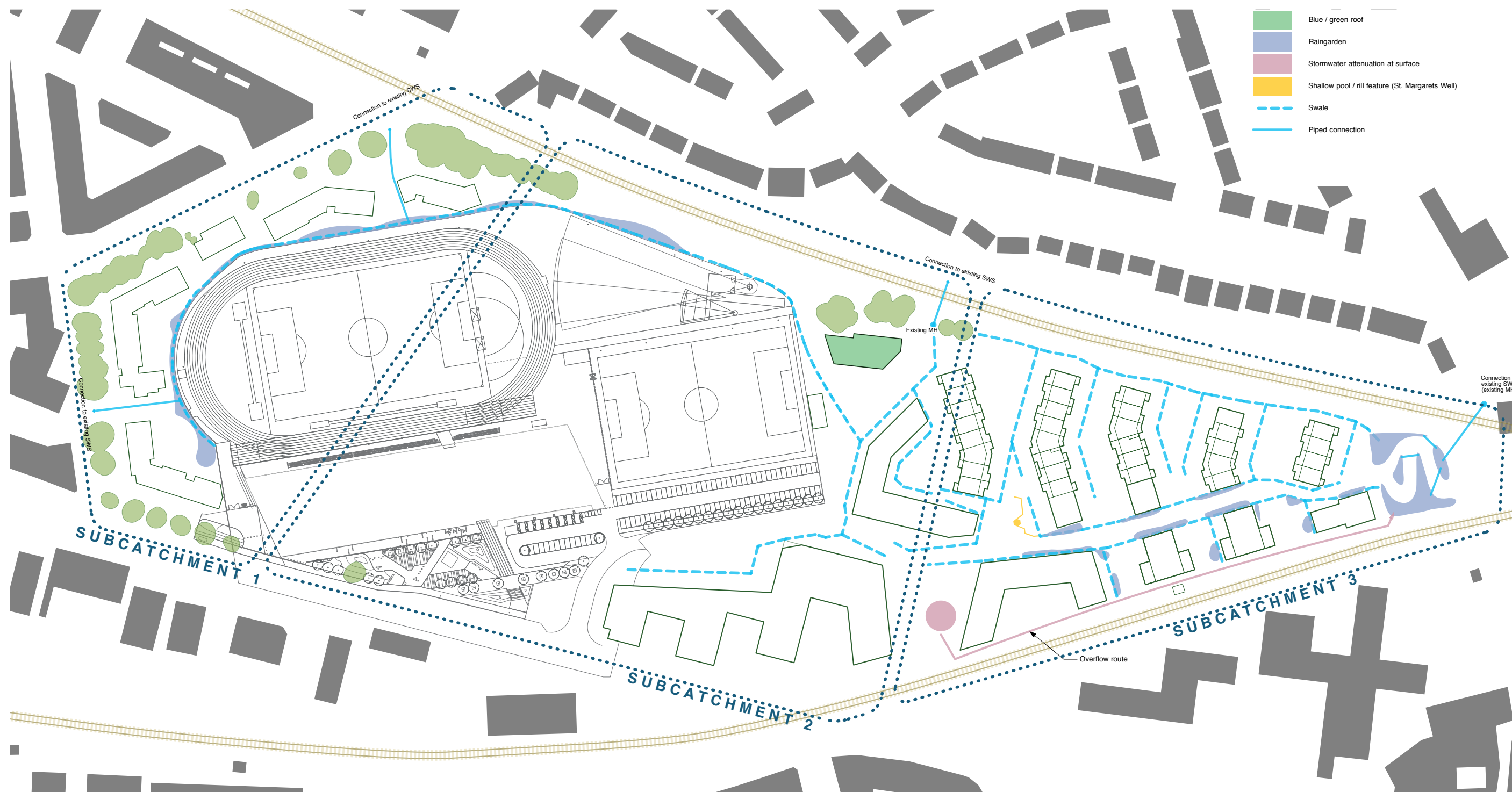
We identified 6 key strategic objectives specific to Meadowbank, that encompass the CIRA SUDS Manual's 4 pillars of design: water quality; water quantity; biodiversity & amenity; but also considers climate change and long-term maintenance.

At Meadowbank the strategy for the roof and surface rainwater will connect into a series of swales with check dams, raingardens and areas for short period retention during cloud burst events. Via subcatchments, controlled discharge into the surrounding existing surface water combined sewers.



5.24 LANDSCAPE STRATEGY | RAINWATER MANAGEMENT STRATEGY

There is an integrated approach to rainwater management, which focuses on slowing water run-off and treating at-source through the use of swales, blue / green roofs and raingardens.

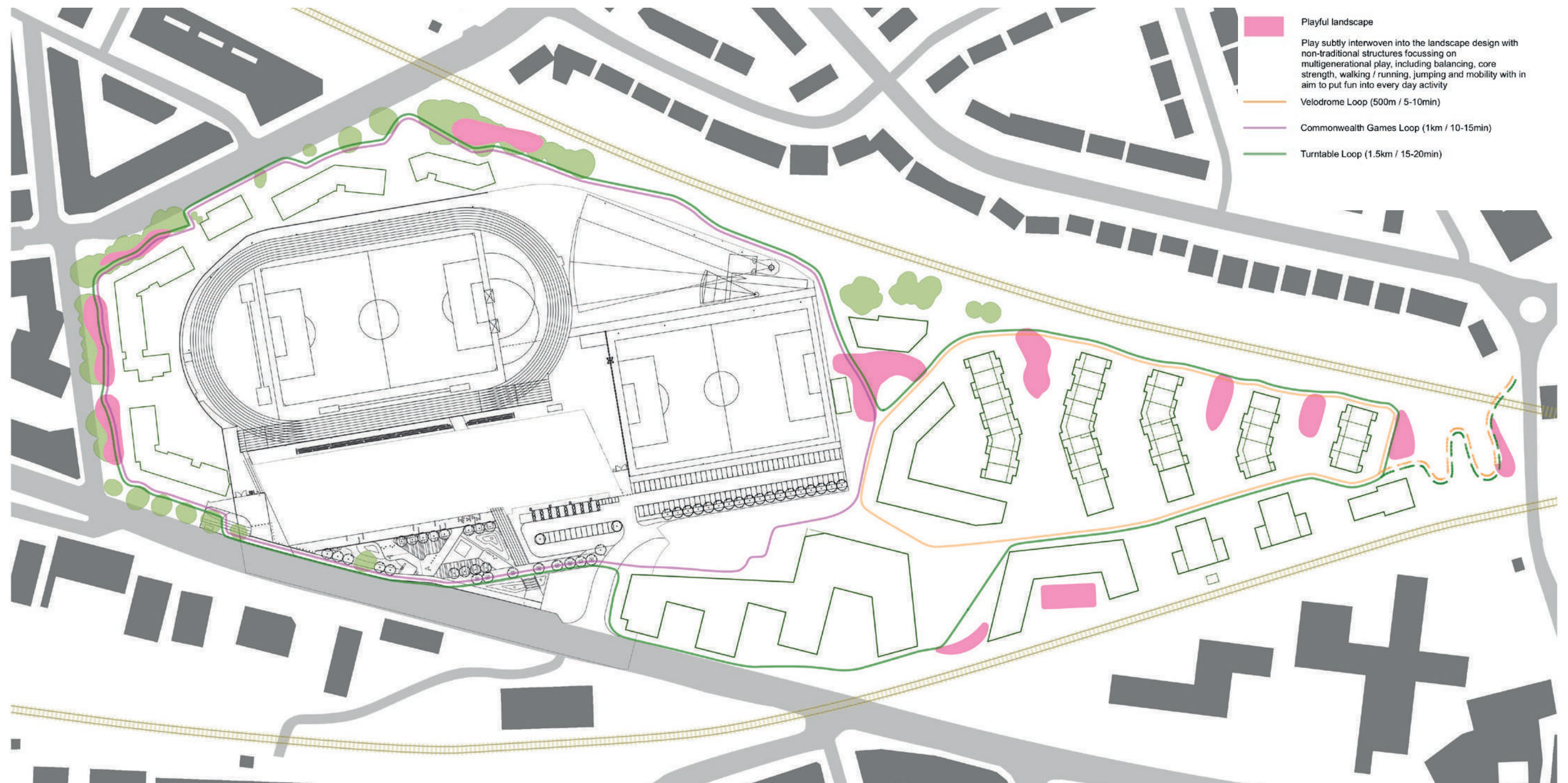


NOTE: FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.

5.25 LANDSCAPE STRATEGY | INTEGRATED PLAYFUL LANDSCAPE STRATEGY

Integrating playful elements into the landscape will provide play and fitness opportunities for all ages. These elements will be multi-functional and compliment seating and other furniture throughout the site.

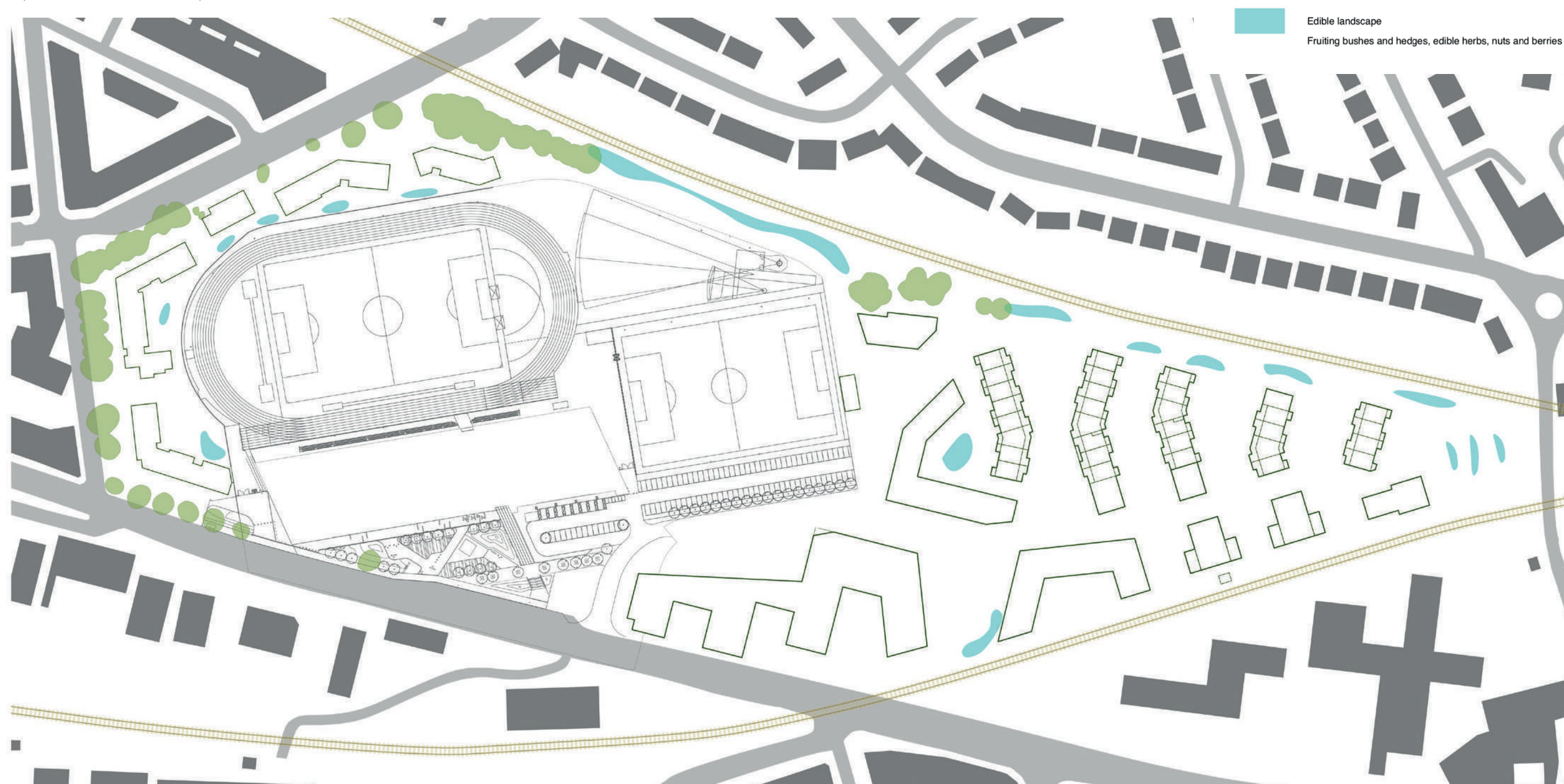
These fun landscape elements will be connected via measured waymarked routes for walking, running, cycling and scooting. The routes are featured in the diagram on the following page.



NOTE: FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.

5.26 LANDSCAPE STRATEGY | EDIBLE LANDSCAPE STRATEGY

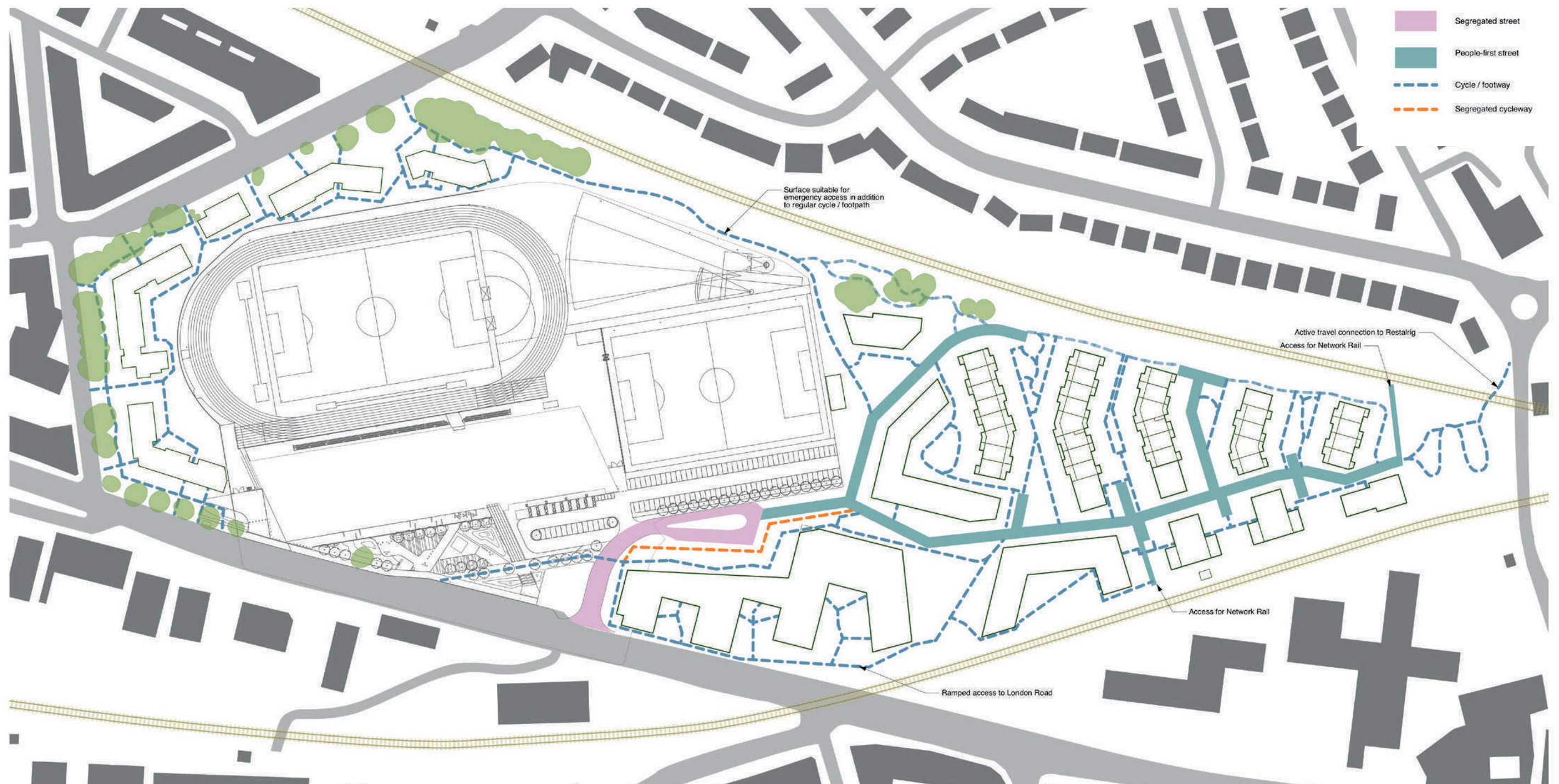
Edible planting serves to teach and broaden knowledge, providing spaces for community gardens throughout the Meadowbank development. Signs can be used to ensure that residents will be aware of plants that are safe to eat. Edible plants also provide a food source for wildlife, which will improve biodiverse landscape use.



NOTE: FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.

5.27 LANDSCAPE STRATEGY | PEOPLE FIRST - ACTIVE TRAVEL / CONNECTIVITY STRATEGY

Streets through the Meadowbank development are people-prioritised, with minimal vehicle movements limited to accessible parking, refuse collection, emergency access and deliveries. The vehicular route terminates south of the new sports pitch.



NOTE: FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.

5.28 LANDSCAPE STRATEGY | BOUNDARY TREATMENTS

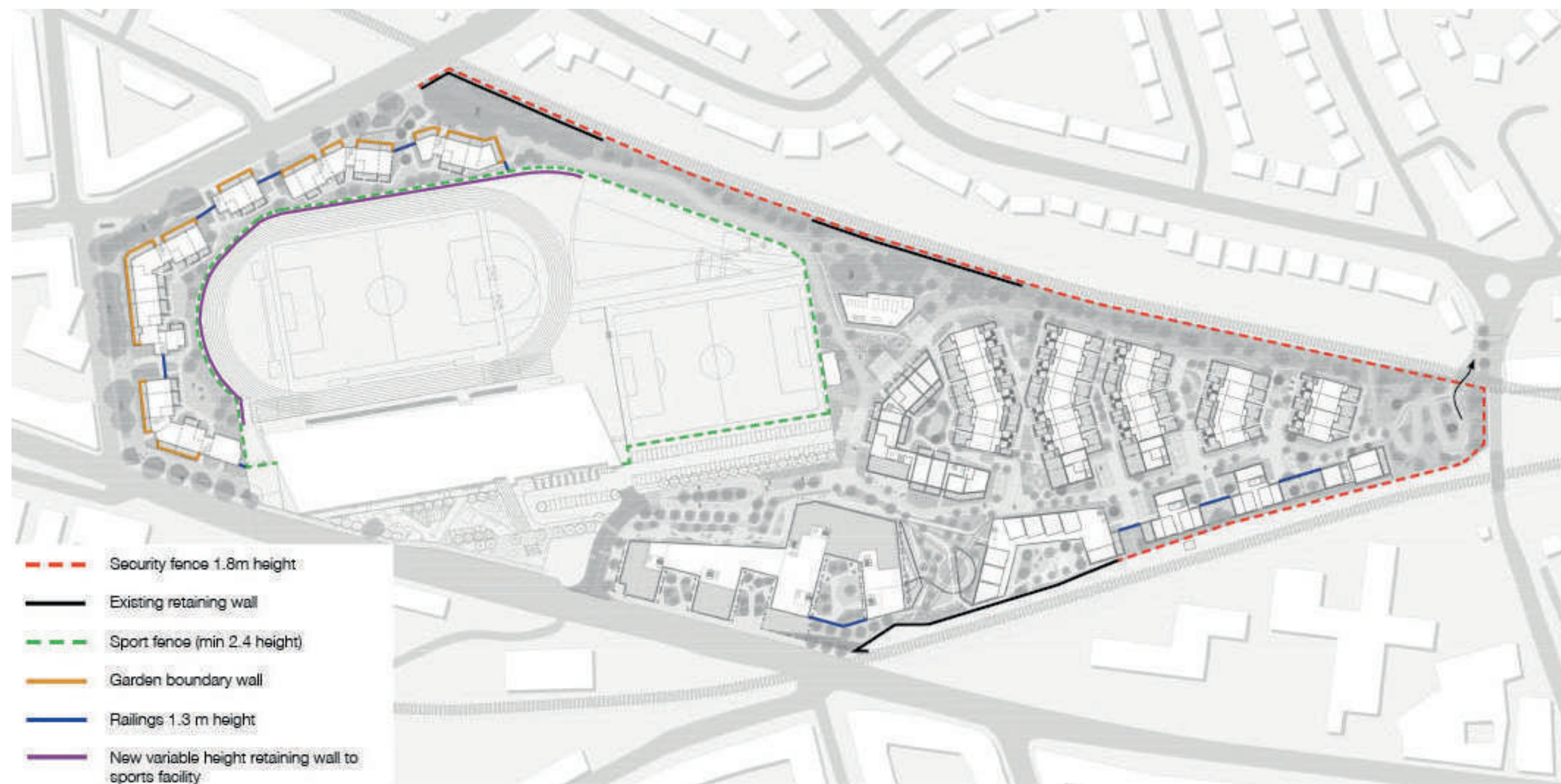
Security fences and retaining walls to the adjacent railways will be retained and repaired or replaced where condition necessitates.

Shared gardens in the west part of the site will be enclosed with low walls and/or railings.

Private gardens to the east part of the site will be enclosed. To the boundary with the sports centre, there will be a 2.4m fence as detailed by the sports centre.

Around the running track this fence will sit atop a retaining wall varying in height up to 5m. This is to enable the new housing and associated gardens to align with the existing levels on the surrounding streets at Wishaw Terrace and Marionville road.

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

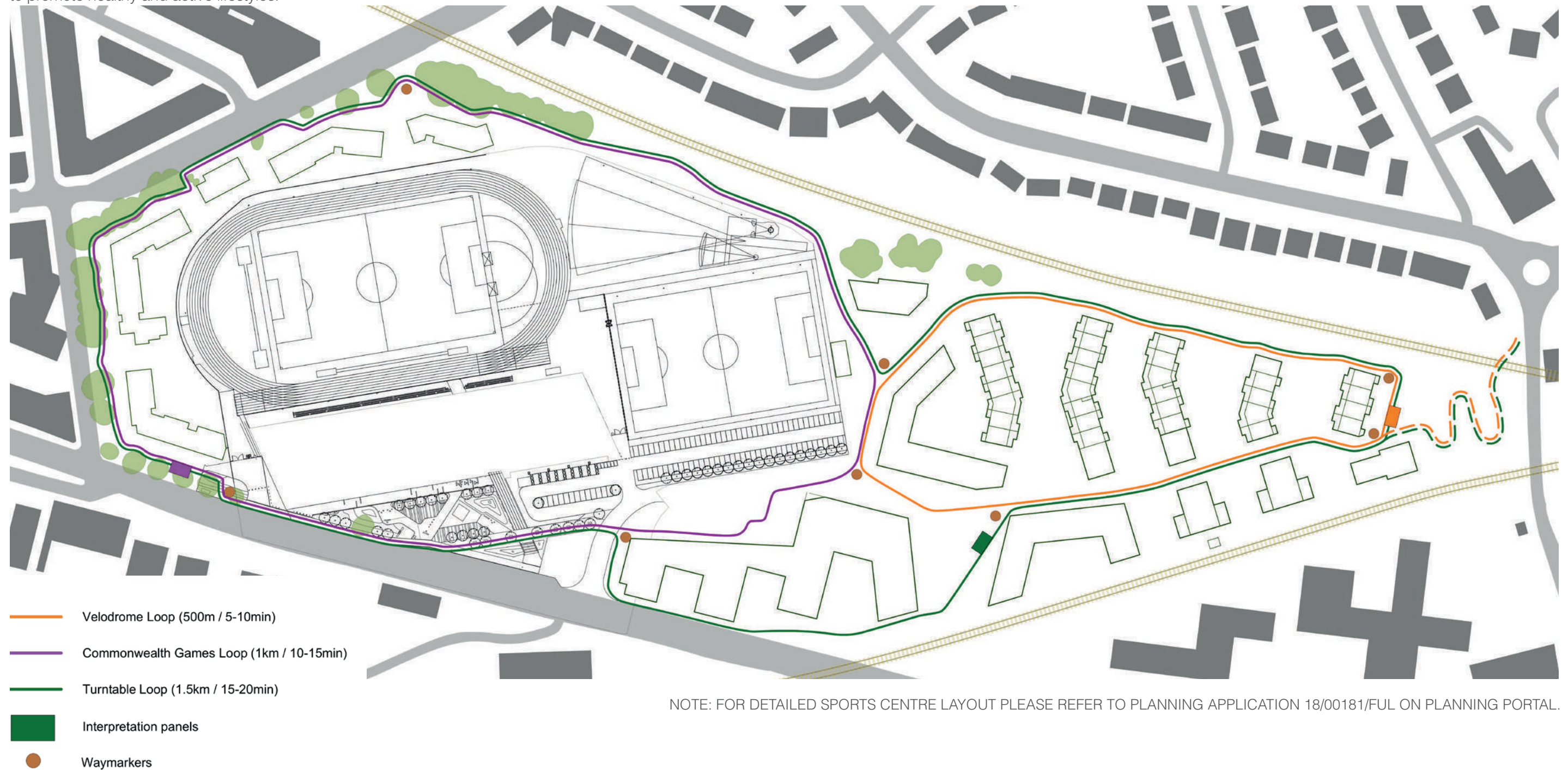


NOTE: FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.

5.29 LANDSCAPE STRATEGY | WAYMARKED ROUTES FOR FITNESS AND FUN

Three routes of varying length are planned for the site, which will give the opportunity for residents and local people to follow way markers around set courses. These will integrate with the path network and the multigenerational play and fitness equipment to promote healthy and active lifestyles.

The routes have been named after former uses around the site, referencing the history of sport and industry. Interpretation explaining the historical context of Meadowbank will be integrated into the loops.



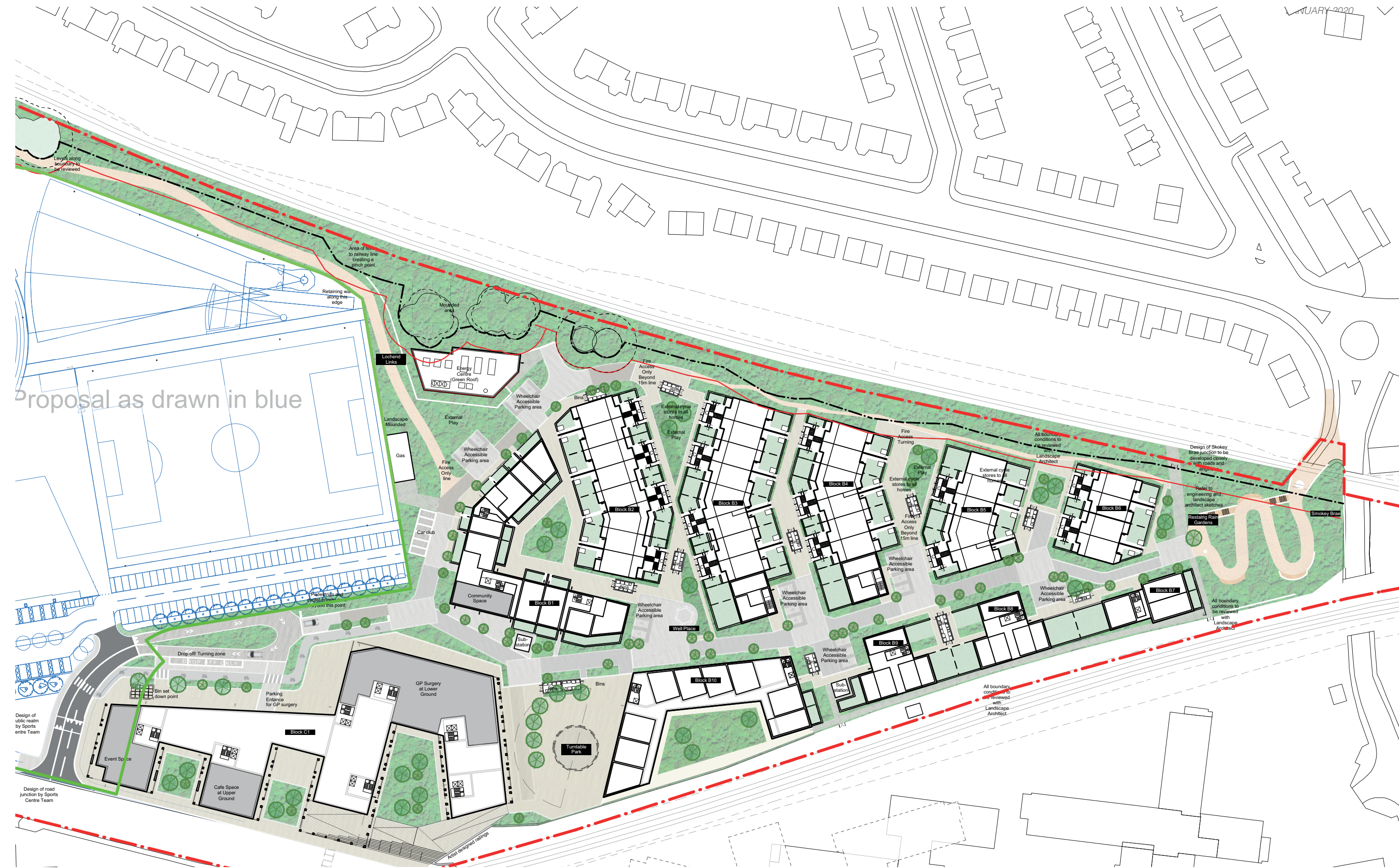
NOTE: FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.

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NOTE: FOR SITE BOUNDARIES PLEASE
REFER TO LOCATION PLAN, SEPARATE
DRAWING ON PLANNING PORTAL.

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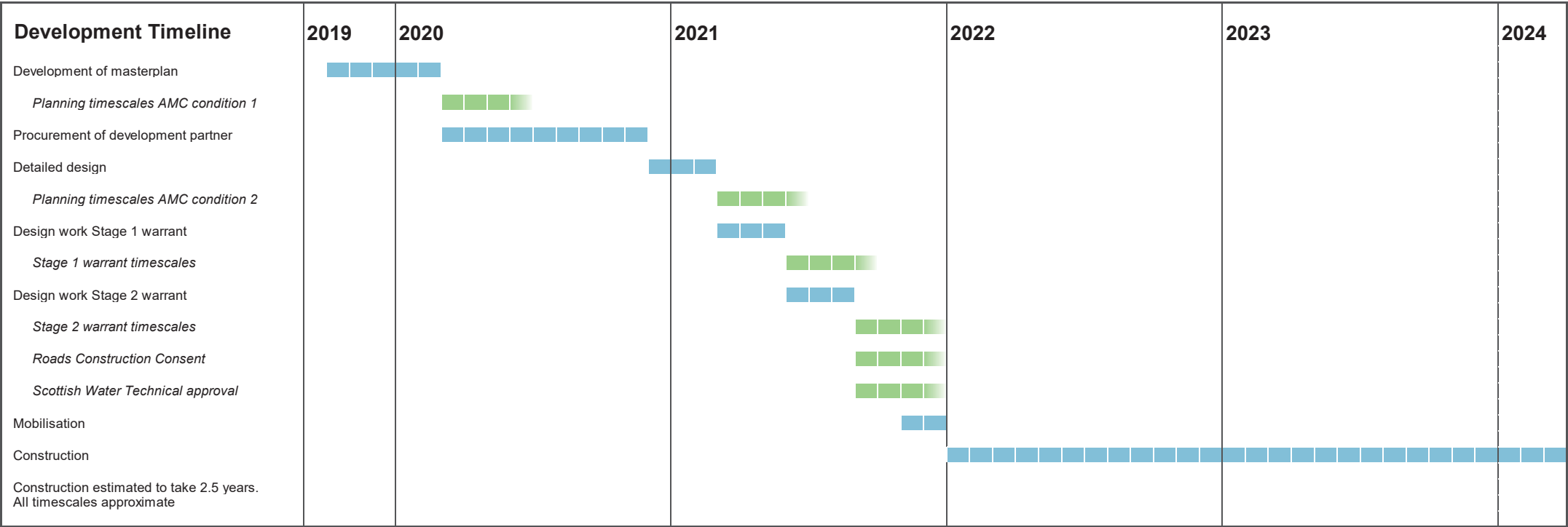


6.01 ARCHITECTURAL PROPOSAL | PHASING

The first phase of the Meadowbank masterplan is the construction of the new Sports Centre which is underway; designed by Holmes Millar Architects and being constructed by Grahams Construction.

Both design teams have been coordinating the main vehicular access into the site, which is required for the opening of the Sports Centre project.

The mixed-use development will follow the completion of the Sport's centre as Phase 2.



NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

6.02 ARCHITECTURAL PROPOSAL | SUB- SITES

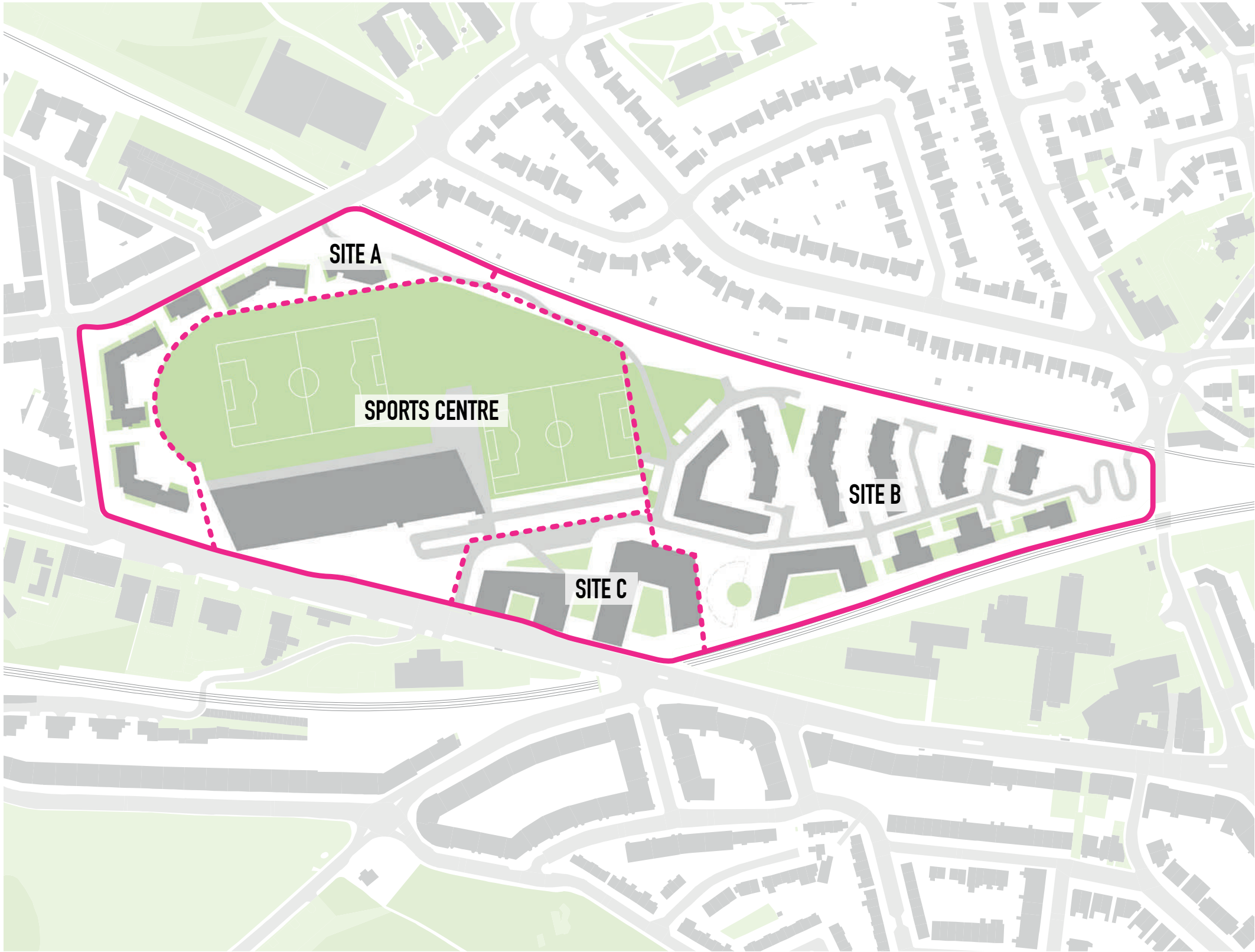
The masterplan site has been split into 3 sub sites, A-C.

Site A: relates to the land around the sports centre track to the west of the site, facing Wishaw Terrace and Marionville Road.

Site B: relates largely to the accommodation in the eastern triangular area of the site, bounded by the two railway lines on either side and adjacent to the neighbouring properties on Marionville Avenue.

Site C: refers to the site adjacent to the sports centre which faces London Road and will work as a gateway into the development site.

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.



Increased Connectivity

The proposed layout reinstates a connection through the site from London Road to Restalrig. This route will be a pedestrian and cycle route only.

A pedestrian/ cycle route is also proposed to the northern edge of the site, improving connections to Loch End.

Additional pedestrian links have been introduced from London Road to Turntable Park.

Utilities

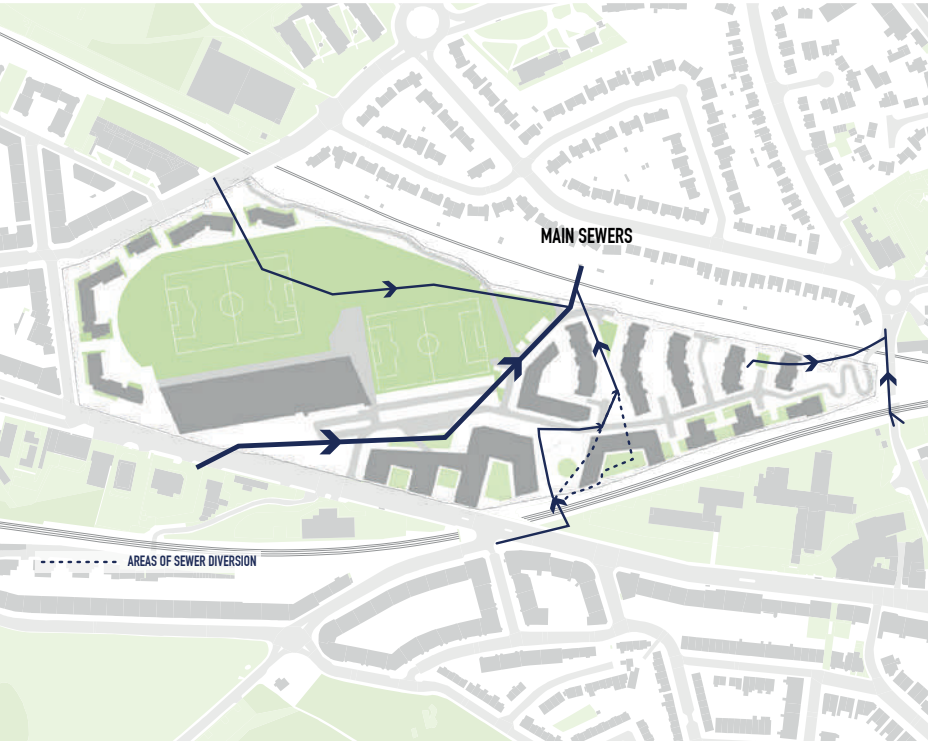
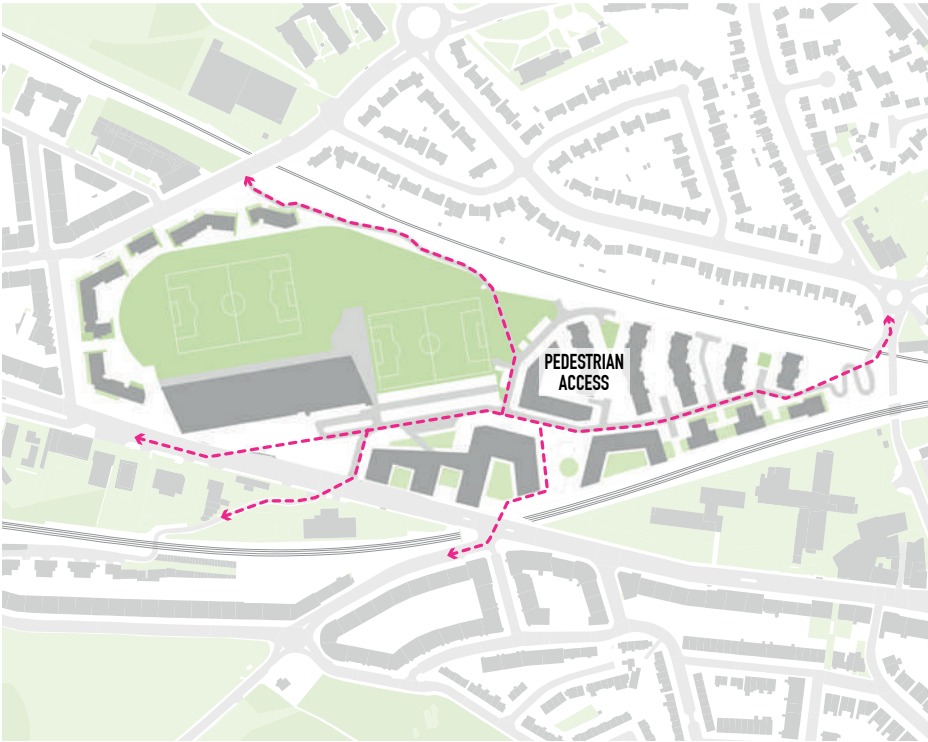
Ground Penetrating Radar Surveys (GPR) were undertaken and identified some existing mains sewer lines running through the site. Given the expense involved in re-routing these services a decision was taken to leave them in place and work around them, limiting the amount of sewer diversion were possible.

In some areas the layout has been driven by the stand off distances required from these sewer lines resulting in some interesting geometries across the site. Due to the depth of the main sewer line however the exact extent will not be determined until the sewers are excavated at a later date.

Landscaping

Our proposal has been developed to retain the Wheatley Elm trees along Wishaw Terrace and Marionville Road and building layouts have been designed to work around these zones.

Refer to RFB's landscaping section for detailed landscaping proposal.



6.04 ARCHITECTURAL PROPOSAL | MASSING

Massing Strategy

Site A: Massing relates to existing tenements and new build developments to west of site. Building forms wrap around track, avoiding root protection zone.

Site B: Massing is reduced and lower to relate to existing Marionville Avenue properties. Point blocks along railway line are higher to relate to larger developments along London Road.

Site C: Highest part of the site, relating to higher density of London Road. Site C block broken down into a series of 'fingers', so that it reads as a series of smaller blocks along London Road and along the railway line, creating pockets of space in between for areas of public realm.

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.
FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.



6.05 ARCHITECTURAL PROPOSAL | MODEL IMAGES

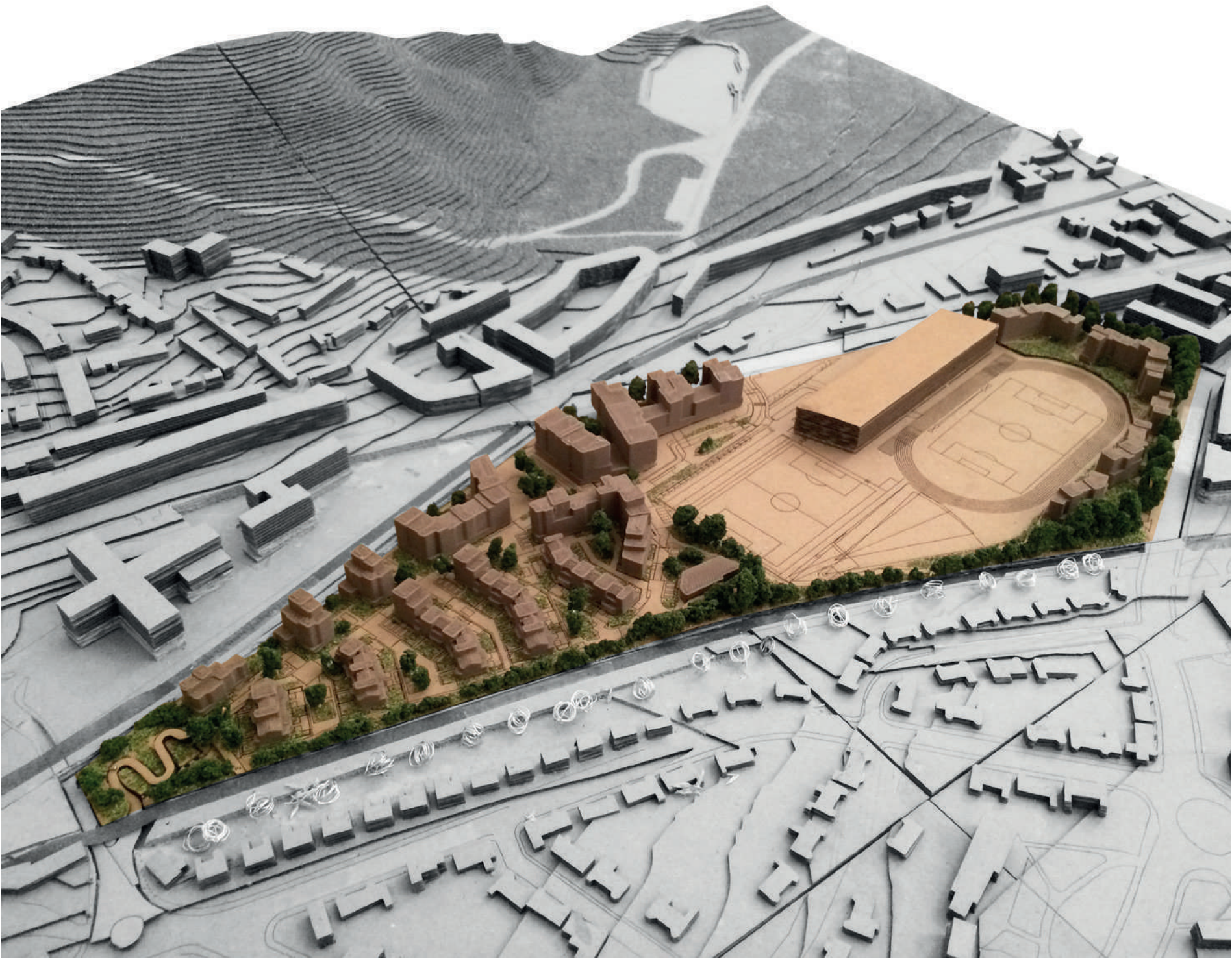
Collective Architecture have used models throughout the process to explore scale and massing in relationship to the wider context. These photos show the latest iteration of the model in context. The various models have been a useful communication tool to explore and discuss the massing and scale of the proposed development with the community.

NOTE: REFER TO 6.10 FOR HEIGHTS AND MASSING. MODEL PRODUCED AS PART OF THE EXPLORATORY PROCESS. FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.



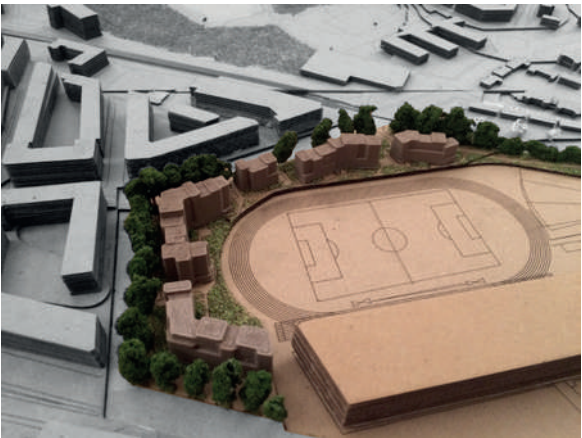
Image Left: Model aerial view facing North East
Image Right: Model aerial view facing South West

FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.



Site A

This aerial model photo is looking North, along Wishaw Terrace, towards Loch End Park. Heights and massing of Site A are similar to surrounding new and old buildings.



Site B

This aerial model photo is looking South, towards Holyrood Park, highlighting lower scale development adjacent to the bungalows along Marionville Road and higher buildings along the East Coast Main line and London Road.



Site C

This aerial model photo is looking North, from Holyrood Park towards the new development, highlighting larger scale blocks to London Road and the ECML, relating in scale to tenement blocks opposite.



NOTE: REFER TO 6.10 FOR HEIGHTS AND MASSING. MODEL PRODUCED AS PART OF THE EXPLORATORY PROCESS.

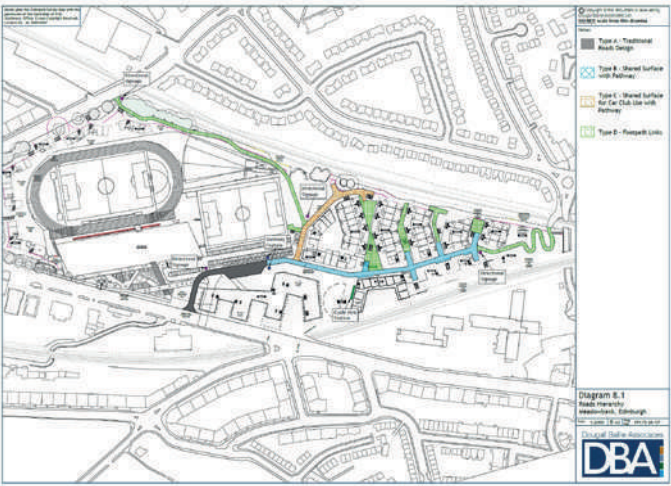
Access

The layout has been designed as a People Priority Development and therefore vehicle access is kept to a minimum. The strategy has been developed in line with the Transport Impact Assessment, which can be read in further detail.

In principle the strategy is as follows:

- Main vehicle access from London Road for use by both the Sports centre and mixed use development.
- Turning and drop off area provided at entrance of site, adjacent to Site C.
- A narrow gateway zone defines the transition into the People Priority Zone
- Beyond the gateway, pedestrians and cyclists have the priority
- Vehicle access is limited to accessible users, delivery drivers, refuse and emergency vehicles

Extract from DBA's Transport Impact Assessment, showing the different types of proposed road and shared surfaces.



NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.
FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.



6.07 ARCHITECTURAL PROPOSAL | PARKING

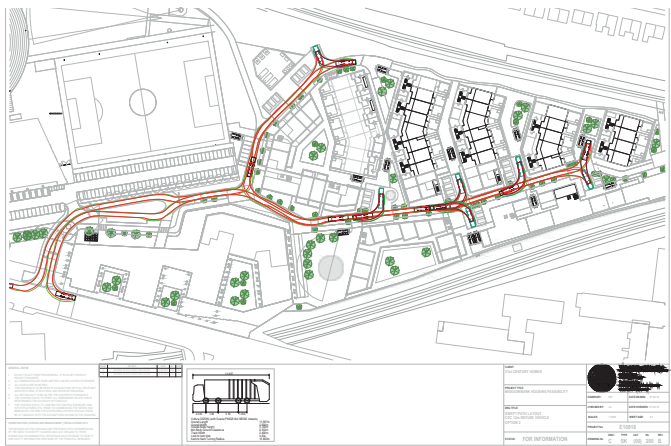
Parking

The proposal centres around a restrictive car parking policy, in line with national carbon reducing targets. The proposal has been developed as a 'People Priority' development, promoting an active lifestyle and use of available public transport. Therefore, general parking bays are kept to a minimum.

To this end there would be limited general vehicle movements with no car parking on the development, except for car club and disabled parking. Consideration has been given as to how this is informed to motorists as they enter the development.

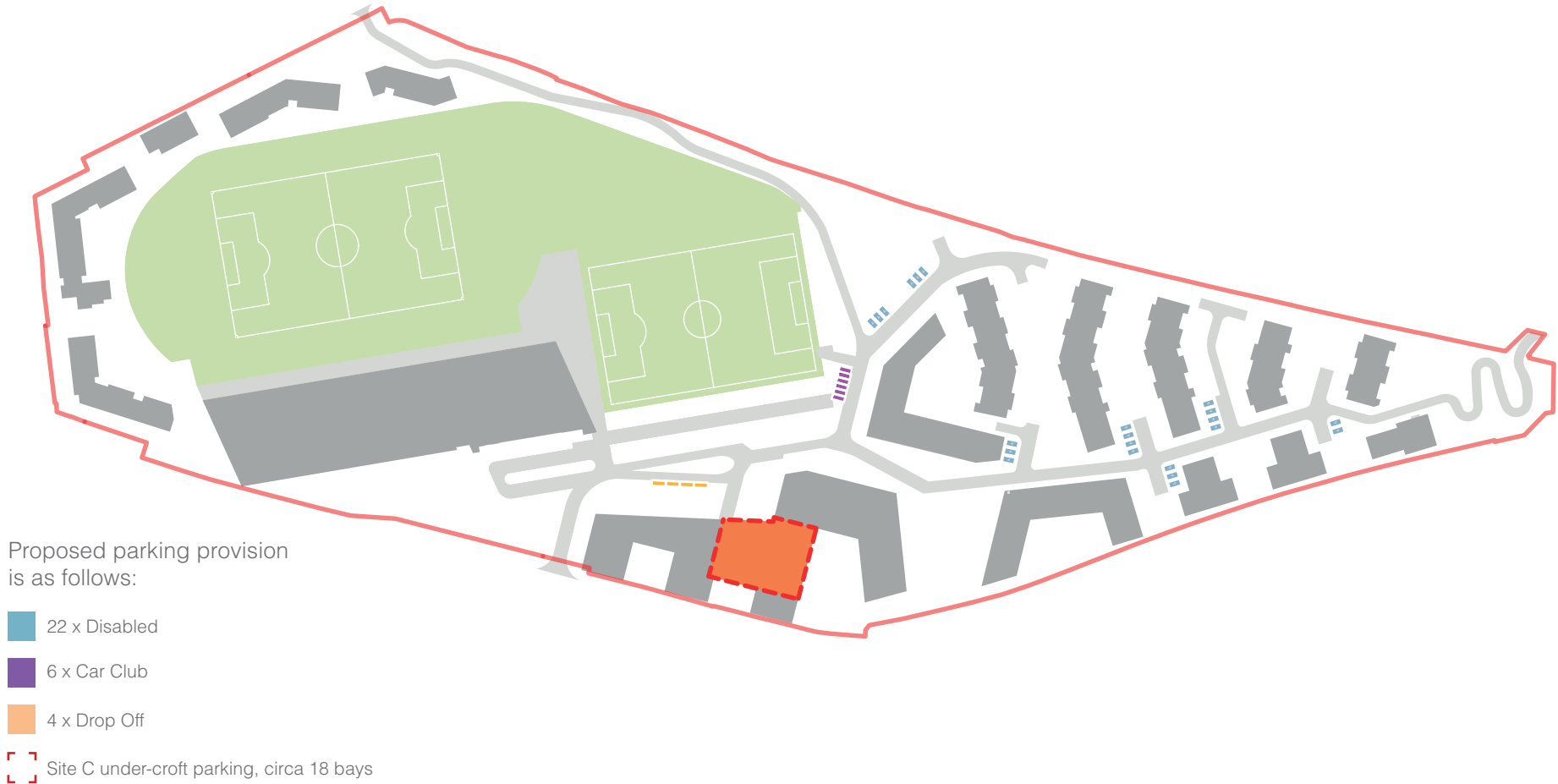
As noted, there will be provision for disabled residents. 22 bays have currently been allocated.

There is also provision for a GP surgery. 4 drop off spaces have been allocated, within easy walking distance. There is also capacity for undercroft parking to the lower ground floor of Site C for patient and staff parking, up to circa 18 car parking spaces. However, exact numbers would need to be reviewed with NHS Lothian, however the current design builds in flexibility.



Extract from DBA's Transport Impact Assessment, showing the different types of proposed road and shared surfaces.

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.



6.08 ARCHITECTURAL PROPOSAL | CYCLE STORAGE

The proposal is to provide 200% cycle storage or greater to meet and exceed policy where possible and provide a range of different bike stores to accommodate the various vehicle types available.

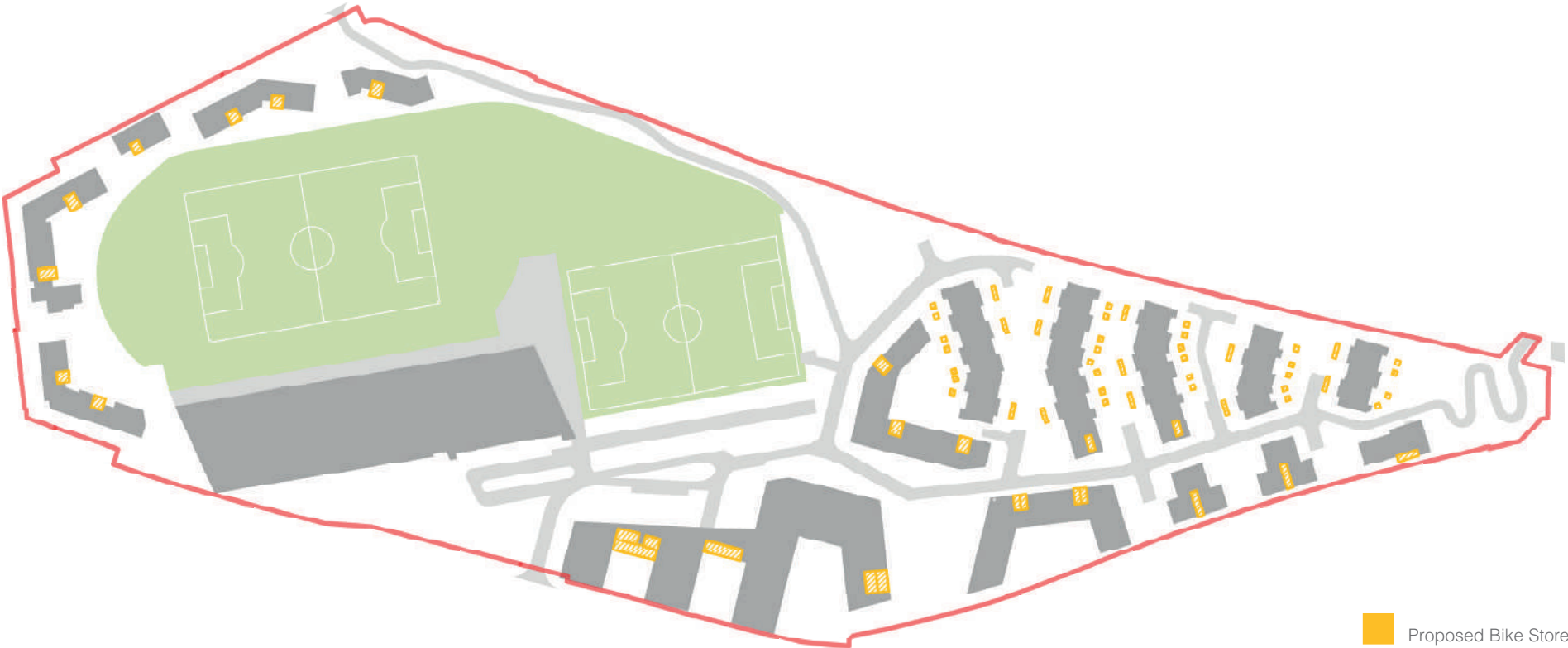
The ambition, subject to funding is that:

- Apartment blocks will be designed with Internal bike stores/ dedicated for cycle use with lockable/ fob access.
- The lower and upper colony flats will have access to a mixture of free-standing and integrated external stores.

There is also an opportunity to make sure active travel is embedded in every aspect of the development. The design of individual homes would also consider cycle use: making sure there's ample and convenient storage for all items including cycle helmets and carriers.

It is also the ambition to introduce cycle hire schemes to the site, improving transport links for all. This idea is supported by Sustrans and will be developed in detail as the project develops.

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.



6.09 ARCHITECTURAL PROPOSAL | REFUSE & RECYCLING STRATEGY

We have been liaising with the CEC's Waste Management department to review the strategy for the site. A communal storage strategy was generally preferred due to the mix of typologies; a combination of houses and apartments.

Site A and B will be provided with large communal bin stores for both domestic waste and recycling. These have been located in accordance with policy. It has been agreed with the CEC's Waste Management Department that a new community recycling facility will not be provided on the site as there is sufficient provision in the area.

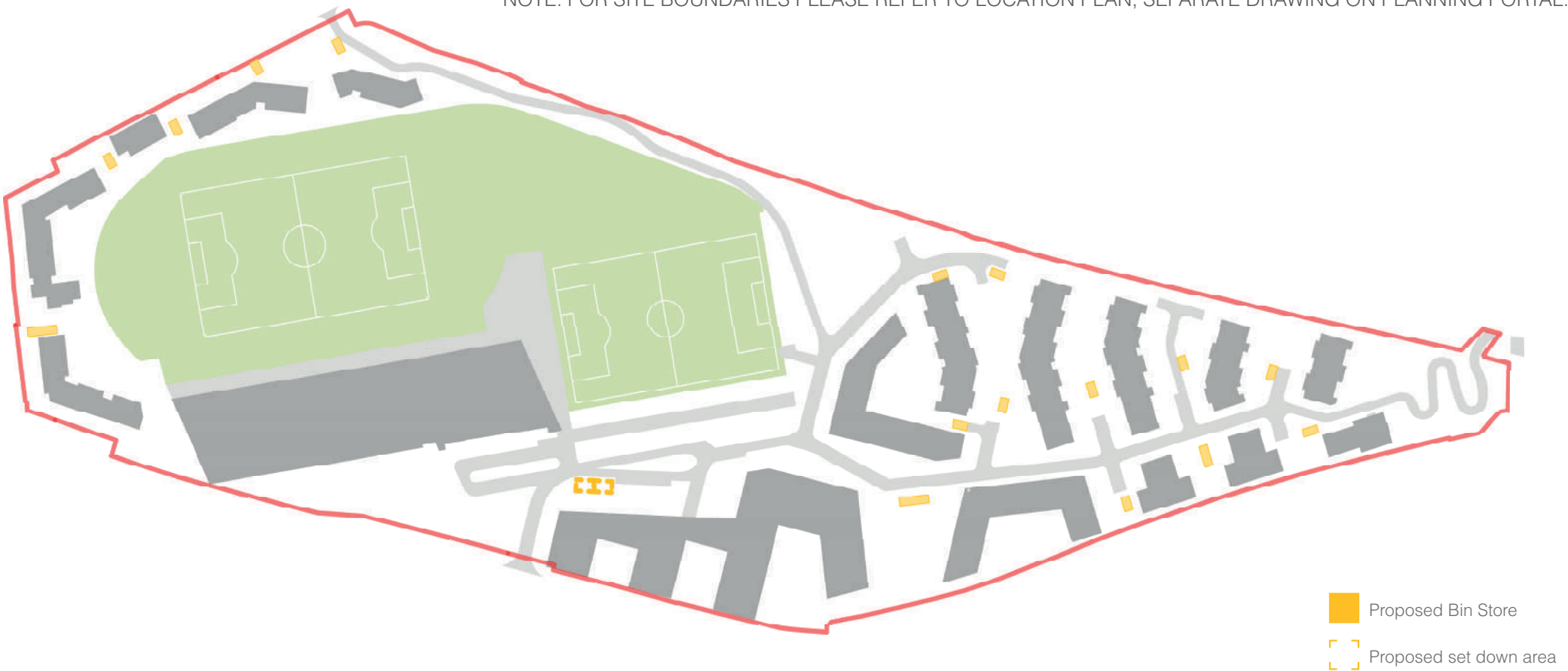
The storage requirements for Site C are much greater given the density. Therefore, the refuse storage will be integrated into the lower ground floor layout. An external set-down area will be allocated for use on collection days.

An initial storage capacity review has been carried out with the CEC's Waste Department and the engineers have also carried out vehicle tracking drawings to ensure that the roads and shared surfaces can accommodate the required refuse vehicles. The strategy will continue to be developed with the Waste Management department as the project progresses to detailed design stage.

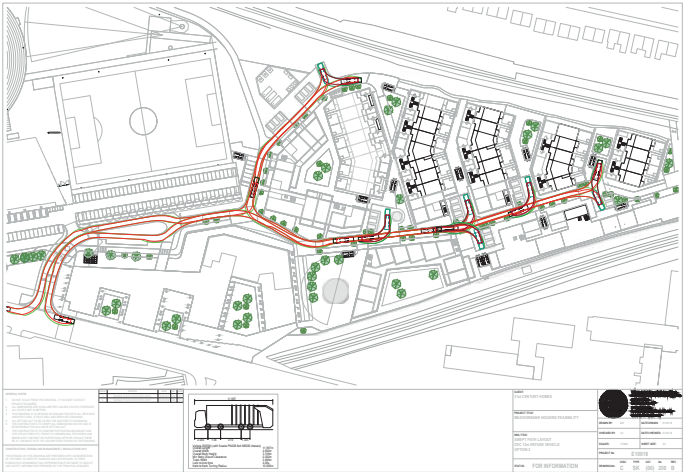
CEC Waste & Cleansing Project Officer has confirmed that the council *would not be looking for a communal public recycling point within a new development*. All new developments are required to provide access to residents to the full range of waste and recycling services available in accordance with CEC Instructions for architects guidance only. (email recieved 29th January 2020)

Communal public recycling facilities are available locally at the Sainsbury's supermarket car park near London Road at Moray Park Terrace.

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.



WSP: Vehicle Tracking Drawing for a Refuse Vehicle



6.10 ARCHITECTURAL PROPOSAL | HEIGHTS

The heights have been carefully considered to be appropriate to the existing context, whilst accommodating the feedback of local residents where possible.

Please refer to engineer's levels drawings for further detail on the site levels.

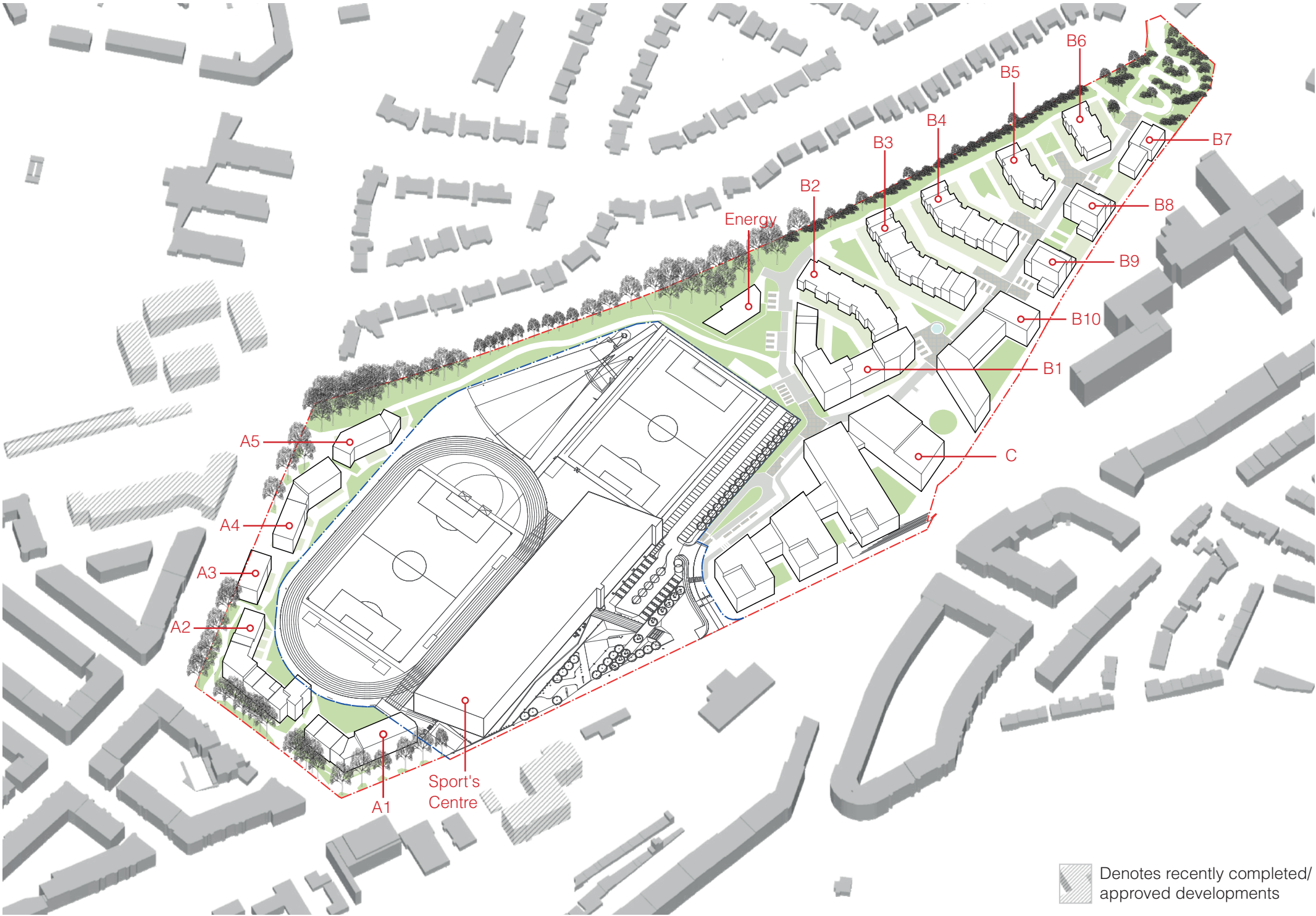
In summary the proposed levels are as follows:

Block	Storey Range	Eaves Range (Above OSLD* See Below)
A1	5-6	+42.125 - +46.125
A2	5-6	+45.950 - +51.200
A3	5	+48.750
A4	5-6	+48.050 - +51.050
A5	4-6	+43.600 - +46.600
B1	3-7	+37.500 - +49.500
B2	3	+37.500
B3	2-5	+33.075 - +43.850
B4	2-5	+33.175 - +43.500
B5	2-3	+33.075 - +36.800
B6	2-3	+32.150 - +34.650
B7	3-4	+34.700 - +37.700
B8	5-7	+33.250 - +48.750
B9	5-7	+34.150 - +49.650
B10	5-6	+43.500 - +46.500
C	4-7 (+1 above GP)	+31.700 - + 50.700

Proposed Sports Centre +49.100

***Note Eaves Range refers to the level above Ordnance Survey Level Datum, not street level. Refer to structural engineer's drawing for existing levels (drawings 90001-90005) and topographic drawing (GCA1001-Topographic Survey) for existing heights. For detailed sections refer to separate section drawings (SE)900, (SE)902 and (SE)903.**

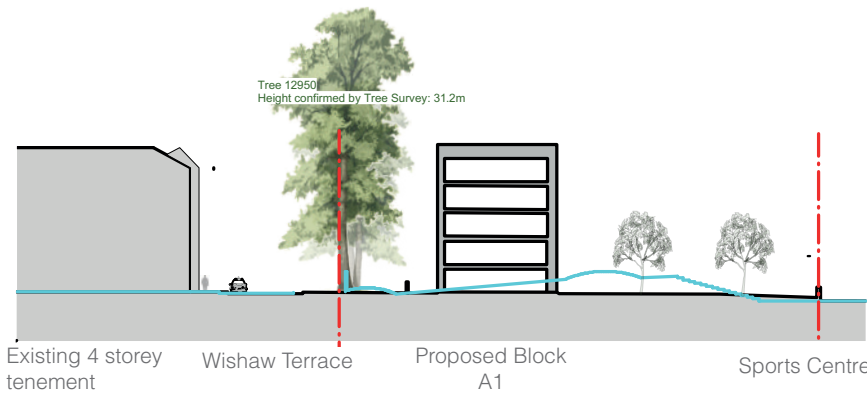
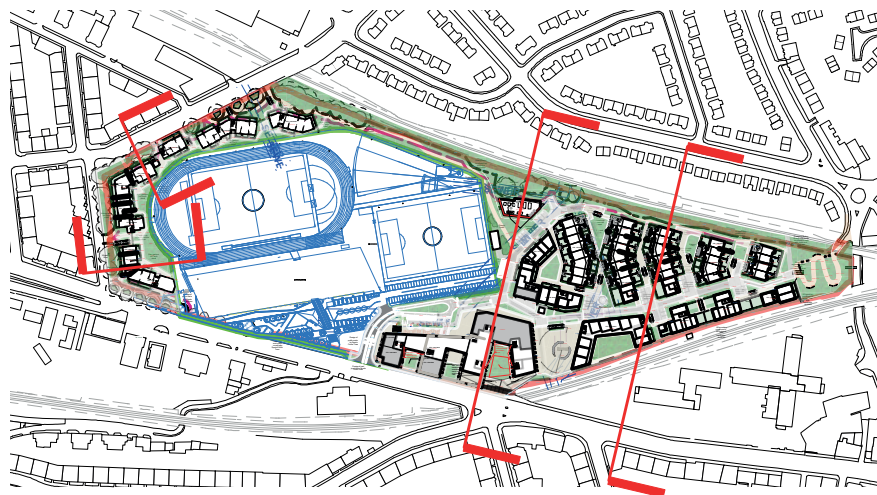
NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.
FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.



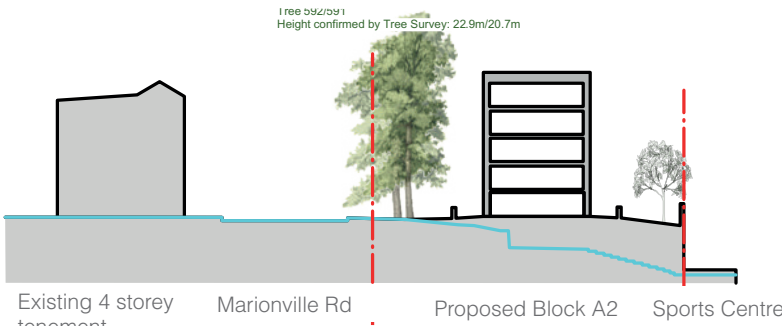
6.11 ARCHITECTURAL PROPOSAL | KEY SECTIONS

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

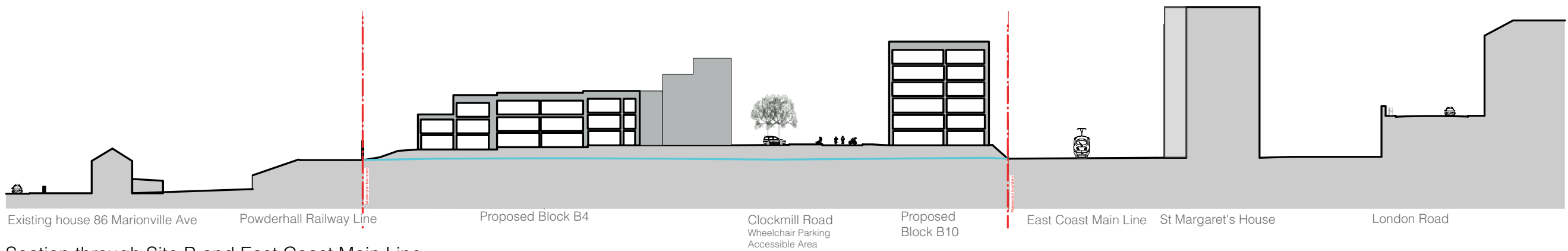
Note: For detailed sections refer to separate section drawings (SE)900, (SE)902 and (SE)903 and the Topographic Survey drawing submitted as part of this AMSC Application. All spot levels eaves and ridge levels refers to the level above Ordnance Survey Level Datum, not street level. Refer to structural engineer's drawing for existing levels (drawings 90001-90005) and topographic drawing (GCA1001-Topographic Survey) for existing heights.



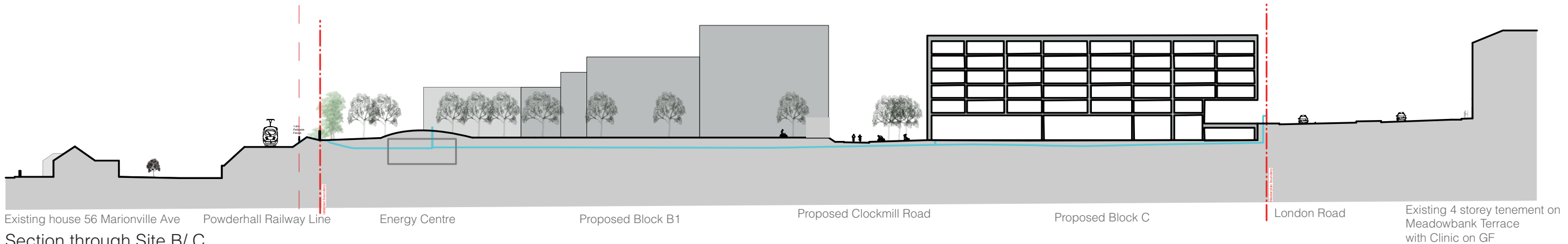
Section through Wishaw Terrace



Section through Marionville Road



Section through Site B and East Coast Main Line



Section through Site B/C

6.12 ARCHITECTURAL PROPOSAL | HOUSING MIX AND TYPOLOGIES

Housing Mix

The proposal is an urban mixed-use development of mixed tenure. The affordable housing within the proposal will be above policy requirements and will be at least 25%.

Overall there are 596 proposed new homes broken down as follows:

- Site A: 128
- Site B: 226
- Site C: 242

There are 8 units/areas identified for potential non-residential use including retail/ health community facilities.

There is provision for elderly, 10% accessible and 20% family housing.

Typologies

- Site A: Apartments blocks
- Site B: Colonies and apartment blocks
- Site C: High density apartment block

Site Area

- Total Masterplan area: 9.87ha
- Sports centre boundary area: 4.5ha
- Mixed Use area (Site A, B and C): 5.37ha

PPP Area as per drawing (LO)50_Location Plan: 11.5ha

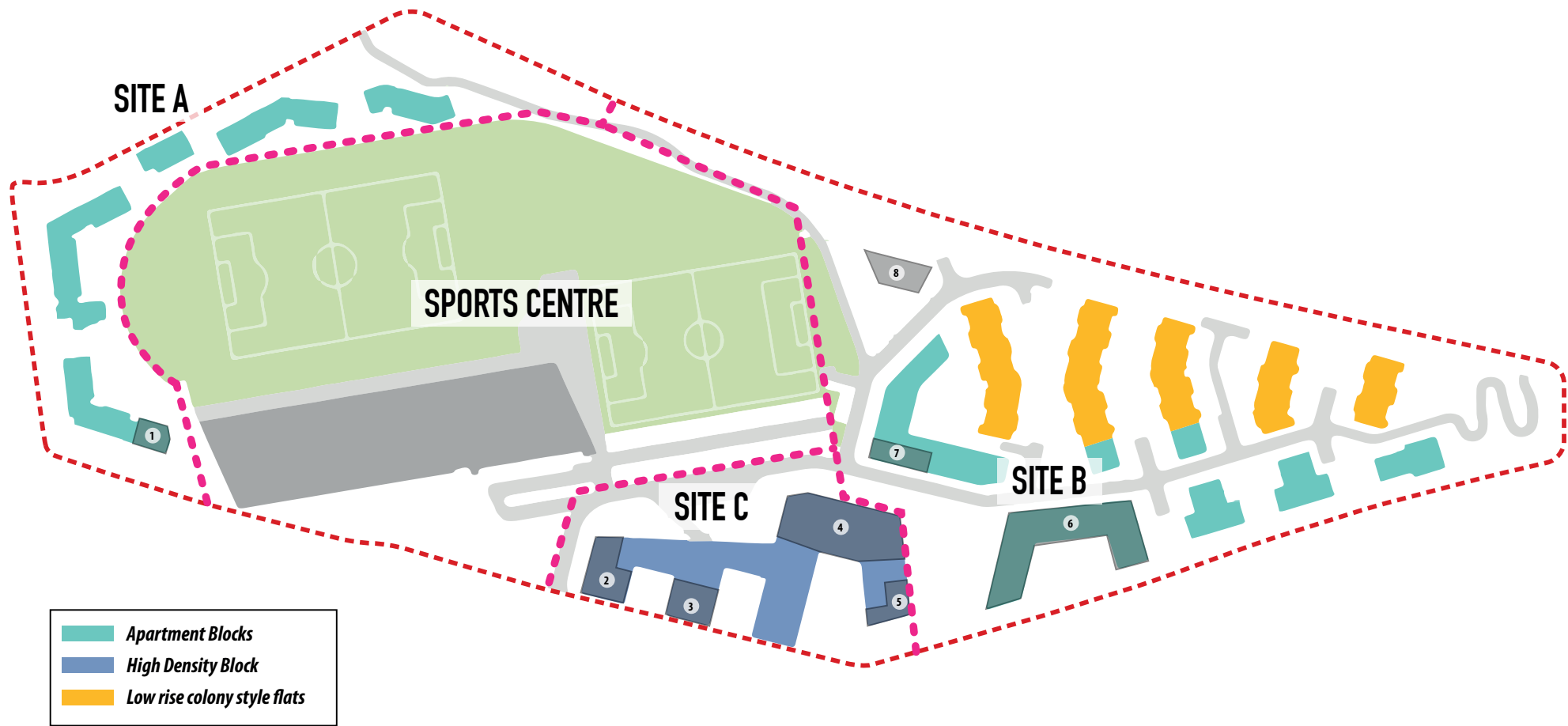
Density

- Total Masterplan area: 60 dwellings/ ha
- Mixed-Use area (Site A, B and C): 110 dwellings/ ha

Non-domestic uses

- | | |
|-------------------|-------------------|
| 1. Site A - 146m² | 5. Site C- 155m² |
| 2. Site C- 340m² | 6. Site B- 1000m² |
| 3. Site C- 250m² | 7. Site B- 176m² |
| 4. Site C- 925m² | 8. Energy centre |

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO (LO)50_LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.



6.13 ARCHITECTURAL PROPOSAL | POTENTIAL NON RESIDENTIAL USES

The masterplan proposes a number of opportunities for non-residential use. Proposed commercial/ retail and community units have been proposed in key locations to activate street frontages and to provide useful amenities for the local community.

There are a number of potential opportunities for the Meadowbank site, including a GP surgery and an Active Travel Hub. These projects cannot be guaranteed at this stage as they are subject to agreed investment from sources other than the council. However, the current layout has built in the capacity and flexibility to accommodate the following:

Nursery

CAL carried out an initial feasibility study for the council to accommodate a two cluster nursery on the Meadowbank site. After much consideration the development site was deemed not a priority location due to the long term time-frames, and would not be progressed by the council's schools estates department at this stage.

There is still however an opportunity for a private nursery provider to get involved in the process. Site B10 has ground floor space that could be re-configured to suit. No specific parking or drop off provision has been allocated.

GP Surgery

There is an opportunity for the ground floor corner unit of Site C to be used as a GP surgery. This would be to facilitate the re-location of the Brunton Surgery. NHS Lothian are currently considering two locations: Easter Road and Meadowbank.

The Meadowbank unit size available is large enough to meet NHS Lothian needs and allows for flexibility at this stage in the process.

The layout allows for parking in the under-croft (lower ground level) for Site C, which would be shared between the GP's staff, patients, along with site C residents. 4 drop off spaces are currently provided. This would need further discussion with NHS Lothian.

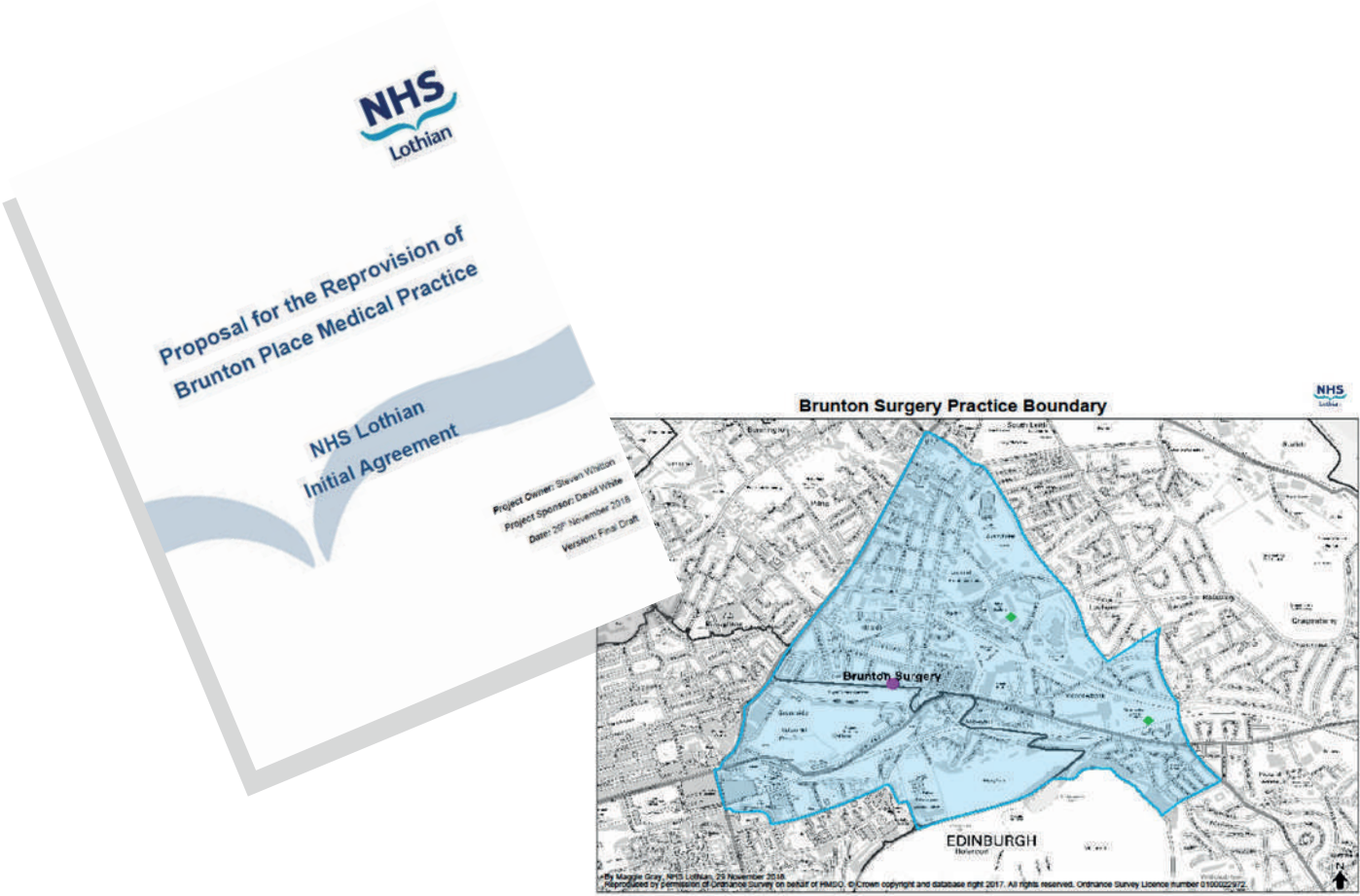
Active Travel Hub

Subject to funding, there is an opportunity to provide a purpose built Active Travel Hub, promoting active travel and providing services to the local communities. The hub would include bike hire options, library initiatives, safe and secure storage facilities for personal bikes and bike repair/ maintenance facilities. The hub would aim to improve links to public transport, local path networks, provide travel information and associated outreach activities.

ECFC Hospitality Suite

There is potential for one of the ground floor spaces to be used as a hospitality suite for the sports club as the council are talking to athletics clubs and ECFC.

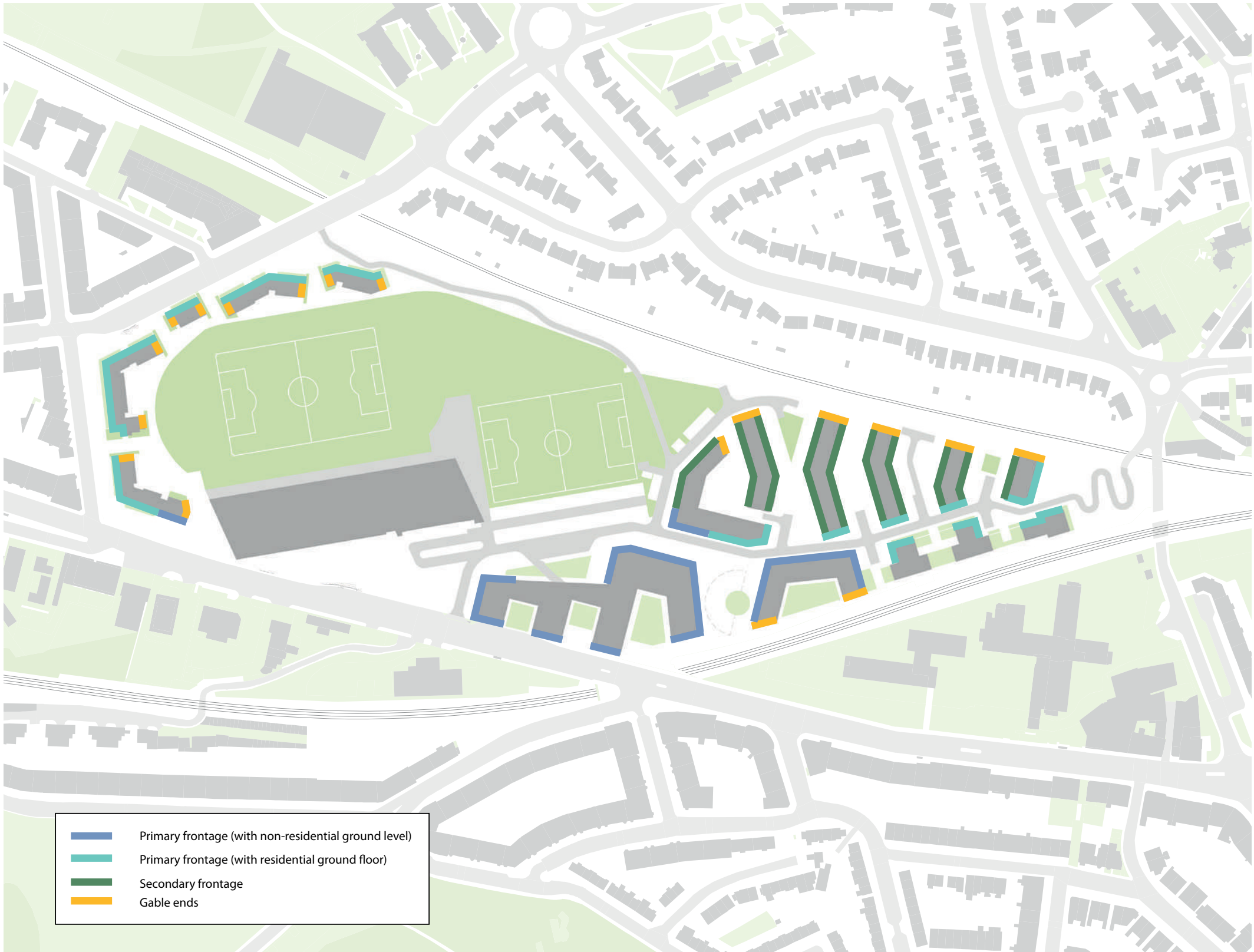
An options appraisal has been carried out exploring the opportunity for additional seating to the north edge of the main football pitch and running track.



Active frontages refers to street frontages where there is an active visual engagement between those in the street and those on the ground and upper floors of buildings.

The diagram on the right illustrates primary active frontages which have a non-domestic use at ground floor level and primary frontages with residential ground floors, including access points to the floors above.

Secondary frontages are marked as frontages with access to residential units and active overlooking but are not part of the main street or public realm.



6.15 ARCHITECTURAL PROPOSAL | SAFETY AND SECURITY

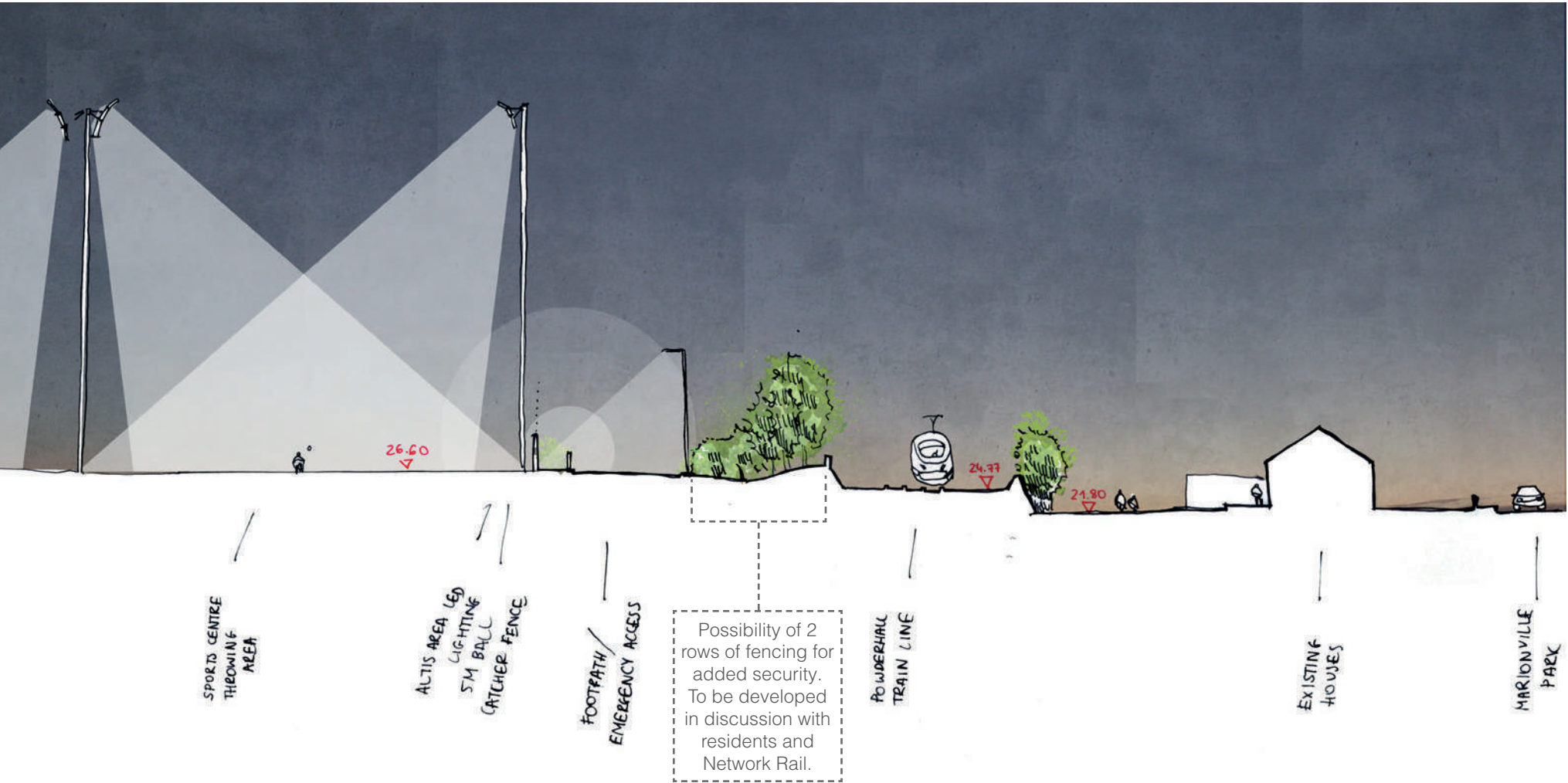
Safety and security has been a key consideration. Creating a safe, inclusive environment for all ages has been a key concern of the community and the design team. There are 3 key areas :

Passive Surveillance: the layout has been arranged to create opportunities for active frontages and passive surveillance, particularly in key areas along Clockmill Lane and Restalrig rain gardens.

Lighting: careful consideration of lighting to public pathways to ensure that routes are appropriately lit at all times of day, particularly to Loch End Links and Restalrig Rain Gardens. The lighting design will be explored in detail at an appropriate stage.

Boundary conditions and fencing: appropriate security mesh fencing to key area surrounding the sports centre and perimeter boundaries to ensure good visibility and create opportunities for passive surveillance.

The design team has been liaising with the Police Department in relation to Secured by Design accreditation.



01 Secured by Design Logo
02 Rama LED street lamp
03 Example of football perimeter fences

01

02

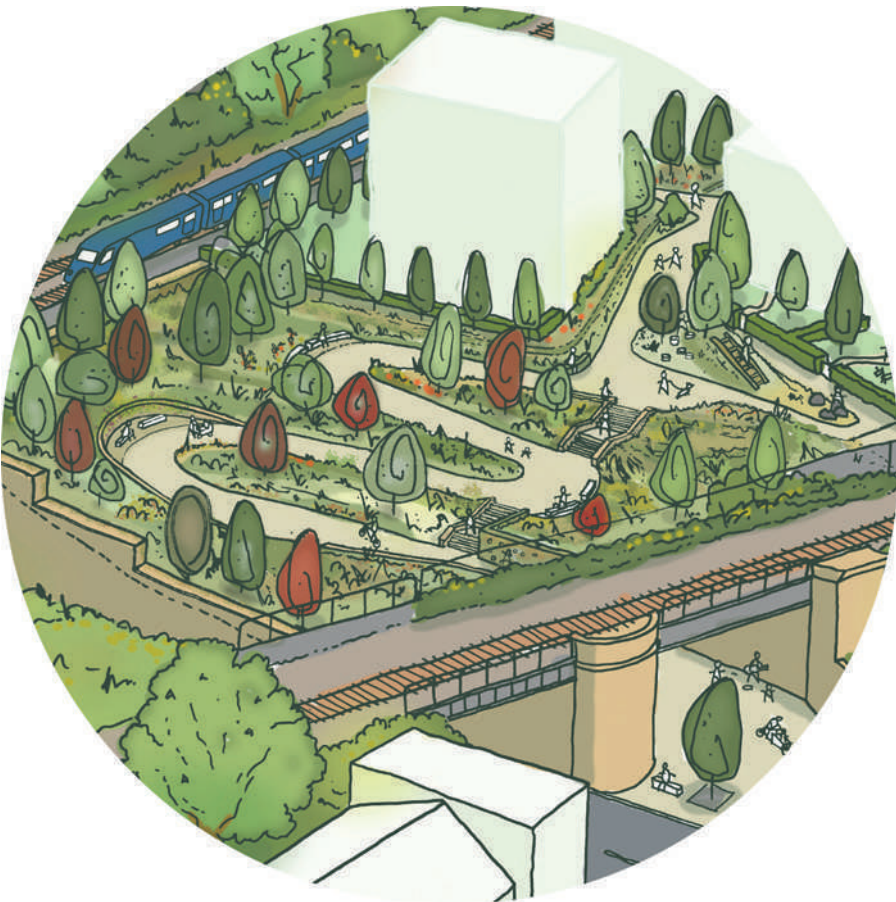
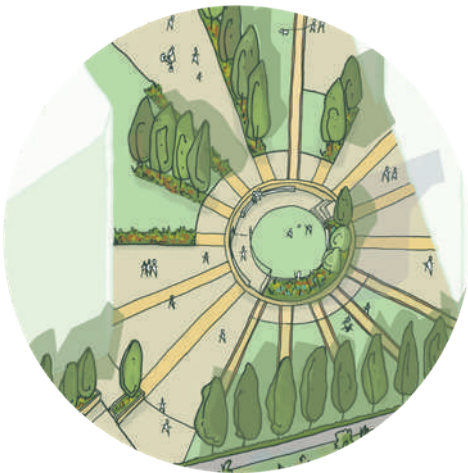
03

6.16 ARCHITECTURAL PROPOSAL | URBAN CHARACTER

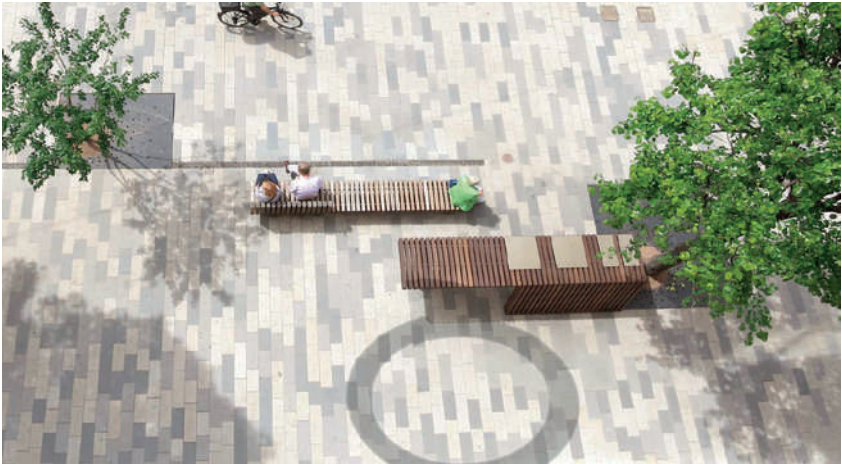
New Public Space

At various locations throughout the development there is an opportunity to provide street enhancements to support 'People First'. These measures will reinforce pedestrian priority and provide the necessary separation to support individuals with visibility impairment and other accessibility needs.

Separation is defined by street furniture, trees and other informal measures. Low bollards also introduced for dual purposes: to prevent fly-parking and also as a play feature. Empathises will be on providing good quality paving and landscaping to provide safe and attractive streetscapes.



01



02



03



04



05

- 01 New Road in Brighton by Gehl Architects
- 02 Neue meile boblingen by Bauchplan
- 03 Plaza De La Luna by Brut Deluxe
- 04 Pukeahu National War Memorial by Wraight Athfield Landscape Architects
- 05 Bonn Square by Greame Massie

Image Above: Artist's impression showing aerial view of Restalrig Rain Gardens.
Image top of page: Artist's impression of Turntable Park

6.17 ARCHITECTURAL PROPOSAL | URBAN CHARACTER: SITE A

Apartments

The Site A blocks will have a tenemental quality. The proposed buildings have been set back to protect the root protection zones of the Wheatley Elm trees and in doing so creating a generous corridor of greenery along Wishaw Terrace and a leafy boulevard along London Road. The heights have been carefully considered to compliment the adjacent tenement blocks and taller new build developments.



05



COMMUNAL
GARDEN SPACE

BUILDINGS SET BACK
CREATING WIDER AREAS
OF PUBLIC REALM

WHEATLEY ELMS
RETAINED

Image Above: Artist's impression showing the corner of Wishaw Terrace and London Road



01



02



03



04

This leafy corridor along Wishaw Terrace will create opportunities for wider pavements, pocket parks, children's play areas and private gardens. At the back of the blocks residents will have access to gardens with shared facilities.

- 01 Holland Park Villas, by John McAslan + Partners
- 02 Trafalgar Place, by DRMM
- 03 Trafalgar Place, by DRMM
- 04 Ryle Yard, by Maccleanor Lavington Architect
- 05 Marionville Road existing tenements

Colony Housing

The site B colonies take reference from the nearby Abbeyhill Colonies, creating family housing at a slightly lower scale to address the low rise existing houses along Marionville Avenue.

The aspiration is to create a series of vibrant terraces, set within a leafy landscape. Creating a safe and inviting environment for families with children and elderly alike.

Each of the colony houses would have an individual garden space, whilst the shared surface pathways and play areas, will create opportunities for children to play, families to mingle and communities to grow.



Image Above: Artist's impression showing the colony housing and streetscapes.



01



02



03



04



05

- 01 Brentford Loch West
- 02 Accordia Housing, Cambridge, FCB Studios
- 03 St. Andrews, Bromley-by-Bow, Townshend Landscape Architects
- 04 Accordia Housing, Cambridge, FCB Studios
- 05 Leith Fort Housing, Edinburgh, Collective Architecture

6.19 ARCHITECTURAL PROPOSAL | URBAN CHARACTER: SITE C

Mixed-Use, Higher Density

Site C is arguably the most visible of the three sites as it's full length sits on London Road. The site also benefits from a significant level change between London Road level and the lower ground level of the current meadowbank site. London Road is one of the main arterial roads into the city. The road is largely lined with new and old tenement blocks of varying heights, some of which have mixed use functions at ground level. The proposal is that there will be an active street frontage along London Road at ground floor level, with some commercial/ retail spaces. Site C also has capacity for a GP Surgery, subject to a decision by NHS Lothian.



Site C is proposed as the densest and tallest part of the site to fit the varied scale and massing that exists along London Road. A single block will read as a series of smaller buildings, separated by leafy pocket parks at ground level.

Developing the theme of highlines and skylines there is an opportunity for some resident roof gardens at high level to maximise views to Arthur's Seat. Whilst at ground level the proposal is for podium terraces above car parking and plant spaces below at Lower Ground Level.



01

02



ACTIVE GROUND FLOOR

POCKET PARKS

IMPROVED PUBLIC REALM



03



04




















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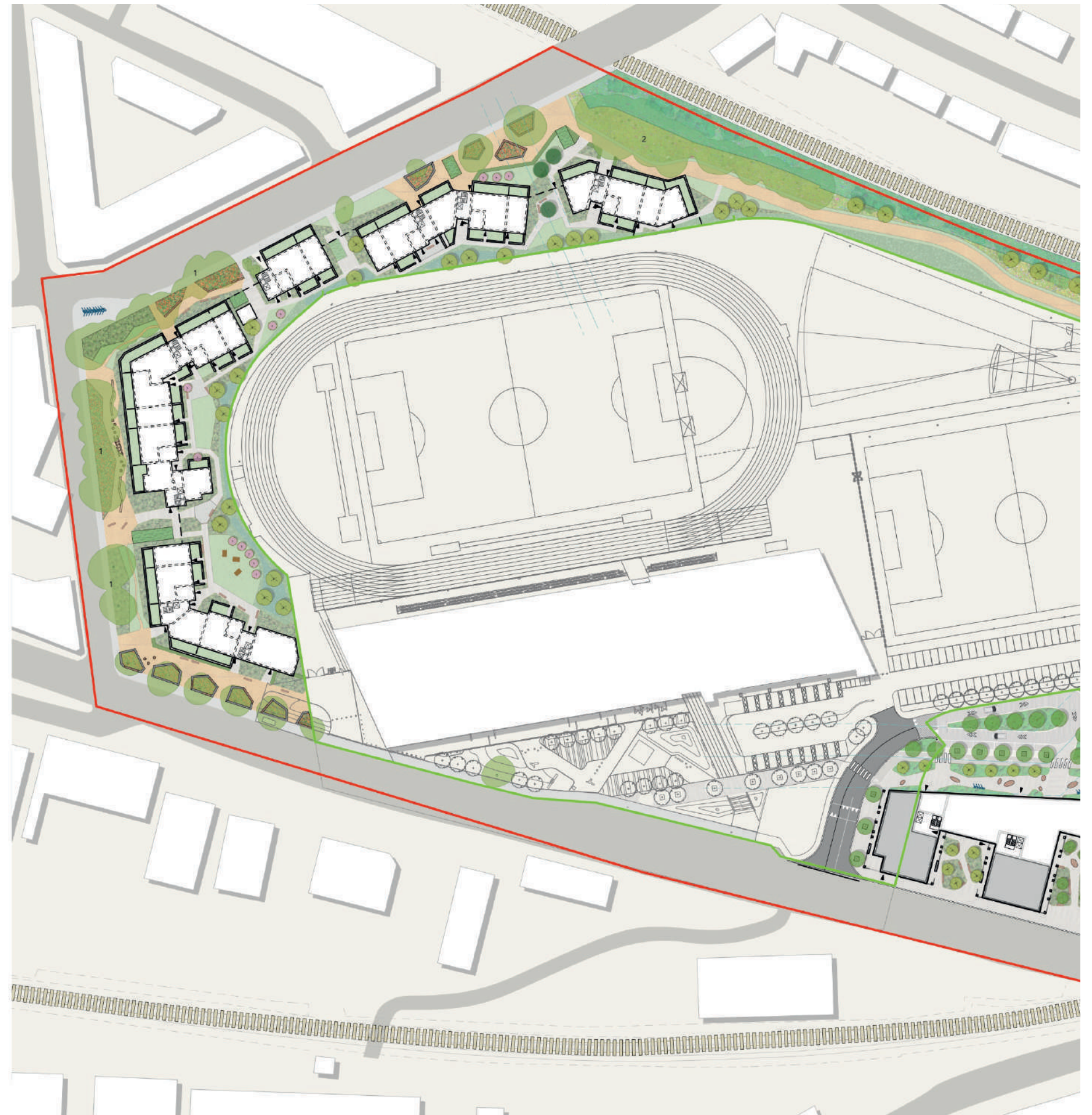
- 01 View South from site towards London Road
- 02 View South from site towards St Margaret's House
- 03 View North-East from London Road towards Marionville Ave and Smokey Brae and St Margaret's House
- 04 View South from development edge along Wishaw Terrace towards Arthur's Seat
- 05 View North from roof of St Margaret's House looking over the entire Meadowbank Masterplan Site

Image Above: Artist's impression of apartment blocks along London Road.

6.20 Detailed Landscape Proposals - Landscape Masterplan

- SOFTWORKS**
-  **Existing Trees**
1 Wheatley elms
2 Sycamore, poplar, lime and willow
3 Rowan, sycamore and hornbeam
 -  **Native tree and shrub planting**
 -  **Specimen Trees**
 -  **Avenue trees**
 -  **Small trees for gardens and play areas**
 -  **Ornamental shrubs**
 -  **Hedges**
 -  **Amenity grass**
 -  **Meadow grass**
 -  **SuDS wetland planting**
 -  **Pollinator-friendly planting**
 -  **Residential Gardens**
 -  **Reinforced grass**
 -  **Planting outside site boundary (retained) along northern edge to Powderhall Line**
 - **Sand**
- HARDWORKS**
- **Asphalt surfaced road**
 - **Footpath / cycleway - active travel priority**
 - **Paving**
 - **Paved surface**
 - **Bound gravel**
 - **Rill**
 - **Timber decking**

- FURNITURE**
-  **Planting with seating**
 -  **Seating**
 -  **Picnic benches**
 -  **Pergola**
 -  **Balancing logs**
 -  **Upright logs**
 -  **Playing equipment**
 -  **Playing equipment**
 -  **Boulders**
 -  **Fence**



FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.



NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

Landscape & Visual Impact Assessment

A Landscape and Visual Impact Assessment (LVIA) has been undertaken for the proposals, to identify and assess the significance of effects resulting from development on both the landscape and on people's views and visual amenity. The methodology follows the Guidelines for Landscape and Visual Impact Assessment 3rd Edition, published by the Landscape Institute (LI) and IEMA.

Process

A transparent process has been followed :

1. Scoping of the extents of the study area. This has involved consultation and agreement with the planning authority of the study area and of the selection of representative viewpoints.
2. Desktop review of national and local planning policies regarding landscape, habitat, heritage, open space and active travel routes.
3. Baseline study of the existing landscape character and visual receptors.
4. Assessment of landscape and visual effects of the proposed development
5. Assessment of cumulative effects of nearby development proposals

Consideration of the sensitivity of the viewer or landscape characteristic and the magnitude of change created by the proposal has led to a judgment of the significance of any impacts.

Due to the proximity of the development Site to existing dwellings and the potential significance of visual impacts experienced by these households, a Residential Visual Amenity Assessment process has also been undertaken as an additional stage within this report. LI Technical Guidance Note 2/19 Residential Visual Amenity Assessment (RVAA) explains that the purpose of RVAA is to provide an informed, well-reasoned answer to the question 'is the effect of the proposed develop-

ment on residential visual amenity of such nature and/or magnitude that it potentially affects living conditions or residential amenity' (LI 2019). The guidance suggests that an LVIA process that accords with GLVIA3 provides an appropriate starting point for a RVAA; for properties in close proximity to a development proposal and which experience a high magnitude of visual change, a RVAA may be appropriate.

Findings of the LVIA

The Summary of the LVIA provides a full record of the conclusion of this process. As the design of the proposals has progressed, a number of community engagement 'sounding boards' have informed the architectural and landscape design and led to the integration of a number of embedded mitigation measures. Such measures avoid, prevent or minimise significant adverse environmental effects and/or enhance beneficial effects, and these have been taken account in the LVIA :

- Mature Wheatley elm trees planted in the interwar period along Marionville Road, Wishaw Terrace and the western part of London Road have been entirely retained with appropriate root protection areas to ensure their continued health.
- To provide visual permeability and daylighting along Wishaw Terrace and Marionville Road, the layout of residential blocks are stood back from the trees and leave gaps between, affording views through into the sportsground behind;
- To reduce the relative scale and proximity of housing in the eastern part of the site to the low-lying residences on Marionville Avenue and Park, the layout of Zone B is in terraces aligned north-south and the roof height of these colony terraces lowers towards their northern end;
- A landscape zone along the northern edge of the Site, identified as the Piershill edge and Lochend Link (a key proposed active travel route), will retain the existing trees here and establish varied planting. This will form a setting and foreground to the Proposals in views from the north;

- The layout is predicated on low-car principles, which means a tight street pattern with generous planting (including street and garden trees) and intimate human scale that reflects older urban patterns in the area (such as the Abbeyhill Colonies and Clockmill Lane);
- The Proposals address London Road with active frontages that strengthen the urban grain along this important thoroughfare;
- Expression of the railway works turntable explicitly as a landscape feature in the layout provides a historic and cultural palimpsest.

The key findings in the summary of the LVIA are:

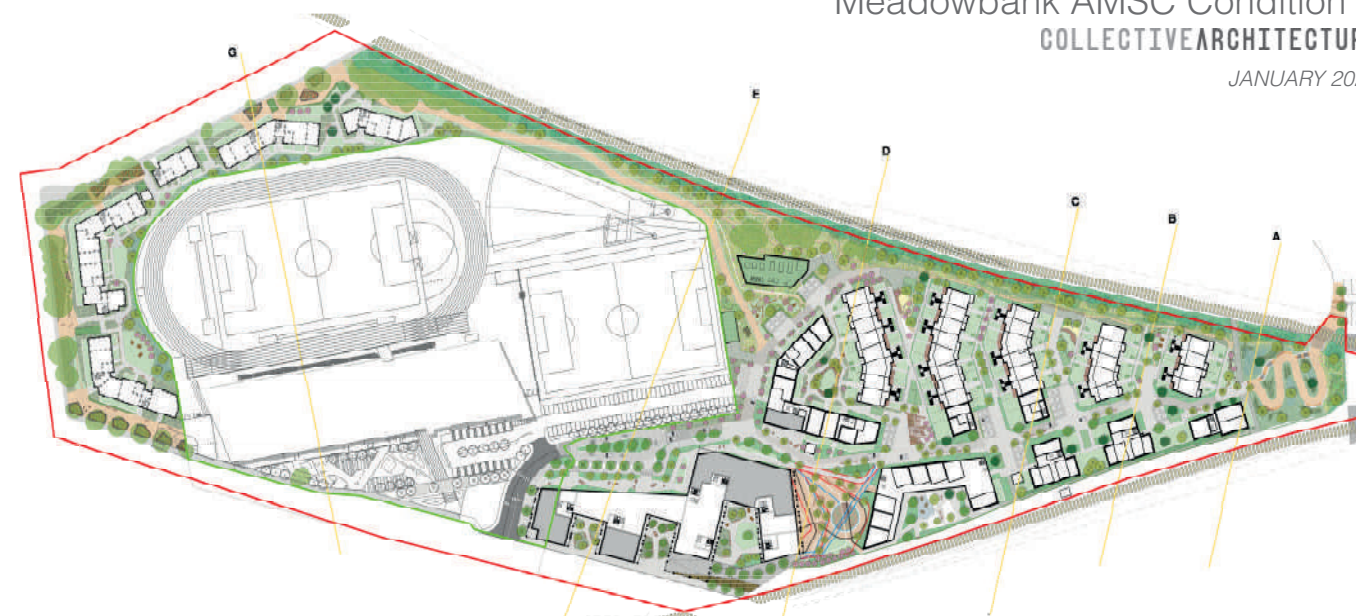
- The proposed development will alter the character of parts of the Meadowbank site, changing peripheral areas from spectating or sports ground to residential of medium to high density. This will be a moderate effect and neutral.
- Townscape character of neighbouring streets will be altered through the introduction of increased height and density of buildings onto areas of the site that have been generally open or of low density buildings. The character of the new buildings (their scale and height) will be consistent with local built context, and the preservation of the mature Wheatley elm trees will maintain this strong characteristic. These effects will be moderate and neutral.
- The proposed development will have only slight, neutral effects on the highly valued landscape character of Holyrood Park. Whilst it will become a less open site in the nearby context of the Park, there is not a strong connection of landscape character between the two, and the key significant landscape asset (the mature elm trees) will be retained.
- Beneficial visual effects over much of the study area will derive from removal of the tall floodlighting towers. Apart from this, visual effects beyond the immediate locality will be limited by neighbouring buildings containing visibility and by the contextual scale of proposed buildings.

- In close proximity to the Site, visual effects of moderate significance will occur on the London Road, Wishaw Terrace, Marionville Road and Marionville Avenue; such effects will be neutral or locally adverse. The design controls building heights, retains existing trees and includes new planting and landscape spaces that will serve to mitigate potential effects and create a townscape character complementary to the existing environs.

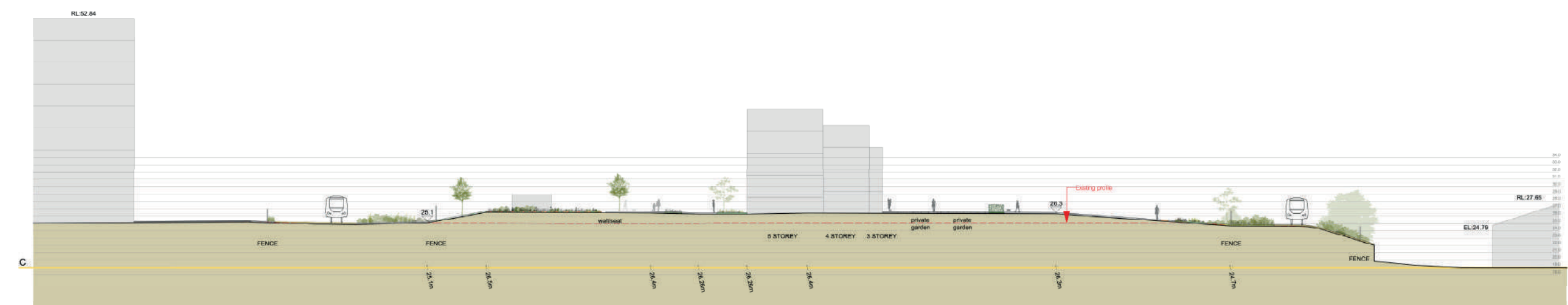
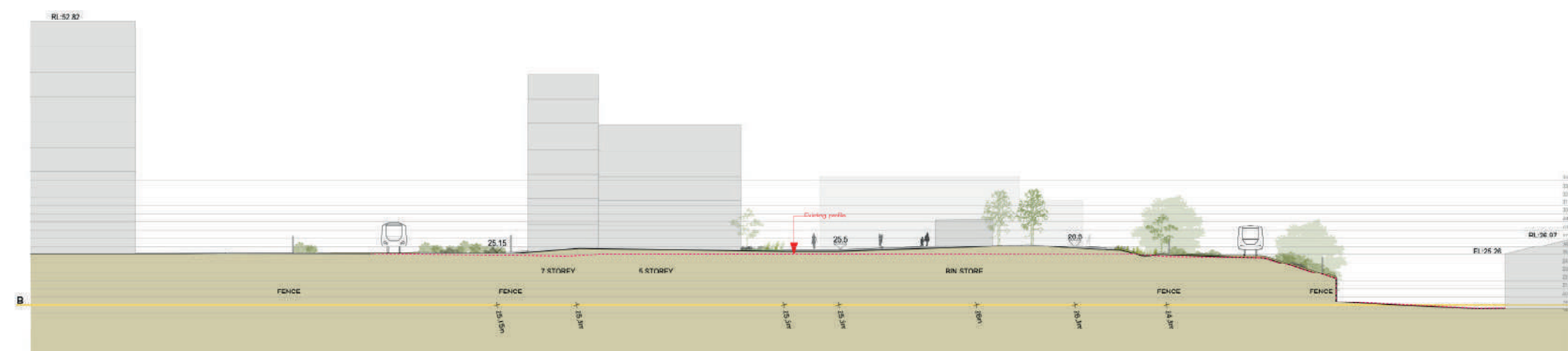
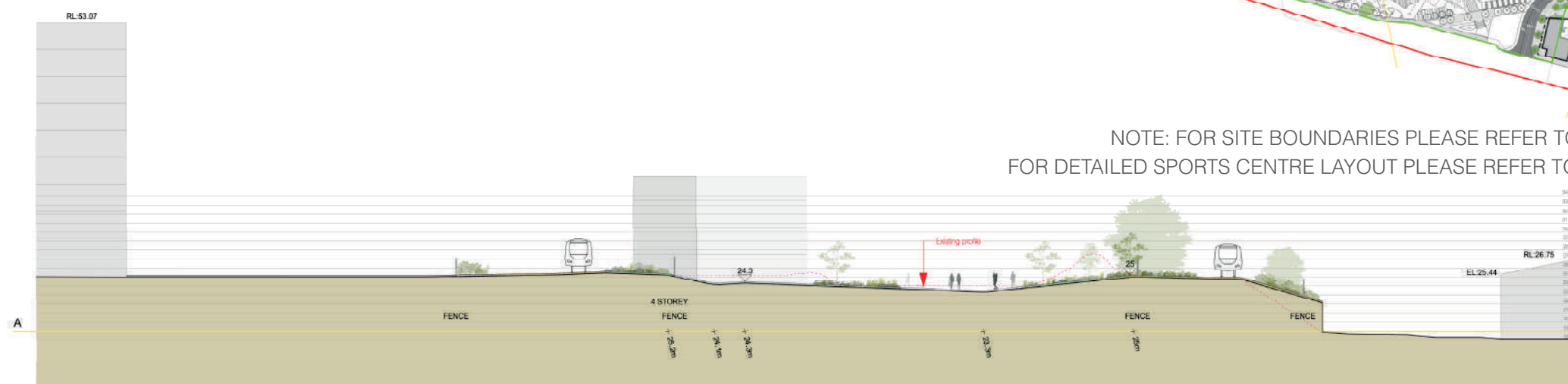
Findings of the RVAA

This focused upon the neighbouring residential properties and concluded that, whilst the LVIA has identified some localized visual prominence of the proposed development, this does not give rise to adverse effects sufficiently profound to be considered overwhelmingly adverse, out of scale or so unpleasant to the householder as to affect habitability of the property. The design mitigation measures will mean that the relative building height, the retention of existing trees and the designed planting of landscape areas in the development will control adverse visual impacts.

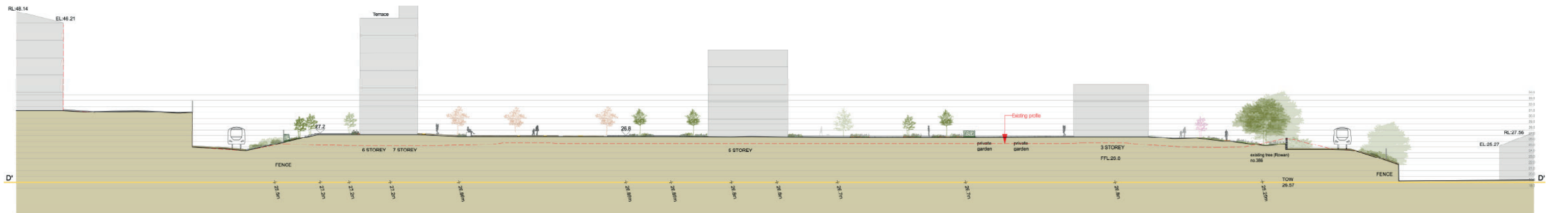
Note: This drawing is for confirmation of landscape proposals and profile only. For all buildings refer to Architect's drawings (SE)900, (SE)902 and (SE)903



NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.
FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.



Note: This drawing is for confirmation of landscape proposals and profile only. For all buildings refer to Architect's drawings (SE)900, (SE)902 and (SE)903



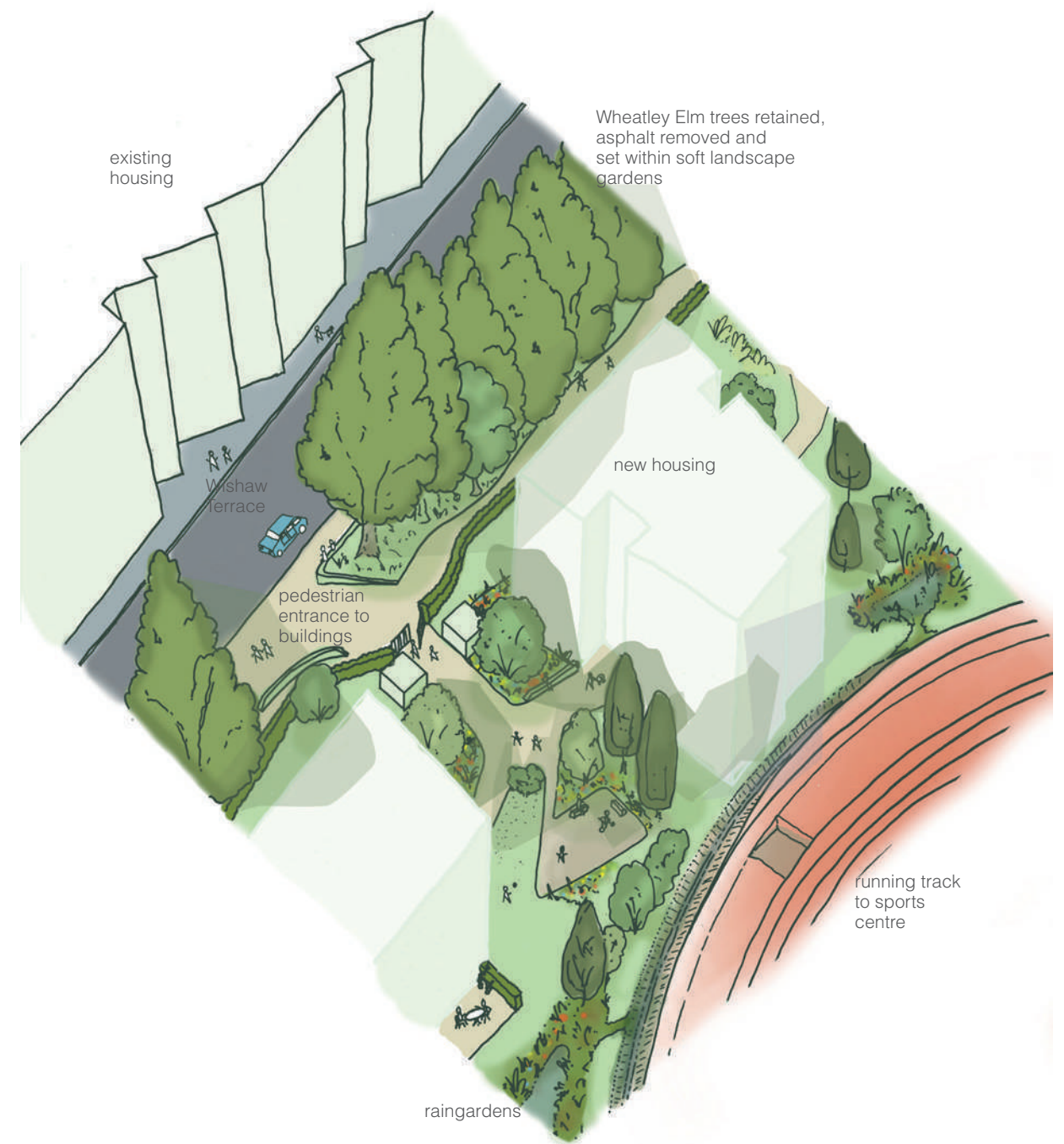
6.23 DETAILED LANDSCAPE PROPOSALS | WHEATLEY ELM PARKLET

The Wheatley Elm parklet will provide a diverse and attractive setting for the retained trees. This incorporates public space and incidental play for the surrounding neighbourhoods.

Increased social presence and activity in this area will improve feelings of safety beneath the Wheatley Elms and visibility is clear from both sides of Wishaw Terrace and Marionville Road.

Community involvement during the design process has been key to determine the importance of the Wheatley Elms. Retaining the trees in an improved parklet setting has been informed by their comments.

There is opportunity for a city cycle hire facility at the corner of Wishaw Terrace, which would serve the new and existing communities.



6.24 DETAILED LANDSCAPE PROPOSALS | LOCHEND LINK

Lochend Link is a key active travel connection to the north of the sports centre. It also provides secondary emergency access to the eastern part of the development.



FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.

6.25 DETAILED LANDSCAPE PROPOSALS | TURNTABLE PARK

Positioned on the precise location of the turntable from the historic Railway yards, a circular feature forms a focal point within Turntable park that celebrates the significance of the former heavy industry use of the site.

Paths are delineated as converging and diverging routes reflecting not only the railway tracks, but also referencing the significance of Meadowbank athletic achievements, particularly at the Commonwealth Games, in the velodrome coloured stripes and bands.

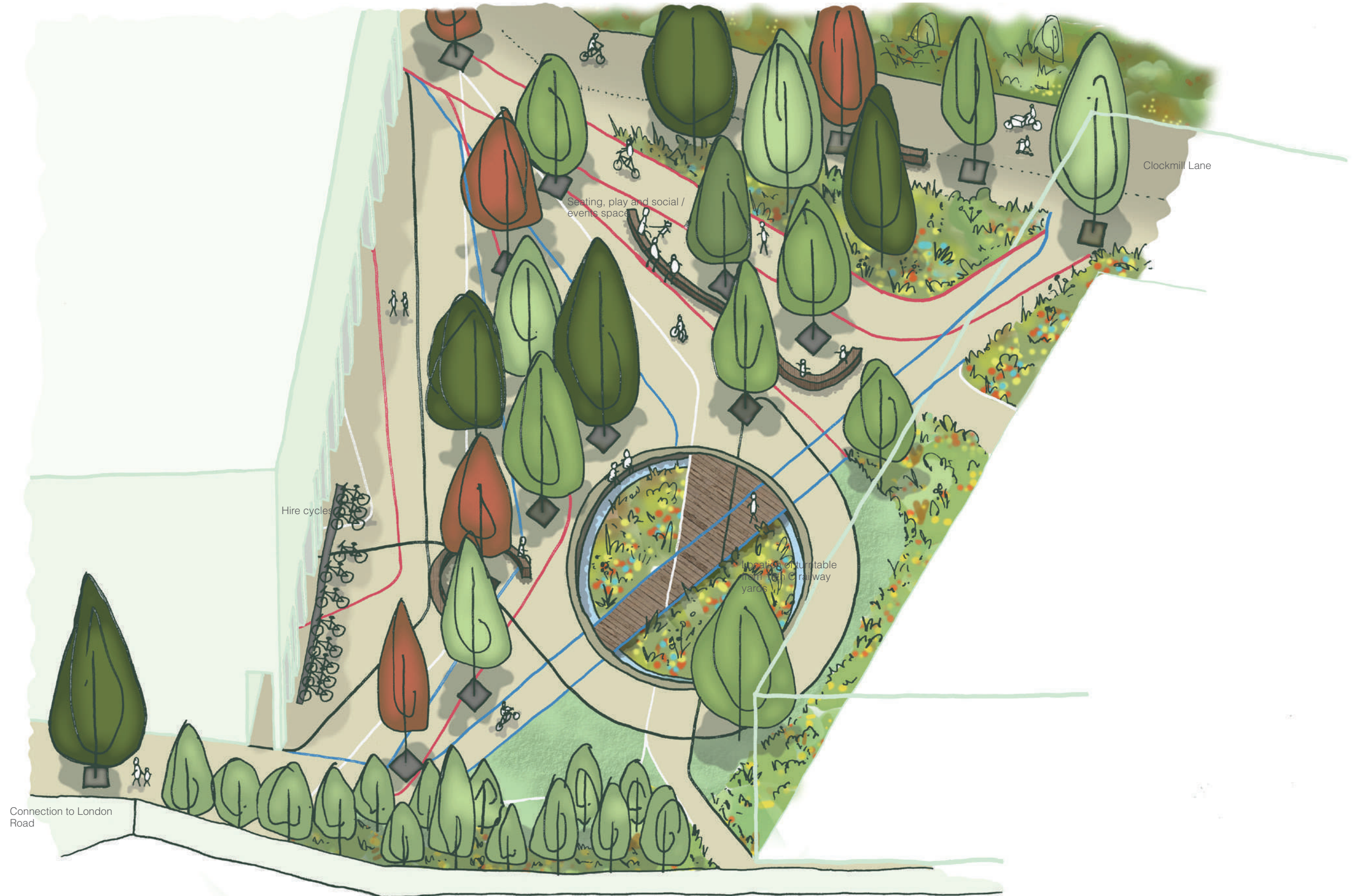
The sunken circular feature will also host rainwater for a short period during cloudburst events, as part of the rainwater management system before controlled discharge into the city's combined sewer.



Sketch impression of how the turntable could be re-imagined as a centre-piece for a new civic space



The historic use of Meadowbank as a rail goodsyard and later as a key sports development facility for Scotland's Olympic athletes is reflected in the design of Turntable Square with references to the turntable and velodrome



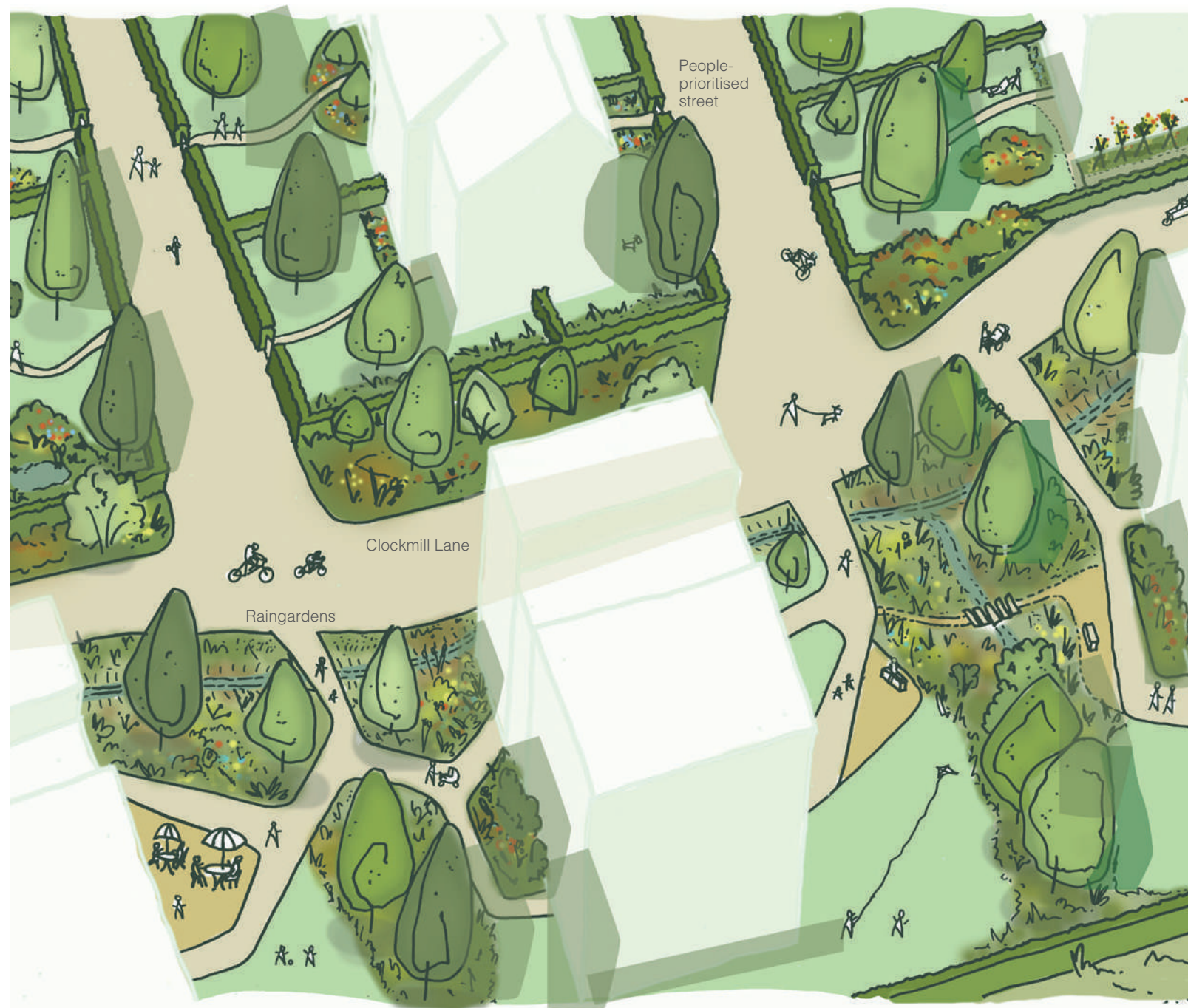
6.27 DETAILED LANDSCAPE PROPOSALS | WELL PLACE & CLOCKMILL LANE

St Margaret's Well, a 15th C medicinal well, where the benefits of water were revered, which was on the pilgrimage route from Restalrig to the Castle, was in this location.

Although since relocated to Holyrood park, in recognition of this significant historical and cultural feature, we have developed a shallow rill water feature as a focal point to Well Place, a new public square in the masterplan.

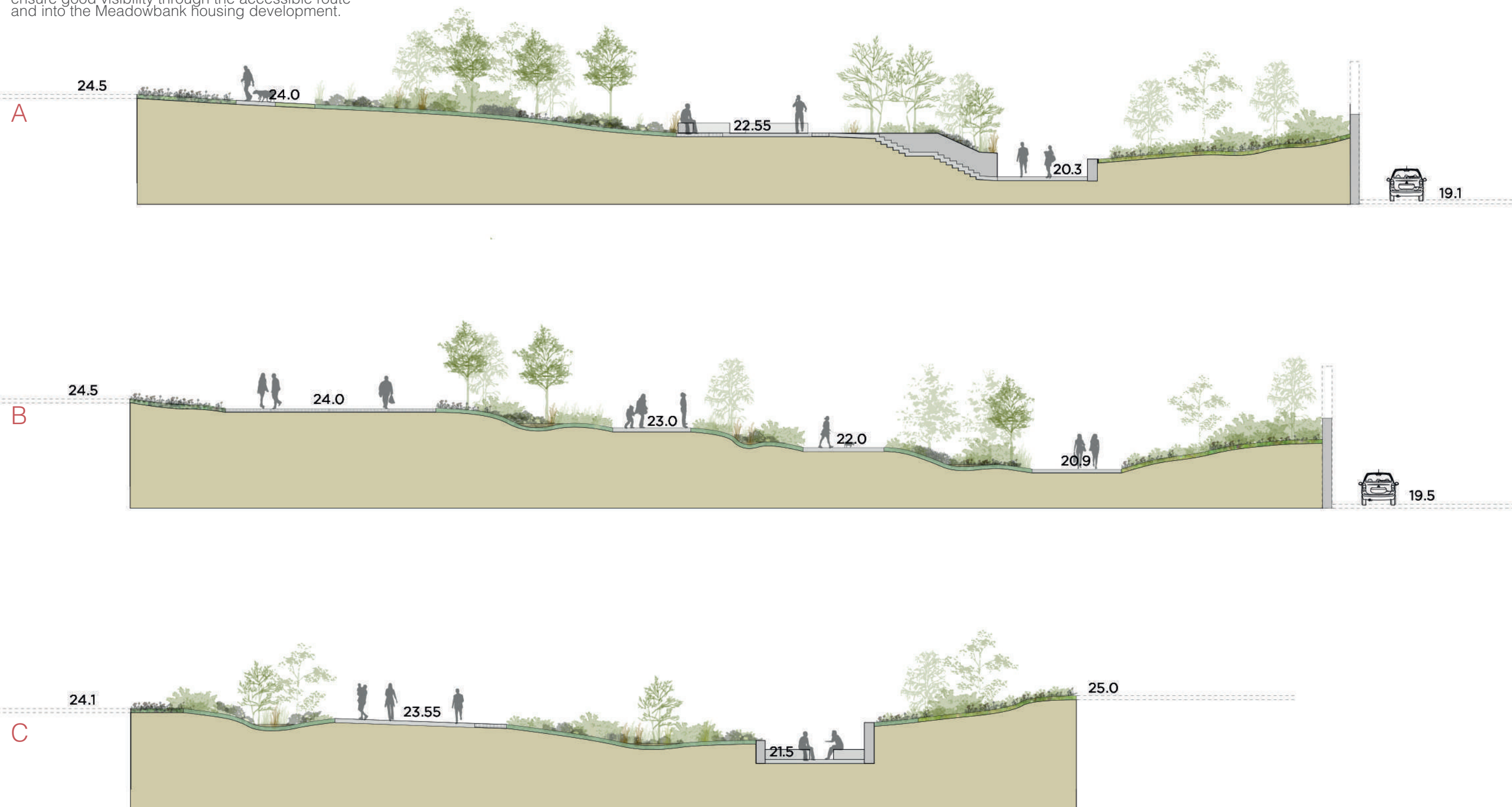
This is located off of Clockmill Lane and is overlooked by the colony style housing. As there are requirements for access for refuse collection and disabled parking in this area, we have provided a more protected zone around the rill,

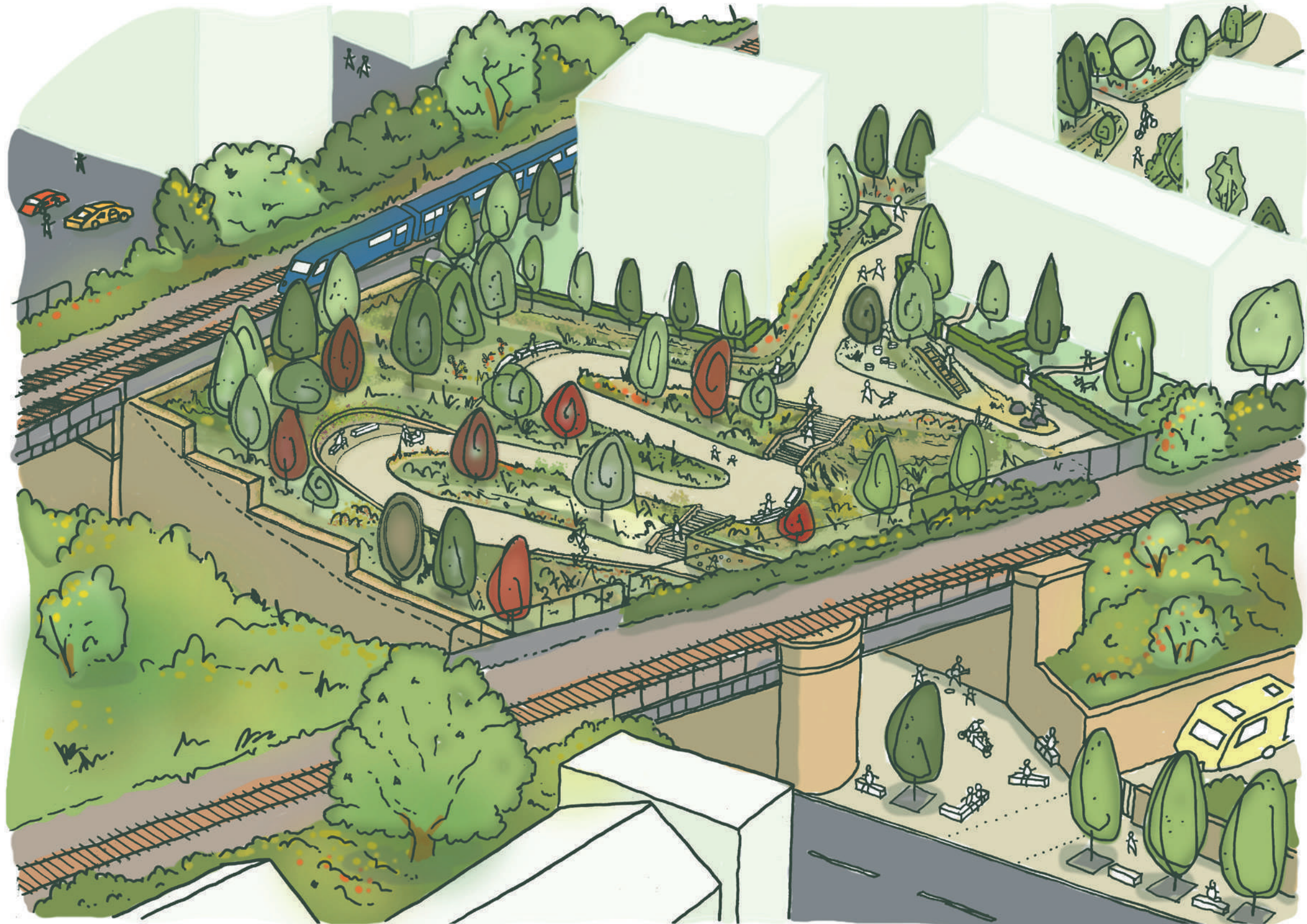
with a covered pergola structure and rich planting of climbing and herbaceous plants. Seating and trees arranged around the rill, form a pleasant and attractive focal point.





The raingardens and ramp are open in character, retaining structures are kept to a minimum to ensure good visibility through the accessible route and into the Meadowbank housing development.

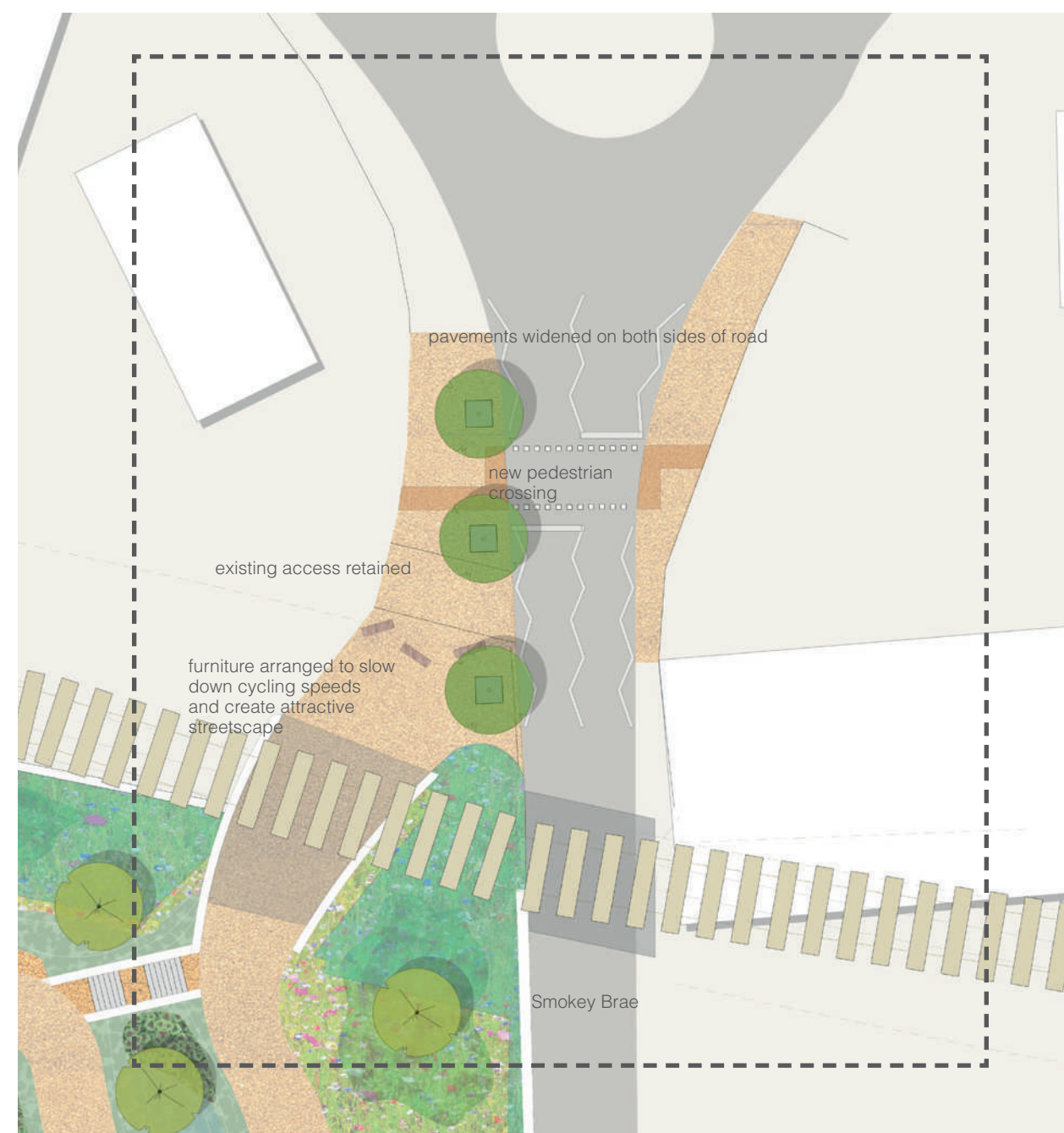




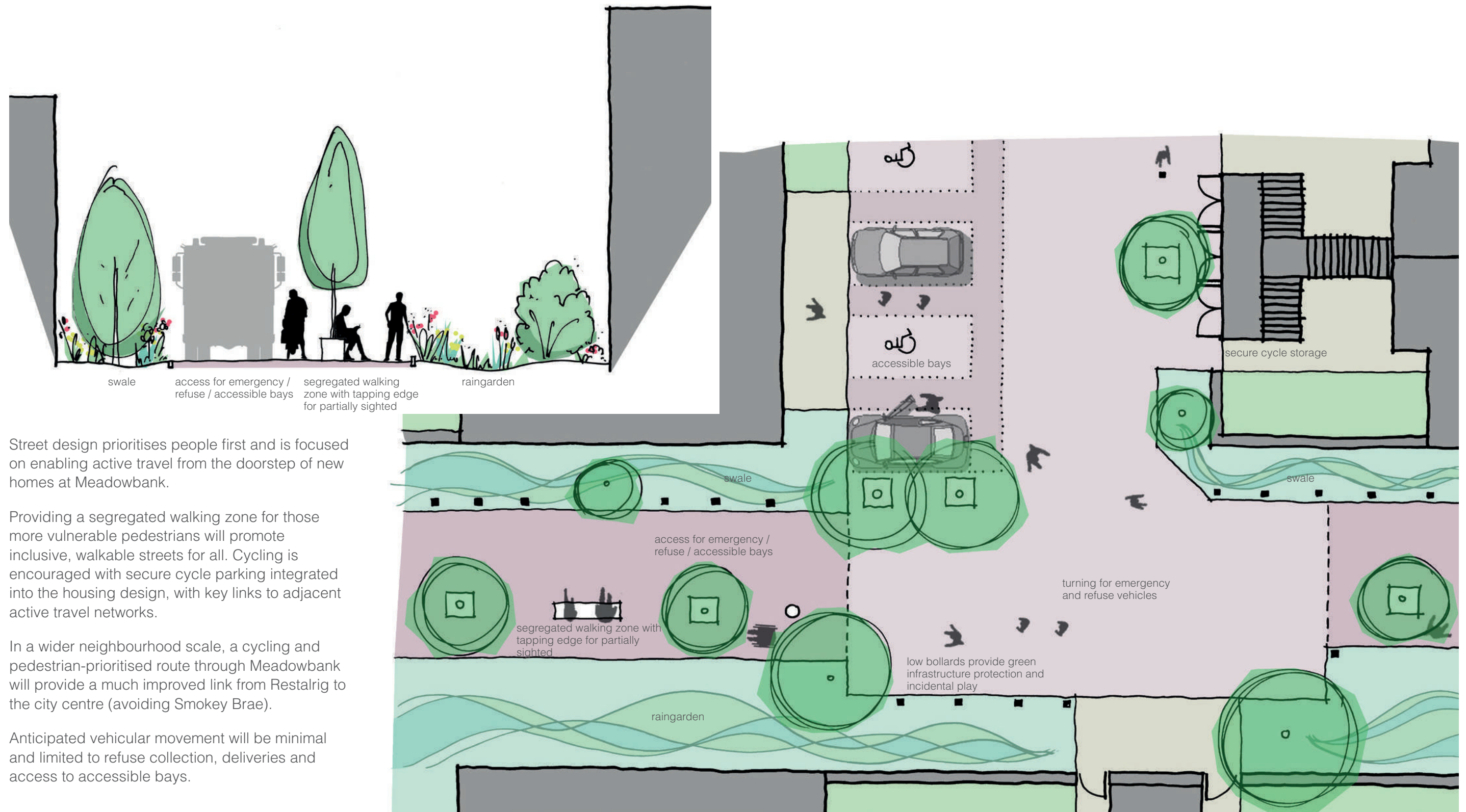
6.29 DETAILED LANDSCAPE PROPOSALS | RESTALRIG GARDENS/ SMOKEY BRAE IMPROVEMENTS (POTENTIAL PARALLEL CEC PROJECT)

Consultation with local residents highlighted a concern over Smokey Brae, that in it's current form does not accommodate pedestrian users at all well. Narrow paths, that are enclosed, dark and poorly overlooked, and with high vehicle activity resulting in poor air quality.

The council has recognised the important to improve active travel and encourage safer pedestrian movements at the Restalrig roundabout / bottom of Smokey Brae. Placemaking and streetscape enhancements via a parallel council project will aim to encourage active travel from adjoining communities, via the reinstated Clockmill Lane and beyond to the city centre.



6.30 DETAILED LANDSCAPE PROPOSALS | TYPICAL STREETSCAPE



Street design prioritises people first and is focused on enabling active travel from the doorstep of new homes at Meadowbank.

Providing a segregated walking zone for those more vulnerable pedestrians will promote inclusive, walkable streets for all. Cycling is encouraged with secure cycle parking integrated into the housing design, with key links to adjacent active travel networks.

In a wider neighbourhood scale, a cycling and pedestrian-prioritised route through Meadowbank will provide a much improved link from Restalrig to the city centre (avoiding Smokey Brae).

Anticipated vehicular movement will be minimal and limited to refuse collection, deliveries and access to accessible bays.

6.31 DETAILED LANDSCAPE PROPOSALS | A PLAYFUL LANDSCAPE

As an intrinsic part of the green infrastructure, play is woven into the open space across the site. Playful landscapes are in safe, well overlooked areas where there are no vehicular movements.

Use of structures such as bollards, boulders, stepping stones and seating focus on balance and climbing for all residents and visitors.

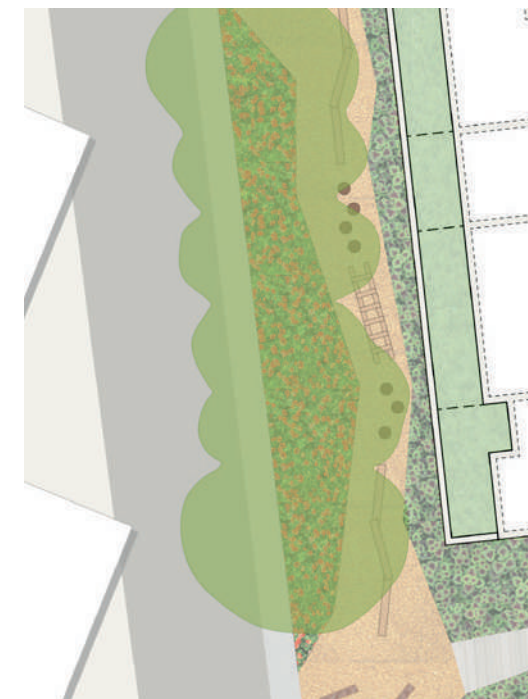
Turntable park references the location of the historic railway turntable and yards from the late 19th C and the more recent use of the site for the Commonwealth Games sporting facility in a playful way. Whilst embedding the active travel strategy for the wider Meadowbank area.



Turntable park, safe space for scooters, bikes and trikes



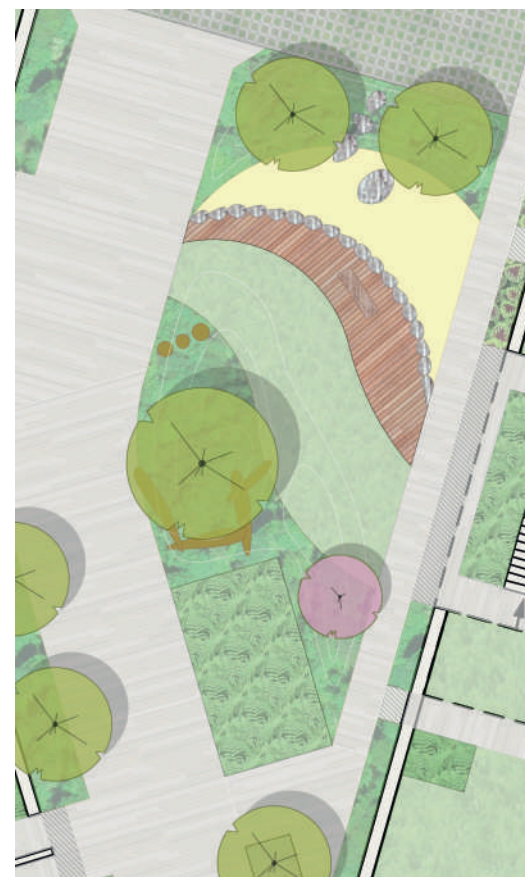
Toddler play in quiet zone



Multigenerational play in parklet



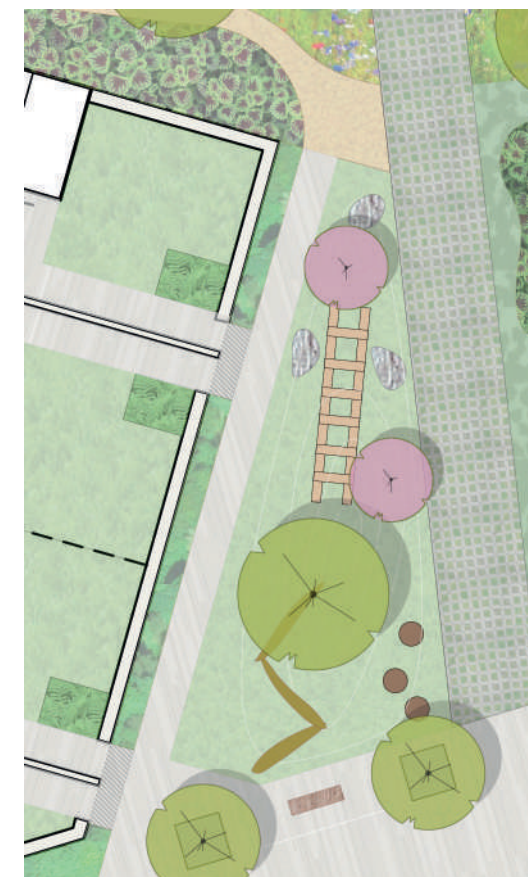
Play space for older children; well overlooked and integrated with landform



Integrated toddler play



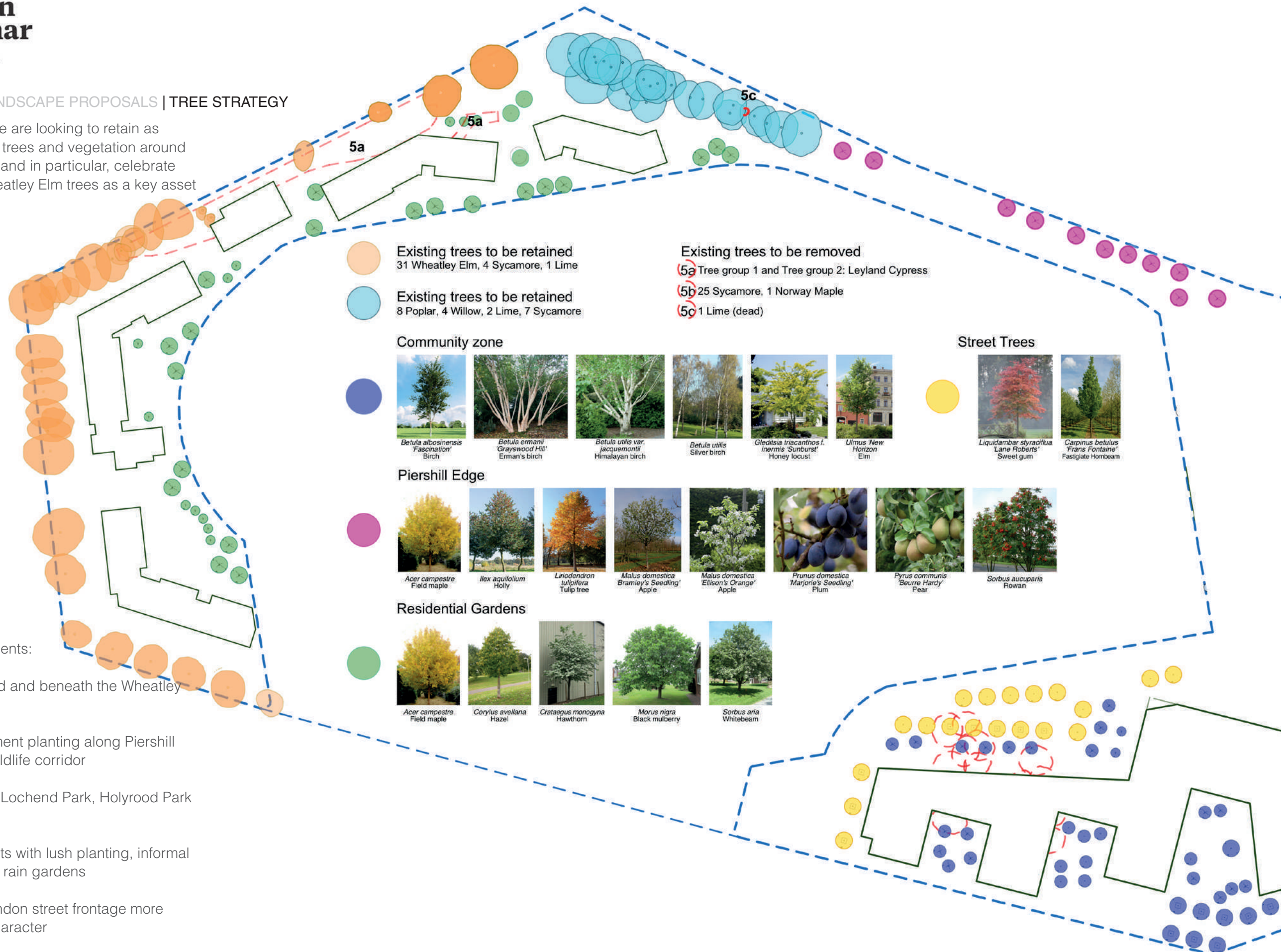
Quiet street play



Incidental play; well overlooked

6.32 DETAILED LANDSCAPE PROPOSALS | TREE STRATEGY

As a first principle we are looking to retain as much of the existing trees and vegetation around the site as possible, and in particular, celebrate the mature, rare Wheatley Elm trees as a key asset of the site.



Key landscape elements:

Urban Parklet around and beneath the Wheatley Elms

Retention & supplement planting along Piershill railway edge as a wildlife corridor

Active travel links to Lochend Park, Holyrood Park and Restalrig

People friendly streets with lush planting, informal play, edible plants & rain gardens

Turntable park & London street frontage more formal landscape character

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.

Tree Strategy for the east of the Meadowbank site
The strategy has been developed in consultation with the local community and the City of Edinburgh Council's tree officer, who commended the bold design and ambition to maximise the amount of new trees on the site. We have taken on board his comments on particular species, that in his experience will do well or not in the city, and the design strategy was further refined in response to these comments.



Existing trees to be removed

- (5d) 4 Rowan Trees to enable Turntable Park
- (5e) Tree group 4: Sycamore, Buddleja, Willow, self-seeded, scrubs

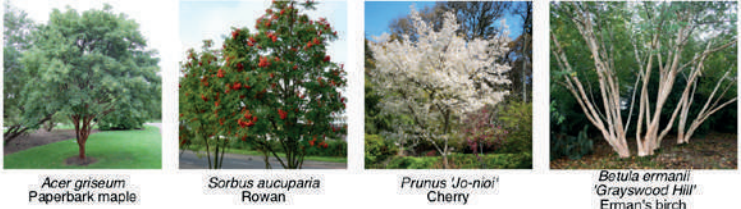
Existing trees to be retained

- Sycamore, 2 Rowan 1 Hornbeam
- Tree Group 3: Willow, Ash, Sycamore

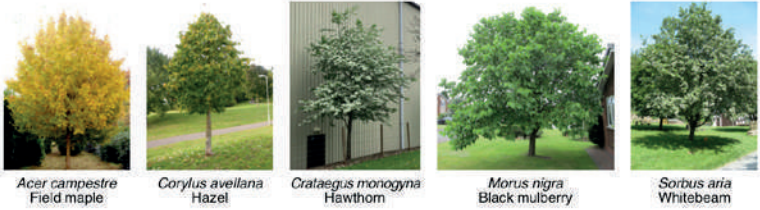
Piershill Edge



Lochend Link



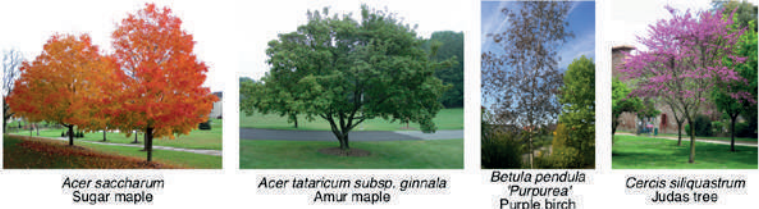
Residential Gardens



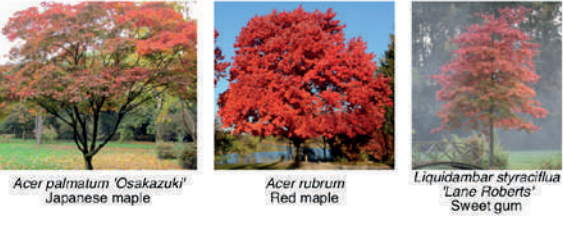
Clockmill Lane



Turntable Park



Restalrig Raingardens



6.33 DETAILED LANDSCAPE PROPOSALS | PLANTING STRATEGY

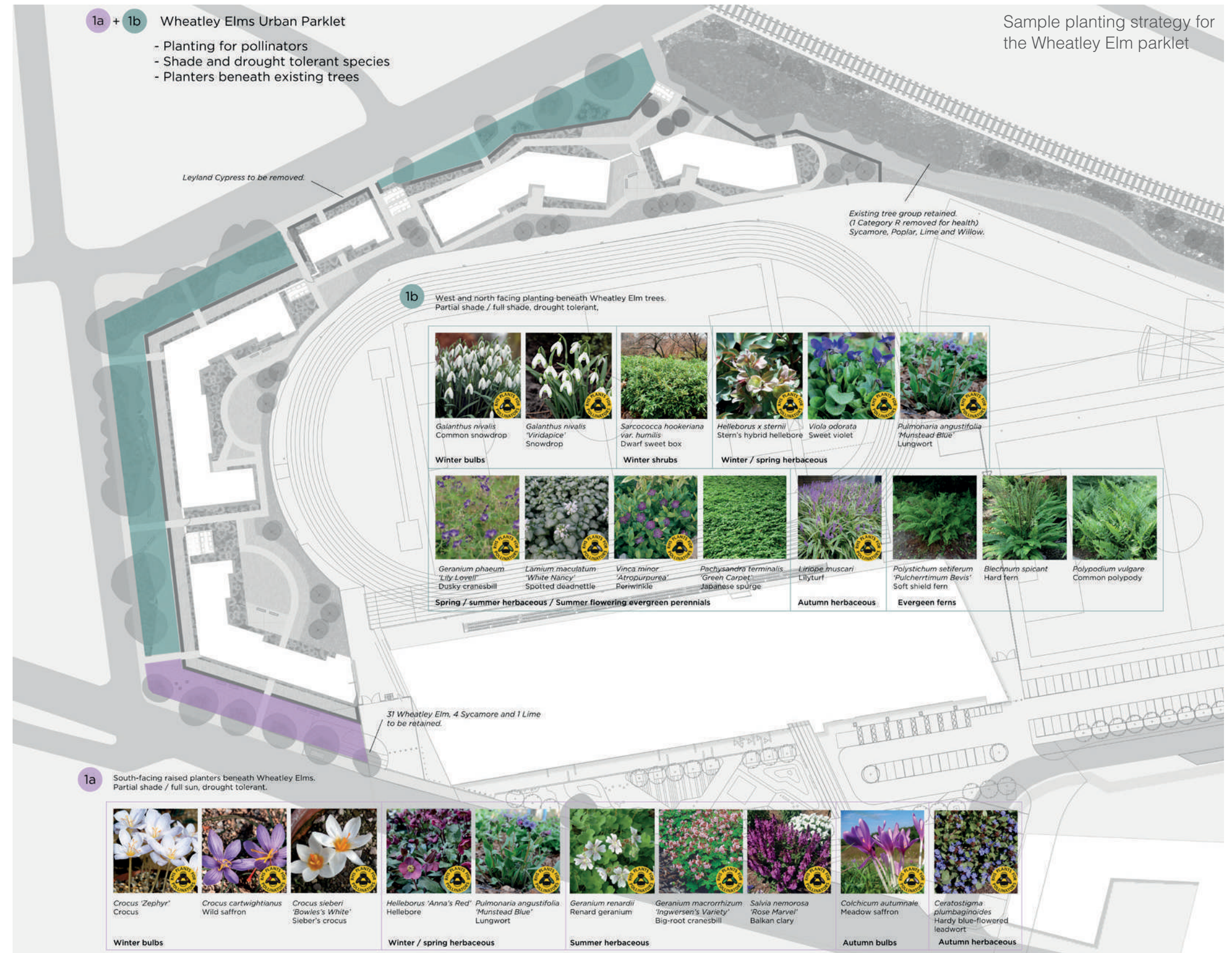
A rich palette of planting will emphasise the character of the spaces within different areas of the site.

Plants will be selected for their suitability for shade / sun, drought and waterlogging tolerance, fruiting and flowering, as well as tolerance to pollution.

Multiple specimens of both native and non-native species will provide an ecologically diverse habitat and structural diversity through trees, shrubs, herbaceous planting and ground flora.

A strong theme is being developed for pollinator-friendly planting to support habitats for bees, the rare butterfly population, the Northern Argus Brown, found nearby on Holyrood Park, and to positively contribute to the city's urban ecology network.

The planting design will be developed further at the next stage of design.



6.35 DETAILED LANDSCAPE PROPOSALS | MAINTENANCE & MANAGEMENT STANDARDS

The establishment period immediately follows completion of landscape works. It is a period when maintenance demands are high due to the need to prevent competition by undesirable weed species and to ensure that the desired vegetation cover is established in robust health.

The duration of the establishment period varies according to vegetation type; for grass areas a 12 month period is normal, whilst tree planting and hedge planting typically requires a 3 year period to become sufficiently established to thrive, without competitive failure due to weeds.

Longer term landscape management to an effective plan will help to generate maximum amenity, visual quality and habitat value. Consistency of approach and timing is important. Whilst simple management procedures are described here, good landscape management must also be responsive to the maturing of habitats and public usage; periodic review of management operations should be undertaken.

The responsibility for management of the landscape of Meadowbank will be subject to agreement. This plan deals only with the practical objectives and intended method of management.

Management of mature trees

The existing mature trees are an important part of the established habitat and amenity. Selective pruning and dead wooding will take place as part of the landscape works to ensure that public safety is not compromised.

Management of new tree planting

Control competing vegetation immediately around each newly planted tree using a systemic translocated herbicide, applied using a spray guard to the base of each tree to leave a 600mm diameter free of weeds and grass. This will be done 4 times per growing season, for the first 3 years.

Trees shall be watered during dry periods in the first 2 years. Undertake light corrective pruning in winter.

Maintenance of new hedgerows

Control of competing vegetation along the line of the hedge will be achieved through hand-weeding or by using a systemic translocated herbicide, applied using a spray guard to 900mm width along the hedge line to remove weeds and grass. This will be done 4 times each growing season, for the first 3 years.

Mature hedges will be cut annually and the clippings removed to compost.

Maintenance of Meadow & Grassland

Meadow grassland is slower to establish and more gappy in cover than amenity grassland. Cut once a year in autumn, or late winter to allow seed heads to remain in tact over winter; these can be a source of food and visually appealing. Cuttings will be removed to compost.

Amenity grassland will be regularly mown through the growing season (approximately 12 cuts per year). Cuttings shall be scattered and left.

Maintenance of Edible & Garden Planting

Selective weeding of groundcover planting and bark mulched areas is required 4 times per year. Pruning and tying in of fruiting hedges is required to establish shape. Pruning of garden shrubs in winter.

Maintenance of swales and raingardens

Raingardens consist of plants selected to give a long season of flowering display, with main floral focus between late spring and autumn. A single cut is carried out in late winter, on the verge of spring. A period of intensive hand-weeding at the start of the growing-season is required to ensure non-competition during seasonal establishment period. Swales will be maintained as per meadow grassland.

Maintenance of Play

Play areas will contain diverse features including tree, shrub and herbaceous planting. Such areas are subject to heavy wear and should be replanted when damage occurs. The selection of species should be appropriate for play and provide year-round interest for play – such as clumpy thicket form, foliage to hide in, interesting or exotic form, robustness and potential for climbing/den building. Selective weeding of groundcover planting and bark mulched areas is required 4 times per year.

Mown grassland should be mixed with tall meadow grassland to provide variety and visual interest.

Sand features should be regularly cleared of litter and debris, and periodically topped up to maintain level and impact absorption.

Play apparatus requires regular inspection. Natural play features should be inspected and periodically replaced as they deteriorate (such as timber log features). Portable play features such as log rings, planks, and den wood should be topped-up from any on-site tree or local woodland management operations.

Water features

Designed to conserve the water use. Kept free of algae and tested on a regular basis consistent with the detail design of the water feature to ensure continuity of function throughout the year.

Delivery of Long-term Management

Parts of the common landscape which will be adopted and maintained by the Local Authority. Other areas of the development will be managed under arrangements put in place by the developer.

This will be determined by the principal developer and put in place ready for delivery of the first phase of development.





Building with Nature

Meadowbank masterplan is applying for Building with Nature Accreditation. Building with Nature is the UK's first benchmark accreditation for the highest quality of design and maintenance of green infrastructure in housing and commercial development.

It enables developers, who want to go beyond the statutory minima, to create places that really deliver for people and wildlife. It brings together guidance and good practice to recognise high quality green infrastructure at all stages of the development process including policy, planning, design, delivery, and long-term management and maintenance. It has been developed by practitioners and policy makers, academic experts and end-users. Any project applying for accreditation is first Assessed and then Building with Nature carry out an independent audit before deciding whether to Accredite the project.

The framework of standards is divided into four themes: core, wellbeing, water and wildlife.

There are three levels of accreditation:

Design - high quality green infrastructure demonstrated at the planning and design stage of development;

Good - high quality green infrastructure, delivering benefits within the boundary of the scheme; and

Excellent - exemplary quality green infrastructure, delivering benefits within and beyond the boundary of the scheme.

CORE STANDARDS

Distinguish green infrastructure from a more conventional approach to provision for open and green space.



1. Multi-functional network
2. Contextual
3. Policy-responsive
4. Climate-resilient
5. Future-proof

WELLBEING STANDARDS

Secure health and wellbeing benefits through the delivery of green infrastructure features close to where people live.



1. Accessible
2. Inclusive
3. Seasonal enjoyment
4. Locally relevant
5. Socially sustainable
6. Distinctive

WATER STANDARDS

Managing water quantity and quality, and maximising opportunities for amenity and biodiversity.



1. Quantity
2. Quality
3. Amenity and biodiversity
4. Innovative
5. Resilient
6. Locally distinctive

WILDLIFE STANDARDS

Create places where nature can flourish, both within the boundary of the scheme, and at a landscape scale.



1. Bigger and better
2. More joined up
3. Locally-relevant
4. Nature-rich development
5. Ecological networks
6. Sensitive construction

6.36 DETAILED LANDSCAPE PROPOSALS | GREEN ROOF

The design team have been commissioned by Scottish Natural Heritage to undertake a feasibility study exploring how green roof infrastructure could be incorporated into the Meadowbank development. The aims of this academic study is to explore the following:

- Explore different types of green roof systems and benefits to ecology and wildlife
- Explore SUDs implications and rainfall run off rates of different systems.
- Explore use of solar and bio-diverse systems
- Develop green roof uses in relation to wider community uses. Opportunities to explore areas for play, growing, education and therapy.
- Explore the overall 'value' of green roof infrastructure, compared to the actual cost.

Ultimately this is a long term project which aims to monitor the Meadowbank development and hopefully provide some recommendations for industry whilst raising awareness of the benefits of using green roof systems in Scotland.

This study has started and will be progressed after the Planning submission.



01



02



03



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05



06



06

01 Green roof bike shelter
02 Extensive roof in Stuttgart
03 Green roof, Linz, Austria
04 An example of a bio-solar roof
05-07 Photos from Green Roof Study workshop at Collective Architecture

07 ENERGY AND SUSTAINABILITY

7.1	Sustainability: Design Aspirations	158
7.2	Energy: Energy Strategy Overview	159
	Please refer to RSP's Energy Strategy Report for further detail	

7.1 SUSTAINABILITY| DESIGN ASPIRATIONS

Sustainability has been a key consideration in the design of the Meadowbank masterplan, both on a social and environmental level.

Key environmental proposals:

- Low car development in line with drive for zero carbon targets.
- Active Travel strategy encouraging cycling, walking and use of public transport
- Rainwater management/ SUD's proposals in the form of rain gardens and swales
- A variety of landscaped areas with considered planting to encourage biodiversity and habitat networks
- Landscaping measures for climate change resilience

Key social proposals:

- Capacity for community amenities
- Involvement of local community/client group
- Well overlooked and safe gardens, streets and shared areas to nurture community life

Next step considerations:

- Measures to ensure that materials are sourced sustainably
- Measures to minimise carbon emissions will be explored from passive solar gain, good insulation and air tightness
- Measures to minimise construction waste
- Measures to promote flexible building components to allow re-use at end of life
- Review construction approach
- Review Internal sustainability check lists, consult with in-house passive house designers and consult with the Scottish Construction Innovation Centre.



7.2 ENERGY| ENERGY STRATEGY

An Energy Strategy has been undertaken by the Mechanical and Electrical Engineers RSP. Please refer to separate document for detail in full.

RSP have explored a variety of energy solutions for the Meadowbank development and at this stage in the process there is no clear preferable solution.

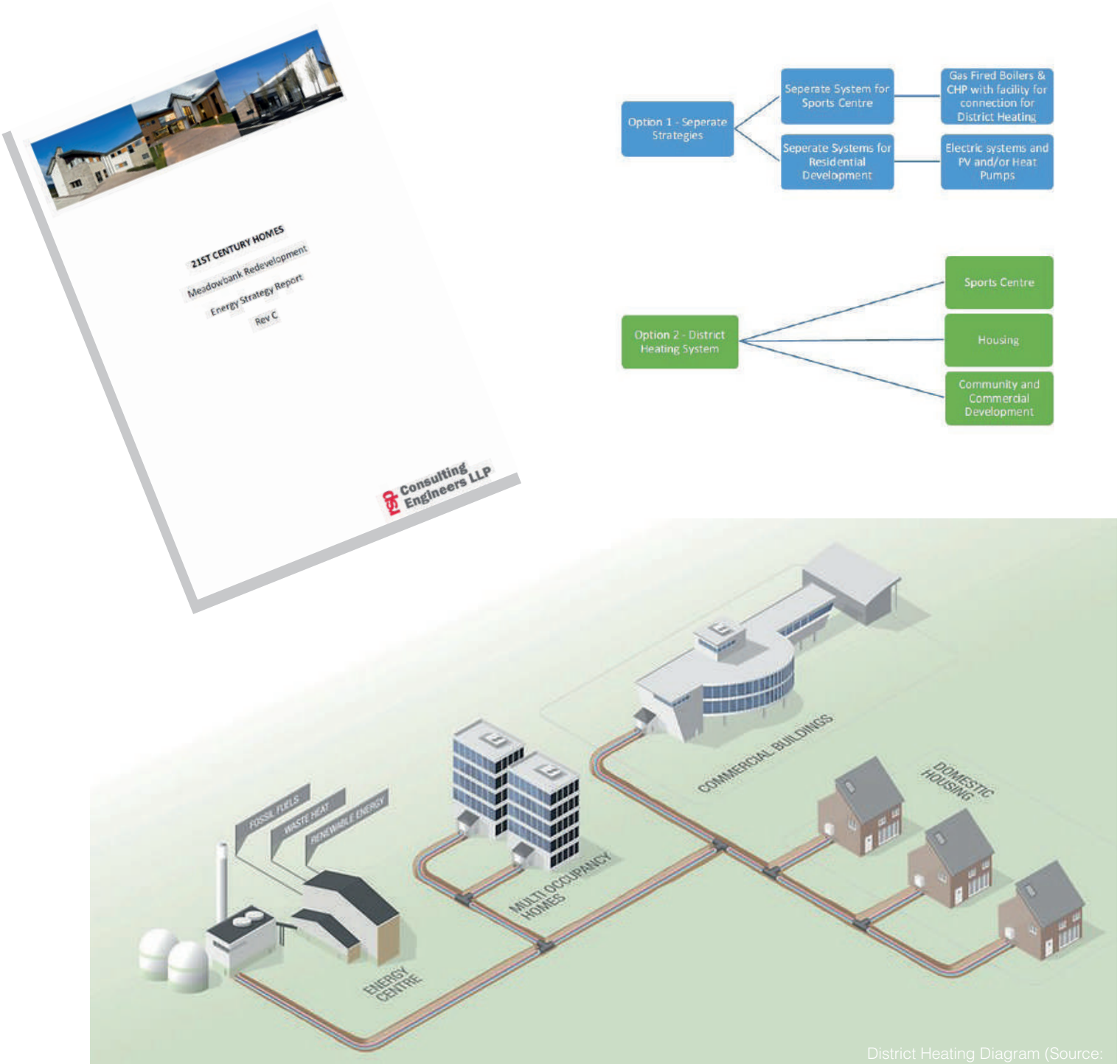
Both district heating options and individual heating system options are being progressed as summarised in the extract from RSP's Executive Summary below:

"This report summarises the options for an energy strategy for the Meadowbank Development. There is no clear preferable solution for the development at this stage and as such both district heating options and individual heating system options are being progressed.

The report shows that a district heating system using the sewer water heat recovery technology could offer the most attractive financial solution for the development whilst providing significant carbon savings over both conventional technology and other low carbon options.

It should however be highlighted that the calculations in this report for the sewer water heat recovery system have been based on information provided by the supplier of the system. All other technologies in this report have been analysed using industry standard figures. We would therefore treat the results with some caution at this stage and advise that that SHARC are appointed to take forward a more detailed feasibility study.

Once this information has been obtained the results will then require to be factored in to this report to allow a recommendation to be made on the best fit technology for a district heating system. The financial investment required to determine the feasibility of a District Heating Network is considerable and is likely to require procurement and detailed financial analysis which is out with the skillset of the current design team which is why an ESCo feasibility tender and proposal is recommended. The use of an ESCo would reduce the capital cost of any district heating system for the client however the running costs would likely increase from those advised in this report as the ESCo would recoup their capital costs by charging a unit price for heat. Any benefit from the RHI would also likely go to the ESCo under this type of arrangement."



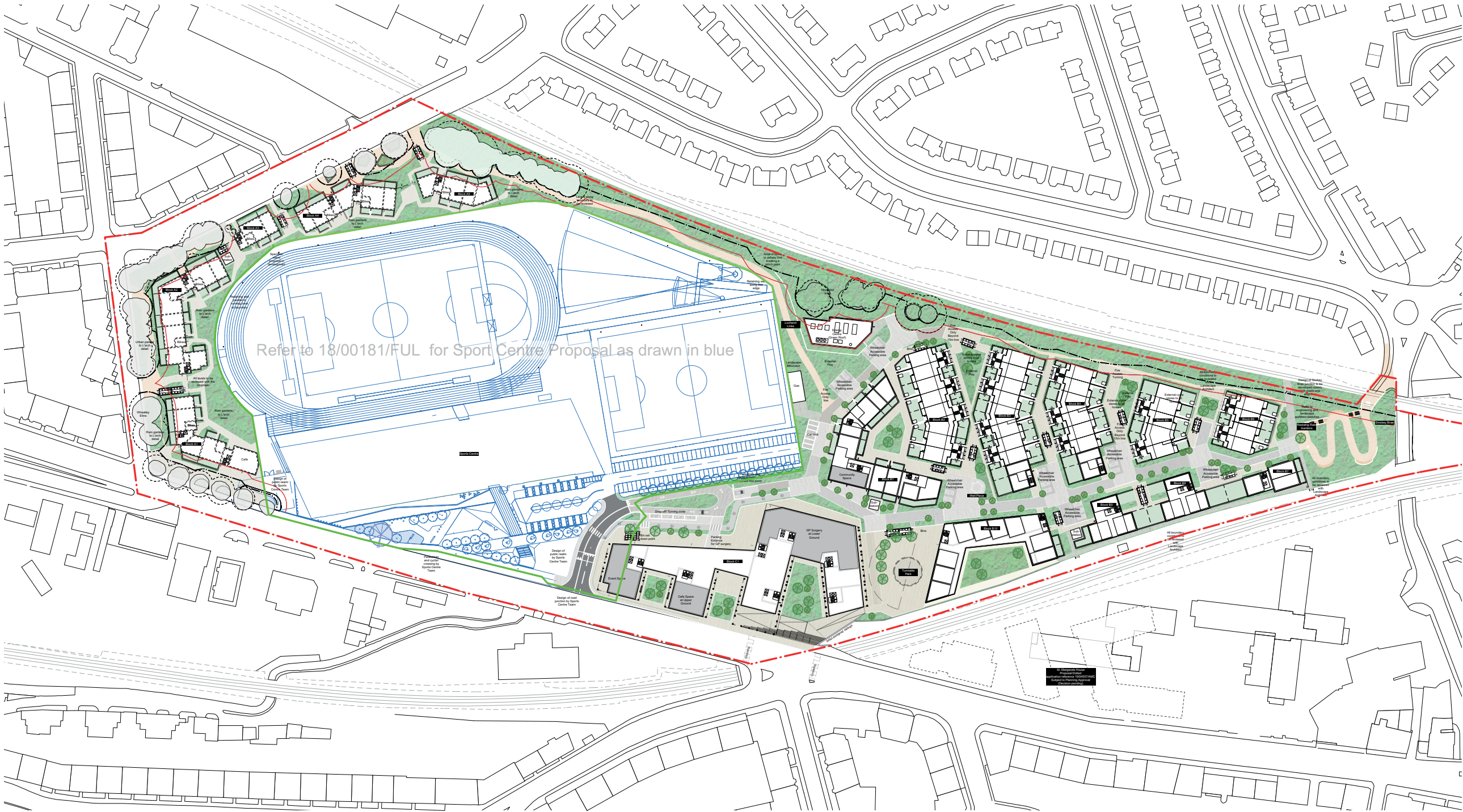
08 APPENDIX

- 8.1 Masterplan Layout
- 8.2 Landscaping Layout
- 8.3 Proposed Levels

- 8.4 Infrastructure Report

Note: Collective Architecture had produced the Infrastructure Report to assist Development and Regeneration, Place Development, The City of Edinburgh Council, in funding process and all of these project are subject to successful applications

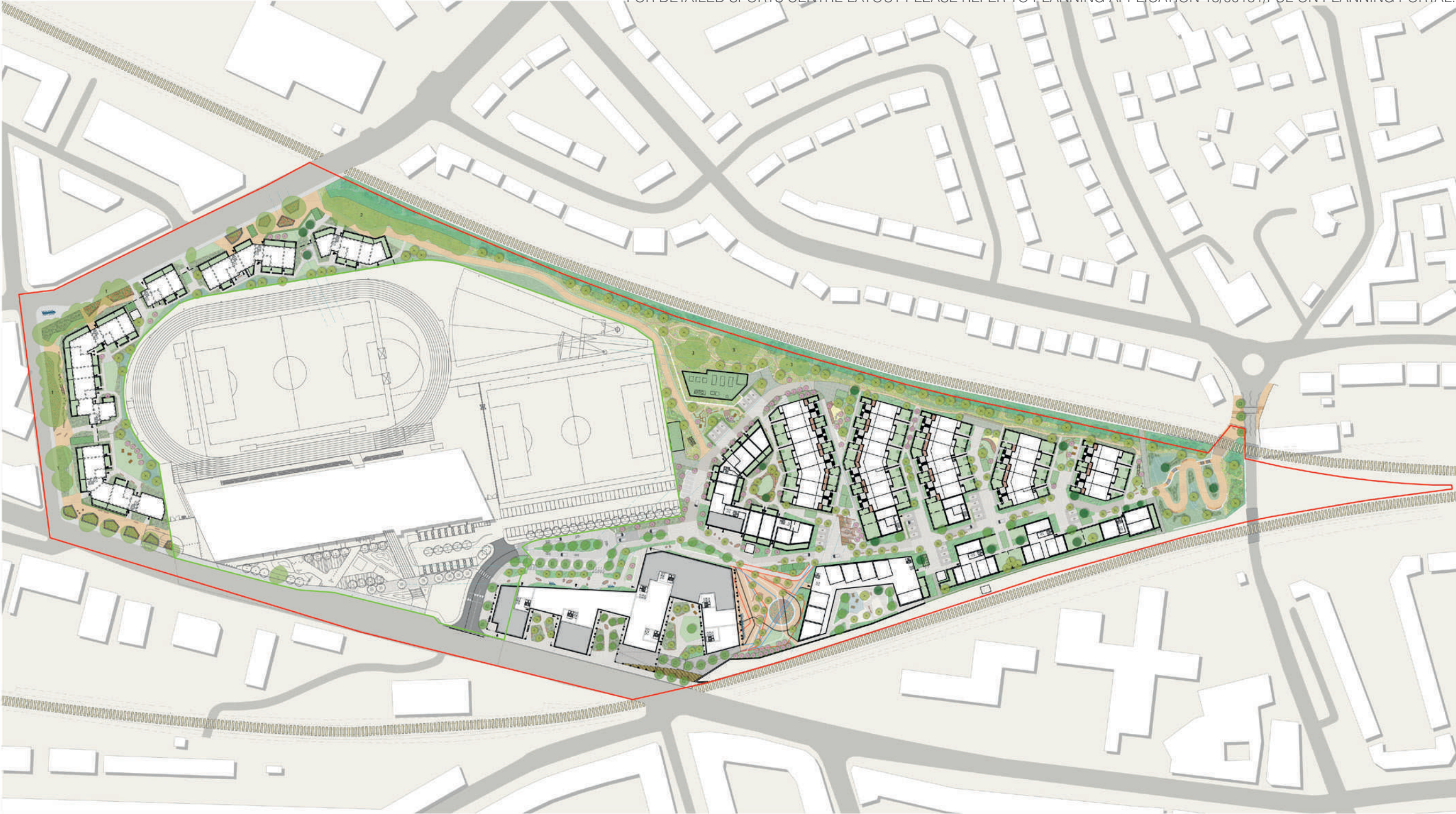
NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.
FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.



PLANNING	
COLLECTIVE ARCHITECTURE	
MERCAT BUILDING, 26 GALLOWGATE, GLASGOW, G1 5AB TELEPHONE +44(0)141 552 3001 FAX +44(0)141 552 3888 24 ANSLIE PLACE, EDINBURGH, EH3 6AJ TELEPHONE +44 (0)131 516 2270 EMAIL INFO@COLLECTIVEARCHITECTURE.CO.UK WWW.COLLECTIVEARCHITECTURE.CO.UK	
CLIENT: Development and Regeneration, City of Edinburgh Council	
PROJECT: Meadowbank	
DRAWING: Masterplan_Site Layout	
DATE: FEB 2020	BY: MM SCALE: 1:1000
JOB NO: 20084	CHD: CH DRWG NO: (G)001
NOTES: ONLY SCALE FROM THIS DRAWING FOR PLANNING PURPOSES ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE START OF ANY WORK AND ANY DISCREPANCIES NOTIFIED IN WRITING. REFER TO ENGINEERS' DRAWINGS FOR ALL STRUCTURAL, HEATING, LIGHTING, POWER, EXTERNAL AND UNDERGROUND DRAINAGE AND VENTILATION INFORMATION ALL BUILDING WORKS TO COMPLY IN ALL RESPECTS TO CURRENT BUILDING STANDARDS FOR COUNTRY IN WHICH SITE IS LOCATED.	
KEY: Refer to landscaping drawings for full landscaping proposal.	
SCALE BAR: 0 25 35 45 55 M	
N	
Legend: - - - - - Boundary of PPP Application 18/00154/PPP - - - - - Boundary of detailed planning application 18/00181/FUL. - - - - - Provided for reference only. Refer to 18/00181/FUL for detail of proposals in blue within this boundary - - - - - Root Protection Area - - - - - Construction Activity Stand-off Zone - - - - - Tree protective fence	
PD1 REVISION NOTE	06/02/2020 DATE: MM BY:

8.2 APPENDIX | LANDSCAPING LAYOUT

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.
FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.

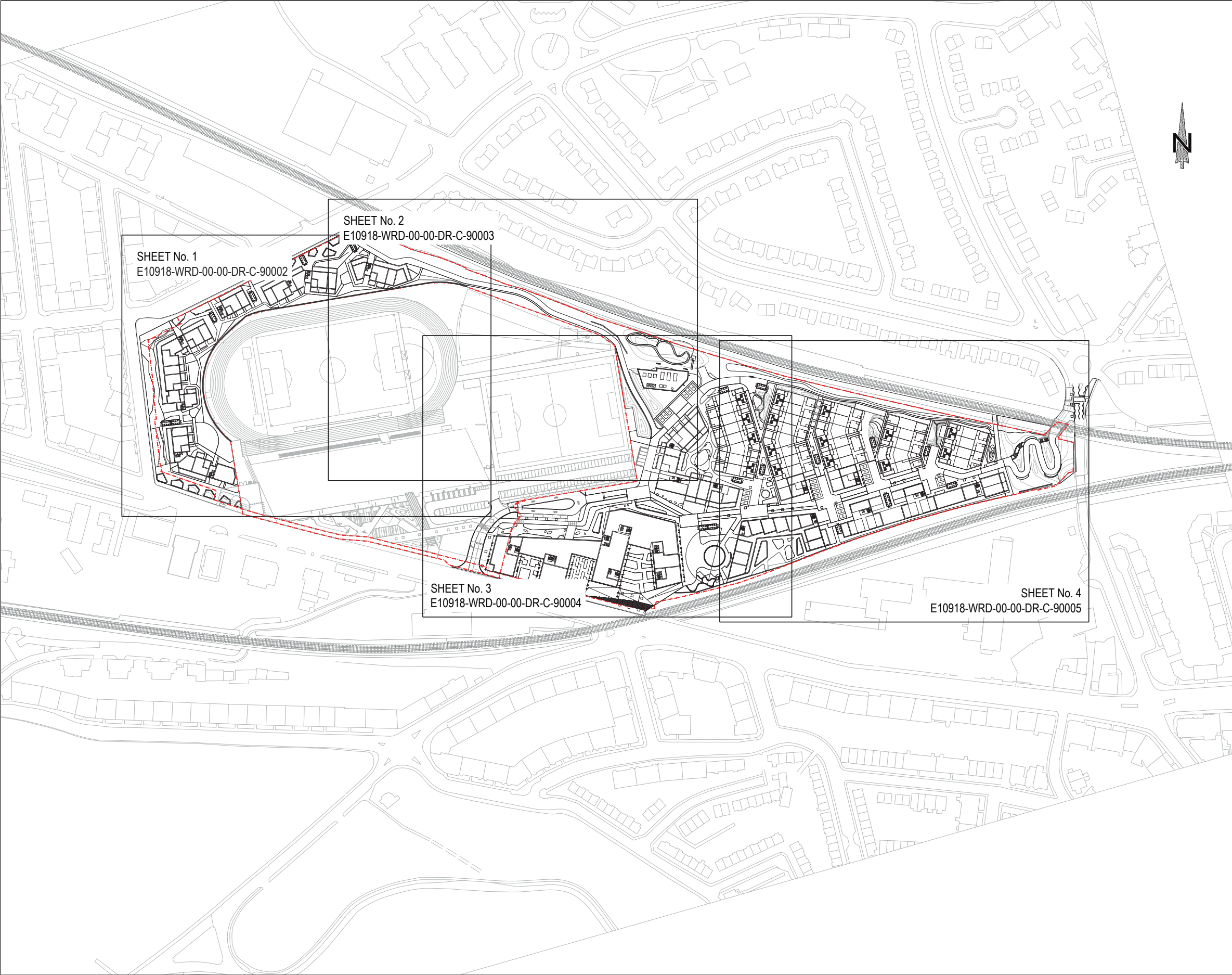


Meadowbank Housing
Development & Regeneration
Place Development, CEC

PLANNING
Landscape Masterplan
1:1000

PN2095	RFB	ZZ	00	DR	AL	0001	
1	04/02/2020	Planning issue					
REV	DATE	NOTE					

www.raeburnfarquharbowen.com



- GENERAL NOTES**
1. DO NOT SCALE FROM THIS DRAWING - IF IN DOUBT CONTACT PROJECT ENGINEER.
 2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
 3. ALL LEVELS ARE IN METRES.
 4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL, STRUCTURAL AND SERVICES DRAWINGS.
 5. ALL SETTING OUT TO BE AS PER THE ARCHITECT'S DRAWINGS.
 6. THE CONTRACTOR IS TO VERIFY ALL DIMENSIONS ON SITE AND IS RESPONSIBLE FOR ACCURATE SETTING OUT.
 7. THE CONTRACTOR IS TO CONFIRM THE EXISTING BOUNDARY AND SITE STRUCTURES ETC. PRIOR TO COMMENCING THE WORKS AND IMMEDIATELY INFORM THE SUPERVISING OFFICER SHOULD THESE BE AT VARIANCE WITH THE ASSUMPTIONS SHOWN ON THE DRAWING.

CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2015

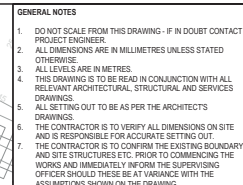
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LEGEND

SITE BOUNDARY ---

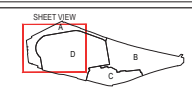
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ISSUE	DETAILS			DATE	BY CHK
STATUS / PURPOSE OF ISSUE:				SUITABILITY:	
PLANNING				S2	
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CLIENT: 21st CENTURY HOMES					
PROJECT NAME: MEADOWBANK DEVELOPMENT					
TITLE / DESCRIPTION: PROPOSED SITE LEVELS SHEET LAYOUT					
WRD PROJECT REF: E10918			SCALE AT A1: 1:1250		
PROJECT	ORIG.	VOL.	LEVEL	TYPE	ROLE
E10918 - WRD - XX - XX - DR - C -				90001	
					REV P01

NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.
FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.



CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 201

THE DESIGNS ON THIS DRAWING ARE PREPARED WITH CONSIDERATION OF THE NEED TO IDENTIFY HAZARDS AND GIVE REGARD TO THEIR ELIMINATION OR MINIMISATION. REFERENCE MUST BE MADE TO HEALTH AND SAFETY INFORMATION PREPARED BY THE PRINCIPAL DESIGNER.

DEVELOPMENT AREAS
NTS

- A RESIDENTIAL (WEST)
B RESIDENTIAL (EAST)
C MIXED RESIDENTIAL AND NON-RESIDENTIAL
D SPORTS CENTRE (BY OTHERS)

LEGEND

SITE BOUNDARY

PROPOSED LEVELS	+27.00
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P01	FIRST ISSUE - PLANNING: CONDITION 1			
ISSUE	DETAILS	DATE	BY	CR

STATUS / PURPOSE OF ISSUE:	SUITABILITY:
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PLANNING	S2
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www.fishbase.org

21st CENTURY HOMES

PROJECT NAME: _____

MEADOWBANK DEVELOPMENT

1. *Journal of the American Medical Association*, 2000; 283: 2689-2696.

TITLE / DESCRIPTION:

PROPOSED SITE LEVELS
SHEET 1

1

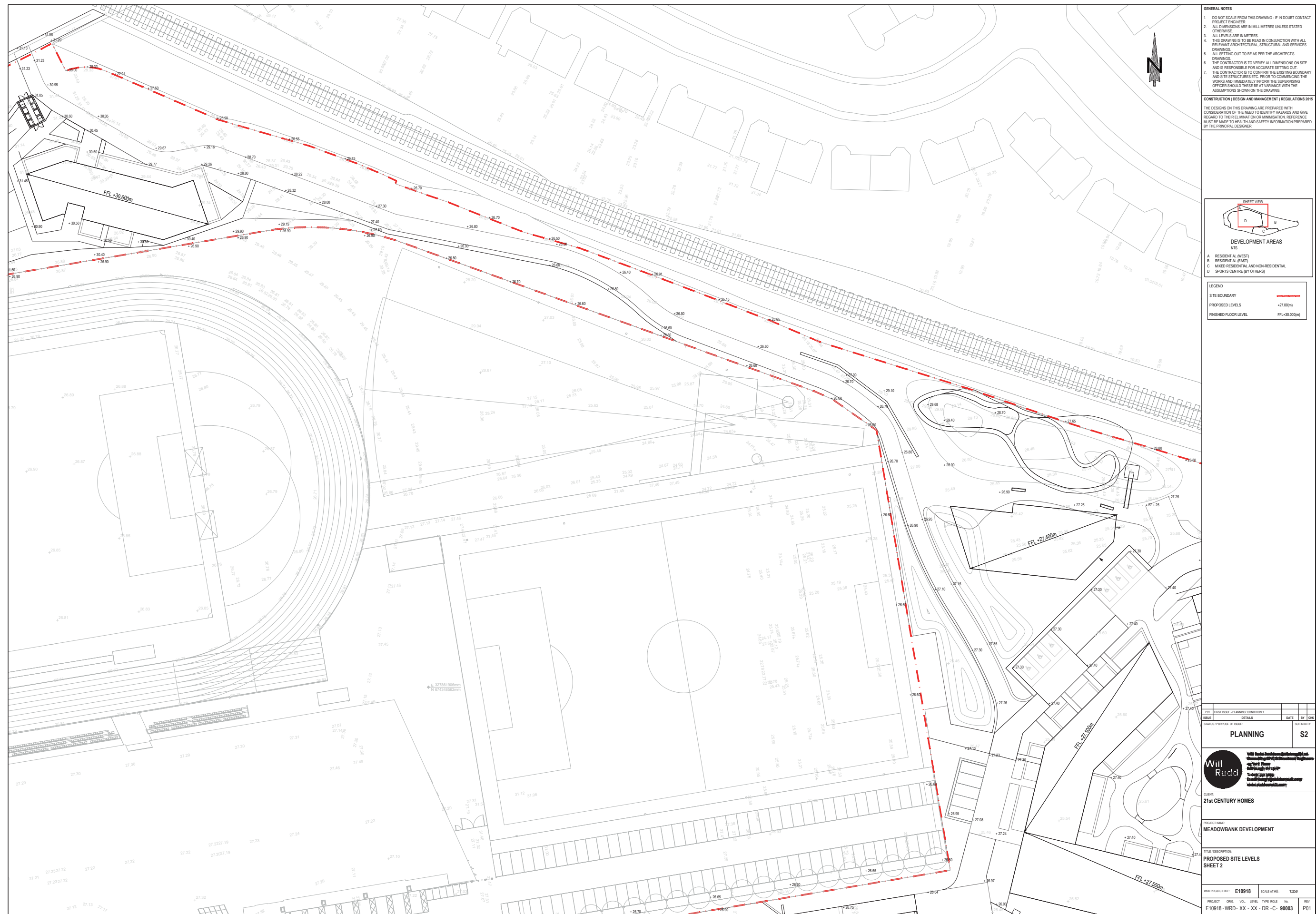
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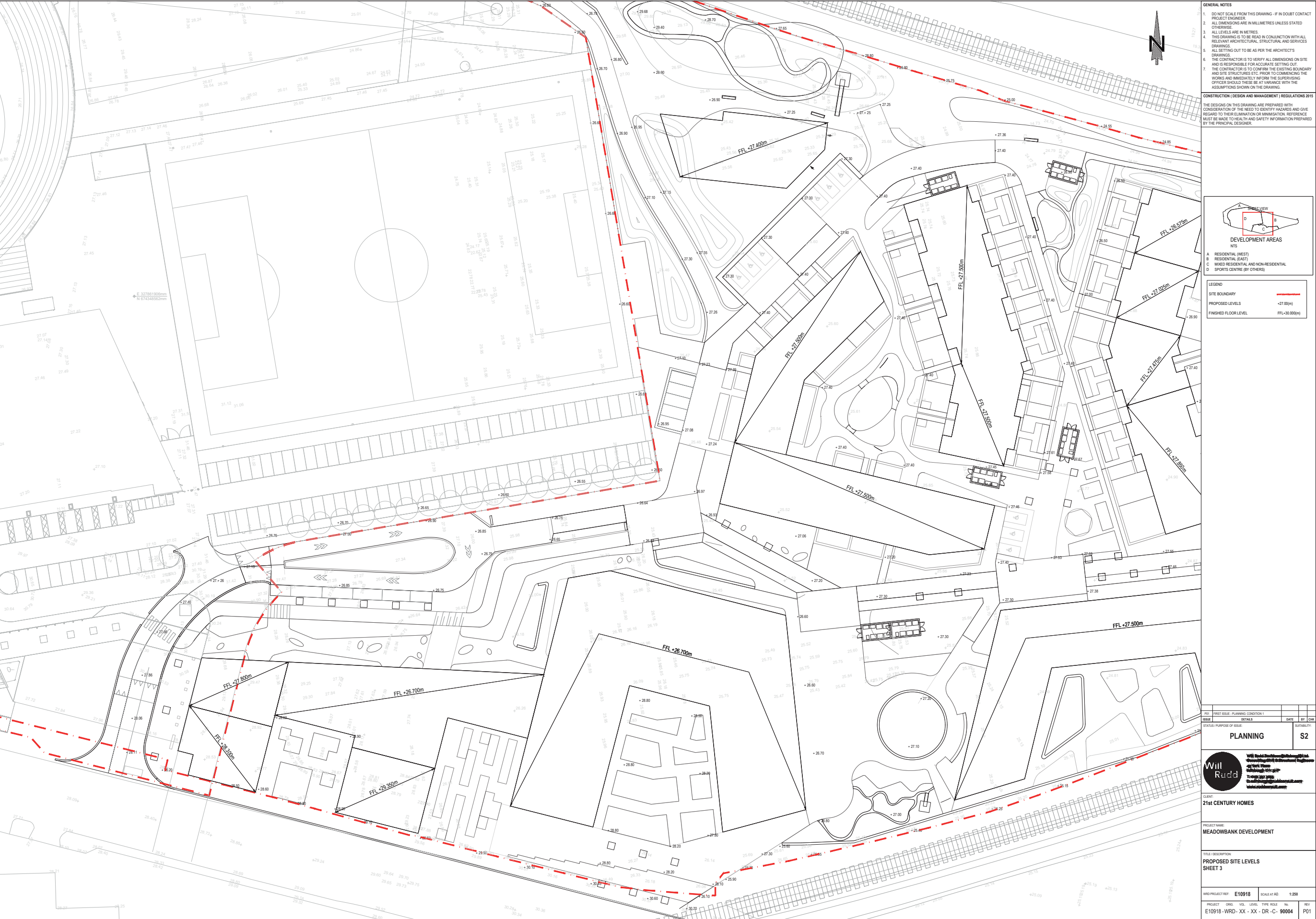
NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.
FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.

8.3 APPENDIX | PROPOSED LEVELS



NOTE: FOR SITE BOUNDARIES PLEASE REFER TO LOCATION PLAN, SEPARATE DRAWING ON PLANNING PORTAL.
FOR DETAILED SPORTS CENTRE LAYOUT PLEASE REFER TO PLANNING APPLICATION 18/00181/FUL ON PLANNING PORTAL.

8.3 APPENDIX | PROPOSED LEVELS



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