



REVISED CRAIGMILLAR URBAN DESIGN FRAMEWORK

8 AUGUST 2013

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

REVISED CRAIGMILLAR URBAN DESIGN FRAMEWORK

**APPROVED BY PLANNING COMMITTEE ON
8TH AUGUST 2013**



CONTENTS

1	INTRODUCTION	6
2	THE FRAMEWORK IN OUTLINE	14
3	HOUSING AND DESIGN	38
4	MOVEMENT	65
5	CENTRES & SERVICES	92
6	COMMUNITY FACILITIES	100
7	PARKS, OPEN SPACES AND ENVIRONMENT	113
8	BUSINESS AND EMPLOYMENT	135
9	DRAINAGE AND INFRASTRUCTURE	144
10	IMPLEMENTATION	152

PREFACE

THE CRAIGMILLAR URBAN DESIGN FRAMEWORK (CUDF) IS KEY TO GUIDING REGENERATION ACROSS THE CRAIGMILLAR AREA. SINCE ITS FIRST PUBLICATION IN 2005 SIGNIFICANT PROGRESS HAS BEEN MADE IN WORKING TOWARDS CREATING A THRIVING COMMUNITY.

However, the Council recognises that the CUDF isn't a static document and that it must be reviewed and updated to meet ever changing demands. The Council has worked closely with local people to understand what works well and what is still required to ensure that the regeneration of Craigmillar makes the most of its assets.

I'd like to thank all those who took part in shaping this document. This partnership working is achieving real results and I am delighted to hear so many positive comments about the regeneration so far. Lessons have been learnt, and by listening to the people and reviewing this document, improvements will be made and a revived Craigmillar will emerge.



A handwritten signature in blue ink, appearing to read 'Ian Perry'.

Councillor Ian Perry

Convenor of the Planning Committee

The background of the slide is a light blue map of a city area. A dashed white line outlines a specific region in the center of the map. The map shows streets, parks, and various landmarks. The text '1' is positioned to the left of the map.

1

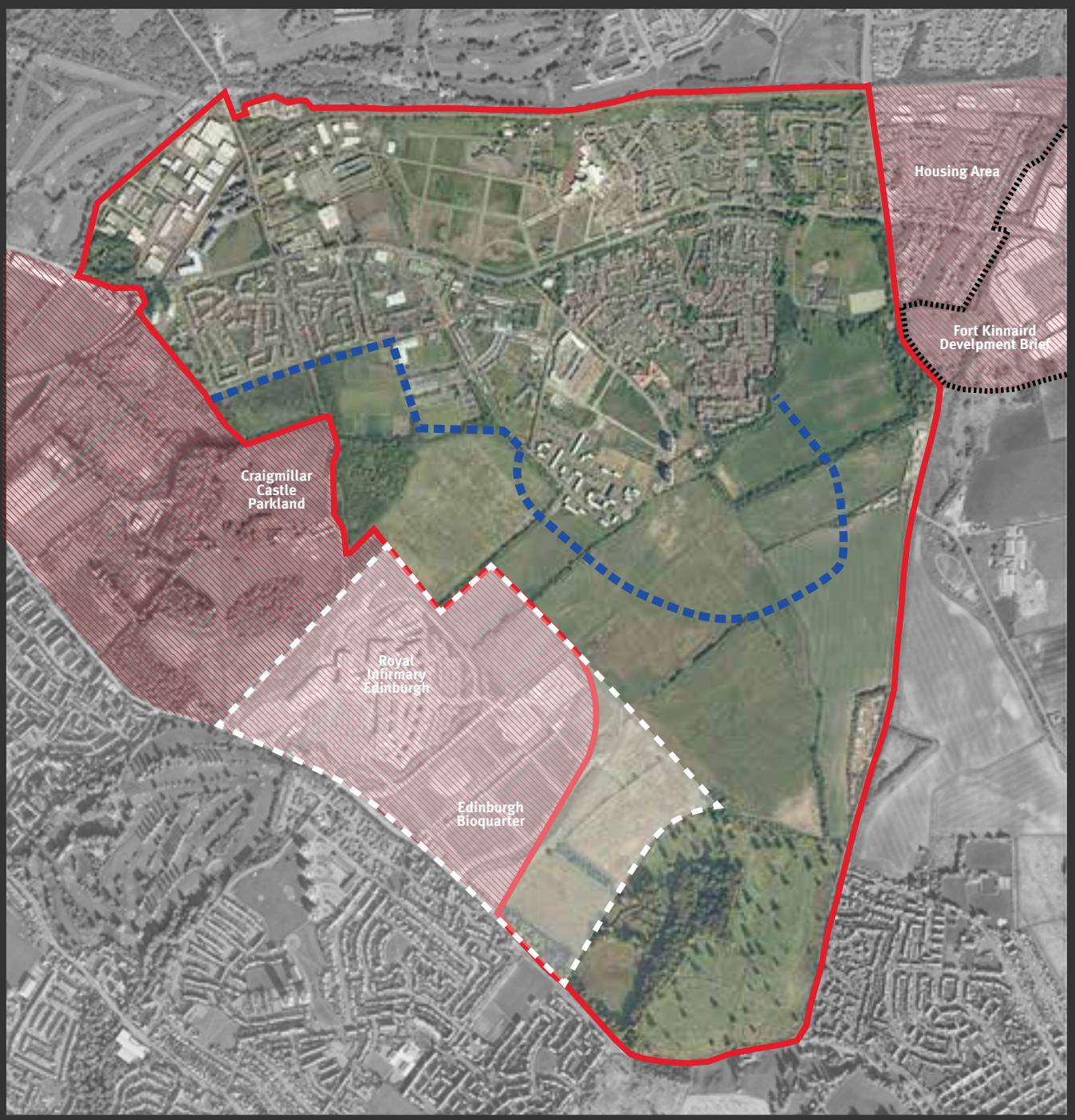
INTRODUCTION






VISION AND KEY ELEMENTS

- 1.1 This document is the revised version of the Craigmillar Urban Design Framework (CUDF). It continues to set out a vision and planning principles for development of the Craigmillar area, and supersedes the original 2005 version of the CUDF.

The study area for the CUDF is shown on the Study Area Map ([fig1.1](#)).

Fig 1.1
Study Area



-  Study Area
-  Edge of proposed built up area
-  Adjacent Context Areas
-  Fort Kinnaird Development Brief Area
-  Edinburgh Bioquarter and South East Wedge Parkland

THE VISION

- 1.2 Behind the detail in the CUDF is a vision of Craigmillar in the future.
- 1.3 Early in the process of engagement in 2004 four key planning aims were identified, and these still remain relevant today. These are:
 - **Population** – to bring in enough people to re-establish Craigmillar as a viable, sustainable community and support a full range of local community services. An extensive area of vacant land will be redeveloped, mainly with housing, and a substantial increase in population is in prospect to bring it close to previous population levels. This increase in population will support a full range of facilities to underpin the community – shops, schools, public transport and other services.
 - **Integration** – to stitch Craigmillar into the city fabric, addressing Craigmillar’s current geographical and social isolation. New developments should seek to improve ‘connectedness’ by improved communications, especially public transport, and securing a mix of uses and a variety of house types and sizes. Better physical and social integration is sought with adjacent areas – particularly the Royal Infirmary and the developing Biomedipark.
 - **Environmental Improvement** – to create a well-designed neighbourhood and a better quality environment which will be attractive to live in, have a strong sense of place and be safe and secure. Current environmental quality is poor, but there are a number of forgotten or unrecognised resources. The opportunity exists to transform Craigmillar’s environment. New development must be of the highest possible quality, and new safe and useable green spaces must be created, paying attention to the creation of new wildlife habitats. Above all the outdoor spaces must be accessible to all and in a form that local people want and will use.
 - **Sustainability** – to ensure that new development meets local needs and provides for the needs of future residents, at the same time minimising the consumption of energy and resources and the generation of pollution.



BACKGROUND

- 1.4 Since the approval of the 2005 CUDF, significant progress has been made in the delivery of key elements of the development strategy and a new regenerated Craigmillar is beginning to take shape.
 - 1.5 However, difficult economic circumstances have had an impact on the development industry and its ability to deliver development on the ground. Whilst this has slowed progress in regenerating Craigmillar it has provided the opportunity, in conjunction with Craigmillar residents and stakeholders, to evaluate development to date and consider whether the principles set out in the original CUDF are still relevant in today's economic environment.
 - 1.6 The 2005 CUDF was prepared in the context of the Edinburgh and Lothians Structure Plan 2015 and the South East Edinburgh Local Plan (2005). SESPlan, the strategic development plan for the Edinburgh City Region, has replaced the structure plan. The local plan has been replaced by the [Edinburgh City Local Plan \(2010\)](#). Other statutory and supplementary guidance has also been prepared since 2005 and should be read alongside the revised CUDF. For these reasons the Council, in August 2011, agreed to commence a review of the CUDF.
 - 1.7 It should be borne in mind that the CUDF is not the end of the process. There is more detail to come, including a revised Town Centre Master Plan. This additional information is just as important, and will help local people to shape their future environment.
-

PROGRESS SO FAR

- 1.8 Although the perception is that regeneration in Craigmillar is moving too slowly, considerable achievements have been made so far and should be recognised. These are as follows:
- 671 new homes have been completed in the Craigmillar area since 2005. 25.2% of these have been affordable housing, and approximately 24% of the new homes are family houses (3 or more beds)
 - Since 2002 the entire primary school provision has been renewed in the Craigmillar area; Castlevie Primary School opened for school year 2003/04 and Niddrie Mill and St Francis Campus opened for school year 2008/09. A further primary school site is safeguarded in the proposed Edinburgh Local Development Plan within the New Greendykes housing site
 - The Council is committed to providing a new Craigmillar High School to replace the existing Castlebrae Community High School. The new school will be located in the town centre and will be operational by 2020
 - Completion of the Niddrie Burn Restoration Project, including 1.5km of replacement sewers, bridges, flood storage and associated landscaping (May 2013)
 - Completion of the Public Transport Link to the Royal Infirmary of Edinburgh, with associated cycle and foot paths (June 2013). New and extended bus routes will be implemented in due course
 - Completion of the Wisp junction improvements (2011) to reduce delays to public transport and address the junction's capacity problem.
 - Completion of the new Council offices and library (2012)
 - The restoration and re-use of The White House, including public realm improvements, and community cafe
 - A new 3G synthetic football pitch has been provided close to Castlebrae High School. New cycling facilities are planned for Hunter's Hall Park, including a regional track cycling facility, a BMX track and closed road loop, with the aim of creating a cycling hub round the Jack Kane Centre.
 - Additional funding is in place for new 3G synthetic sports pitch at the Jack Kane Centre
 - The Thistle Foundation Conservation Area was promoted and subsequently approved in 2007

COMMUNITY ENGAGEMENT

- 1.9 The Planning Committee approval to review the CUDF in August 2011 required that the process include community and stakeholder engagement. The local community and other stakeholders were given the opportunity to engage in the review process at an early stage to identify issues of concern. Once these issues were agreed an Options for Consultation document was produced and the consultation period ran for 6 weeks.
- 1.10 In conjunction with the Neighbourhood Partnership and local community groups a consultation strategy was prepared to ensure effective engagement throughout the process. 3,500 leaflets and posters advertising events were distributed, web pages displayed information about events, and meetings took place with local community groups to raise awareness.
- 1.11 Workshops, drop-in sessions, meetings with stakeholders and community representatives, and presentations took place over a period of three weeks. Following which responses to the Options for Consultation were collated and analysed, and subsequently informed the amendments to the Reviewed CUDF.
- 1.12 The Reviewed CUDF was presented to the Neighbourhood Partnership in May 2013 and approved by the Planning Committee in August 2013.
- 1.13 This inclusive process of preparation of the Review has given a broad basis of consensus. The Council recognises that, as regeneration proceeds, further options and choices may arise. It is expected that the planning and design principles set out in the Framework will be used to ensure effective decisions are made regarding these choices.



Options of Consultation document

STATUS

- 1.14 The revised Craigmillar Urban Design Framework takes account of the points raised during the consultation and has been approved by the Planning Committee as Edinburgh Planning Guidance. It will be a material consideration in decisions on planning applications, and applies to all those bringing forward proposals within the Craigmillar area – both public and private developers, including PARC and the Council. As with all supplementary planning guidance, it can be updated in the future as necessary, but subject to views of local residents, businesses and other consultees at that time.
- 1.15 The revised CUDF is the most up-to-date planning guidance for Craigmillar. However, it is only one element in a range of planning policy, both statutory and supplementary. Those who wish to develop in Craigmillar should consult all the relevant planning guidance including:
- Strategic Development Plan for Edinburgh and South East Scotland (SESPLAN)
 - Edinburgh City Local Plan 2010
 - Edinburgh Design Guidance May 2013
 - Edinburgh Standards for Streets 2006
 - Parking Standards
 - Open Space Strategy 2010
 - Fort Kinnaird Development Brief 2005
 - Developer Contributions and Affordable Housing 2013
 - Approved Master plan for Biomedipark
 - Movement and Development
 - Guidance for Businesses
 - Listed Building and Conservation Areas
 - Edinburgh Bioquarter & South East Wedge Parkland
- 1.16 The cultural, historical and natural heritage features of Craigmillar must also be taken into consideration. The Framework provides detail on the features which are potential assets and could play a bigger role in helping to define the uniqueness of Craigmillar.



2

THE FRAMEWORK IN OUTLINE

CONTENTS

A STRUCTURE FOR CHANGE

POLICY TEXT

CONTENTS

- 2.1 The structure and content of the Framework sets out to provide a thorough understanding of the context for development and decisions to be made. Each of the main chapters (3 to 9) deals with the different elements of the design and is structured in the same way:
- 1 Main Themes
 - 2 Starting Point
 - 3 Choices
 - 4 Planning Principles
 - 5 Design Guidance

A STRUCTURE FOR CHANGE

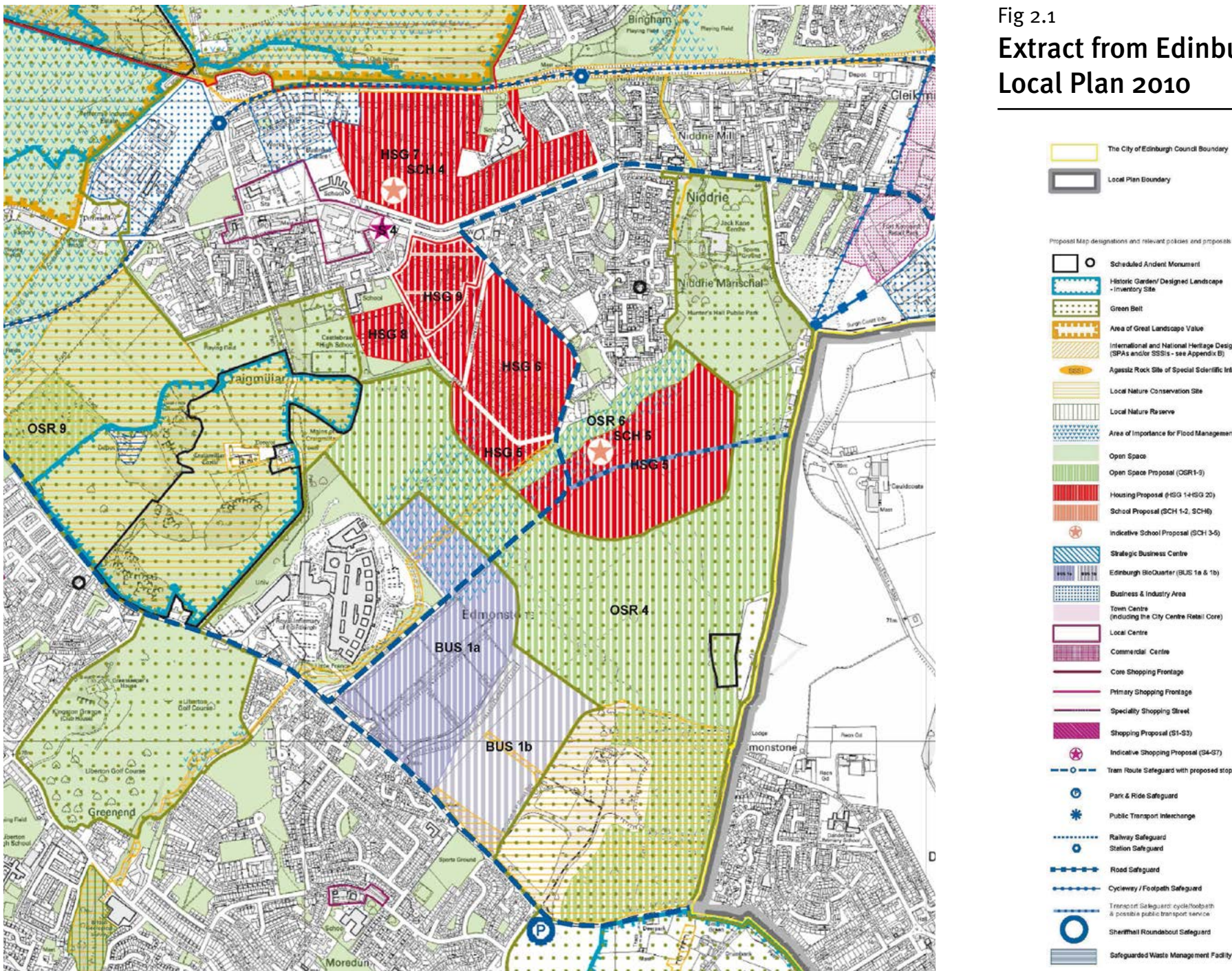
- 2.2 This Chapter of the Urban Design Framework summarises the key reference points which should be taken into account in future development in Craigmillar. These are considered under the headings of policy context, heritage and historical context, and the design approach to be adopted. The final part of this chapter sets out the key principles for Craigmillar.

POLICY CONTEXT

- 2.3 The statutory planning policies for Craigmillar are established in two key documents – the [Strategic Development Plan for Edinburgh and South East Scotland](#) (approved on 27 June 2013) and the [Edinburgh City Local Plan](#) (adopted 28 January 2010).
- 2.4 The Local Development Plan is in the process of being rewritten. Although this plan is yet to be finalised, the policies and aspirations contained within it will be a material consideration in determining a planning application.



Fig 2.1
Extract from Edinburgh City
Local Plan 2010



- 2.5 The Strategic Development Plan (2013) sets out a vision for a long term strategy for the city region and has the overarching aim to provide in full for the development needs of Edinburgh and the Lothians in accordance with the principles of sustainable development, whilst maintaining and enhancing the environmental heritage that underpins the area's quality of life. In particular, it seeks to encourage a more sustainable pattern of development by:
- Maintaining and enhancing economic competitiveness
 - Promoting a more inclusive society
 - Protecting and enhancing the natural and built environment
 - Integrating land use and transport.
- 2.6 The settlement strategy is based on the need to give priority to brownfield land, but also recognises the need for some new greenfield development. Craigmillar is considered to be an existing commitment as it comprises primarily brownfield land with the additional greenfield development, as identified through the South East Wedge Proposals.
- 2.7 The Edinburgh City Local Plan 2010 (ECLP) provides more detailed policies and proposals which are relevant to Craigmillar. An extract from the local plan proposals map focusing on Craigmillar is included (Fig 2.1). The South East Wedge Edinburgh Bioquarter proposals are an important strategic element of the local plan strategy. The plan allocates land for housing and the further development of a centre for biomedical research, and inter-related hospital, university and commercial business development, all set in a landscaped framework.
- 2.8 The other aspects of the Local Plan's strategy are to maintain and protect the Green Belt, to encourage higher density new housing development within the urban area, to promote business development and retail development.

- 2.9 In addition to proposals, the Local Plan highlights assets within the area to be protected and enhanced, including open space, historical assets, and the Thistle Foundation Conservation Area. The design policies aim to ensure that the details of individual schemes meet the standards required to deliver quality. Key areas in this regard are a requirement for masterplanning larger scale development sites, sustainable developments, and requirements for affordable housing, schools and other matters where developer contributions will be sought. More detailed references to the local plan will be made throughout this document.
- 2.10 The CUDF is consistent with these two statutory plans, which have been through rigorous public consultation procedures, as decisions made under the Planning Acts on future development proposals will have to be made in accordance with the development plan, unless material considerations suggest otherwise. In addition, the [Nature Conservation Act \(Scotland\) 2004](#) imposes a statutory duty on public bodies to ‘further the conservation of biodiversity’. To facilitate this, new development must enhance and improve biodiversity by improving habitat extent and quality and taking into account priority species and habitats identified in the [Edinburgh Biodiversity Action Plan](#). Other supplementary planning guidance includes the [Edinburgh Design Guidance](#), [Developer Contributions and Affordable Housing](#), [Parking Standards](#), [Movement and Development](#), and the [Edinburgh Standards for Streets](#). All of these detailed guidelines should be consulted by those bringing forward proposals in Craigmillar.
- 2.11 Looking at Craigmillar’s context there is other planning guidance to be considered. Supplementary Guidance has been prepared for the [Edinburgh BioQuarter](#) and the [South East Wedge Parkland](#). Once approved the Guidance will be adopted along with the Local Development Plan.
- 2.12 The Guidance aims to realise the full potential of the Edinburgh BioQuarter as a mixed use urban quarter, which protects and enhances the landscape setting of the city. The Supplementary Guidance supports the development of the Edinburgh BioQuarter for life sciences research and directly



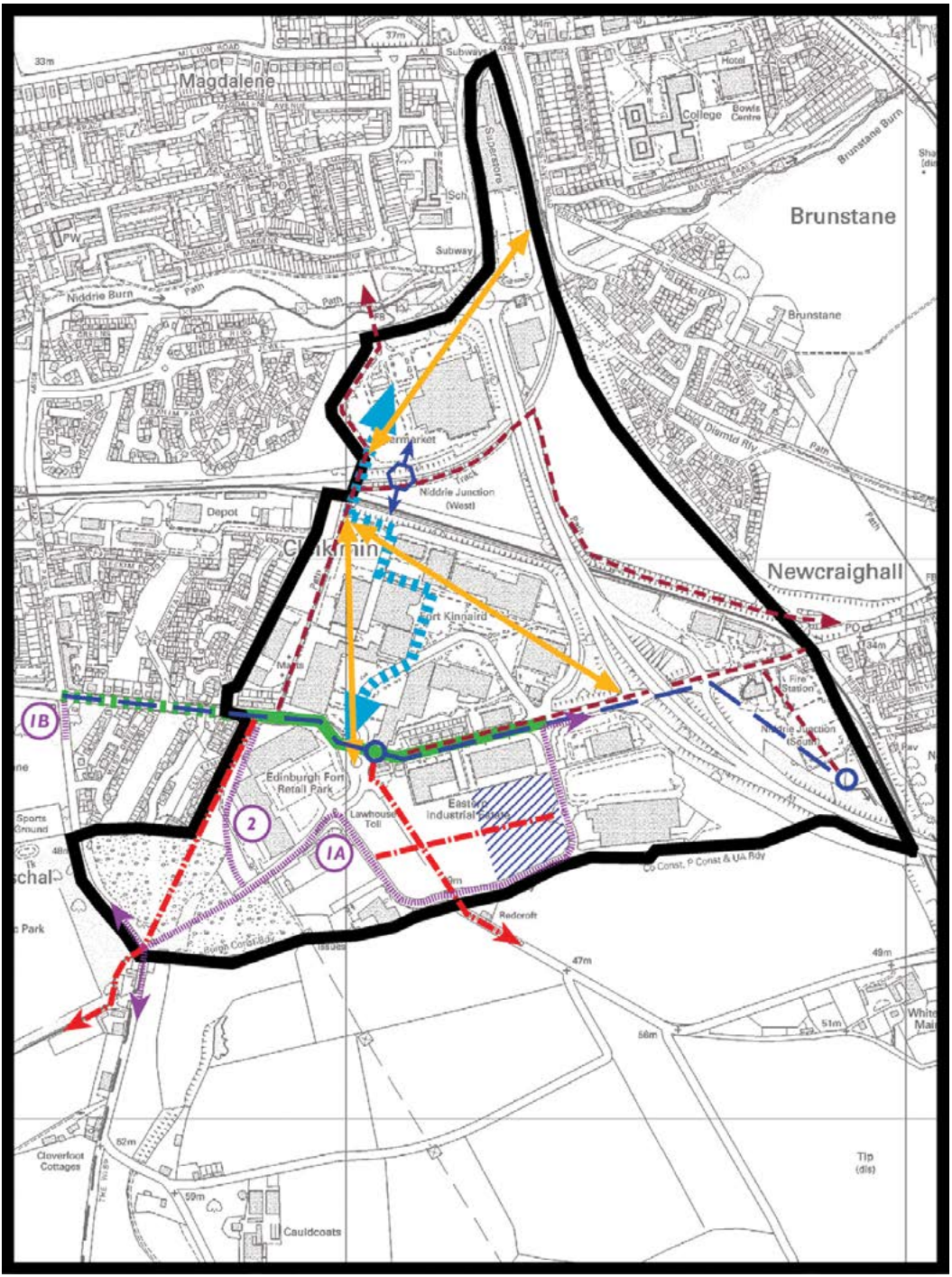















Fig 2.2
**Extract from Fort Kinnaird
 Development Brief**
 (Approved by Planning Committee on 26 May 2005)

-  Site Boundary
-  Direct Bus Link
-  New Pedit/Cycle Route
-  Improved Pedestrian/Cycle Route
-  Area of Search for Tram Stabling
-  Pedestrian Desire Line
-  South Suburban Line Station Safeguard and Access
-  Dedicated Public Transport Route (residents access only). West section only available with option 1
-  Proposed Tram Line and Stops
-  Diversion of private Traffic from Newcraighall Road
-  IA Wisp Link Option - Bing Section
-  IB Wisp Link Option - Wisp Widening
-  2 Fort Link Option

related commercial development. Proposals for development will be assessed against the BioQuarter Development Principles set out in the LDP, and the principles within the Supplementary Guidance. The Supplementary Guidance also sets out development principles for the South East Wedge Parkland, and four sub areas - The North Meadows, The South Woods, The Edmonstone Estate and The Niddrie Burn.

- 2.13 The [Fort Kinnaird Development Brief](#) (approved 26 May 2005) supports a limited amount of retail growth within Fort Kinnaird Retail Park, and identifies improvements that will be sought as part of any development proposals. These include the creation of a dedicated public transport route where Newcraighall Road passes through the retail park, a replacement route for general car traffic on a new road across Niddrie Bing, and changes to public spaces and road junctions intended to improve access for pedestrians and cyclists. (Extract included as [Figure 2.2](#)). Planning permission was granted in 2012 to reconfigure the centre. The overall floorspace is capped at 71,502 sq.m, with a limit on individual unit sizes too.

HERITAGE AND PHYSICAL CONTEXT

- 2.14 Craigmillar has cultural, historical and natural heritage features, which can strongly influence and define its future regeneration. It is therefore important to evaluate and understand this heritage fully.

LANDSCAPE AND HISTORICAL BACKGROUND

- 2.15 The Study Area lies in two valleys - the Braid Burn, and the Niddrie Burn. The general landform within the area has remained almost unaltered for centuries. However, the new BioQuarter is starting to change this as platforms are being created to alter the form of the hillside. (Figure 2.3)
- 2.16 The present form of the landscape reflects the result of over 5000 years of human management and occupation. From Scotland's first farmers (Niddrie Marischal, Neolithic Standing-Stone); through the farming communities of the Iron Age (Home Farm Enclosure, c700BC-500AD); to the large medieval and later estates (Edmonstone, Niddrie Marischal, Craigmillar), with their associated houses and formal designed landscapes; down to the effects of 19th and 20th century agriculture, industry (milling, brewing, brickmaking and mining) and most recently the post-war housing and business estates. All have left their mark on the area.
- 2.17 The impressive remains of the 14th century Craigmillar Castle and gardens (Millennium Forest) still dominate the area to this day. Similarly, although both Niddrie Marischal and Edmonstone Houses were demolished in the 20th Century, there are still recognisable remains of their extensive 17th/18th century designed landscapes. Most noticeable are the woodlands and field boundaries of the Edmonstone Estate, reflecting the 17th/18th century formal layout and dominating the southern edge of the Study Area. (Figures 2.4a and 2.4b).
- 2.18 Less obvious are elements of the once nationally important Niddrie Marischal Estate. A burial ground, scheduled vault, old estate boundary stone-walls and hedge-rows are still evident, despite large-scale demolition to make way for the modern housing estate.

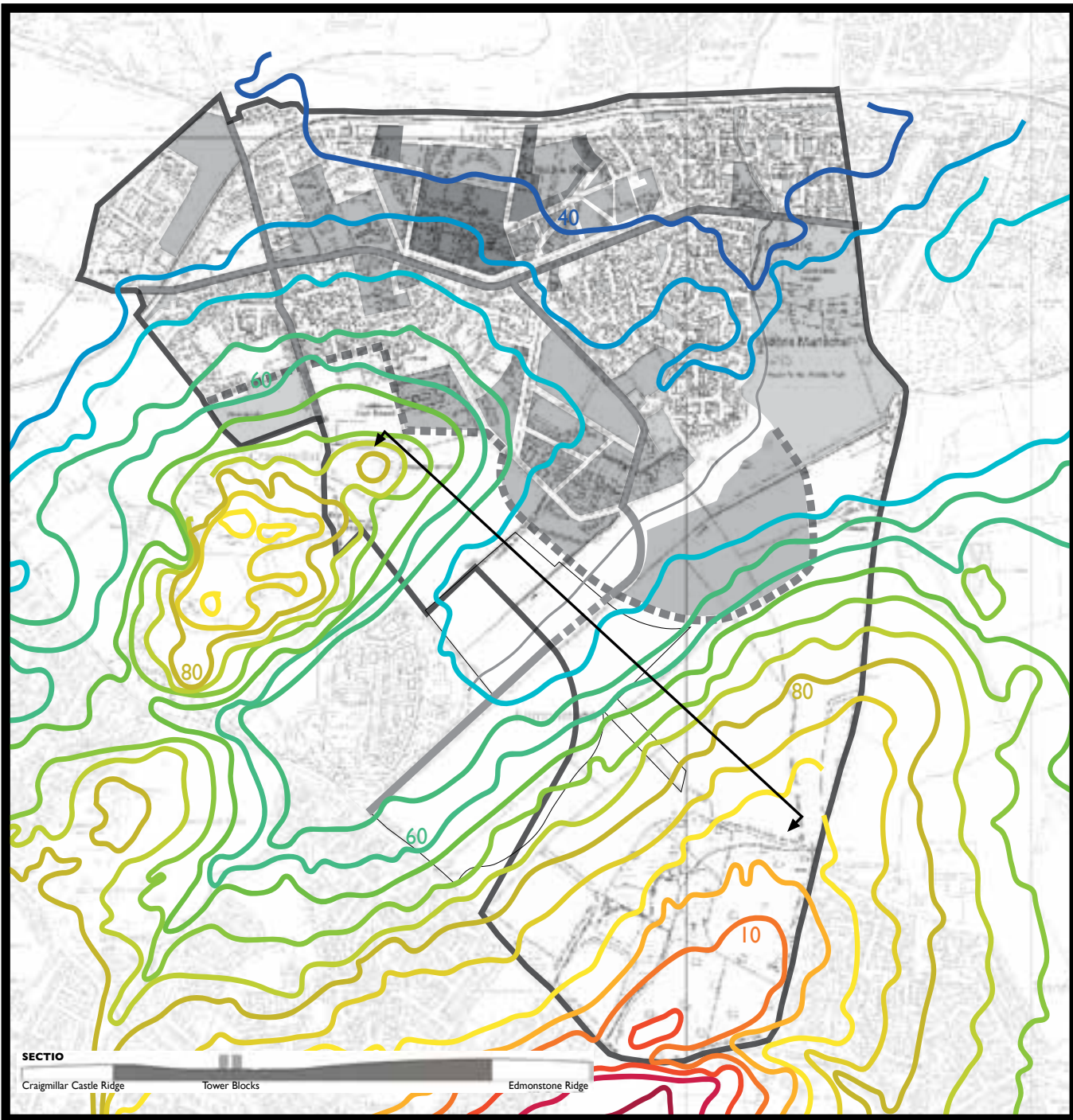


Neolithic Standing Stone



Ruin of Edmonstone Home Farm -
from the Agricultural Improvement Period

Fig 2.3
Topography and Landform



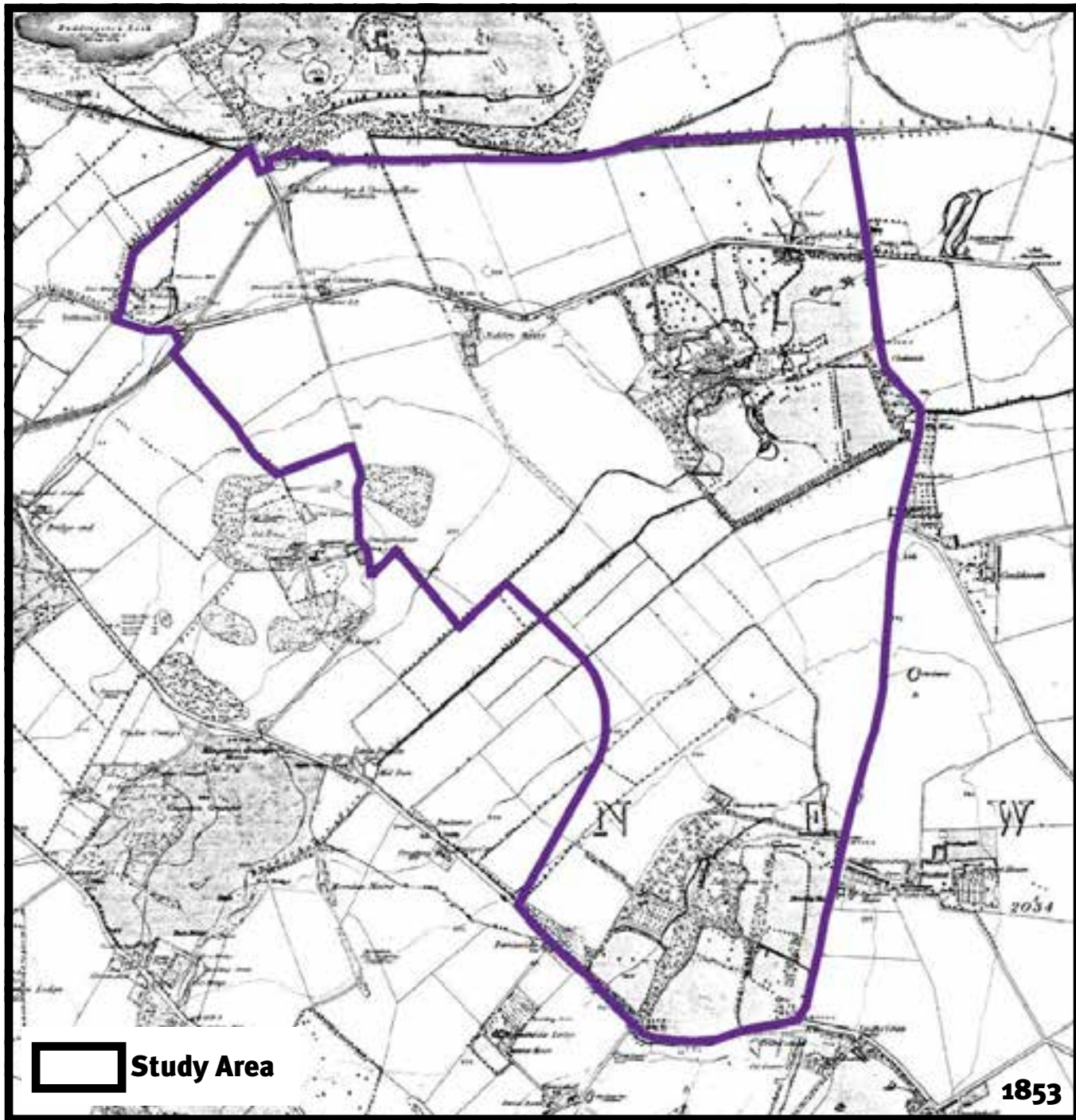


Fig 2.4a
Historical Development





Fig 2.4b
**2005 Aerial photograph
with 1853 map**

Many historic features remain evident in today's landscape

- 2.19 The river course of the Niddrie Burn has been significantly altered. It was straightened and split for agricultural reasons across the flood meadows and to create energy for a Mill. Part of the river was then culverted in the 1960s to enable housing development on the former Niddrie Marischal estate.

VIEWS

- 2.20 The southern part of the study area rises gently up from the Niddrie Burn valley to 100m to form the Edmonstone Ridge, from where there are impressive panoramic views north to Craigmillar Castle, Arthur's Seat, Edinburgh Castle, south to the Pentlands and east out to the Forth. These expansive views are shown in Figures 2.5a and 2.5b.

- 2.21 From the valley itself, there are clear views of the Castle and the Pentland Hills. Two Tower Blocks dominate the views to the east (Figure 2.5a).



Niddrie Burn restored

- 2.22 Views from Craigmillar Castle south and eastwards are also extensive and rural, extending into East and Midlothian. The new hospital is prominent in the view, as will be the Biomedipark, introducing a larger scale, more urban character (see Figure 2.5b).



Niddrie Marischal Tombhouse - obscured and inaccessible

Niddrie Marischal grave yard



Fig 2.5a
Views of the Surrounding Countryside



- 1 View from Edmonstone Ridge towards Craigmillar Castle and Edinburgh Castle
- 2 View towards Craigmillar Castle
- 3 The Pentland Hills remain visible above the rooftops of the housing
- 4 View from right of way towards the Royal Infirmary
- 5 View to Craigmillar Castle



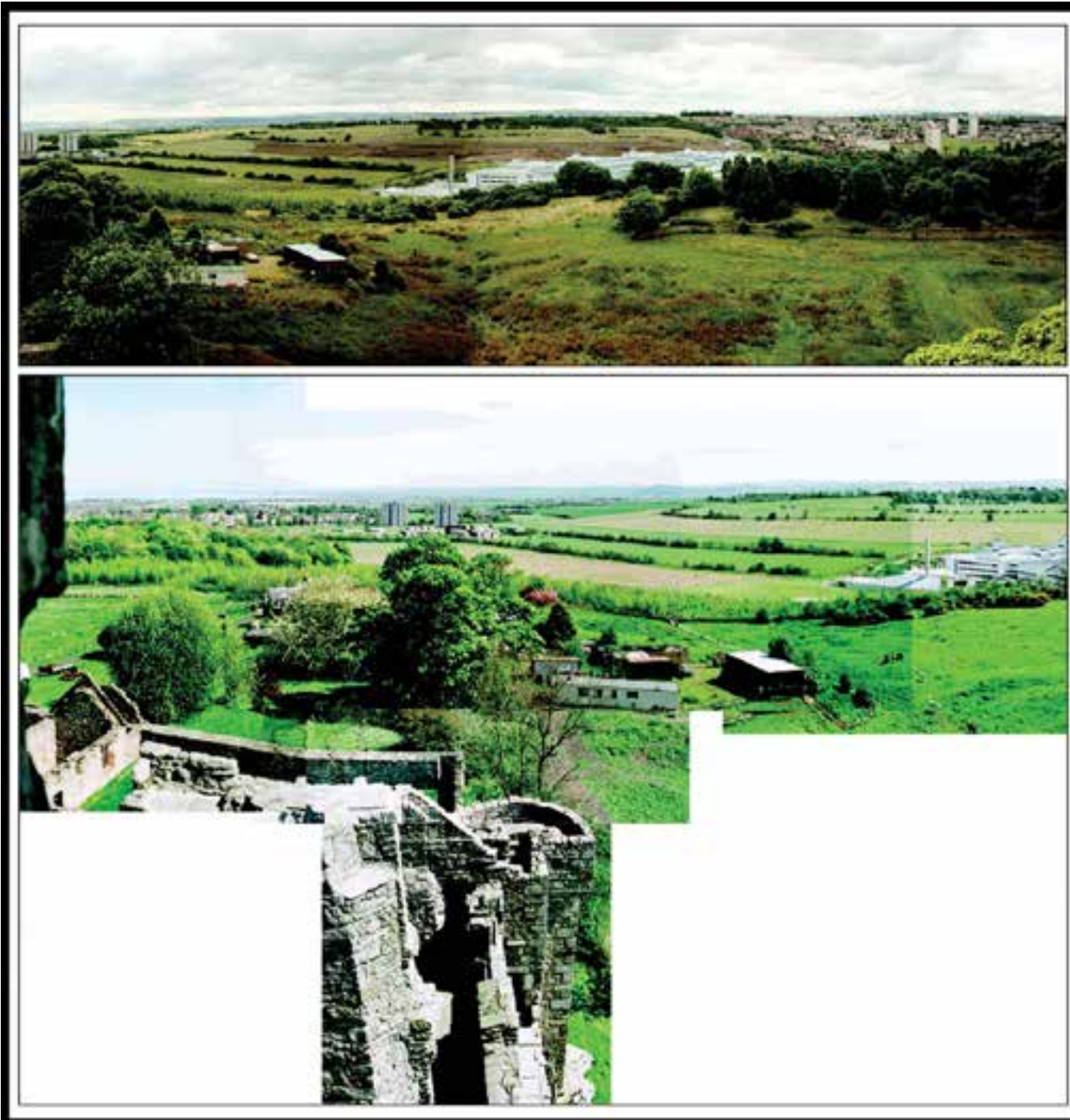
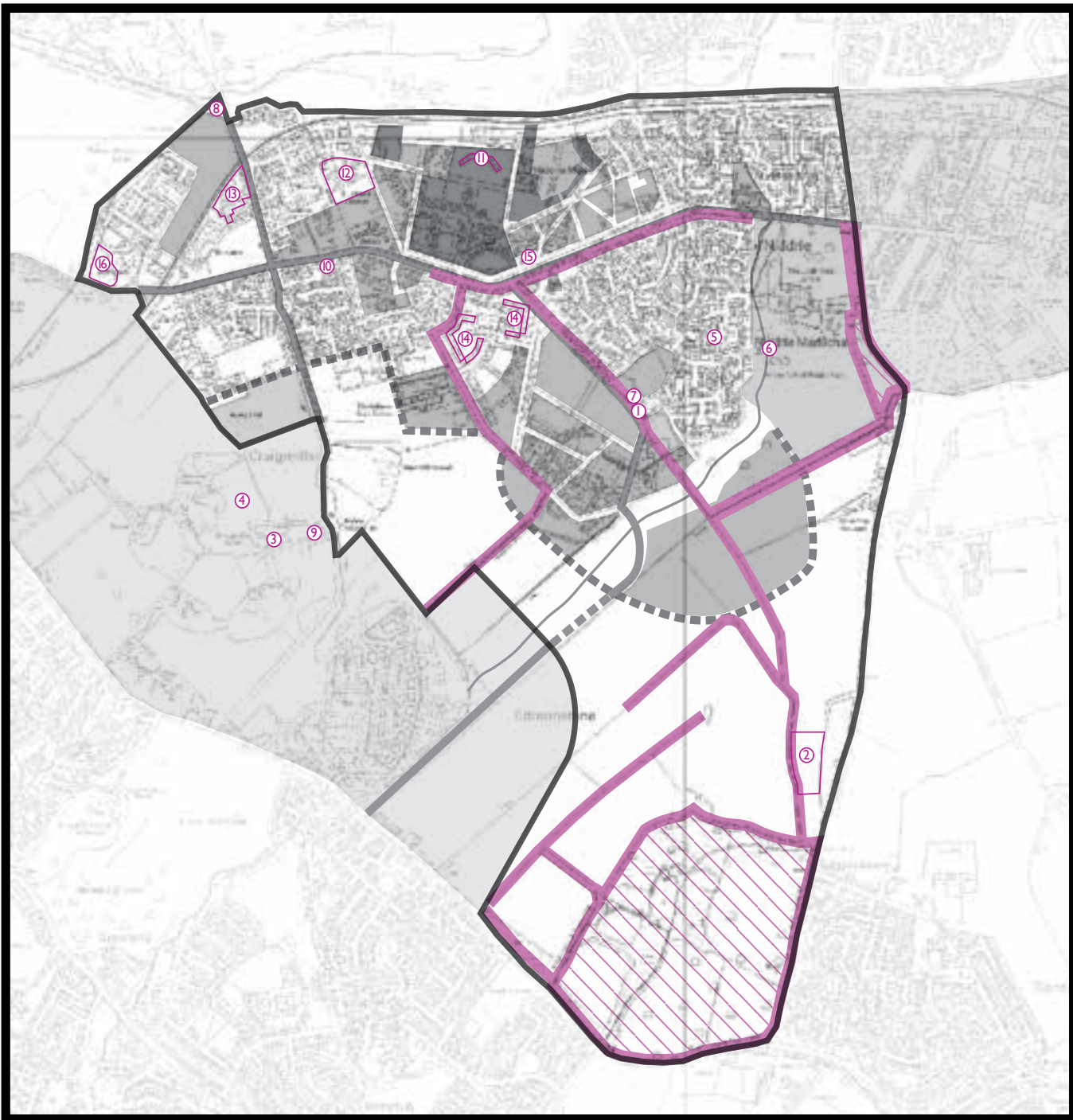


Fig 2.5b
Views of the Surrounding
Countryside
(from Craigmillar Castle)



Fig 2.6
Historical Assets



- ① Neolithic Standing Stone
 - ② Home Farm Iron Age Enclosure
 - ③ Craigmillar Castle & Dovecot. 14th century Ancient Monument & Listed Building
 - ④ Craigmillar Gardens & setting
 - ⑤ Niddrie Marischal Burial Vault/Tombhouse
 - ⑥ Niddrie Marischal Ice House
 - ⑦ Niddrie Marischal Burial Ground
 - ⑧ Innocent Railway Cast Iron Bridge
 - ⑨ Craigmillar Castle Dairy
 - ⑩ White House Public House
 - ⑪ Craigmillar Primary School
 - ⑫ Castlebrae Business Centre
 - ⑬ Craigmillar Brewery
 - ⑭ Thistle Foundation inc. Robin Chapel
 - ⑮ Richmond House
 - ⑯ Peffermill House
-  Remnants of Locally and Regionally Significant Historic Landscape features

- 2.23 The edge of the new development at Greendykes will form an important transition between the open landscape and urban development. To the north, the land falls gently to the Braid Burn and then rises dramatically up to Arthur's Seat. The dramatic changes in topography give spectacular views characteristic of Edinburgh and these should be protected and framed. This is reflected in Policies Des 3 and Des 10 of the City of Edinburgh Local Plan, which states that development which would by reason of height or bulk be viewed as intrusive from important viewpoints or would otherwise detract from the quality of the townscape and setting of the city will not be allowed.

HISTORICAL ASSETS

- 2.24 A number of historical structures in and around Craigmillar survive (Figure 2.6). The most important of these are protected by statutory designations. These include:
- 2.25 Scheduled Ancient Monuments
- Craigmillar Castle and Gardens - Its gardens are also included in the Inventory of Gardens and Designed Landscapes. It also has many natural heritage designations (see below).
 - Wauchope Vaulted Tomb (also known as Niddrie Marischal Burial Vault) - completely hidden in a housing estate and one of the last surviving elements of the former Niddrie Marischal House and Estate.
 - Home Farm Enclosure - an Iron Age enclosure (c.1st millennium BC) hidden on the Edmonstone ridge.
 - The Niddrie Marischal Neolithic standing stone – a nationally significant Ancient Monument but is not scheduled.



Craigmillar Castle and Gardens

2.26 The following Listed Buildings lie within Craigmillar:

- Craigmillar Castle and Dovecot - Category A
- Thistle Foundation Estate, Robin Chapel, Niddrie Mains Road - Category A
- Peffermill House, Peffermill Road - Category A
- Castlebrae Business Centre, Harewood Road - Category B
- Craigmillar Castle Dairy, Craigmillar Castle Road - Category B
- Craigmillar Primary School, Harewood Road - Category B
- White House Public House, Niddrie Mains Road and Craigmillar Castle Loan – Category B
- Craigmillar Brewery, Duddingston Road West - Category B
- Thistle Foundation Estate, 1-11(inclusive nos), 14-18 (inclusive nos) Queen’s Walk, 1-19 Chapel Court and 1-23 (inclusive nos) west court and covered walkways, Niddrie Mains Road - Category B
- Tombhouse (also known as Wauchope Vaulted Tomb), Niddrie Marischal Terrace - Category B
- Peffermill House Mill, Peffermill Road - Category B
- The Innocent Railway, cast iron bridge over Braid Burn - Category B
- The Richmond Craigmillar Church, Niddrie Mains Road - Category C

Also of note are sites included on the Inventory of Gardens and Designed Landscapes in Scotland, maintained by Historic Scotland, such as Craigmillar Castle, The Drum and Duddingston House.

2.27 In addition, the Council maintains records of non-Inventory gardens and designed landscapes which contribute in many ways to the value of the city centre, suburbs and rural hinterland of Edinburgh. Remnant designed landscapes in the Craigmillar area include the grounds of the former Edmonstone House and Niddrie Marischal House/Hunters Hall Park.

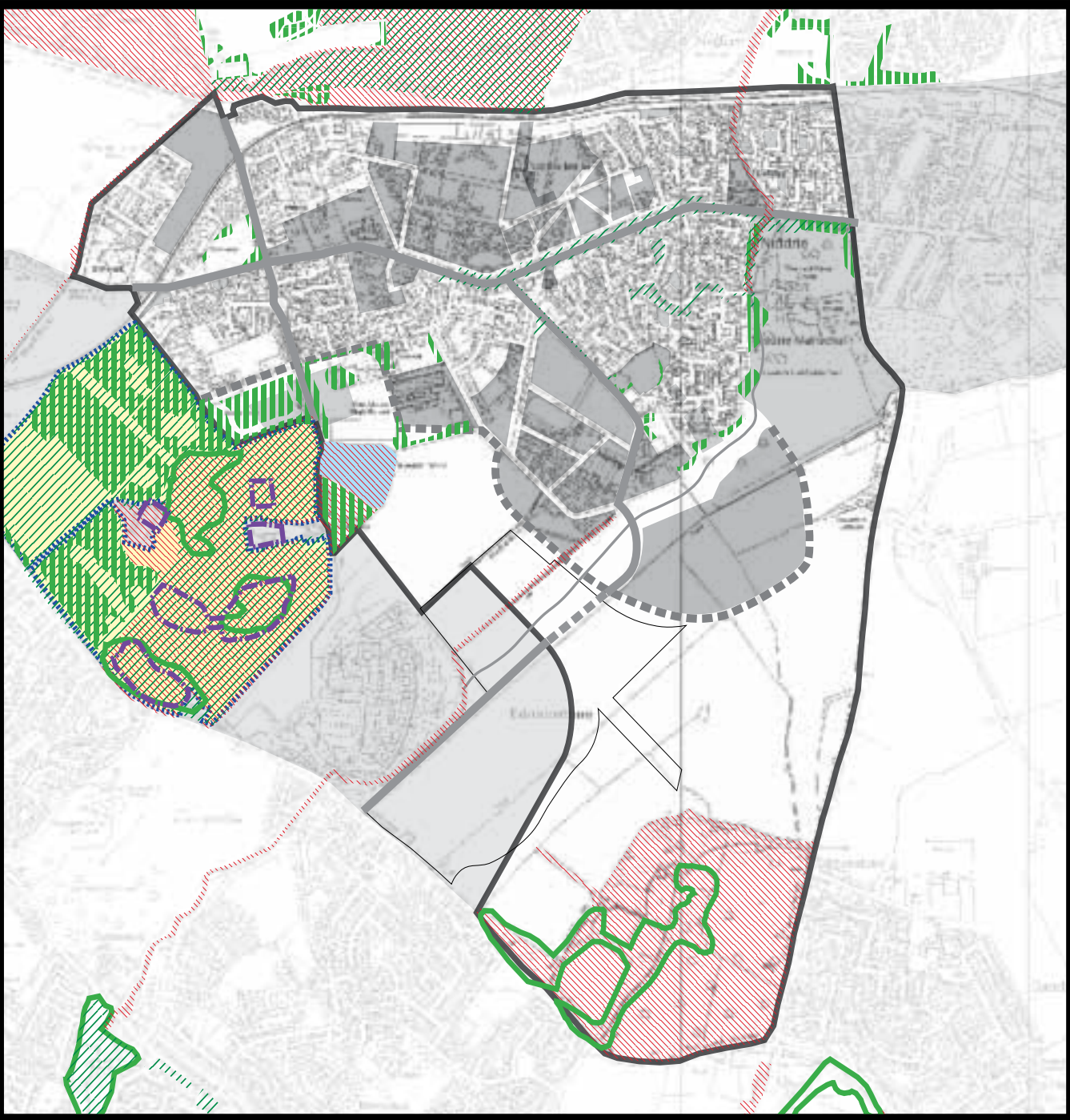
2.28 Local plan policies set out requirements for protecting and enhancing features of built, cultural and natural heritage interest, which contribute to the character and diversity of the environment.




- 2.29 The Thistle Foundation Estate was designated a conservation area in January 2007 and a detailed character appraisal highlights the features of particular value.

NATURAL HERITAGE CONTEXT

- 2.30 Government guidance recognises that attractive and ecologically rich environments are essential to social and economic well-being, supporting the delivery of a Central Scotland Green Network based upon integrated green infrastructure principles. The protection and enhancement of the natural heritage should be considered as an integral part of the design and development process as set out in the Edinburgh Design Guidance.
- 2.31 The important natural heritage features in the area are included in the Local Plan and highlighted in [Figure 2.7](#). They include:
- Tree and Treelined Hedgerows with Tree Preservation Orders
 - Local Nature Conservation Sites: including Local Geodiversity Sites and Local Biodiversity Sites, such as – Hawkhill Wood , Niddrie Burn, Edmonstone
 - AGLV / Proposed Special Landscape Areas
 - Heritage Trees
 - Ancient /semi-natural woodland
 - Urban Forest Planting and Millennium Planting areas
 - Scottish Wildlife Trust Site
- 2.32 In addition, a number of species protected by law are known to exist in the area, such as Otters and Bats. Site survey and policy tests will require to be met prior to the determination of a planning

Fig 2.7
Natural Heritage Context



-  Craigmillar Country Park
-  Tree Preservation Orders
-  Urban Wildlife Sites
-  Ancient and Semi-Natural Woodland
-  Neighbourhood Nature Reserve
-  Regionally Important Geological Site
-  Urban Forest (Millennium Planting)

application, where it is likely that a development would have an adverse impact upon a protected species.

- 2.33 The [Council's Biodiversity Action Plan](#) also sets out priority actions to conserve and enhance locally important species and habitats. Under the Nature Conservation (Scotland) Act 2004, the Council must further the conservation of biodiversity in the carrying out of its functions and consequently new developments should demonstrate both protection and enhancement of biodiversity through building and landscape design.
- 2.34 Conversely, there are some non-native, invasive species in the area. For example, Giant Hogweed, a notifiable weed, which exists in several pockets and requires to be eradicated.

CULTURAL CONTEXT

- 2.35 The community has always had a rich artistic heritage. The Craigmillar Festival Society (set up in 1962 by Helen Crummy) successfully applied for funding from the European Community and ran an Arts Festival each year. Since then the arts have continued to play a significant role and 'Craigmillar Community Arts' is a body that now exists to improve the quality of life for residents. This enthusiasm for the arts will be recognised in strategies to involve local people in their new environment.
- 2.36 The Jack Kane Centre provides a valuable all-weather sporting facility within the area and is linked to a large greenspace laid out as a number of sports pitches within the woodland setting of Hunter's Hall. This is recognised to be a Regional Sports Facility and proposals are currently being considered to enhance its recreational value through redevelopment and reprovisioning of sports facilities, including a regional track cycling facility, a BMX track and closed road loop, with the aim of creating a cycling hub. There is also funding in place for a new 3G synthetic sports pitch on the site. (see Chapter 7).

PLANNING PRINCIPLES FOR CRAIGMILLAR

- 2.37 Taking these contextual issues in to consideration, the Framework seeks to address the needs of the current local community within Craigmillar at the same time as meeting the more strategic needs of the city as a whole. The following key planning principles set out to guide new development in Craigmillar:
- Bringing prosperity to the area in terms of jobs, security, and a family-friendly environment
 - Breathing new life into the community - with schools, town centre, and other facilities alongside new housing
 - Keeping the best of Craigmillar, making more of its potential in terms of people, and the cultural, historical and natural features
 - Linking Craigmillar into the rest of the City both by physical connections and visually, by design – and bringing Edinburgh into Craigmillar. Craigmillar should look and function like a part of Edinburgh.

DESIGN PRINCIPLES FOR PLACEMAKING

- 2.38 Good design is essential to the future success of Craigmillar. Chapters 3 – 9 contain the design principles for different topics and this section sets out the broad principles for the whole Craigmillar area. Scottish Government places good design high on the agenda with the publication of [Designing Places \(2001\)](#) and [Designing Streets \(2010\)](#). In addition the Council has produced the Edinburgh Design Guidance (May 2013) specific to Edinburgh. In design terms the philosophy is based not on grand gestures and architectural forms, but on the creation of a decent place to live – well planned, able to adapt to social change, requiring good practice in design, and establishing Craigmillar as a place of choice.



2.39 The design principles can be distilled under five main headings which are all interlinked. These are:

DISTINCTIVENESS

The new Craigmillar should be a place of character in its own right, not just a suburban expansion. Taking inspiration from local buildings and features both within the area and elsewhere in Edinburgh, the aim is to inspire new architecture, treasure important views and develop a new special place clearly linked to the rest of Edinburgh.

SOCIABILITY

Craigmillar should become a place where everyone can meet easily and safely. Re-thinking the town centre will improve it as a central gathering place for a range of activities – informal and organised. Movement of all types should be encouraged by a layout of purposeful public spaces, helping people to feel safe, secure and confident.

PEOPLE FRIENDLY

New developments should be at human scale with places for people. People should feel that they are more important than traffic, and that day to day activities are easy to do. Craigmillar people should continue to be involved in the design process.

SUSTAINABILITY

The good things in Craigmillar should be kept. New housing should be robust, long-lasting and cater for a wide range of people. Open spaces should be in walking distance of houses. Design and construction should keep energy consumption low and make the most of natural forces (such as sustainable drainage and natural ventilation). Biodiversity should be designed in.

QUALITY

High quality design is essential. To achieve this, the aims set out in the Framework must be pursued at every level of the design process. Design must also address details. Long-lasting materials allied to good workmanship are essential and will make economic sense over the lifetime of development.

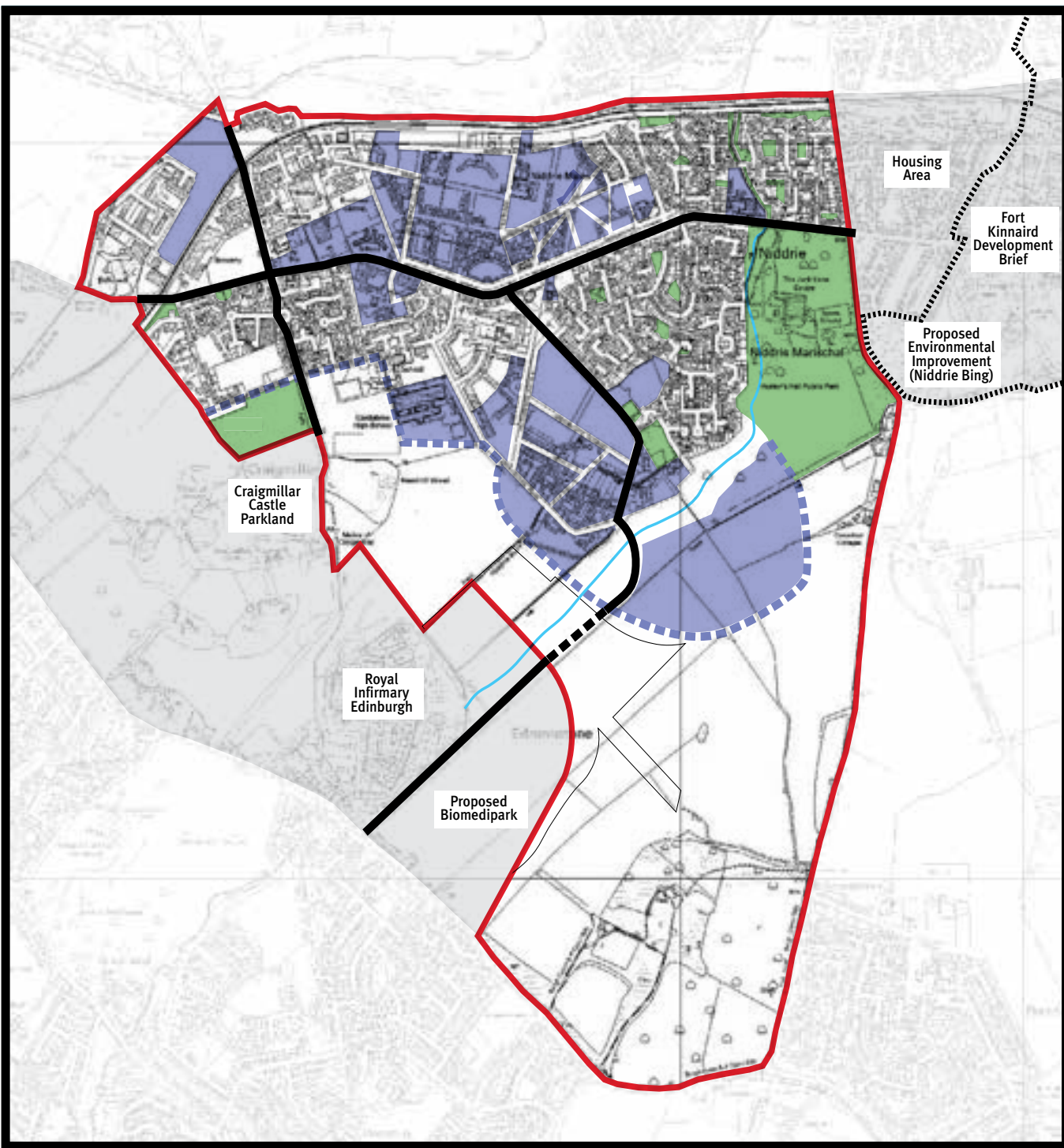


KEY ELEMENTS

The Framework is outlined in [Fig 2.8](#). The original Key Building Blocks which will deliver a revived Craigmillar are still relevant, and are as follows:

- Design Approach based on traditional streets with individual front doors leading directly on to public streets
- Major areas of new Housing with a mixture of flats and houses, and a range of sizes of housing units. New houses to have associated gardens and car parking
- A new Public Open Space Structure within the built-up area with details of pitches to be replaced
- Town Centre to be strengthened as a destination and its centre of gravity to move eastwards to be more central to Craigmillar as a whole
- New Community Schools – 3 new primary schools and space for a fourth if needed.
- The replacement of Castlebrae High School on a Town Centre site.
- Community Facilities to be provided within or in relation to schools
- Land allocated for Economic Development and improved links to Royal Infirmary
- Design principles to improve Niddrie Mains Road
- A new design of ‘Local Streets’ based on Home Zone principles
- Details of the safeguarded route for Tram Line 3
- Major new Parkland areas wrapping around the edge of the built-up area
- The realignment and restoration of the Niddrie Burn

Fig 2.8
Development Plan Outline



- Craigmillar Study Area
- Edge of proposed built up area
- Adjacent Context Areas
- Existing open space to be protected
- Development blocks or individual sites
- Key Connector Streets
- Public Transport Link
- Niddrie Burn River Restoration



3

HOUSING AND DESIGN

MAIN THEMES

THE STARTING POINT

CHOICES

PLANNING PRINCIPLES FOR HOUSING

DESIGN GUIDANCE FOR HOUSING

MAIN THEMES

- 3.1 As explained in the previous chapter, regeneration and new development in Craigmillar seek to achieve four key principles:
- Bringing prosperity to the area in terms of jobs, security, and a family-friendly environment
 - Breathing new life into the community - with schools, town centre, and other facilities alongside new housing
 - Keeping the best of Craigmillar, making more of its potential in terms of people, and the cultural, historical and natural features
 - Linking Craigmillar into the rest of the City both by physical connections and visually, by design – and bringing Edinburgh into Craigmillar. Craigmillar should look and function like a part of Edinburgh.
- 3.2 We expect the Framework to provide opportunities to meet the needs of the current population, but it must do more than that. It must shape a new and different future, creating the structure to deliver a new sense of place which will make Craigmillar a place of choice in the city and cater for the needs of those who come to live here as well as those who always have. The vision of PARC is for Craigmillar to grow dramatically – from a population of around 7,500 in 2004, back towards 15,000 – a busy, lively, viable community with approximately 3,200 new homes, enough to support a range of services and mixed uses such a population needs. There are important issues for the design and development of housing and related space.

IMAGES ILLUSTRATING THE DIVERSITY OF THE EXISTING NEIGHBOURHOODS

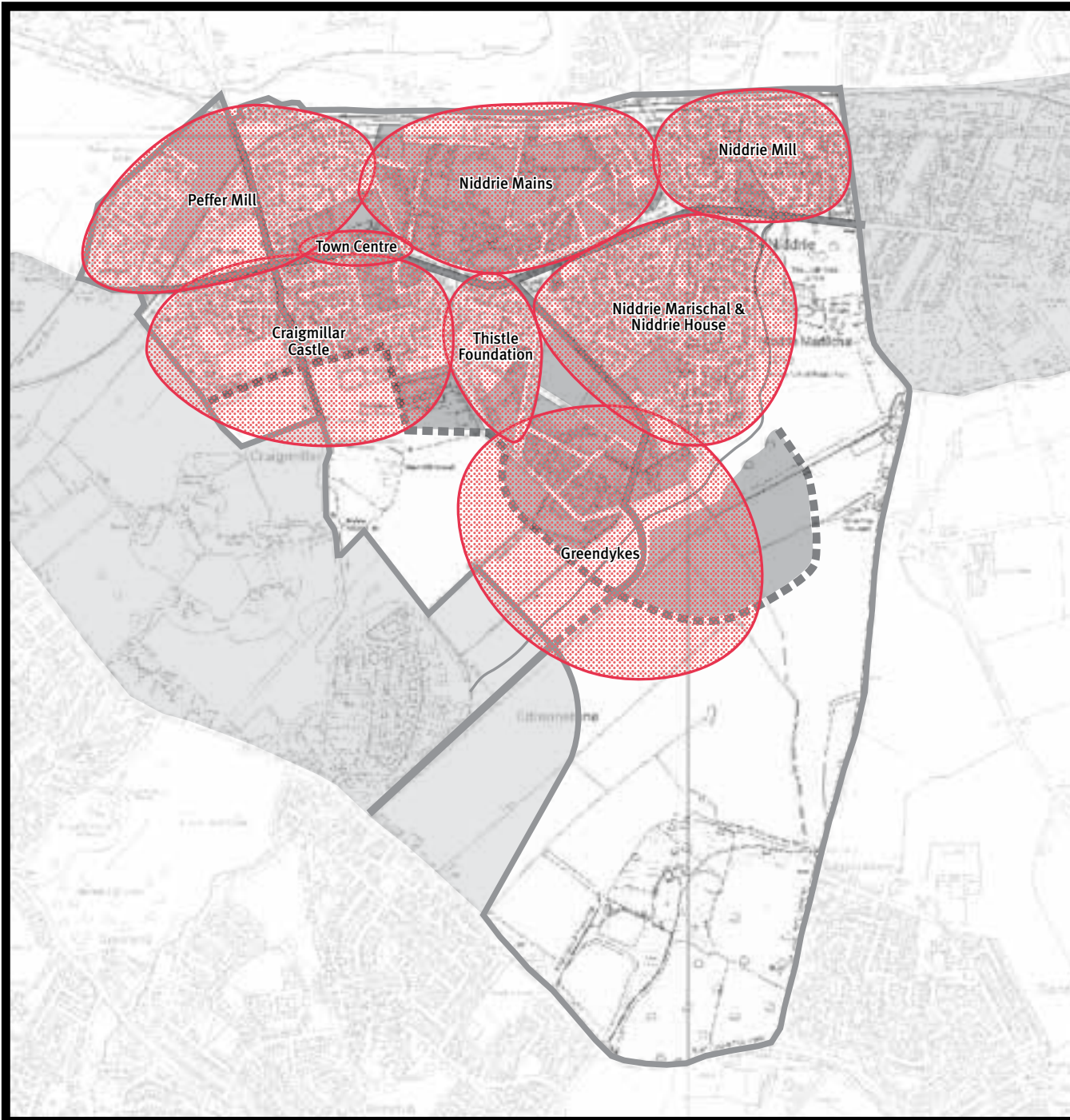


THE STARTING POINT

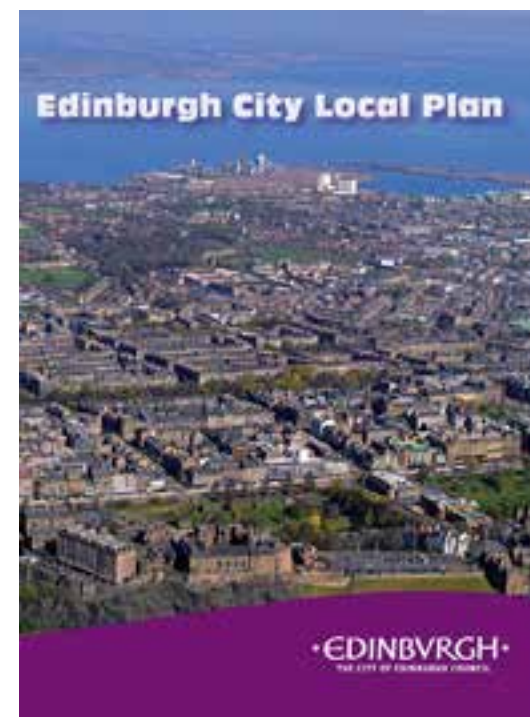
- 3.3 The Study Area is generally recognised as Craigmillar. For local people, however, it is not just one community – it is an area of several neighbourhoods: Niddrie Mains and Niddrie Mill to the north, Niddrie Marischal and Niddrie House to the southeast, Greendykes to the south, Craigmillar Castle area and the town centre to the west and the adjacent, central Thistle Foundation (see [Fig 3.1](#)). There are other communities nearby which are closely linked to the Craigmillar communities such as the Cleekims and Bingham, and to a lesser extent Prestonfield and Liberton. There are also different residential and working communities.
- 3.4 The Edinburgh City Local Plan contains policies relating to design quality and to housing. Policy Des 1 requires development to create or contribute towards a high quality, sustainable living or working environment. New development should draw upon positive characteristics of the surrounding area to create or reinforce a sense of place, security and vitality. It is expected that new development will be innovative in the design and layout of new buildings, streets and spaces, provided that the existing quality and character of the wider environment are respected and enhanced and local distinctiveness is created. Policy Des 2 refers to the need to co-ordinated development.
- 3.5 Policy Des 3 sets out specific criteria regarding new development, including the need to protect important views and features of interest, to ensure design is adaptable to future needs, that there is clear distinction between public and private spaces, community security is considered, safe and convenient access for all is provided, that ancillary facilities are sensitively integrated and that biodiversity is protected and enhanced.
- 3.6 Policy Des 4 refers to the layout of development and particularly the need to consider the needs of pedestrians and cyclists within new development. Policies Des 5 and Des 6 relate to external spaces and sustainability respectively.



Fig 3.1
Neighbourhood Communities



- 3.7 Policy Des 8 is of particular relevance as it requires development at the urban edge to reinforce boundaries with the Green Belt through landscaping, while relating well to the rural character in addition to promoting public access to the countryside through layout and design. Policy Des 10 refers to the need to ensure the scale of building is appropriate to the context and protects important views.
- 3.8 In addition to the above, Local Plan Policy Hou 2 seeks an appropriate mix of house types and sizes to meet a range of housing needs, Policy Hou 7 requires 25% of all new residential units to be Affordable Housing, and Policy Hou 3 sets out the requirements for private open space in new housing developments.
- 3.9 The local plan identifies five sites within the Craigmillar area where housing development will be supported:
- New Greendykes – Estimated Capacity 810 – greenfield site
 - Greendykes - Estimated Capacity 990 – redevelopment site
 - Niddrie Mains – Estimated Capacity 600 - redevelopment
 - Castlebrae High School – Estimated Capacity 145 – redevelopment
 - Thistle Foundation – Estimated Capacity 170 – partial redevelopment
- 3.10 In addition to these identified sites, the Local Plan is generally supportive of housing development, provided it complies with other policies set out in the Development Plan. Policies Com 1 and Com 2 refer to the need to ensure any new housing is supported by the provision of appropriate community facilities and contributes to school provision where the new housing will result in additional demand for school places.



- 3.11 Supplementary guidance for new development is contained in the Edinburgh Design Guidance, Open Space Strategy, Edinburgh Standards for Streets, Movement and Development, Parking Standards, Listed Building and Conservation Areas, and Developer Contributions and Affordable Housing.
- 3.12 When the CUDF was first published in 2005 new-build had already started, with 889 housing completions between 2000 and 2005. The new build began a change to the tenure balance from predominantly Council owned housing, though not dramatically - 340 houses for sale, 549 for rent, and 8 for market rent. Since 2005 redevelopment has continued with 671 housing completions taking place up to March 2013. Further planning consents are in the pipeline and more development is expected to take place from 2013 at Greendykes and Wauchope with a mix of affordable and private tenures.
- 3.13 The demolition and redevelopment that has taken place so far has led to a more balanced tenure and suggests that Craigmillar, at one time one of Edinburgh's most stigmatised social estates, is now performing better. There is no doubt that despite deprivation, there is a very strong sense of community reflected in the many vibrant and active community groups. However, the area is still characterised by higher than average deprivation and low incomes.



CHOICES

- 3.14 The critical choice is about the sort of place the Craigmillar of the future should be. Informed decisions have to be made about the appropriate urban form and scale – fundamentally what kind of streets do we want and how high should the buildings be? Many elements define and give character to an area. The quality and detailed design of buildings and spaces is important as well as their scale in terms of height, width, massing and depth. Added to that is the balance to be struck between the amount of land to be built on and the amount and distribution of open space with various functions. The final housing densities are derived from considering all these factors and relationships. There are also choices to be made about the proportion of flats and houses, and the variety and size of residential units. Craigmillar is far from being a “clean sheet”. Many choices have already been made, either through the Local Plan or, with regard to sites controlled by PARC, through the PARC business plan. There are therefore a considerable number of fixed points such as the newly built housing, the general design approach adopted by the Planning Authority and the desire to create a balanced community with choice of housing types and sizes. It is also important not to forget that there are some special needs to be accommodated within Craigmillar – such as a residential home, affordable housing and alternative accommodation for the Show People who are to move from their current location on Niddrie Mains Road.

*EXAMPLES OF DEVELOPMENT VISITED OR
CONSIDERED BY STAKEHOLDER GROUP*



The Colonies, Stockbridge



Shields Road, Byker



Gorbals



Greenwich Millennium Village

PLANNING PRINCIPLES FOR HOUSING

- 3.15 The Edinburgh City Local Plan includes a number of policies relating to housing and design, as referred to above. These must be complied with. There is also detailed supplementary guidance. In addition to these, the following principles are specific to the Craigmillar area:
- 3.16 The design of new areas should be conceived as a whole rather than as a collection of disparate housing estates and business parks. Dwellings, shops and public and private institutions should be located close to each other, within the same building or block or with easy access between these. Housing and mixed uses should be developed in association with each other.
- 3.17 The relationship between built form and the public realm allied to landscape character should generate a lively, distinctive character. It is the design of the space between the buildings which helps to give a place its character, and determines whether or not people feel comfortable within that space. This will be important to Craigmillar's future. There must be careful and considered design of various elements - street type, building type and the treatment of the public realm.
- 3.18 The key design components are:
- The adoption of small street blocks as the basis of urban form;
 - A requirement for all street frontages to have ground floor doors and windows, and direct access to individual properties from the street;
 - Appropriate and well-designed boundaries;
 - Enough open space – public, private and semi-private – to meet the needs of residents;
 - An appropriate mixture of houses and flats of varying sizes.



Colony housing in Leith

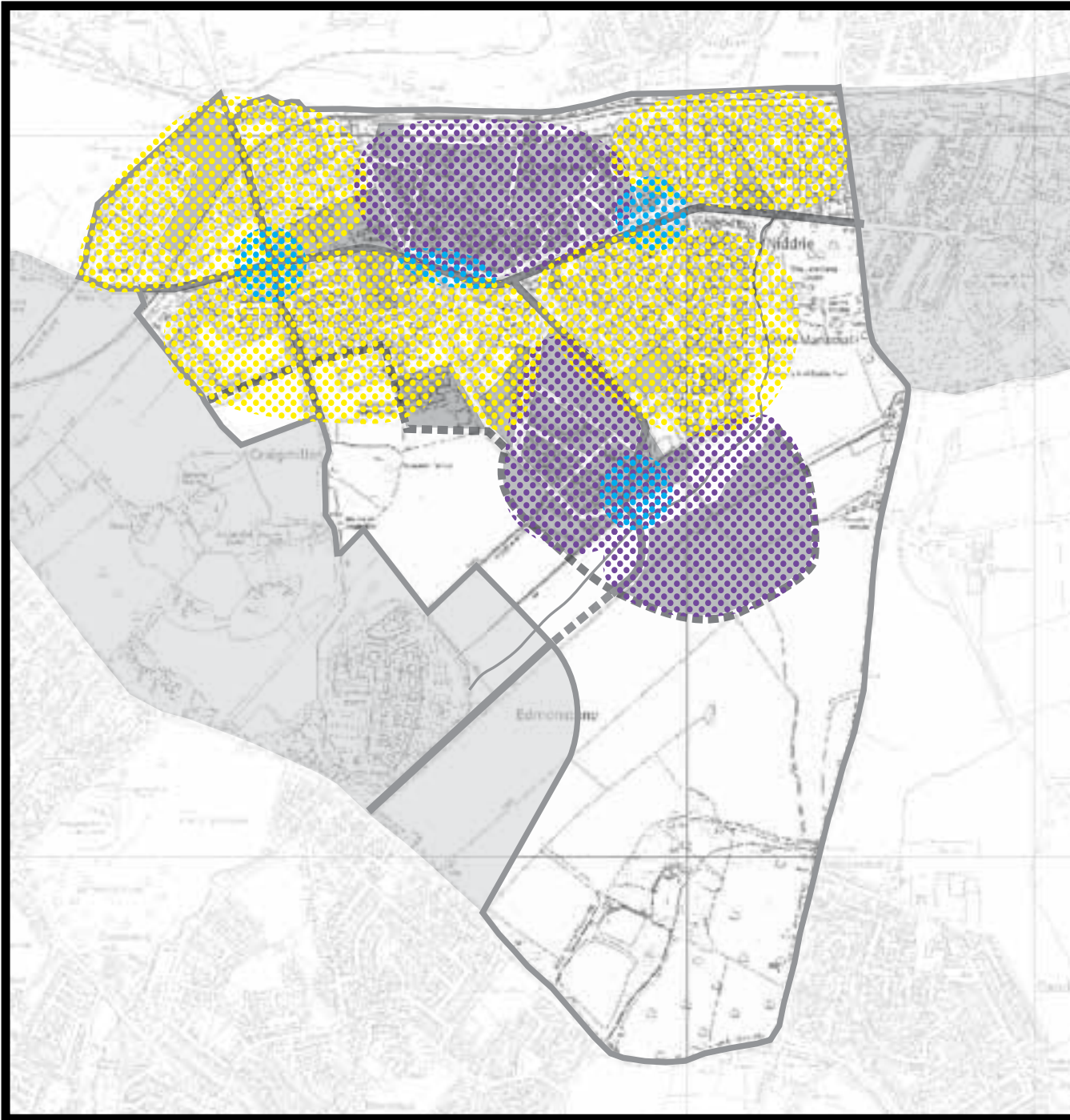





Morningside

- 3.19 Traditional streets are the only form of development which will deliver the character of neighbourhood sought in Craigmillar. Street frontages with direct access between buildings and public thoroughfares will allow for permeability of neighbourhoods. In other words, they will allow residents and visitors to understand the form of the neighbourhood and find their way about easily. An approach based on street frontages and perimeter blocks is in line with the design approach sought in the Edinburgh Design Guidance and Edinburgh Standards for Streets. These are described in more detail in the design requirements section.
- 3.20 New housing proposals should include an appropriate mix of unit sizes and of houses and flats in order to achieve the overall target of 33% family housing (flats or houses with 4 or more apartments) across the wider Craigmillar area. The provision of a range of sizes of accommodation will be vital to make this a sustainable neighbourhood, catering for the lifetime needs of families. This is a part of Edinburgh where families should be encouraged to live, with good open space and easy access to the rest of the city. Providing enough family accommodation – both houses and flats – will be vital. Within higher density developments it may be appropriate to reduce the guideline percentage of 33% family housing, but any reduction resulting from this approach will need to be offset by a higher provision of family housing within lower density developments. Developers should enter into discussions early in the planning process with regards to the provision of family housing and the requirement for a 33% target for the wider Craigmillar area.
- 3.21 New housing should also include a mix of both three and four person 2 bedroom properties. Smaller properties should provide flexibility to allow for changes in family circumstances. Providing a reasonable amount of four person 2 bedroom properties provides scope for families to grow while remaining in the same property.

- 3.22 New housing developments should make an appropriate contribution towards affordable housing, in accordance with local plan requirements. The overall target is 25%. It is recommended that 25% should be a minimum sought on all sites, except the Thistle Foundation which has special circumstances. Such housing should be located close to public transport nodes and close to local services. Affordable and market housing should be well integrated in terms of design and location. A more detailed explanation of what constitutes Affordable Housing is contained in the Council's guideline Developer Contributions and Affordable Housing (2011). Sites are identified for special needs housing accommodation, for nursing home and replacement show people's site. The provision of a care home in Craigmillar has already been under consideration and will be located in the Niddrie Marischal area. With regard to the replacement Show People's site, the site identified, close to the railway line at Harewood Road, is strictly speaking contrary to the local plan designation of this site for business purposes. However, because of the special requirements of such a use and the difficulties in tying such a site into the design concept, it is appropriate to locate this replacement site away from the main connector route, on the edge of the built-up area. The acceptability or otherwise of this replacement site will be determined through the planning application process.

Fig 3.2
Proposals & Rationale



-  New Housing
-  Established Housing
-  New / Improved Local Centres

DESIGN PRINCIPLES

3.23 The essence of the design approach can be summed up as follows:

- Create new street frontages within a street pattern based on small blocks;
- Design these frontages in association with the spaces between them;
- Subdue the effect of car parking and vehicle movement;
- Design new “Local Streets” as civilised spaces where people, cyclists and cars can all go safely;
- Weave in a pattern of open space comprising secluded private spaces enclosed by blocks, and small public spaces open to the street for people to meet and gather.

DISTINCTIVENESS

3.24 New housing should be designed to look modern, well-proportioned and attractive, taking its lead from good quality architecture and design in the rest of Edinburgh. Designs should seek to have regard to local heritage features and successful traditional designs to promote a sense of local identity and place. Architects with a good track record in delivering distinctive buildings should be encouraged to develop ideas in Craigmillar.

SOCIABILITY

3.25 The entrances to houses and flats should relate well to other buildings and spaces. Direct access to buildings from public streets should be designed into proposals.

PEOPLE-FRIENDLY

3.26 Entrances to houses, flats and private open spaces should feel secure and be attractive, safe and welcoming. Careful design should maximise natural surveillance.

SUSTAINABILITY

- 3.27 Designs should seek to incorporate best practice, making reference to the Council's Edinburgh Design Guidance. Buildings and spaces should be designed to minimise energy consumption.

QUALITY

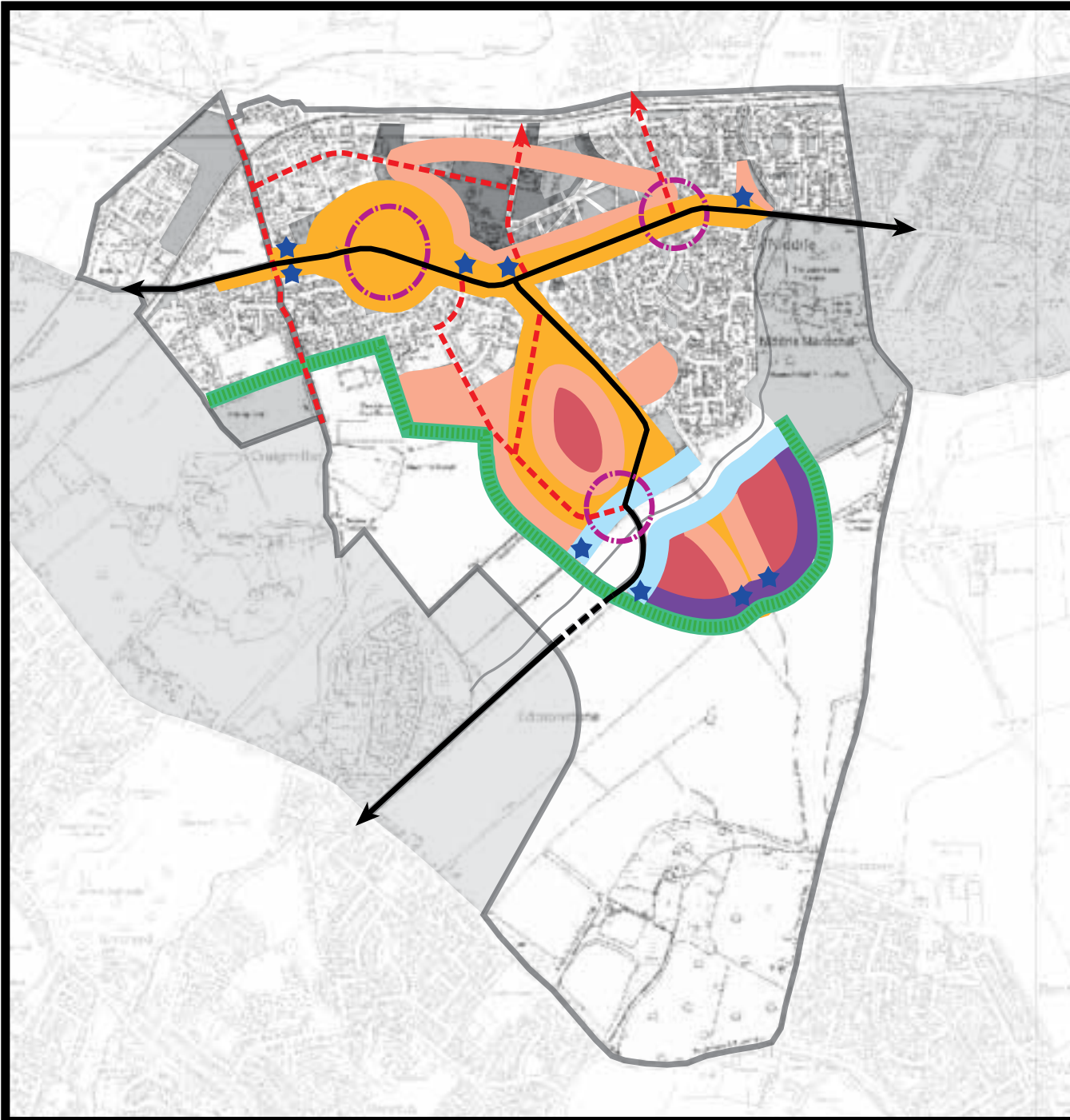
- 3.28 Good design should be pursued from the outset with a clear brief agreed. Housing should be designed to be robust, have a long life, withstanding the rigours of day-to-day use, and minimising maintenance.

DESIGN REQUIREMENTS

THE NEW STREET FRONTAGES WITHIN A TRADITIONAL STREET PATTERN

- 3.29 Small blocks with street frontages should be the basis of the urban form. This provides a number of benefits:
- It ensures there is a strong relationship between buildings and pedestrian space enabling people to interact socially and also navigate the neighbourhood;
 - It provides a well-defined street with clear frontages and good opportunities for natural surveillance so that people feel safe;
 - It provides a clear distinction between public and private space which facilitates the appropriate use of space and discourages vandalism; and
 - It uses perimeter blocks which can provide a flexible design layout (see [fig 3.4](#)), able to accommodate a range of building types and designs and public spaces.

Fig 3.3
**Indicative Diagram:
 Predominant Heights of New Development**



- ← Main Connectors
- - - Secondary Streets
- Town & Local Centres
- ★ Landmark / Public Realm Event
- Orange 4 Storey + / High Street
- Yellow 4 Storey
- Light Blue 3 & 4 Storey at Waterside Edge
- Peach 3 Storey
- Red 2+3 Storey (Family Housing)
- Purple 2 Storey edge
- Green Green Edge Limit of Development

- 3.30 A continuous building line requires buildings to be arranged around the perimeter of each block. Within each block it is possible to have different building sizes and uses including a variety of houses and flats with interesting designs. The perimeter block helps to create a strong sense of place, reinforcing the concept of Craigmillar as a town within suburban Edinburgh. The arrangement of blocks should achieve a clear geometry. This will deliver a good network of streets and be a major influence on the mass and heights that should prevail. Individual designs and developments for each section can then be allowed to vary within this overall pattern and the design guidance in subsequent 'Codes'.

TABLE 3.1 Recommended Street dimensions (in linear m)

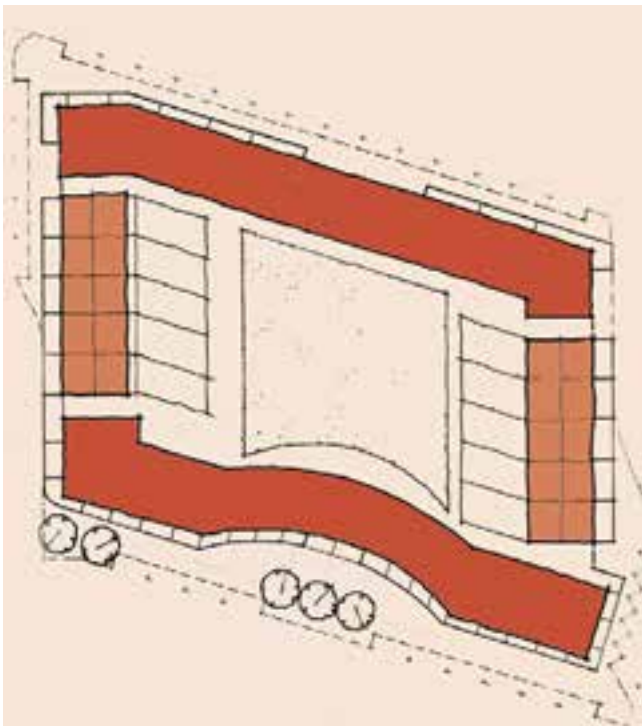
Built form	minimum dimensions for the blocks
Type 1	60/80 linear m x 80/100 linear m
Type 2	40/60 linear m x 80 linear m

BUILDING HEIGHT

- 3.31 Building height should take account of topographical features and be dependent on the location within the Framework area. General principles are indicated in [Fig 3.3](#). These aim to preserve the convex profile of the city's skyline with higher buildings on main roads and central areas and lower buildings at the periphery. With the exception of landmark buildings, the maximum height in the study area should be four habitable storeys, with any additional upper space being kept to a minimum. Development on and close to Niddrie Mains Road and other public transport corridors will be expected to be at this upper end to give a good sense of enclosure to these streets. Development on the green belt edge should be predominantly two storeys to soften the visual impact at the urban edge and provide a smooth gradation between rural and urban. Some three storey housing may also be acceptable here.

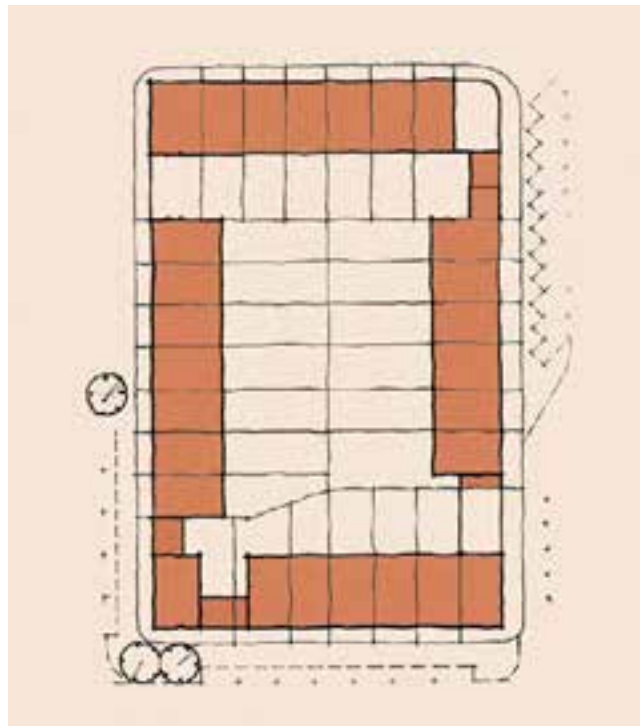
Fig 3.4
Built Form Options

TYPE 1





Edged by a mixture of terraced housing and apartment blocks with all parking external to the block

TYPE 2



Edged only by townhouses with all parking external to the block

 Apartments
 Individual Houses

Street widths should be reduced to achieve the intimacy desired – particularly with Type 2 (townhouses) - but only if a high quality of public realm is secured. In such cases, careful design will be required to ensure privacy of residents is not compromised.

BUILT FORM

3.32 In terms of block composition, there are 2 types, identified in Fig 3.4

Type 1

3.33 Edged by a mixture of terraced housing and apartment blocks with all parking external to the block.

Type 2

3.34 Edged only by townhouses with all parking external to the block.

STREET WIDTHS

3.35 Street widths should be reduced to achieve the intimacy desired – particularly with Type 2 (townhouses) - but only if a high quality of public realm is secured. In such cases, careful design will be required to ensure privacy of residents is not compromised.

3.36 The design of all perimeter blocks should reflect a series of core design requirements:

- Built form should clearly define the edges of the block;
- There should be clear distinction between public front and private back;
- Housing should enclose a secure central area that provides communal and/or garden space for adjacent residents of that block;
- All individual houses should have private gardens included within the block.

EXAMPLES OF BUILT FORM



Hulme



Contemporary interpretation of the Traditional block - Cheltenham



Brewery Square,
Clerkenwell



Dutch Diversity

PALETTE OF MATERIALS

- 3.37 The visual impact of materials should not be underestimated. To achieve cohesion throughout Craigmillar, a restricted palette of materials should be chosen for all new developments. This should focus on the colour of materials and their robustness, allowing for variation of textures and actual types of material in individual developments.

BOUNDARY TREATMENTS

- 3.38 Detailed consideration of the treatment of plot boundaries is essential to ensure a safe and attractive environment is created for the residents of Craigmillar. The space between the building and the pavement, and between private gardens and neighbourhood/courtyard gardens, should provide a sense of ownership and privacy for residents as well as encourage opportunities for social interaction among neighbours. Buildings set back a small amount from the pavement will provide sufficient space to allow for balconies and small gardens, which allow privacy while encouraging visual interaction with the street and wider public realm. All residential properties should be provided with a privacy space. The street type upon which the property is located will dictate its design and extent.

- 3.39 The role of the boundaries will vary between front, rear and side boundaries. The way in which boundary treatments are designed should reflect this. The appearance of boundaries and their robustness make a big impact on the outward appearance of a neighbourhood. They need to be considered clearly in relation to the following principles:
- They must give clear definition between public and private realm, providing a visual buffer between the public realm and internal rooms of individual properties: a particular role of the front boundary;
 - They must contribute to the legibility of an area in terms of its character;
 - They must create an important interface between inside and out;
 - They should encourage activity on the street;



- They should help to generate a visible sense of ownership of the street/communal courtyard garden (particularly relevant to handling the rear boundary).

GARDENS

3.40 The treatment of boundaries, combined with the approach to block planning and dimensions set out earlier, produces a set of requirements for garden provision which is summarised in Table 3.2.

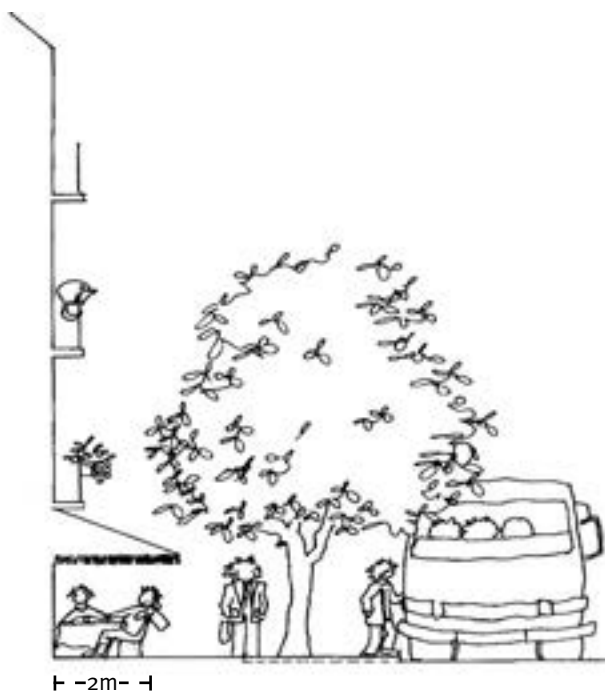
TABLE 3.2 Schedule for Gardens

Unit type	Street type	Front garden dimensions	Rear garden dimensions
Townhouse	Town Centre/Niddrie Mains Road	2m min – 3m max	9m min
Apartment	Town Centre/Niddrie Mains Road	2m min – 3m max	
Townhouse	Main Connector	2m min – 3m max	9m min
Apartment	Main Connector	2m min – 3m max	
Apartment	Local Access	2m min – 3m max	4m min
Townhouse	Local Access	2m min – 3m max	9m min
Townhouse	Home Zone	2m min – 3m max	9m min

A SELECTION OF GARDEN BOUNDARY EXAMPLES



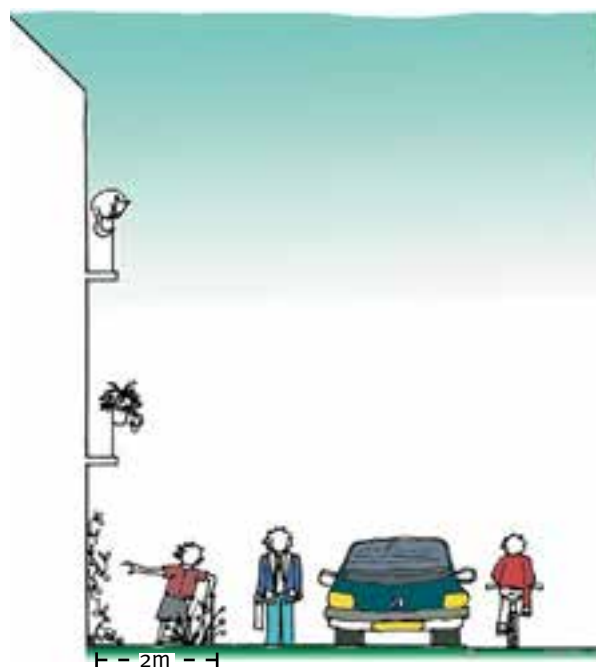
- 3.41 Front boundary treatments will be important in helping define the character of a street. They should therefore be both distinctive and cohesive for the whole street. This also applies to the whole range of elements in the street scene - particularly street lighting and utilities equipment.



COMMERCIAL PROPERTY

- 3.42 Fronting Town Centre / Niddrie Mains Road / Main Connector

A recommended 2m deep designated and visually defined area accommodating business activities to the front of the property. Area could be defined by a subtle change in material or other linear marker e.g. small metal studs.

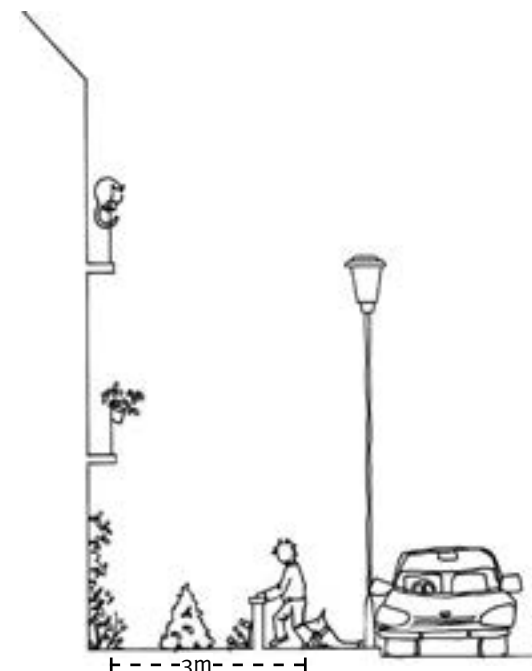


RESIDENTIAL PROPERTY

- 3.43 Fronting Town Centre/ Niddrie Mains Road / Main Connector

A recommended 2m deep designated and physically defined area for the extension of the dwelling curtilage/ creation of a small front garden space. Low visually permeable division. Boundary treatment - railing and/or low wall and/or hedge, with gated access.

Fig 3.5
Residential Boundaries



RESIDENTIAL PROPERTY

- 3.44 Local Street – Example A

A recommended 3m deep designated and physically defined area for the extension of the dwelling curtilage/ creation of a small front garden space. Low visually permeable division. Boundary treatment - railing and/or low wall/ hedge with gated access.



RESIDENTIAL PROPERTY

3.45 Local Street – Example B

A defined area 3m - 5m deep designated and physically defined for the extension of the dwelling curtilage/ creation of a small front garden space. Low boundary division. Boundary treatment - low wall topped with railing or combining a hedge and including gated access.



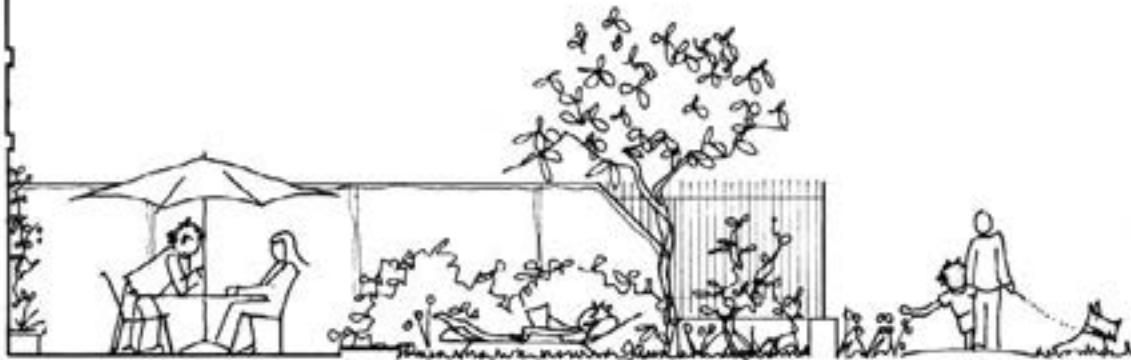
RESIDENTIAL PROPERTY

3.46 Parkland Edge

At the interface with the parkland, which fronts the southern and western boundary of the development area, the building frontage should follow the principles established for the Local Street: no rear gardens should front the parkland, which should be separated from the building by a local access street. The treatment of the parkland edge is of great importance and must be carefully designed in relation to the characteristics of the landscape immediately adjoining (see chapter 7). This applies as much to the handling of elements like parking and street lighting, as to the layout of the buildings and parks themselves. The sketch above gives a suggested treatment: also welcomed will be imaginative solutions which might include use of low stone wall and railings to ensure good natural surveillance.

REAR BOUNDARIES

- 3.47 The choice of rear boundary treatment will be dependent upon the context and type of property being considered. Again, the coherence of the whole block is important. The internal courtyard/ garden spaces should be very special. They present opportunities for both resident interaction and quiet enjoyment. The detail of the boundary must therefore be designed with this in mind.



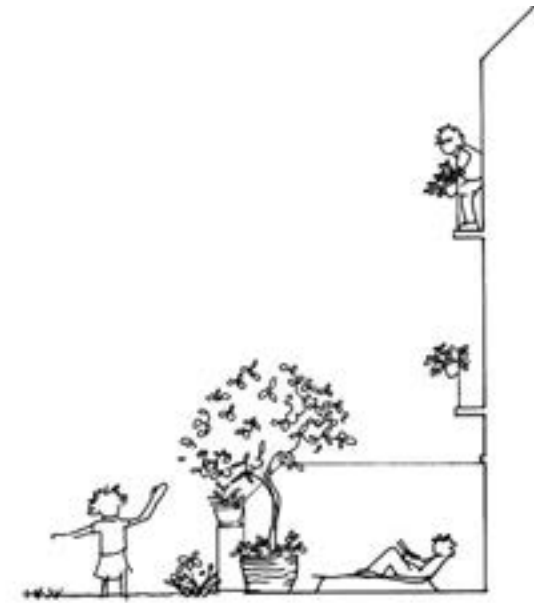
RESIDENTIAL PROPERTY TOWN HOUSE, BLOCK TYPE 1

- 3.48 The rear boundary of individual houses that back onto communal gardens should be defined along the edge shared with their neighbour by either a wall or fence, to give privacy. This need not be completely visually impermeable. The treatment of the transition in height, between the two edges, needs careful consideration. One option would be to grade the change in height (as illustrated).

RESIDENTIAL PROPERTY TOWN HOUSE, BLOCK TYPE 2

- 3.49 The rear boundary of a property that does not back onto a street or communal garden should be defined by a visually impermeable wall or fence. This should not generally exceed two metres in height.

Fig 3.6
Rear Boundaries



RESIDENTIAL PROPERTY APARTMENT, BLOCK TYPE 1

- 3.50 The ground floor private patio areas of apartments or flats should be defined along the boundary edge shared with their neighbour by either a visually impermeable or permeable wall/ fence. This should generally not be more than a metre-and-a-half high. The design of this boundary should be considered as an integral part of the wider building design. The boundary, which fronts onto the communal garden space, should remain open.

RESIDENTIAL BUILDING TYPES

- 3.51 A range of clearly identifiable architectural types has been defined to ensure that there is continuity - yet allowing for variety – across the area, and that a strong and unified identity is created.
- 3.52 Three basic types of residential built form are proposed:
- Type 1 Townhouse**
 - Type 2 Apartments or flats**
 - Type 3 Landmark Buildings**
- 3.53 *Design Requirements*
- Built form should create a continuous street edge;
 - There must be a rhythm of doors and windows fronting onto the street to provide both physical activity and animation of the street as well as visual interest;
 - All properties must have their front doors on to the street, and ground floor flats must have their primary entrances directly from the street rather than through a common stair;
 - The ground floor of buildings fronting onto the town centre and other local centres should be designed to allow for flexible conversion between residential/ retail or community use. As a general rule, these frontages should still include entrances to the residential property above at street level;
 - Built form on corners should be orientated to the corner and public street fronts. Parking and access into internal communal courtyards if considered acceptable should be located away from the corner;
 - Architecture within an urban block should respect and respond to its adjacent sites;
 - It is important that streets are overlooked to promote natural surveillance and it is therefore essential that buildings of all types, front onto the street network and be designed to ensure there are eyes on the street. Blank walls onto the street will therefore not be permitted;

- The design of new buildings should incorporate architectural elements, features and details to achieve a good human scale;
- Where there is a gap between buildings that front the street, they should be linked by a wall, fence or structure that ensures privacy and security.

Type 1 Townhouse

3.54 A townhouse can be defined as a modern two or three storey house built as one of a row of similar houses. In Craigmillar, they will generally follow this two and three storey form.



*SOME INTERPRETATIONS OF THE
"TOWNHOUSE" FORM*

Type 2 Apartments

3-55 Apartment blocks draw on a very long-established and successful Scottish urban tradition, very distinct from the tenemental council blocks which have proved unpopular in Craigmillar as elsewhere. Apartments will generally be accommodated in three and four storey blocks, all with ground floor access from the street. A variety and balanced mix of apartment sizes and types (such as duplexes, maisonettes, etc.) will be expected. Open space and gardens should be provided in the space enclosed by the block – see Chapter on Parks and Open Space etc for more detail.

SOME INTERPRETATIONS OF THE "APARTMENT" FORM



Type 3 Landmark Buildings

- 3.56 A landmark can be defined as an object or feature of a landscape or town which is easily seen and recognised from a distance, and which may mark an important active point or location. Craigmillar's most striking landmarks at present are two sets of tower blocks (at Greendykes and Peffermill) and the two churches at the Greendykes Road/Niddrie Mains Road junction. Landmarks can be existing or new buildings or structures. Opportunities have been identified, within the Framework Plan, for the inclusion of a number of new landmark buildings and "architectural events". These will give more visible structure to the area and help with identity and wayfinding. They do not all have to be buildings or, necessarily high.

SOME INTERPRETATIONS OF LANDMARK BUILDINGS



3.57 Function

- Articulate and reinforce the urban structure of the Framework;
- Create a visually legible urban environment and assist with orientation;
- Develop a sense of distinctiveness and local character within the neighbourhood.

3.58 In order to achieve these aims the design of these buildings may justify a departure from the design requirements. For example they may be set back from building lines, or may be higher than four storeys. These buildings therefore must be carefully and creatively designed with a clear rationale encapsulated in a design statement.



4

MOVEMENT

MAIN THEMES

THE STARTING POINT

CHOICES

PLANNING PRINCIPLES FOR MOVEMENT

DESIGN GUIDANCE FOR MOVEMENT

MAIN THEMES

- 4.1 Balancing the need for a civilised living environment against the demands of motorised movement is never easy. Craigmillar is no exception. The Framework recognises that streets are an important way of connecting the new development areas with existing Craigmillar and the structure of the city. The aim is to maximise the potential opportunities presented by streets to enhance the environmental quality and sense of place in Craigmillar, giving priority to people on foot, whilst recognising that this cannot mean squeezing traffic out of the area. Local businesses, existing and new, must also be supported. Craigmillar should be a place which is easy and pleasant to move around - whether on foot, bike or public transport. Focusing on sustainable modes of transport does not exclude car use or ignore connections with the rest of the city. There is a difference between making it possible for people to use and park their cars and making them have to use their cars.

THE STARTING POINT

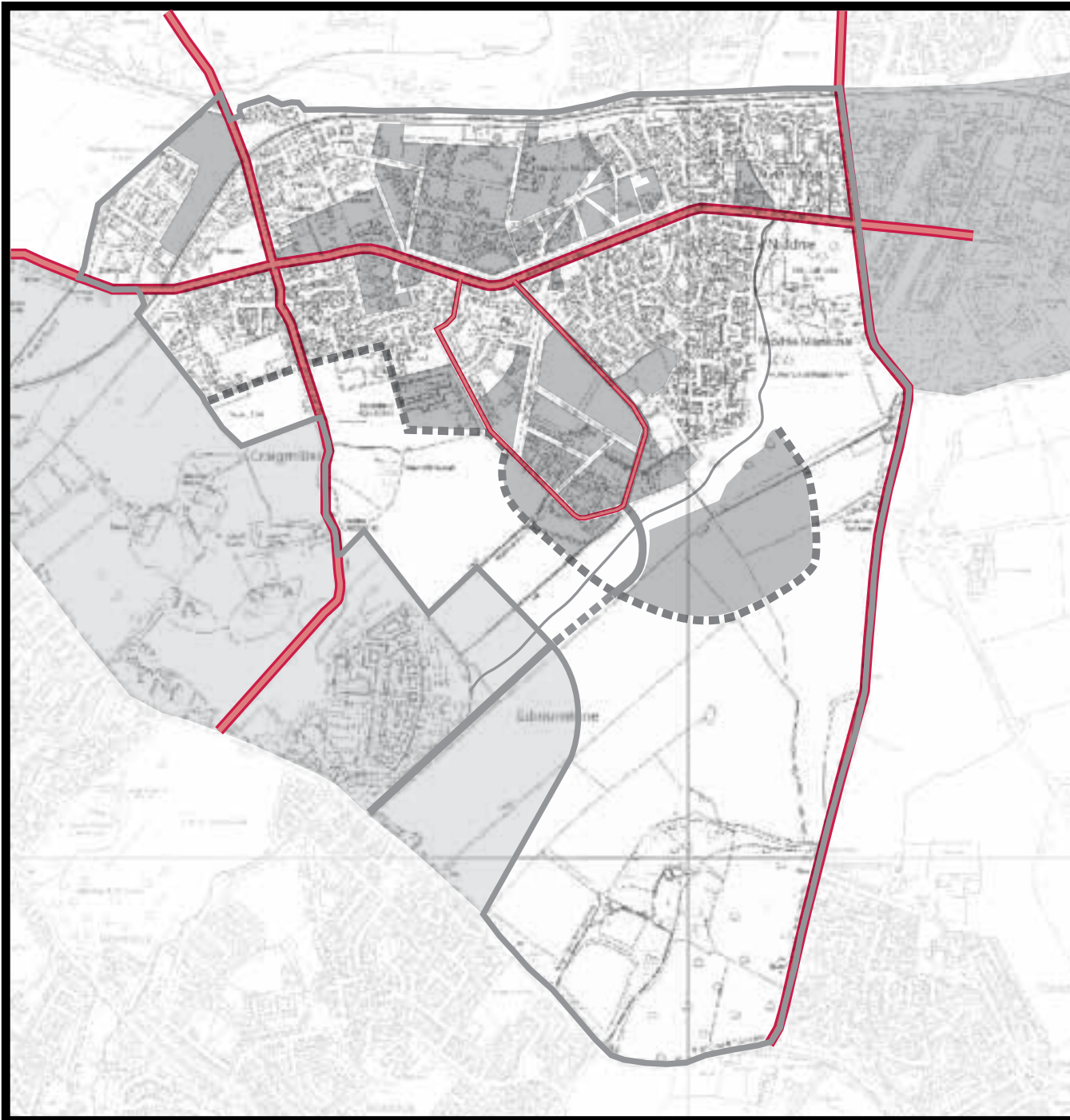
- 4.2 The Edinburgh City Local Plan sets out the general approach to transport, based on objectives to minimise the distance people need to travel, to maximise accessibility, to minimise the detrimental effects of traffic and parking, and to support the provision of necessary network infrastructure. In general all developments need to demonstrate that the proposals are accessible by public transport, cycling or walking and aim to mitigate against the adverse effects on existing networks. In addition, the Local Plan makes provision for a number of transport proposals. There are safeguards which have implications for Craigmillar's South Suburban Line (including stations at Cameron Toll, Craigmillar, Niddrie, and Asda/Fort Kinnaird) the South East Wedge public transport spine road, and the Crossrail station at Newcraighall. There is one new road proposal included – this is the A6106 Improvement at The Wisp, running over Niddrie Bing - which is also shown as a safeguard.



Niddrie Mains Road: existing

- 4.3 The Edinburgh Active Travel Action Plan (ATAP) was introduced in 2010. It is at the heart of the Council's Transport 2030 Vision and Local Transport Strategy (Currently being redrafted for 2014). It considers issues regarding health, environment and economic development alongside movement. Active Travel will also directly contribute to the targets set out in the Government's National Physical Activity Strategy and the outcomes set in the Cycling Action Plan for Scotland.
- 4.4 Walking and cycling have great benefits for health and accessibility. They can also reduce congestion and emissions when replacing short car journeys. Creating environments that are favourable for walking and cycling can improve the overall quality of life in Edinburgh.
- 4.5 Craigmillar has main roads which connect with the rest of the city and are busy traffic routes, especially at weekends, when shopping traffic to Cameron Toll and Fort Kinnaird is heavy. Craigmillar relies on Niddrie Mains Road for its main connection and to keep traffic moving internally. This road, the A6095, provides a direct link to Cameron Toll and the city centre to the west, and Fort Kinnaird, Newcraighall and Musselburgh to the east. It also acts as a local distributor road, allowing traffic to feed into the surrounding residential streets, employment areas and shops (Fig.4.1). However, it acts as a barrier within the community, discouraging cross movement on foot and cycle, from the north to the south of Craigmillar.
- 4.6 Traffic flows on Niddrie Mains Road are heavy with about 1100 vehicles per hour (2-way) in the morning peak, and 1200 vph in the evening peak. It is often congested and accordingly degrades the immediate environment, limits accessibility on foot or by bicycle, and reduces the attractiveness of public transport. It also suffers from the emphasis given to conventional signals, signs, markings, lighting and barriers. The treatment of this road is therefore critical to Craigmillar's future.

Fig 4.1
Existing Main Vehicular Routes



- 4.7 The other main connectors in Craigmillar are Duddingston Road West/Craigmillar Castle Road which connects north-south, and Duddingston Park South/The Wisp which also provide north-south connections. Greendykes Road, while currently distributing traffic internally, will now be a key public transport connector following the recent completion of the Public Transport Link to the Royal Infirmary of Edinburgh (RIE) and the Biomedipark, and also a longer term safeguard to the Wisp. Craigmillar Castle Road forms a secondary link from the south of the City and the RIE with the north and northeast parts of Edinburgh. There have been recent changes to this road where it runs through the new housing area, opening up views to Craigmillar Castle. Flows are lower than on Niddrie Mains Road (about 750 vph peak 2-way), but it is a substandard road, intrudes into both the setting of the Castle and the new housing, and traffic conflicts at its junction with Niddrie Mains Road account for much of the delay at the western end of this road.
- 4.8 Few other aspects of the road network raise particular issues – other streets are lightly used, reflecting the low population levels currently in the area. Public transport connections are currently provided within roadspace, and there are limited bus lanes. Lothian Buses run a frequent and reasonably quick service to the City Centre (routes 2, 14, 30), though those that run through Cameron Toll are vulnerable to delay. Cross-town routes include the less frequent 42 and 32, the latter currently serving the RIE by a rather round about route: see [Figure. 4.2](#)
- 4.9 In the long term, Tram Line 3 offers potential to transform public transport through the area. The route of this Tram Line 3 has been agreed for safeguarding by the Council ([Figure 4.4](#)), but a Private Bill is required to take the proposal forward. This is not being promoted at present due to lack of funding.
- 4.10 Craigmillar is quite well served with cycle routes and footpaths ([Figure 4.6](#)), with the Innocent Cycleway for example, providing a link from the northern edge up to Pollock Halls. Links have recently been added parallel to Craigmillar Castle Road to the hospital. However, there are some gaps in the strategic network and facilities through Craigmillar could be improved.

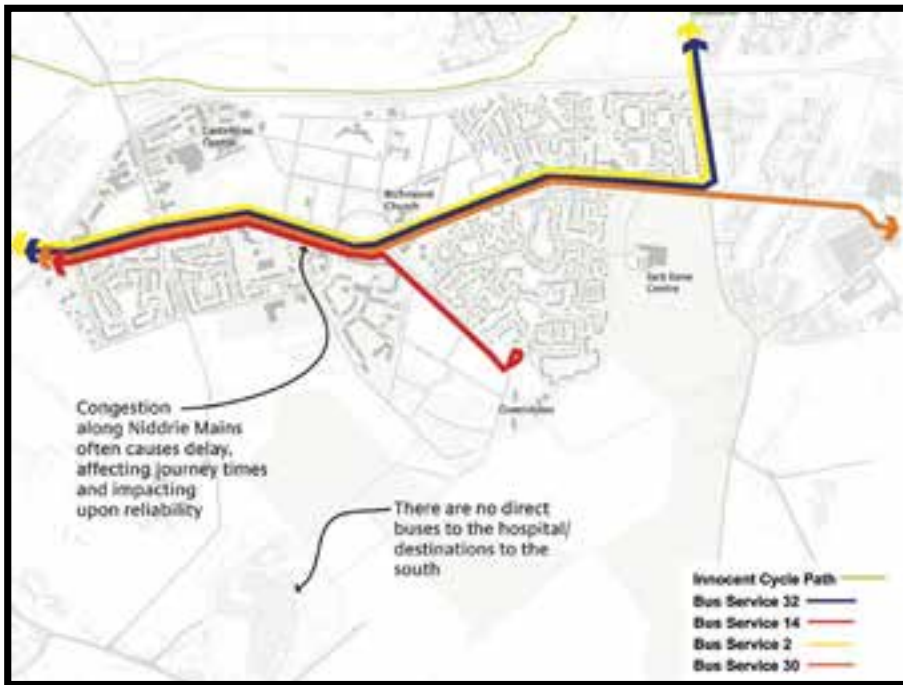


Fig 4.2
Existing Public Transport

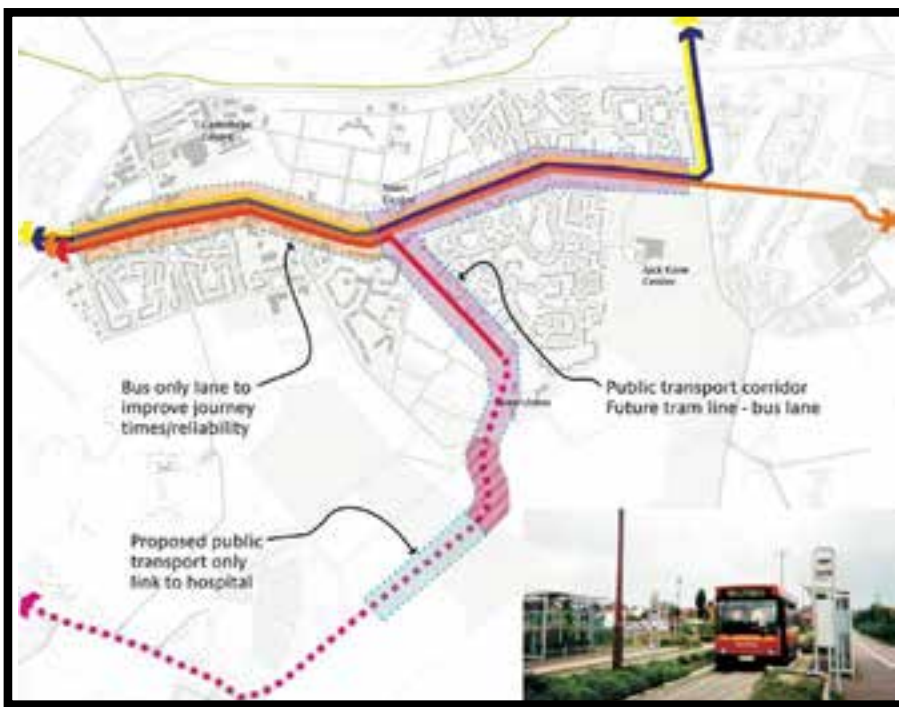
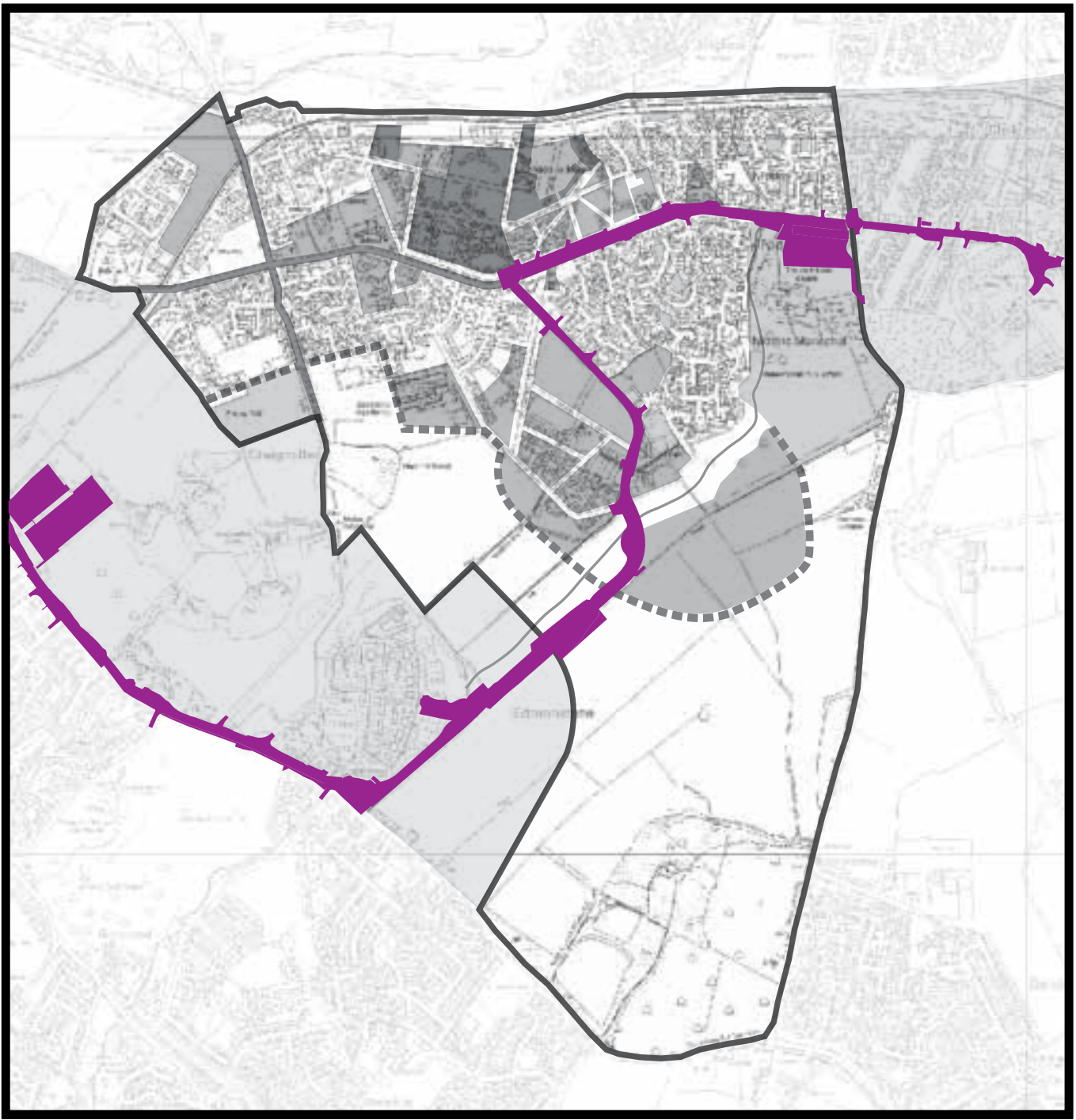


Fig 4.3
Future Bus Routes

Fig 4.4
Tram Safeguard




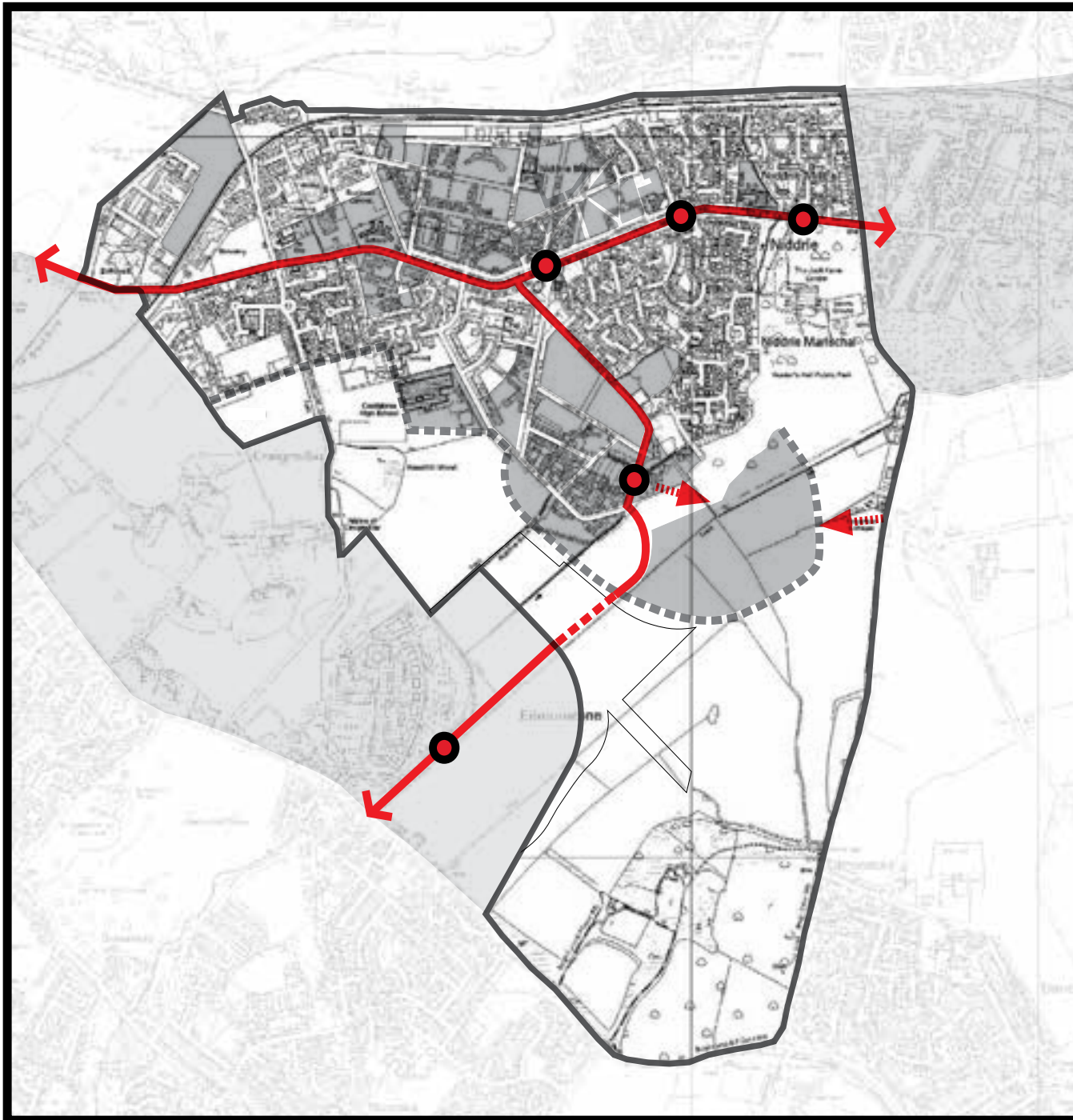
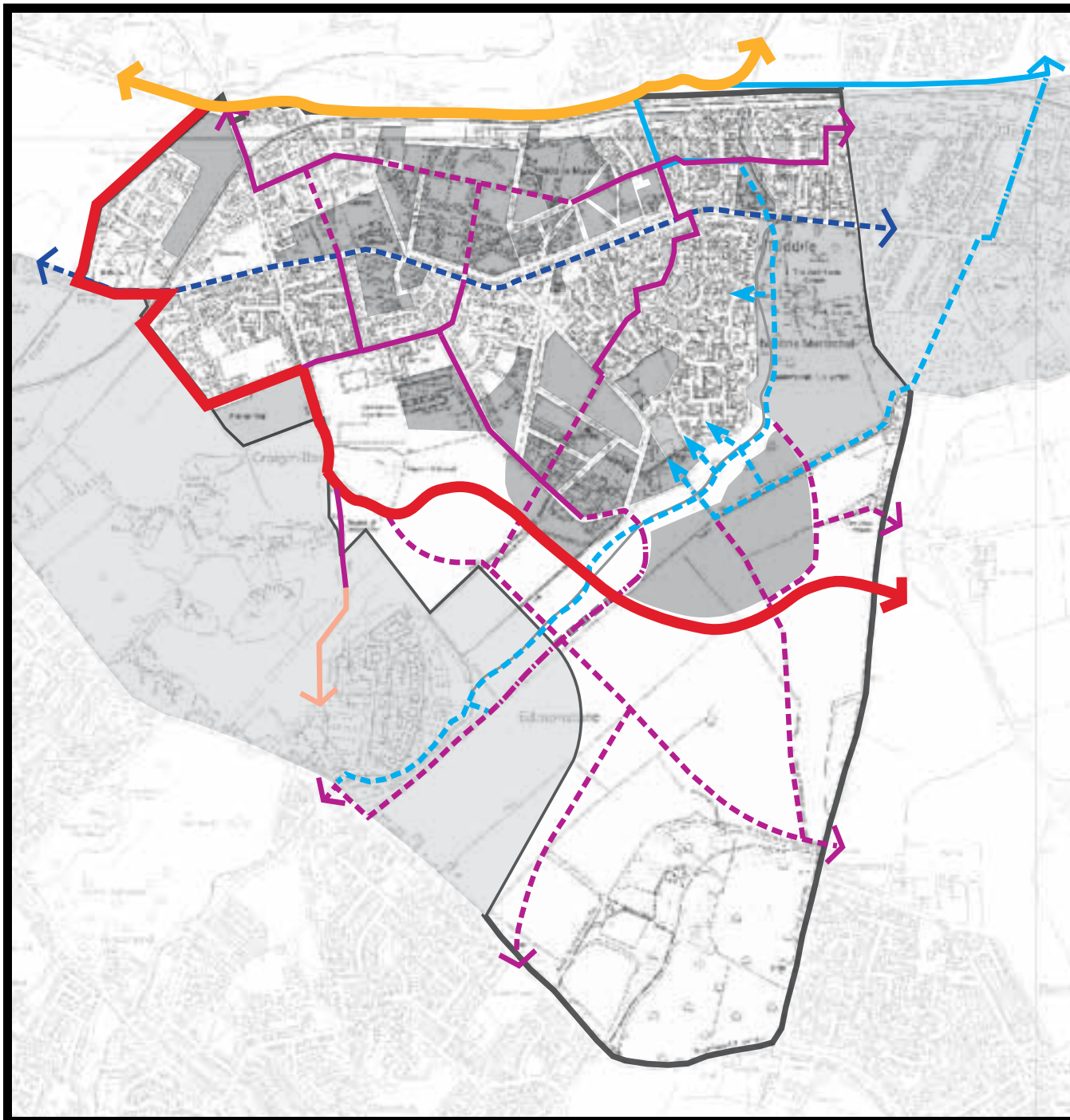
 Safeguarded Area for Tram Line 3

Fig 4.5
Linkages and Public
Transport Proposals



- Main Connectors
- - - Public Transport Link
- Proposed Tram Stops
- ⋯ Future Public Transport Link

Fig 4.6
Cycleways - Existing & Proposed



- National Cycle Route One
- Existing Route Linking to Shawfair / Midlothian
- Existing Niddrie Burn Circle - Long Distance Cycle Route
- - - Proposed Niddrie Burn Circle - Recreational Cycle Route
- · - · Agreed Niddrie Burn Circle - Long Distance Cycle Route
- Existing Local Route
- - - Proposed Local Route
- · - · Agreed Local Route
- - - Bus / Cycle Lane
- Enhancement of Existing Route

Note:

Most local routes within the built-up area should be on 'Local Streets' with short lengths of cycleway connector. Other routes should be cycleways.

CHOICES

- 4.11 New development on the scale now proposed in Craigmillar is likely to bring many more households into the area and an even larger proportionate increase in car ownership. This will create additional traffic impacts and greater demands for public transport. The preparation of the Framework has been characterised by continual debate about the Niddrie Mains Road traffic issues. Some work was commissioned by PARC on a range of possible solutions such as full pedestrianisation, a local bypass one block to the north of Niddrie Mains Road, a longer additional road alongside the rail line from Duddingston Park South to Duddingston Road West, local junction and signal alterations, and traffic management measures in the town centre itself. Separate Appendices to the 2005 draft Framework included a report on the traffic assessment of possible road options, and on the pedestrianisation issue.
- 4.12 Given that there is no proposal for any major new road building within the Framework, the main choice is about the treatment of Niddrie Mains Road. The co-existence of shops and communities on both sides of the road means that it is important to increase pedestrian priority and control the speed of through traffic, particularly in the town centre. It is also important that the road design improves the ability to provide a reliable bus service. Design of the street should learn from best practice both in the UK and Europe, with particular emphasis on how best to create a pedestrian-friendly environment. Any changes to roads and streets should ensure consistency in the detailed design of the streetscape, reflecting the principles set out in the Edinburgh Standards for Streets. This will include the overall design and layout of the street, through to the scale and nature of materials used.
- 4.13 Given the terms of the Local Plan, it is also clear that provision for safe cycling and pedestrian movement in the Craigmillar area is currently inadequate and should be a major focus for future improvements. In addition, the Council's Public Realm Strategy turns the focus on to the aesthetic quality of the streetscape and public realm enhancements. The underlying philosophy is that a street is more than a road. Roads channel traffic, but streets should be social spaces and a public expression of the way a community live and interact. Craigmillar's streets should therefore be designed to encourage walking, cycling, interaction, and access to activities for all.

- 4.14 Reviewing local plan and other public transport proposals which will help movement in Craigmillar, these can be summarised as:
- A direct public transport-only link from Greendykes to the Wisp; and
 - Tram Line 3 from Newcraighall to the city via Craigmillar, Greendykes and the RIE (alignment now safeguarded, detailed designs still to be approved)
- 4.15 There are also choices to be made about car parking. These relate to the level of parking provision, especially in the light of the current low car ownership rates in Craigmillar, where this parking space should be provided in relation to streets, and the potential for sharing of parking space. The approach taken will need to conform to the Council's Parking Standards.
- 4.16 A simplified road "hierarchy" is proposed in Craigmillar. Two different types of streets are identified – Main Connectors, and Local Streets. Table 4.1 shows how these "types" fit with the Council's hierarchy and the priority to be given to movement on foot, cycle or public transport over general traffic needs. Main Connectors are the direct links from Craigmillar to the rest of Edinburgh - public transport links, main roads, and main roads combined with public transport links. Local Streets include all the other streets ranging from those which distribute traffic within parts of Craigmillar to those which are quiet residential streets where the only traffic movements are those associated with the houses fronting onto the road. As discussed later, the design of local streets will need to vary according to the amount of parking that needs to be accommodated on them. By identifying only these two types of streets, the intention is to maximise the potential for flexibility of design.

PLANNING PRINCIPLES FOR MOVEMENT

TABLE 4.1-Hierarchy of Streets

Route type	'Movement and Development' definition	Function
Main Connector - Town Centre/ Niddrie Mains Road	District Distributor	Spine road and primary access route for local residents. Valuable district connector linking the local community into the wider road regional network. Provides the main conveyance of traffic to the redefined commercial and community centre.
Main Connector - Greendykes Road	Local Distributor	Accommodates on street parking in areas of commercial and/ or high density residential frontage. Connect adjacent residential neighbourhoods directly into the town centre. Extends strong and legible links into the surrounding community. Provides the principal routes for the integrated public transport system. Accommodates on street parking.
Local Street	General Access Road	A 'collector' route, which extends into the residential neighbourhoods and links with the wider district network. Accommodates on street parking. Designed to strictly limit motor vehicle speed (in M&D, General Access Roads are designed to limit speeds to 20mph or less)
Local Street	Home Zone	A residential street, providing access to homes located directly onto it. Designed to give pedestrians priority over vehicles. Include a variety of opportunities for residents to inhabit the streets. Accommodates on-street parking. Significantly limit car speeds. Designed to limit vehicle speeds to 15 mph or less. Surfacing materials other than tarmac sought

- 4.17 The Edinburgh City Local Plan includes a number of policies relating to transport matters. These must be complied with. They are amplified by planning guidance, particularly the Edinburgh Standards for Streets. In addition to these, the following principles are specific to the Craigmillar area:
- 4.18 Safeguard the Tram Route, the South Suburban Line and road-based public transport facilities, and maximise the opportunities for place-making and transport interchange as well as high density, mixed uses, at stops. Accessibility to tram stops, bus stops and the new stations will be important to make them work and encourage people to shift from using their cars to using public transport. It is vital that walking and cycling networks are adjusted to ensure easy convenient access. Public transport stops also create destinations which can be enhanced by encouraging a range of activities nearby. This in turn generates greater use of these facilities. Although Tram Line 3 is not currently being promoted, the route must continue to be safeguarded and could be used as a route for bus services in the interim.
- 4.19 Transport Assessments will need to be carried out for developments in accordance with Scottish Government Traffic Assessment guidance, the Local Plan and the emerging Local Transport Strategy to determine the improvements which are required to address traffic impacts and deliver transport and public realm improvements in line with current policies. There are several critical junctions to be addressed in such assessments, particularly the junction of Greendykes with Niddrie Mains Road. The assessments and subsequent designs should be carried out from the starting point of allowing easy movement by foot, cycle and public transport while also catering for car travellers. At junctions where pedestrian activity is likely to be appreciable, innovative options involving unsignalled, low-speed flows and informal pedestrian-vehicle interaction should be fully assessed for their potential alongside more conventional signalling approaches.



- 4.20 The design and re-design of all streets within Craigmillar should have regard to all the functions and activities to be accommodated within the public realm. Streets serve a multitude of functions. They are the building block upon which neighbourhoods are built, and are essential to the social, cultural and economic well-being of communities. Movement is but one of the many purposes of streets. The overriding goal for Craigmillar should be to accommodate and exploit such movement so that it reinforces and supports these wider functions, rather than conflicting with them. These principles should underpin the design and management of all streets within Craigmillar. New thinking on “shared space” has a role to play here. The provisions of the Council’s Edinburgh Standards for Streets should be the starting point for street design, but alternative options may be considered providing they demonstrate that they will improve environmental quality, and deal effectively with safety issues and with car parking.
- 4.21 On Niddrie Mains Road, opportunities should be sought to enhance public transport facilities, slow general traffic down, create safe conditions for pedestrians and cyclists, and improve the public realm associated with destinations. The aim is to control and discourage through-traffic rather than prohibit it.
- 4.22 Maximise the potential to improve residential amenity through the application of “Home Zone” principles, adapting these creatively for Craigmillar’s particular characteristics. The idea of “Local Streets” is presented in the Framework. These streets would vary in design depending on the type of use which gains access from them, the height of developments, and the amount of car parking that needs to be accommodated. In essence, the aim is to create streets which encourage multi use, play and social interaction as well as movement, and which encourage people to make local journeys by foot or cycle. These Streets should have their residential setting enhanced by the street treatment.



- 4.23 Throughout the area, the gaps in strategic footpath and cycleway networks should be completed, and the mechanisms for delivering these improvements identified. The current network should be enhanced to keep pace with new developments in the area. This will accommodate the potential demand for both utility and recreational walking and cycling. Fig 4.6 helps to identify the more obvious gaps to be addressed as priorities. The relevant development sites should make provision to complete the cycle network gaps identified. Where there are clear connections to development sites, contributions from developers will be sought to implement improvements. The routes of cycleways and footpaths should take account of potential destinations and features of interest as well as safety and topography and hence opportunities to create new “places”. The over-riding priority must be to create a continuous network of safe environments for walking and cycling, whether in the form of home zones, traffic calmed streets or cycle/pedestrian only links. It is likely that the network for utility walking and cycling will largely be on street, but with key cycle/pedestrian only links joining streets that otherwise only have a very local function.



DESIGN PRINCIPLES

4.24 The design of streets and the spaces between buildings should comply with the following principles:

DISTINCTIVENESS

All streets should play their part in contributing to the sense of local identity and place, particularly in relation to destination points within Craigmillar. There is a balance to be struck between creating local identity and providing cohesiveness with the rest of Edinburgh. A palette of materials should be agreed for Craigmillar, in accordance with the Edinburgh Standards for Streets. .

SOCIABILITY

Streets and spaces should be designed as places to facilitate social interaction between all those who live and work in the new Craigmillar, in all seasons and weathers. The design of space should be fully considered in relation to building layout and design, particularly entrances and public buildings.

PEOPLE-FRIENDLY

Streets and spaces should be attractive, safe and welcoming for all users. Careful design should maximise natural surveillance and eye contact between those using different transport modes. Places should be designed with involvement of local people to ensure a sense of pride and ownership by these people over their spaces.

SUSTAINABILITY

Designs should encourage access by public transport, people on foot or cycling and interchange between these modes. Orientation of streets and spaces should be designed to exploit natural daylight and sunlight, provide shelter from prevailing winds and minimise energy consumption.

QUALITY

Good design should be pursued from the outset with a clear brief agreed. The surfaces of streets and spaces should be designed to be robust, withstanding the rigours of day-to-day use, minimising maintenance and in line with Council guidance contained in the Edinburgh Standards for Streets.

DETAILED DESIGN REQUIREMENTS FOR MOVEMENT

- 4.25 Flowing from these Principles are overarching design requirements, to be satisfied in the design and development of street design, managing vehicle speeds, and junction design and transport interchanges. Requirements are also sketched out for the Main Connectors and Local Streets, with possible sketch designs for residential areas.

STREET DESIGN

- 4.26 All streets, regardless of role, should comply with the following design requirements. Developers should refer to the Council's Edinburgh Standards for Streets in relation to accommodating pedestrians and cyclists. The Edinburgh Standards for Streets also requires an approach which is consistent Edinburgh-wide, addressing aspirations for cost-effective long-term maintenance, sustainability and high quality design.
- All streets should be designed in relation to the buildings which front onto them;
 - Buildings of all types should show their public face to the street network and spill their activity onto it;
 - The primary means of pedestrian access to all buildings will be from the public street;
 - The importance of accommodating the car is recognised, but vehicles should not be allowed to dominate and undermine the quality of the public realm;
 - A coherent and tight palette of street furniture items and materials should be identified to provide continuity and unity in the public realm and tie this into the Edinburgh context, in line with current Council guidance;
 - A local advisory network for cycling should be developed on the Local Streets. Cycle/pedestrian only links should be provided to link these streets where necessary. Provision for cyclists should ensure safe and easy routes to the town centre, schools, and the strategic cycle network, including provision on Greendykes Road, Niddrie Mains Road and in the town centre.

JUNCTIONS BETWEEN STREETS

4.27 The design of the junctions between streets throughout Craigmillar is a vital element in the design of streets. Each junction should be designed as a place, emphasising the creation of public space. Wherever possible formal junction designs and control signals should be avoided. The places where streets intersect should be emphasised through such elements as:-

- Building frontages and landscaping that enclose and define space
- Lighting designs that minimise unnecessary street furniture and enhance the space
- Distinctive public art appropriate to the specific location
- Surface materials and paving designs intended to emphasise place
- Tight radial curves.

4.28 The use of road signs and road markings should be reduced to a minimum. If signs are to be used, they should be carefully integrated into the overall urban and landscaping design. Reducing clutter will enhance the visual and aesthetic quality of the streets and will minimise the psychological barriers between drivers and pedestrians.

MANAGING VEHICLE SPEEDS

4.29 The overarching aim is for all traffic in and through Craigmillar to move at a speed no greater than 20 mph. The Local Transport Strategy is looking at the application of 20mph speed limits across all types of roads in the city including roads such as Niddrie Mains Road. Niddrie Mains Road is still seen within the community as being a barrier between communities north and south of the road and reducing speeds may be a way of overcoming this perception. Any change to the speed limit along Niddrie Mains Road would be subject to the outcomes of the Local Transport Strategy and further consultation.

- 4.30 The aspiration for a 20mph speed limit requires a change in thinking for all those involved in road and streetscape design. An approach involving primarily ‘psychological’ traffic calming measures is proposed. This involves restricting the speed of traffic through tight turning radii, short sightlines, and a strong emphasis on shared space and context. Road markings, particularly central white lines, would be largely avoided on local streets. Barriers are to be avoided, and instead eye contact between different users encouraged. There are challenges to taking this approach forward, both in terms of current legislation, engineering design practice and public perceptions of the sort of design which provides road safety. Further consultations on details will therefore be needed. There is also a need to ensure that relevant streets allow for effective movement by buses. This requires a smooth running surface and the ability to sustain reasonable operating speeds. In the meantime, the following way forward is suggested.
- Vehicle speeds should be restricted by the design of the road and streetscape, to a maximum of 20mph or less on most of the road network, but with 30mph permitted on the non town centre section of Niddrie Mains Road (This being reviewed subject to the outcomes of the Local Transport Strategy);
 - A public realm action plan, involving consultation with key stakeholders (including design professionals, local residents and businesses) should seek to finalise the appropriate design details for effective management of vehicle speeds as outlined above, and how these designs can be rolled out throughout Craigmillar.

PUBLIC TRANSPORT AND TRANSPORT INTERCHANGES

- 4.30 Tram design imposes certain constraints, and although it is now a longer term proposal, it is important to consider fully the design implications of tram within street design. For instance, the public transport link to the RIE may have the potential for upgrade for sharing with the Tram eventually.
- Public transport should be planned as an integral part of the street layout. This will require a different approach to street design on streets where buses will run;

- Bus and ultimately tram routes, and stops, should be easily accessible, safe, designed for context and well lit;
- Bus and tram stops and proposed stations should be strategically located in relation to local facilities, mixed uses, higher density development, nodes of activity and each other;
- The placing of building entrances should have regard to the exact location of all public transport facilities;
- Around proposed tram stops, bus stops and stations, street design should seek to incorporate direct access into footways and cycleways, and, in selected key locations cycle parking.

NIDDRIE MAINS ROAD

4.31 It is essential that the physical relationship between vehicular and pedestrian movement along the road is improved, to enhance the centre's economic sustainability and connection with the community. The design and character of the street needs to balance the needs of the pedestrian with public transport, traders and customers. This is the key connector which should be designed as follows:

- A minimum corridor width of 24 metres, building frontage to building frontage;
- Adjacent buildings relate strongly both physically and visually to the street;
- The street will be fronted by shops and residential properties;
- The street corridor will contain a pedestrian footway, designated linear parking bays, a designated bus lane and central vehicle corridor. Within Craigmillar Centre, an alternative approach, incorporating 'shared space' design concepts, may be considered;
- The design of the street should incorporate a single line of street trees, on either side of the road, in general accommodated within the build outs between bays of designated parking;
- The inclusion of pedestrian crossings, (zebra crossings preferred to encourage eye contact, but signalled crossings are likely to be required at points where strategic cycle routes cross and on

sections with a 30mph speed limit) at strategically important crossing points and other places to link the northern and southern sides of the street, providing safe crossing points for pedestrians and cyclists;

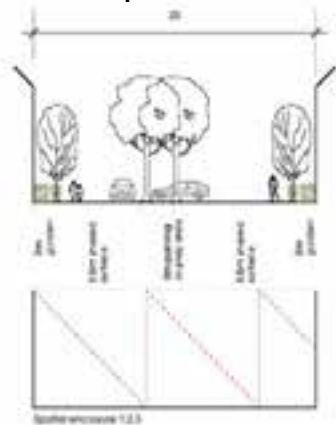
- No measures that separate pedestrians such as ‘pedestrian guardrail’ or ‘safety rail’ should be used on a large scale as this causes severance and can encourage higher vehicle speeds. Pedestrian safety should be promoted through road design with barriers only being used in exceptional circumstances and following the undertaking of a pedestrian guardrail assessment. (Fig 4.8 - Cross Sections of Niddrie Mains Road)

GREENDYKES ROAD

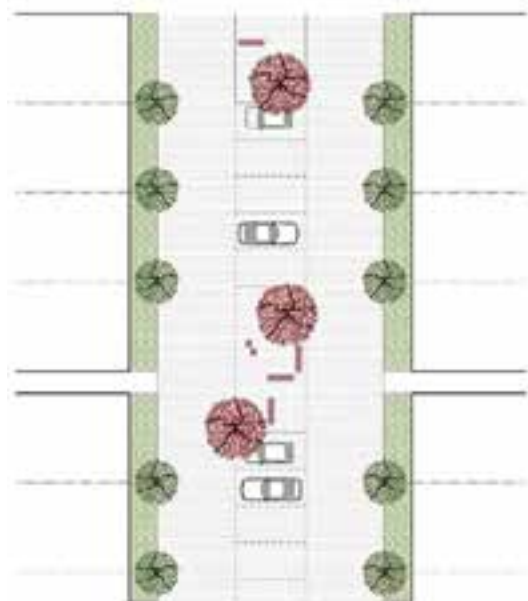
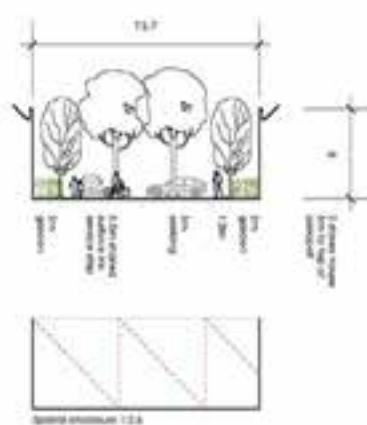
4.32 This is a secondary route now the public transport link is complete. It should have the character of a tree-lined street which connects the adjacent residential neighbourhoods directly to the main street and extends strong and legible links into the surrounding community. It will also provide the principal tram route and the tram safeguard must be retained free from obstructions.

- A minimum corridor width of 29.5m building frontage to building frontage;
- Adjacent buildings relate strongly both physically and visually to the street;
- The street is fronted primarily by residential units but includes some shops, at tram stop locations;
- The corridor will, in the long term, contain a pedestrian footway, designated linear parking bays, a vehicle corridor and a centrally located tram route. A shorter term layout incorporating bus priority lanes or a green strip will also be required;
- The corridor incorporates a single line of street trees, on each side of the designated tram route;
- The inclusion of pedestrian crossings, formal or informal, at strategically important crossing points, link the northern and southern sides of the street, providing safe crossing points for pedestrians. (Figure 4.9 - Cross section of Greendykes Road)

Local Street Example 1



Local Street Example 2



- Notes:
1. Articulated pattern to avoid oversteering pedestrian flow.
 2. All parking on street.
 3. Greater % of sidewalk surface than typical with no curbside parking, but no meter parking required.
 4. Alternating parking/shaded surface to slow traffic down.

Fig 4.7
Indicative Examples of Local Street Design Concepts

These emerging designs illustrate the design concept of "Local Streets". They are included as indicative illustrations without prejudice to determination of future planning applications.

Credit: Cadell ²Architects

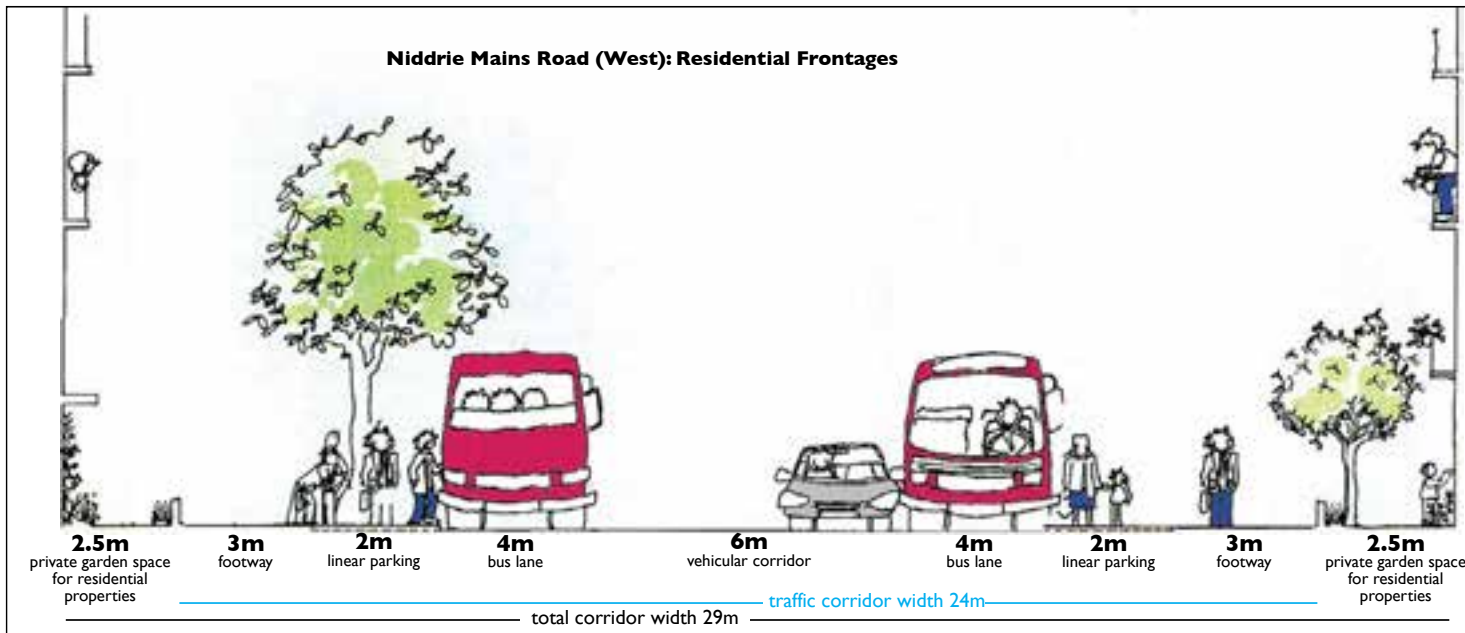


Fig 4.8
Niddrie Mains Road West - cross section

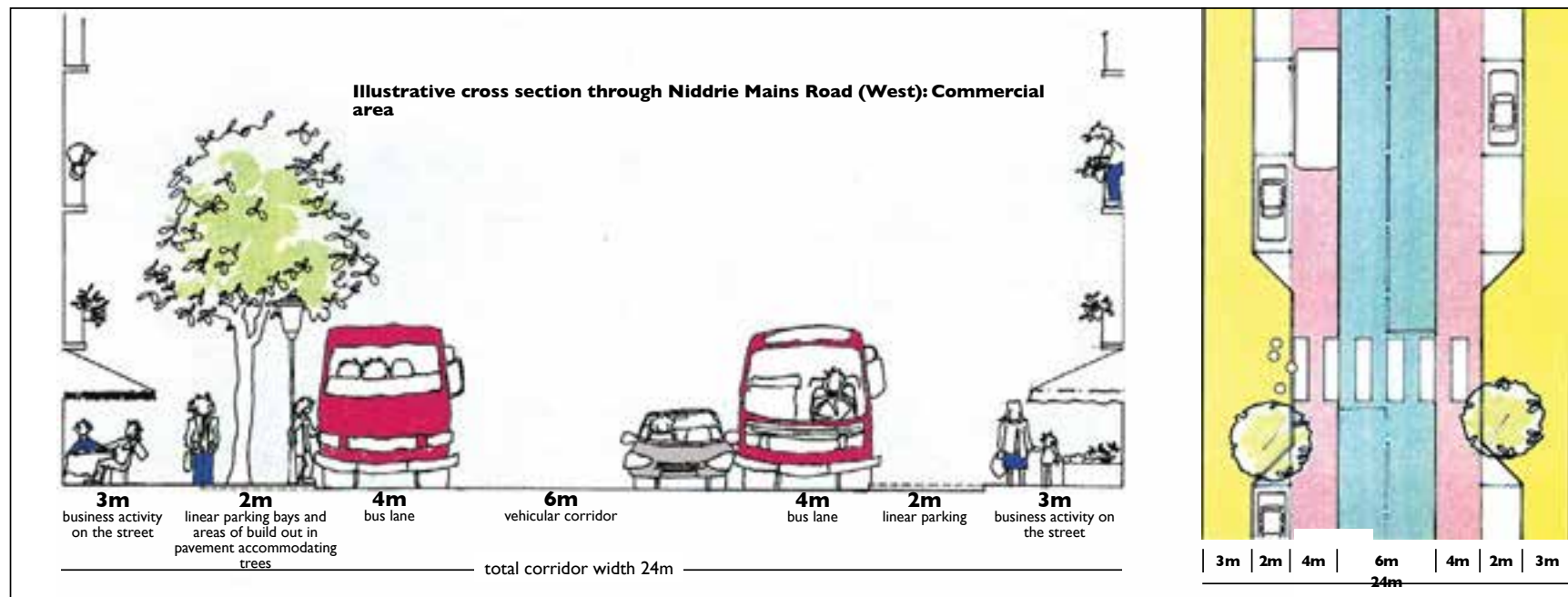
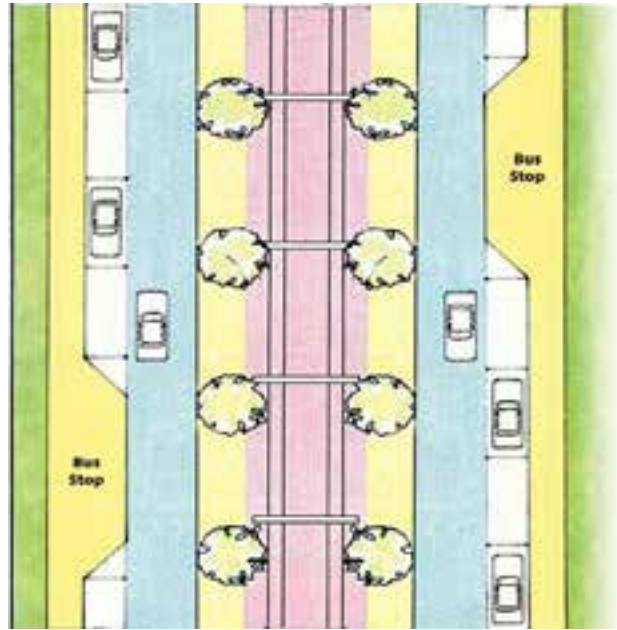


Fig 4.9
Greendykes Road -
cross section



1.9m | 2m | 2m | 3m | 4.35m | 7.3m | 4.35m | 3m | 2m | 1.75m |
29.75m



LOCAL STREETS

- 4.33 Local Streets will provide the main vehicular, bicycle and pedestrian circulation area throughout most of Craigmillar's public realm. They are intended to be mixed-use neighbourhood streets, and their design and intended vehicle speeds should reflect this. (Figure 4.7 illustrates the concept design).
- 4.34 There will be variations in the dimensions and detailing of local streets depending on the particular circumstances of each. A number of common characteristics will apply to all such streets, including:-
- Minimal use of signs and associated street clutter;
 - Lighting should be integrated into building design and other street furniture wherever possible and favour pedestrians;
 - Paving and surface materials should be appropriate to the form, pattern and context of the built environment, and designed for speeds of less than 15 mph;
 - Parking provision will vary along each street, and may be used to break up long straight vistas and to reduce sightlines. Linear parking that acts as a barrier between building frontages and streets should be avoided as far as possible;
 - Short sight lines and tight turning radii.

LOCAL STREETS LIKELY TO CARRY A REGULAR BUS SERVICE

- 4.35 Though the materials palette can continue to be used for these streets, and some form of traffic calming may be appropriate to restrict speeds, these streets are likely to require a more conventional design to ensure ease of movement for buses.

CAR PARKING PROVISION

- 4.36 Underground secure parking remains an aspiration, but it is accepted that this may be difficult to achieve in the current economic climate. The alternative is on-street parking. There are real benefits in on-street parking in comparison to making dedicated off-street provision. Less land is taken up by cars and traffic in total, supervision of footways is provided by direct overlooking, the potential for front gardens is increased; enclosed private space can be used as gardens and shared greens. These are all in fact advantages of the traditional tenement block form or terraced streets, compared to more recent suburbia. The default planned provision is for one space per dwelling to allow for car ownership to grow from the currently low levels without needing a major change of approach. However, where there is evidence of likely low initial take-up, the potential for a lower initial provision with some ‘reserve capacity’ (in the form for example of public or semi public green space) will be considered. In-curtilage parking, to the front of buildings will only be permitted with townhouses.

Table 4.2 – Parking Design Requirements

Street type	Parking provision
Main Connectors - Town Centre/ Niddrie Mains Road and Greendykes Road	Linear on-street parking in designated set backs. The proposed “anchor store” has its own at grade parking area to be located to the rear of the proposed shop. It is proposed that this car parking should be shared by other frontages - other shop units, staff at the adjacent school and local residents. Such space sharing will be vital to secure good quality public realm on Niddrie Mains Road.
Local Streets - not bus routes	On-street parking in designated bays. Wherever possible – consistent with the level of parking demand - the parking bays should be used creatively to help manage vehicle speeds and emphasise the multi-functional nature of the streets.
Local Streets - bus routes	In these streets it is likely that a conventional layout of parking will be required in order to ensure relatively easy passage for buses. Which, if any, streets this will apply to will only be possible to define at a later stage.

CYCLE PARKING

4.37 Safe, secure and accessible cycle storage for each home and public facility should be provided.

DESIGN REQUIREMENTS

4.38 All cycle parking provision must be in accordance with the requirements set out in the Council's guidance Movement and Development, and the Parking Standards. In particular it should be:

- Well lit
- Secure
- Overlooked
- Accessible
- Facilitated with robust furniture
- Practical
- Integrated into building design

TABLE 4.3 Cycle Parking Design

Nature of accommodation	Parking Provision
Townhouses	Secure cycle parking must be accommodated within the curtilage of each individual dwelling and cycle storage points should be visually and physically accessible. The design of cycle parking facilities should be an integral consideration in the detailed design.
Other residential e.g. apartments and flats	Secure cycle parking should be accommodated within buildings at ground floor level for all residents.
Public Facilities	Secure cycle parking should be accommodated as part of a strategic network of cycle parking provision. It should be closely related to concentrations of public facilities and also nodes of public transport activity e.g. close to tram stops and the library. The dimensions for all parking bays should be to the standards required by the local authority.



5

CENTRES & SERVICES

MAIN THEMES

THE STARTING POINT

CHOICES

PLANNING PRINCIPLES FOR THE CENTRES

DESIGN GUIDANCE FOR CENTRES & SERVICES

MAIN THEMES

- 5.1 The principal aim is to provide a good quality ‘local centre’ that will act as the heart of Craigmillar with improved shops, units available for other shopping centre uses and attractive public services. This centre needs to be well-placed for local residents – both those who live in Craigmillar now and future newcomers - and conveniently located both by foot and by public transport. In addition to the main local centre, one or two locations for other small groups of shops should be identified, to act as future neighbourhood centres or corner shops. These, at The Hays and at Greendykes, should be linked to existing or future public transport nodes.



THE STARTING POINT

- 5.2 Craigmillar’s main shopping centre is located between the ‘commercial centres’ at Cameron Toll to the west and Fort Kinnaird and The Jewel to the east. These two centres provide a wider and more attractive range of shops than that provided within Craigmillar itself and, in addition to a declining catchment, probably account for the current depressed state of the centre.
- 5.3 The Edinburgh City Local Plan defines the shops on Niddrie Mains Road as a ‘Local Centre’ where support will be given to proposals for retail development on sites in or on the edge of the centre, which would make a positive contribution to its existing role, and are compatible in scale and character. The Local Plan defines the extent of the shopping frontage, which lies on Niddrie Mains Road between Craigmillar Castle Road and Niddrie Farm Grove. This frontage consists of more than thirty units located on the south side of Niddrie Mains Road. In urban design terms, the ‘strung-out’ and ‘lop-sided’ character of the existing retail frontage means that the centre is not a strong enough destination on Niddrie Mains Road.
- 5.4 In addition to the local centre, there are one or two neighbourhood shops in Craigmillar. These shops are located within Niddrie Mains and at Greendykes, although there is a lack of people living nearby. There is also a neighbourhood centre located at The Hays to the east.



CHOICES

- 5.5 The choices discussed during the preparation of the Framework were about the scale of the future town centre and where its “centre of gravity” should be. The choice was to be made between:
- strengthening the local centre at the western end (the Craigmillar Castle Road junction). This was rejected as not being central enough for the whole of Craigmillar;
 - a relocated focus to the east at the Greendykes Road / Churches junction. This, although attractive and central to all the neighbourhoods, would be difficult to achieve in terms of land ownership and development; and
 - a focus in the middle (approximately between the Health Centre and the White House), which appeared both desirable and workable.
- 5.6 The issue is how any change to the location of the shopping centre can be achieved. In relation to details a compact design would be most appropriate in order to concentrate activity and promote convenience. However, the Framework suggests that space should be made available for a new ‘anchor’ food store in the medium to long term. This will require further discussion through the development of a design brief. The key choice is scale of such a supermarket. The choice ranges from small-medium (2000m²), to the very large format currently sought by some retailers (8000m²). In this regard, if the main store and the local centre itself are too small, the centre will offer local people so little that they will travel outside Craigmillar for everything except small daily needs; too big, and the parking requirements, traffic implications and retail impact become very difficult to handle and may be contrary to structure and local plan policies.
- 5.7 For neighbourhood shops, the choice is where these should be located and what relationship these have to existing local corner shops in Craigmillar.

Fig 5.1
Location Choices

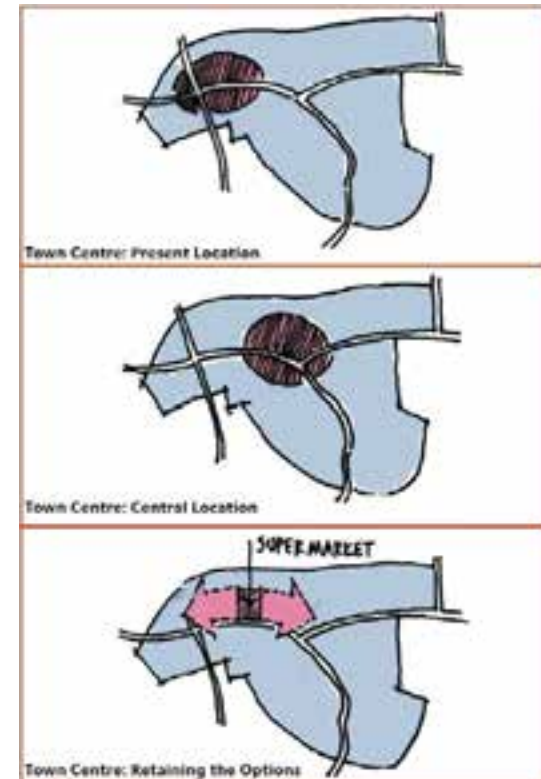
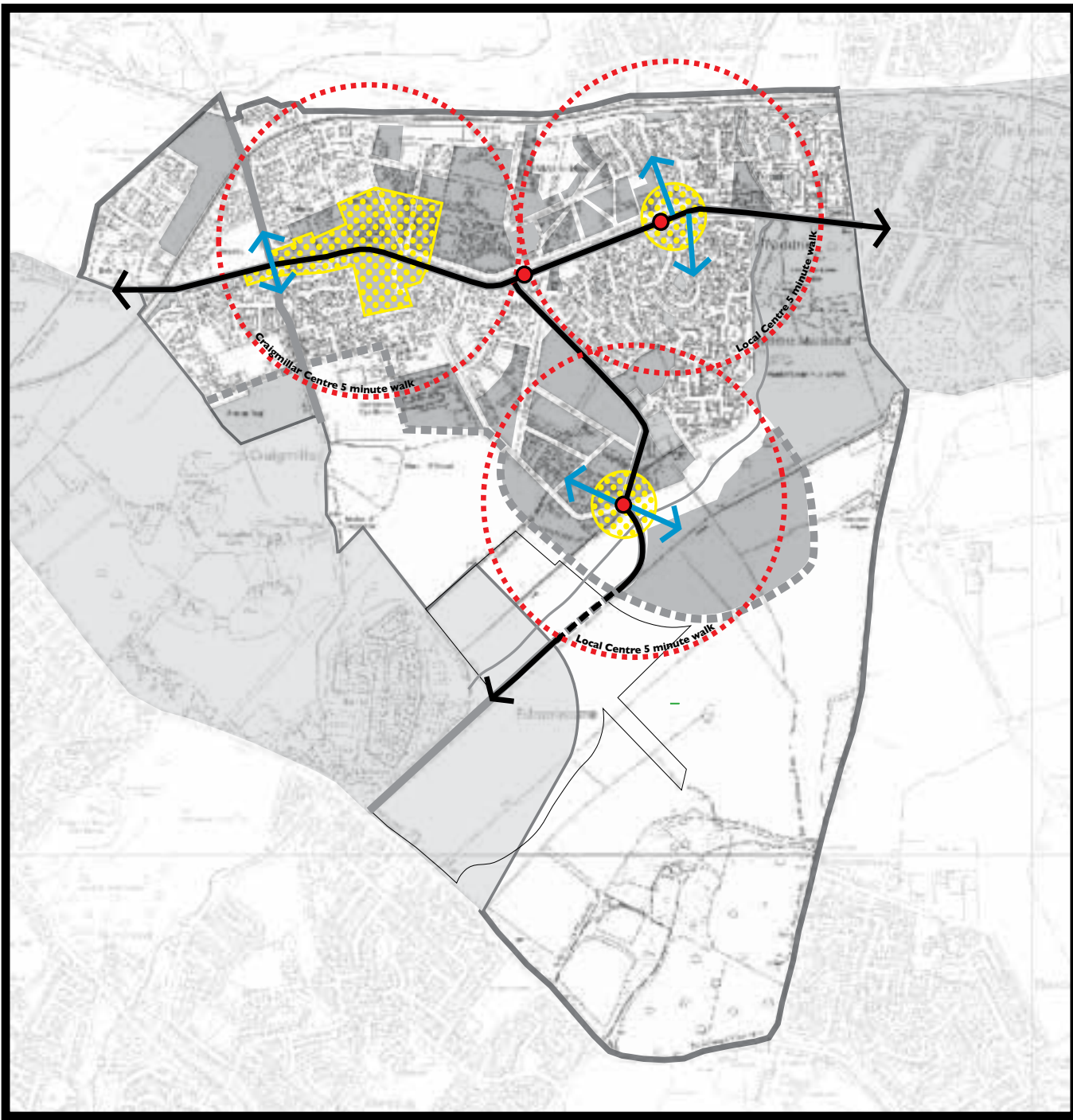


Fig 5.2
Local Centres



- Local Centre
- Proposed Tram Stop
- Internal Connections
- Main Connectors
- 5 Minute Walk

PLANNING PRINCIPLES FOR THE CENTRES

- 5.8 The underlying principles are to strengthen the vitality and increase the viability of the local centre on Niddrie Mains Road. It is also proposed to create a new neighbourhood centre at Greendykes and protect the existing centre at The Hays. These centres will provide valuable focuses for commercial and community activity within Craigmillar and their success will contribute to the economic regeneration of the area.
- 5.9 **Craigmillar’s main shopping centre should be encouraged to serve the whole of Craigmillar now and in the future** - In the medium to long term, future investment in retail should focus on the area around the existing shops, between the Health Centre and Craigmillar Castle Loan. Shops on both sides of Niddrie Mains Road with street frontages are sought. This moves the “centre of gravity” of Craigmillar centre to the east – giving greater convenience for more of the future population, and reflecting the community’s expressed wish for it to be more of a centre for the whole of Craigmillar. The plan shows how the shopping frontages can be redefined, although the current local plan is founded on existing shops.
- 5.10 **The main shopping centre should be a destination - with shops, businesses, community uses, some housing and other uses** – The aim is to create a mixed-use community heart that successfully combines commercial and business activities with residential properties, thereby maintaining its vibrancy and continuity of occupation. Consideration should be given to encouraging local entrepreneurship through local markets and flexible space should be incorporated for this purpose.
- 5.11 **New shops should have frontages facing Niddrie Mains Road** – Another improvement would be to secure shopping frontages on both sides of Niddrie Mains Road, to make the centre a destination or visible “event” and encourage pedestrian activity to flow across the road. If any new ‘anchor store’ is attracted, it could be located within this focus area, and should have a frontage to the main street and adjoin other shops and potentially major public and civic uses.

Fig 5.3
Craigmillar Town Centre



New Shops with housing above, on both sides of Niddrie Mains Road

- 5.12 **Smaller neighbourhood centres should be established at Niddrie Mains and Greendykes, linked to public transport facilities and footpaths and cycle routes** - These will serve immediate needs of local people. The Plan shows where these should be located - the Hays is already established, but it will be for future master plans at Greendykes to finalise the location of that centre. It should be adjacent to the proposed public transport stop and new primary school(s). Neighbourhood centres should make provision for other community facilities such as a GP clinic, and nursery schools. These will evolve as the population of the different neighbourhoods grows and generates a critical mass of customer activity to ensure each centre's commercial viability.
- 5.13 **New places to be created around shops and centres** – Linked to the creation of new and improved centres is the creation of attractive public spaces to make the centres attractive for people. This will help to make these centres viable in the long term and provide places for social interaction between all those who live in Craigmillar. Landmark buildings would help to mark the local centre, provide space for other non-residential uses and to create a sense of place.
- 5.14 **Any new 'anchor' food store should be no larger than 4000m²** - Maintaining a vibrant and resilient centre in Craigmillar is key to the future success of the area. As noted in the choices section, a large food store or 'supermarket' could have a negative impact on the nearby shops and businesses. A medium sized store up to 4000m² would complement the existing offer in the centre while also acting as an 'anchor' that other business can benefit from.



Secondary: Local Centres

DESIGN PRINCIPLES

DISTINCTIVENESS

- 5.15 All Centres should build on the essential character and individuality of established Centres where these exist. Designs should seek out local heritage features and work around these to promote a sense of local identity and place. Rehabilitation and re-use of existing interesting or good quality buildings is encouraged to be supplemented by new landmark buildings.

SOCIABILITY

- 5.16 Buildings and spaces should be designed to facilitate social interaction between all those who live and work in the new Craigmillar, in all seasons and weathers.

PEOPLE-FRIENDLY

- 5.17 Buildings and spaces should be attractive, safe and welcoming. Careful design should maximise natural surveillance. Places should be designed for people by people to ensure a sense of pride and ownership by local people over their spaces.

SUSTAINABILITY

- 5.18 Designs should encourage access by public transport, people on foot or cycling. Buildings and spaces should be designed to minimise energy consumption.

QUALITY

- 5.19 Good design should be pursued from the outset with a clear brief agreed with developers and users. Centres should be designed to be robust, withstanding the rigours of day-to-day use, minimising maintenance.

DESIGN REQUIREMENTS

- 5.20 Flowing from these Principles are several overarching design requirements, to be satisfied in the design and development of local and the neighbourhood centres:
- Commercial / retail facilities should be accommodated within the urban block form, as defined in chapter three;
 - Commercial / retail facilities are only to be accommodated on or adjacent to either Niddrie Mains Road or streets defined as ‘main connectors’ within the urban structure;
 - Separate parking provision can be accommodated adjacent to the anchor store / supermarket proposed on Niddrie Mains Road. This provision should accommodate shared parking for both the store/supermarket and the wider town centre;
 - Other than this, parking and servicing arrangements should be accommodated on-street rather than in separate areas;
 - Local centres must have strong physical and visual links with the public transport network, and designs should consider how to enhance their role as transport interchanges;
 - All facilities must be accessible to all;
 - Retail activity should be allowed to spill out into the street, where appropriate for example in case of a fruit stall, but specifications for this provision are strictly defined in chapter three (refer to Boundaries);
 - Consideration should be given to creating flexible market space in the main shopping centre;
 - Safe and secure cycle parking should be provided to promote users to travel by bicycle.
 - A strong physical and visual relationship between the public realm and building frontage must be maintained; and,
 - Customer access to the proposed supermarket / store should be directly through the main street frontage on Niddrie Mains Road.



6

COMMUNITY FACILITIES

MAIN THEMES

THE STARTING POINT

CHOICES

PLANNING PRINCIPLES FOR SCHOOLS AND COMMUNITY FACILITIES

DESIGN GUIDANCE FOR COMMUNITY FACILITIES

MAIN THEMES

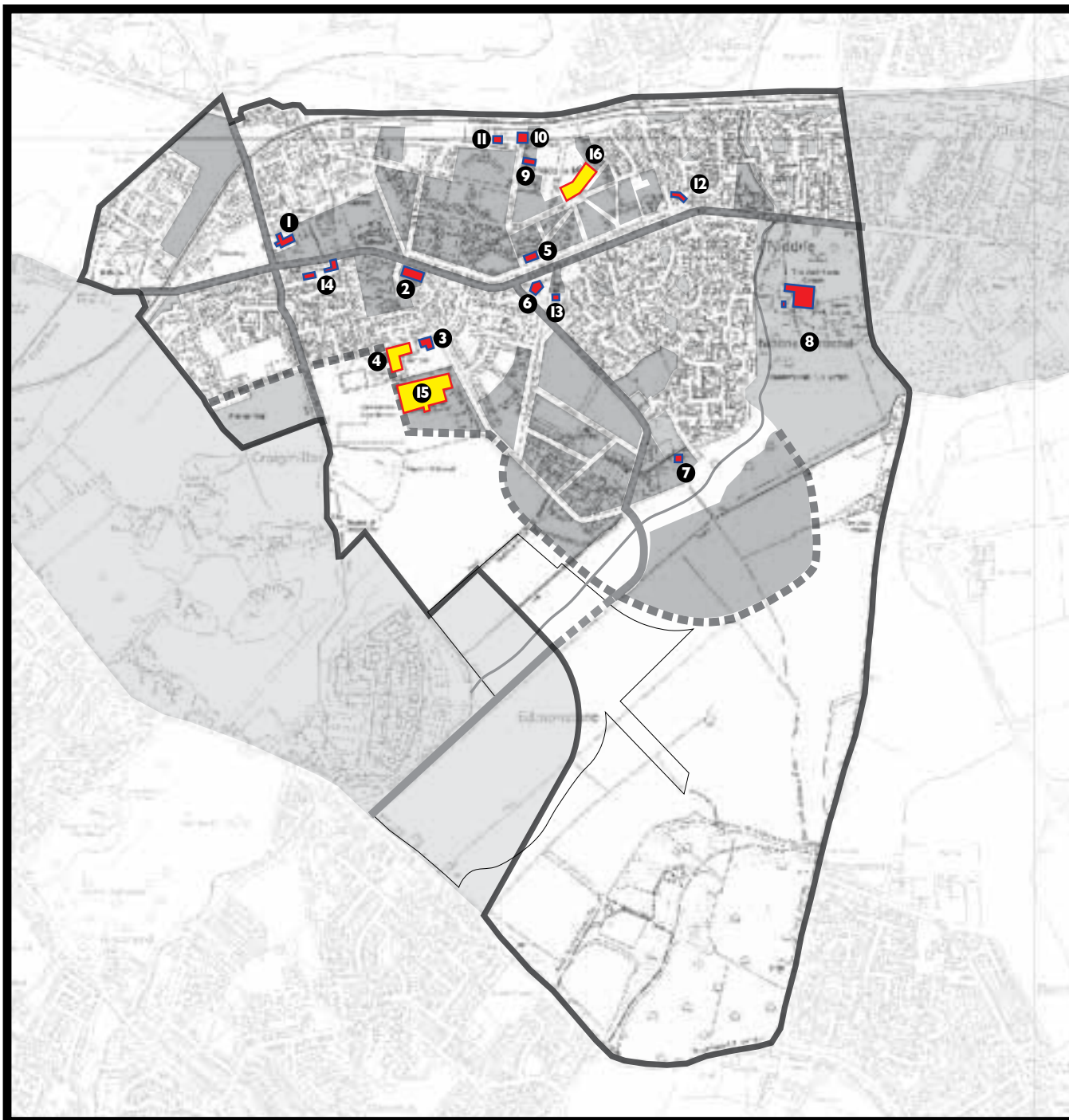
- 6.1 Alongside a revived and strengthened main shopping centre, Craigmillar needs new and improved community facilities. The settled community and those who will choose to come to Craigmillar in the future will expect Craigmillar to be a place, not just a housing estate. The delivery of this whole package - home, neighbourhood environment, shopping, schools, leisure, parks – will be important for the success of current regeneration efforts. The Framework cannot deliver these facilities, but it can make provision for their delivery. This Chapter addresses the planning needs for schools, health facilities and other community facilities.

THE STARTING POINT

- 6.2 Edinburgh City Local Plan in considering Schools and Other Community Facilities notes that redevelopment of Craigmillar will give rise to an increased population requiring additional educational provision. It therefore sets out the proposals as follows:
- The Local Plan identifies requirements for new school proposals, depending on the level of population growth, with indicative locations shown on the Proposals Map.
 - Policy Com 2 will be used to secure financial contributions towards the provision of school infrastructure where this is required as a consequence of development.
- 6.3 There are now three primary schools - Castleview, St Francis RC and Niddrie Mill. Further to the requirements of the Local Plan, both St Francis and Niddrie Mill primary schools have been relocated to a new joint campus site on Niddrie Mains Drive. At secondary level, there is a commitment to provide a new Community High School to replace Castlebrae. In order that the facilities of the new High School can be used by all within the community, it is proposed that it be located within the main shopping centre, on the north side of Niddrie Mains Road.

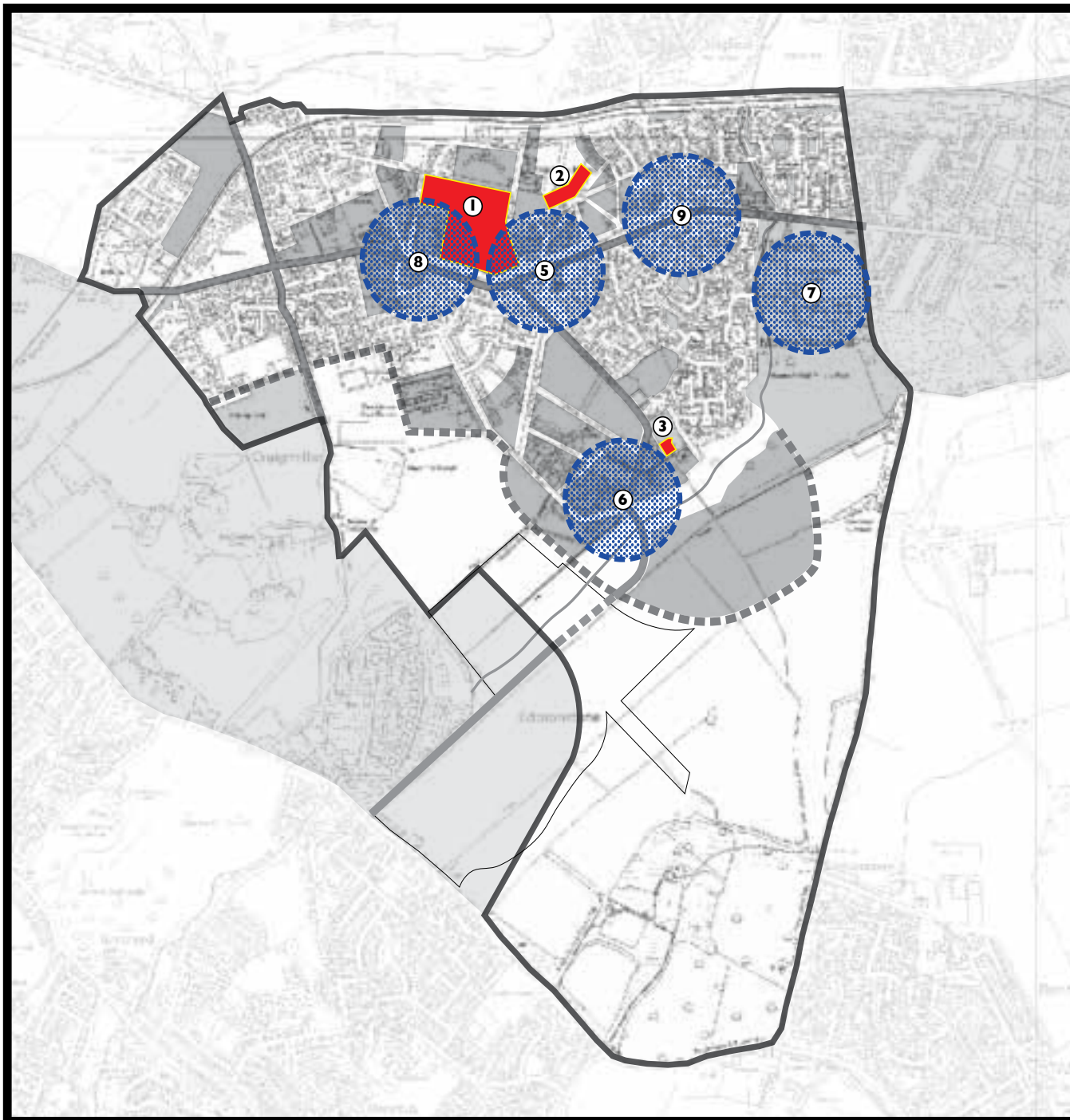
- 6.4 Health services are concentrated in Craigmillar Medical Centre on Niddrie Mains Road, with two pharmacies operating in the shopping parades nearby. Significant changes recently include the opening of the Royal Infirmary of Edinburgh (RIE) - only about a mile from most of Craigmillar, but linked by the slow, indirect, medium-frequency 32 bus route.
- 6.5 Other community facilities are quite numerous, including the Hearts Club, the Jack Kane Centre, the White House, Greendykes, Hays and Niddrie Mains community rooms/centre/facilities, the Partnership Building, Castleview Centre, Venchie children's centre to a library, churches, schools, pubs, clubs, etc. (see [Figure 6.1](#)). However, a previous local survey by the Community Council & Capacity-Building Project indicated that they are only used by a small active minority of the population. This may partly be because many of them are tucked away in hard-to-find places which also do not feel safe to reach, especially at night.
- 6.6 Crime rates have fallen, but there is still concern in the community about crime, anti-social behaviour, vandalism and litter. Craigmillar Police Station, which serves a wider area of the South East, currently occupies a key site on Duddingston Road West, but is not particularly accessible or visible from most of Craigmillar or its centre.

Fig 6.1
Community Facilities
(existing)



- Schools
- other community facilities
- 1** Police Station
- 2** Craigmillar Medical Centre
- 3** Castleview Centre
- 4** Castleview Primary School
- 5** Richmond Craigmillar Church
- 6** St Teresa's Church
- 7** Greengables Nursery
- 8** Jack Kane Centre
- 9** Children's House Nursery
- 10** Community Centre (Craigmillar Capacity Building)
- 11** The Venchie
- 12** Hays Local Centre
- 13** Craigmillar Out of School Project
- 14** Craigmillar Partnership
- 15** Castlebrae High School
- 16** Joint Campus Primary School

Fig 6.2
**Community Facilities
 (proposed)**



- Schools
- ① Community High School Zone
- ② Primary Schools (joint campus)
- ③ Primary School Reserved Site (indicative - if required)
- focus for other new community facilities
- ⑤ Central Tram Stop
- ⑥ Greendykes Local Centre
- ⑦ Jack Kane Redevelopment (Regional sports facilities)
- ⑧ Community Library & other community facilities
- ⑨ The Hays

CHOICES

- 6.7 A site for a new Primary school at South Greendykes/Niddrie House should be safeguarded in line with the Proposed Edinburgh Local Development Plan.
- 6.8 In 2002, the Council's Education Department undertook a community consultation on the location for the new Community High School. As a result, the Council agreed that the school should be located in or near Craigmillar's main shopping centre on Niddrie Mains Road. In March 2012 the Council made a commitment to provide a new Community High School by 2020. The choice remaining is therefore about the exact location in relation to the centre, bus / tram services, and the range of other possible joint-use facilities such as a swimming pool, sports hall, etc. Decisions are also still to be made about detailed design principles but it will be vital to keep the school footprint compact to ensure that it does not act as a barrier to the shopping centre and does not sprawl over land which would be better developed for housing. Education has suggested a safeguarded site area of 2.6ha, which will include the school building and a pitch facility.
- 6.9 The Moffat Early Years Campus is located on the new co-located primary schools campus and brings together Niddrie Mill Nursery class St Francis RC Nursery class and Children's House Nursery school. The joint Campus offers a high quality education service to children aged three to five years. With the development of the campus model a one door approach is available to families. This includes, a wrap around care service for nursery aged children and support for parents including toddler groups for younger children and parents groups and classes. The Campus is a community based resource that is committed to promoting the development of health, wellbeing and early learning of all children and their families.
- 6.10 With regard to other community and health care services, the main areas of choice relate to a possible strategy to locate them in visible and convenient places closely related to the main shopping centre and local centres, linked by attractive and safe routes on foot, cycle and public transport.

EXISTING COMMUNITY FACILITIES



Jack Kane Centre



Castleview Primary School

PLANNING PRINCIPLES FOR SCHOOLS AND COMMUNITY FACILITIES

- 6.11 The timely provision of appropriate community facilities within Craigmillar is an important factor in revitalising the local community and regenerating Craigmillar as a place, rather than simply a collection of housing estates. The underlying aim for the Framework is to ensure that schools and community facilities are located in the most accessible locations, that they are designed to offer flexible facilities and that the private sector plays its part in delivery. The plan identifies sites on the basis of information currently available, but these may require some adjustment once designs have been finalised.
- 6.12 All schools should be designed to minimise their footprint and maximise safety through natural surveillance. The approach being endorsed is to look creatively at school design and the advantages which can flow from having a building of 2, 3 or 4 storeys. School buildings should not be designed as fortresses but should be welcoming to all potential users and relate well to surrounding buildings and uses. Care must be taken to linkages and the design of spaces both within the school grounds and on the edge to create safe spaces.
- 6.13 All Schools should be well-located in relation to footpaths, cycleways and public transport, encouraging children and staff to walk to school or use sustainable transport, including adequate cycle parking. Good linkages with walking and cycling routes will help to create a safe and healthy environment for children and encourage patterns of behaviour which will last into later life.
- 6.14 All schools should contribute to the quality of the local environment and help to create a sense of place. Schools and community facilities should appear as welcoming open buildings which are a focus for interaction within the communities, which make up Craigmillar.
- 6.15 The Community High School could incorporate a number of other facilities and should relate well to shops and the other facilities in the town centre. A planning or design brief will be prepared setting out exactly what is required and this is expected to be the subject of community consultation.



St. Teresa's Church



Richmond Craigmillar Church

-
- 6.16 Provision should be made for “early years” and a range of community and health facilities in or near the main shopping centre and the neighbourhood centres. These should be contained within educational buildings or in other landmark buildings. This should be addressed in masterplanning for these sites, and applications will be expected to take account of contributions to help delivery.
- 6.17 Any redevelopment of sports facilities at Jack Kane Centre should seek to address local needs and aspirations as well as contributing to regional and national facilities. It is important that new development here should provide some facilities which will benefit the local community. It is the local community which will help to support such a facility in the longer term.
- 6.19 The design of all schools and community facilities (buildings and spaces) should demonstrate flexibility, the potential sharing or multi-use of space, and adaptability through time. There is limited land available for such facilities, and there are limited resources for their development. It is vital that as much use as possible can be made of such facilities, crossing borders between education, culture, sport and other activities.
-

DESIGN PRINCIPLES

DISTINCTIVENESS

- 6.20 New facilities should be designed as landmark buildings with a strong visual presence which relate well to their locality and help to create “special places”. Designs should take account of local heritage features and work around these to promote a sense of local identity and place. Rehabilitation and re-use of existing interesting or good quality buildings is encouraged, particularly if these are listed buildings.

SOCIABILITY

- 6.21 Facilities should be designed to be easy to reach, especially by sustainable transport. Buildings and spaces should be designed to facilitate social interaction between all those who live and work in the new Craigmillar, in all seasons and weathers. The heart of Craigmillar should be an accessible, lively and attractive place and encourage social interaction.

PEOPLE-FRIENDLY

- 6.22 Buildings and spaces should be attractive, safe and welcoming for all within the wider Craigmillar community. Careful design should maximise natural surveillance. Places should be designed in consultation with local people to ensure a sense of pride and ownership. “Safer Routes to School” principles should be integrated into design.

SUSTAINABILITY

- 6.23 Facilities should use land and energy efficiently. Buildings and spaces should be designed to minimise energy consumption, to maximise natural ventilation, natural daylight and creative use of new technologies. Designs should encourage access by public transport, people on foot or cycling. Being in accessible locations or in a cluster of similar facilities will reduce the need to travel, reduce the number of journeys by car and encourage people to walk or cycle or use public transport to reach the facility.



Watford High Street



Community Axis: Covent Garden

QUALITY

- 6.24 Good design should be pursued from the outset with a clear brief agreed with developers, users and the planning authority. Buildings should relate well to their surrounding space, other facilities and have a positive effect on the local environment. Good attention to design details will be needed, particularly boundary treatments and the contribution to the public realm. Facilities should be designed to be robust, withstanding the rigours of day-to-day use, minimising maintenance.

DESIGN REQUIREMENTS

- 6.25 Flowing from these principles are several overarching design requirements, to be satisfied in the design and development of schools and community facilities:

ALL SCHOOLS

- 6.26 School design must comply with a number of Government and Council regulations and guidance.
- 6.28 The designs for school facilities should create stimulating and creative environments and encourage enjoyment; a child's relationship with their school should be fun and inspiring;
- 6.29 Schools should relate visually and physically to their surroundings in terms of their scale, massing and detailed design, maximising opportunities to use natural surveillance from adjacent residential properties.
- 6.30 School design should take a sensitive and creative approach to security objectives including boundary treatment and incorporation of CCTV facilities.



Frontage of new school, Hampton Gurney, London



Greenwich school



St. Thomas of Aquins High School

- 6.31 Schools should be designed to maximise the contribution made by Safer Routes to School as a means of encouraging children to walk to school. A Safer Routes to School scheme should be implemented for each school.
- 6.32 Schools design should incorporate high levels of cycle parking to promote active travel amongst the school population.
- 6.33 School design should start from a presumption that a 2, 3 or 4 storey urban form will be expected to relate to the scale of surrounding new development.
- 6.34 Schools should be laid out to use land efficiently and relate coherently to other facilities and their future neighbourhood setting.
- 6.35 Opportunities to share school resources with the community such as leisure facilities, particularly in the case of the high school, should be explored to further integrate the school with the local neighbourhood.
- 6.36 The school building should have a clear main entrance with appropriate reception areas and signage.
- 6.37 Safe pedestrian access and cycle routes need to be carefully considered in relation to position, layout and entrance/egress points to the school.
- 6.38 School buildings should offer high quality, healthy working environments. Good site orientation can maximise daylight, improve energy efficiency, increase accessibility and reduce noise disturbance.



St David's tourist information centre:
also a community education center



New Jubilee campus, Nottingham University

- 6.39 School grounds should be designed and laid out to provide appropriate opportunities for play, maximising the role which natural heritage and sport can play in creating a safe and pleasant environment.

COMMUNITY HIGH SCHOOL

- 6.40 Development within or adjacent to the Craigmillar local centre should aim to be the equivalent of four storeys high, in keeping with adjacent new housing and office development in the area. The building and grounds should create a landmark feature. The school site should be at minimum 2.6ha in area to comply with government regulations and located within the town centre area defined in [Fig 6.2](#).
- 6.41 The School design should consider incorporating community sports/hall facilities and possibly a swimming pool. The CUDF 2005 identified the school as being a possible location for the library, however the library has since been provided within the recently opened neighbourhood office. The high school should form part of a campus linking to the library, other community facilities, offices and shops, reinforcing the creation of a civic centre. The design should incorporate entrances directly from Niddrie Mains Road.
- 6.42 The school grounds must be safe and should feel secure. Any playing pitches should be located away from Niddrie Mains Road and be available for a variety of recreational purposes. Pedestrian routes to the school building should be separate from vehicular access points, and have external lighting for evening use.
- 6.43 Buildings and grounds should meet the requirements of the Edinburgh Design Guidance and the Biodiversity Action Plan (where relevant). Techniques to reduce surface water run off on site, including swales and permeable paving should be incorporated on the site. Careful use of hard paving materials



Balfour High School with Community Wing



St Donat's Arts Centre, Wales

to complement the landscape design shall be specified. Rain water collection systems should be used for any irrigation that may be required.

OTHER COMMUNITY FACILITIES

- 6.44 Community Facilities – health centres, doctors’ surgeries, nurseries, community meeting rooms, clubs, etc – should be located in easily accessible buildings, close to public transport nodes such as railway stops, bus stops and tram stops and provide safe and secure cycle parking.
- 6.45 Consideration should be given to using existing buildings or sharing space with existing users such as schools.
- 6.46 Where there is funding to build a new facility, this should be designed as a landmark feature in the neighbourhood, linked to housing or business development. Consideration should be given to incorporating green roofs and other sustainable features. Buildings of several storey heights will be the most appropriate to ensure mixed uses and activity at different times of day.



7

PARKS, OPEN SPACES AND ENVIRONMENT

MAIN THEMES

THE STARTING POINT

CHOICES

PLANNING PRINCIPLES

DESIGN GUIDANCE FOR OPEN SPACES

MAIN THEMES

- 7.1 The main themes for open space and the environment are making the most of Craigmillar's unique features and integrating Craigmillar with its historic setting. The opportunity exists to maximise the benefit from the location, views and landmarks in the area. New local parks and urban spaces will be created and these must be designed as a network of pleasant, inspirational places with a clear social function. It is vital that we avoid creating unclaimed spaces as these would attract anti-social behaviour and cause a maintenance problem.
- 7.2 Guidance has been drawn from the philosophy in 'Passed to the Future' Historic Scotland, 'Rethinking Open Space' (RTOS), 'Open Space Planning in London' (OSPL) and the Council's Open Space Strategy and principles.

THE STARTING POINT

- 7.3 The history of the area and topography has a major influence on the future design and use of green space in Craigmillar. Chapter 2 explains how Craigmillar lies in two valleys, the Braid Burn, and the Niddrie Burn with the greenbelt land rising up to the south to Edmonstone Ridge. From here there are impressive views north to Craigmillar Castle, Arthur's Seat and Edinburgh Castle. The landscape holds considerable history, reflecting the result of over 5000 years of human management, and remnants of the estates of Edmonstone, Niddrie Marischal and Craigmillar still exist. However, the land to the south of Craigmillar has the appearance of farmland which is beginning to be neglected.
- 7.4 The Edinburgh City Local Plan includes objectives seeking to conserve and enhance buildings and areas of special architectural and historic interest, to protect the rural character of the Green Belt, protecting open spaces, trees and landscape features as an integral part of the environment, protecting and enhancing nature conservation interest, and maintaining/improving a network of accessible and useable recreational open space. There are therefore a number of policies which seek the protection and, in some cases enhancement, of various features such as the Green Belt, wildlife sites, open space,

public access to the countryside, Listed Buildings, Scheduled Ancient Monuments, Historic Gardens and Designed Landscapes and Sites of Archaeological Importance.

- 7.5 In general terms, it will be expected that all areas should extend the nature conservation value of the open space and recognise the nature conservation value of the river corridor as an urban wildlife site.
- 7.6 The proposals must also provide improved public access to the countryside and the South East Wedge in accordance with Policy Des 8 and protect and enhance landscape quality. This will included the strengthening of woodlands, hedgerows, dykes, ponds wetlands and historical sites.

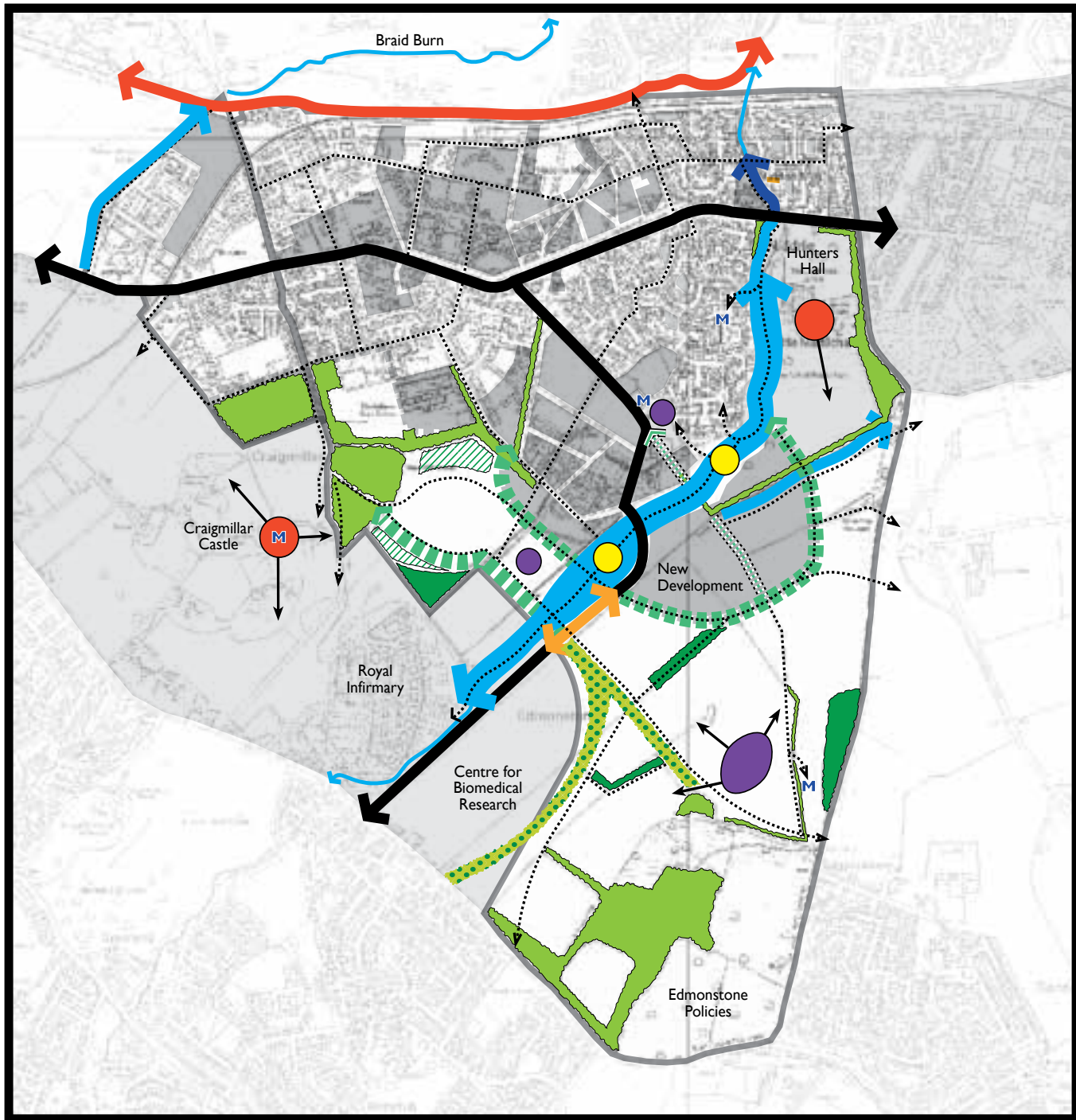
GREEN SPACE AROUND CRAIGMILLAR

- 7.7 Several different forms of green space almost surround the built area. These are:
 - Craigmillar Castle and Gardens, and associated country park
 - The farmland which extends from Little France between the proposed Bio-medipark and the new housing development
 - Edmonstone Estate Lands – currently slightly run down landscape of grassland with some mature trees
 - Hunters Hall Park – mostly in use as playing pitches, including the Jack Kane Centre, owned and managed by the Council
 - The Golf Courses of Duddingston and Prestonfield
 - Bingham Park – owned and managed by the Council
 - University Playing Fields at Peffermill

DIVERSE CHARACTER OF GREENSPACE AROUND CRAIGMILLAR

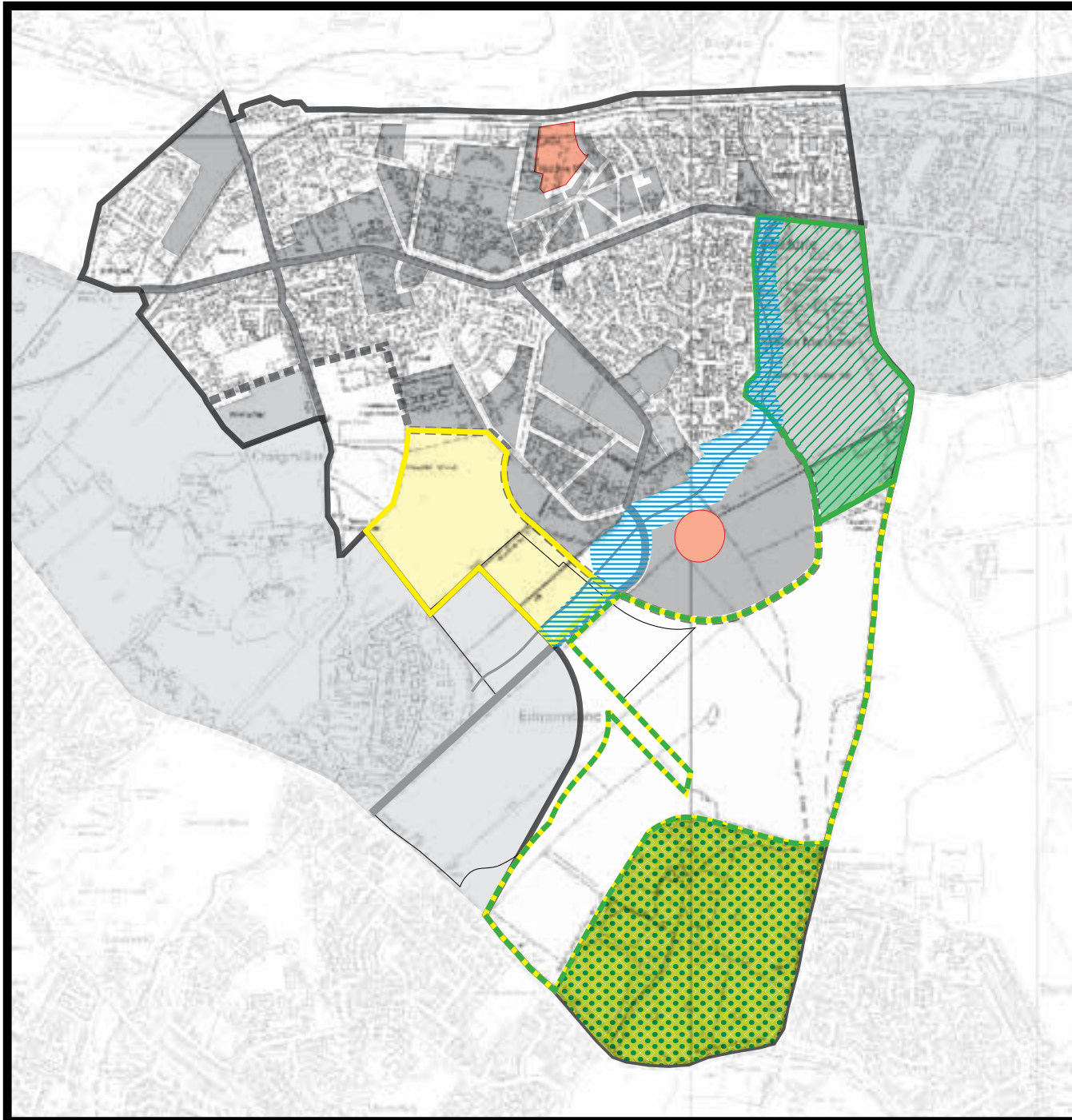


Fig 7.1
Landscape and Links



- Existing River Corridor Protected / New Adjacent Link
- Existing River Corridor Enhanced / Adjacent Footpaths / Cycleways
- Existing Destination
- Quality Views To Be Retained / Framed
- Existing Significant Structural Vegetation
- Public Transport Link
- Main Connector
- Innocent Railway Cycleway
- Ancient Monument
- Planting Proposals Adopted Local Plan
- Approved Significant Structural Vegetation
- Opportunity for New Destination Along River
- Safeguarded River Valley With Footpaths / Cycleways
- Enhanced Destination
- Existing and Proposed Connections Walkways / Cycleways
- Parkland Edge
- Opportunity for Green Links
- Opportunity for Replacement Planting For Lost Urban Forest Planting

Fig 7.2
Strategic Open Space
Proposals



- Hunters Hall Park
- Niddrie Burn
- Edmonstone Parks
- Replacement Area for Football Pitches
- Little France Meadows and fields south of Hawkhill Woods
- Edmonstone Policies
- Proposed School Playing Fields

 THE DIVERSE CHARACTER OF CRAIGMILLAR'S OPEN SPACES

- 7.8 There are several protected features in the study area, ranging from Craigmillar Castle and Park – both a scheduled ancient monument and designated ‘Urban Wildlife Site’ (Scottish Wildlife Trust in August 2000) -the B-listed Niddrie Marischal graveyard, and the Niddrie Burn – also a designated urban wildlife site - and rights of way (see Chapter 2, Figures 2.6 and 2.7).
- 7.9 An aim of the Edinburgh City Local Plan and the Open Space Strategy is to create a network of open space (green and civic space) that allows people to walk or cycle through the city. Landscape proposals, including a woodland belt, have already been approved for the Biomedipark and are in progress on site.

OPEN SPACES WITHIN CRAIGMILLAR

- 7.10 Within the neighbourhoods, there is open space, although much is regarded as being of little interest and value as it tends to be small, purposeless and uncared for. However, there are elements that can be considered as hidden gems. For instance, the ‘Tall Trees Community Woodland’, Niddrie Marischal Graveyard (with its two towering Wellingtonias) and the adjacent Niddrie Marischal prehistoric standing stone are valuable historic features, but the current treatment of the stone’s setting is poor. It is almost forgotten, located next to a busy public path and hidden behind an electricity sub-station and as a consequence is suffering from vandalism. Cairntows Park on Niddrie Mains Road is more prominent and contains open grassland together with a small area of woodland planted as part of the Millennium Planting initiative.
- 7.11 There are also impressive historic stone walls, characteristic of Edinburgh, but these are often obscured, fragmentary and in poor repair. Valuable mature hedges are also present. The Thistle Community Housing contains well-managed, semi-private, hedged lawns and was designated a conservation area in 2007.



CHOICES

- 7.12 In preparing the Draft Framework, the Client and Stakeholder Group reviewed many of the green and urban space issues both in and adjoining Craigmillar. The Group recorded a preference for small community parks interspersed within the new developments, coupled with a new suite of major parks and greenspaces in the area immediately adjacent to Craigmillar. Combined with this was a wish to provide more private space, either as private gardens or as secure communal gardens overlooked by development. These neighbourhood spaces should be supported by a wider framework of open space that contributes to landscape quality, recreational provision and biodiversity.
- 7.13 In order to guide these ideas within Craigmillar, an analysis of the open space has been undertaken and a concept plan prepared (see [Figure 7.1](#)). This process indicated the importance of reinforcing the ‘sense of Edinburgh’ by maintaining the quality views, hidden gems and also providing strategic and local links throughout the area.
- 7.14 The terms of local plan policies set out clearly the need for protection and enhancement of many features. The remaining area for choice lies in the amount, location and treatment of new open spaces, and access to these areas.
- 7.15 Given the extent of the ambitions for Craigmillar, it is inevitable that some existing open spaces will be needed for development. If this happens, local plan policies require it to be replaced elsewhere. The Council will have to consider the importance and function of existing open space and the suitability and quality of the proposed replacement before allowing development to proceed. In addition, some of the millennium woodland that was successfully planted by the community is likely to be lost through emerging proposals such as the relocation of the Burn. The choices are about such losses, if they are acceptable and where and how replacement space for open space and tree planting will be provided. This will provide a further opportunity for community involvement. One possible location of replacement planting could be an extension of Hawkhill wood on the slopes of Castlebrae that lead to Craigmillar Ridge.

- 7.16 An important design issue is the relationship between the edge of the built up area and the open landscape. This is also touched on in Chapter 3. ECLP policy Des 3 requires that development has a positive impact on the wider townscape, landscape and views, and policy Des 8 refers to developments at the urban edge and on the Green Belt boundary, where development will only be permitted where it conserves, strengthens and enhances the landscape setting and special character of the city, and promotes access to the countryside.

PLANNING PRINCIPLES

- 7.17 The Edinburgh City Local Plan includes a number of policies relating to parks, open spaces and the environment. These have to be complied with. The Edinburgh Design Guidance and Biodiversity Action Plan are also relevant, and provide more detailed guidance regarding the form and layout of open space.
- 7.18 The Edinburgh Open Space Strategy sets standards for different types of open space. Its purpose is to ensure that a coordinated approach is taken to meeting Edinburgh's open space needs and protecting and developing the city's network of open spaces. The Strategy sets out minimum distances that houses and flats should be located in relation to greenspaces. These are:
- 7.19 Local greenspace standard: Houses and flats should be within 400m walking distance of a significant accessible greenspace of at least 500m² and good quality (for parks and gardens) or fair quality (for other types).
- 7.20 Large greenspace standard: Houses and flats should be within 800m walking distance of a significant accessible greenspace of at least 2 hectares and good quality (for parks and gardens) or fair quality (for other types).

SOME INTERPRETATIONS OF OPEN SPACE DESIGN



- 7.21 In addition to these, the following principles are specific to the Craigmillar area: Protect existing open spaces within Craigmillar as defined on the framework map. The map (Figure 2.8) shows the principal open spaces, but there may also be other spaces of importance to the neighbourhood. However, it is recognised that any changes that are proposed to take place will be subject to development plan departure procedures. It will be a condition of any consent that lost open space is replaced in other nearby locations.
- 7.22 Provide new public open spaces as identified in the Framework. These include the strategic open space proposals, Niddrie Burn corridor, and replacement of pitches identified. Much of this space is farmland at present and requires detailed design of landscaping, routes, functions and boundary treatments. All new development should consider how it can contribute to the Green Network. All new open spaces, especially local parks, should be designed with a clear purpose in mind.
- 7.23 Create new public open spaces in association with new housing. Development should comply with the Edinburgh City Local Plan policy Hou 3 – Private Open Space – which sets a standard for flatted or mixed housing developments to provide a minimum of 10 square metres per flat of communal open space, where there is no private garden provided. A minimum of 20% of the total site area should be greenspace.
- 7.24 The space to be enclosed by housing or mixed developments should be laid out and used as private and semi-private open space. Careful consideration should be given to the orientation, design and layout of these spaces, in accordance with the Edinburgh Design Guidance. Gardens, allotments and/or toddlers’ play space could be provided in these areas. Hard and soft landscaping should be considered, and residents within the enclosing block should be involved in determining their design and use. Access to these areas should be carefully managed so that there is a subtle transition from public to private space.



- 7.25 The location and design of new parks and open spaces should take account of existing heritage features (e.g. woodland and ancient monuments). There are opportunities to improve the setting of listed buildings in the area. All such features should be considered as points of interest and destinations.
- 7.26 Ensure that major new developments in Craigmillar contribute towards the delivery of the parkland proposed to the south and west of the built up area. A contribution has already been secured through the outline application for development of the Biomedipark, through a S.75 Agreement. Similar contributions will be sought from other major developments.
- 7.27 Protect the remaining Green Belt in the area and ensure that a robust, attractive and appropriate Green Belt edge is designed and delivered through the relevant planning applications. While consistency is sought, there will be a difference between the design treatment of the western edge of Greendykes – looking out to the Biomedipark - and the southern edge – looking over an open landscape. The local plan sets out policies which have to be complied with unless material considerations make a case otherwise.
- 7.28 Maximise the role to be played by local streets in placemaking, contributing to environmental character and providing community links. Cross refer to the chapter on Movement.
- 7.29 Identify effective arrangements for the future maintenance of all open spaces and public realm. The long lasting quality of the built and natural environment is a key issue, and future maintenance will be a key factor. Opportunities should also be taken to enhance the existing open spaces. Community involvement in determining these arrangements as well as the designs is recommended.

SOME INTERPRETATIONS OF OPEN SPACE DESIGN



- 7.30 Establishing the hierarchy and accessibility of Open Space. The proposals for parks and open space are based on creating a hierarchy of spaces, each of which meets different functions and relates differently to people's needs, from the city wide scale to the individual home and garden. Key to the local usage of the new parks is accessibility. There should be an open green space that can be used as a community park no more than 400m walking distance from any new development, in accordance with the Open Space Strategy, Design Guidance for Parks and Open Spaces Design Principles.

DESIGN GUIDANCE FOR PARKS AND OPEN SPACES

DESIGN PRINCIPLES

- 7.31 Craigmillar's new parks and open spaces must be designed to create high quality environments. These areas will be very important both locally and strategically, as they will form part of the Edinburgh's Green Network.
- 7.32 The design should be guided by a number of overarching design principles developed from the following themes:

DISTINCTIVENESS

- 7.33 The designs should maximise the opportunity to conserve, enhance and link with existing assets both physically and visually to make the most of Craigmillar's unique context.
- Create new views and vistas outwards to Arthur's Seat, Craigmillar Castle and the open landscape.
 - Protect and enhance views in from established landmarks in the city.
 - Promote the interpretation and conservation of the area's important archaeological and historic sites and monuments.



SOCIABILITY

- 7.34 All open space should inspire people to value it and use it. It should be designed to encourage use by people from a variety of age groups, and should be easy to access.

PEOPLE FRIENDLY

- 7.35 Parks and spaces should have a clear purpose and invite people to use them for various types of recreation. They should be well-located in relation to houses and designed to avoid nuisance. They should feel safe and welcoming.

SUSTAINABILITY

- 7.36 Designs should seek to optimise habitat creation for particular species, in accordance with biodiversity guidelines. Ease of maintenance must be designed in creatively balancing ecological potential, archaeological heritage, and the need to create an attractive well-cared for environment for the local community. Landscape management plan(s) should be prepared through consultation between the community and appropriate council officers.

QUALITY

- 7.37 All designs should be clutter free and safe to use with particular care taken with the location and design of hard landscaping and furniture. Designing for purpose is the key to achieving quality.

DESIGN REQUIREMENTS

SETTING OF HISTORIC ASSETS

- 7.38 The setting of existing assets such as the Niddrie Marischal prehistoric standing stone and Graveyard is currently very poor. A new setting using high quality paving materials should be designed, linked to the public realm, with interpretation and information available for the local community.



- 7.39 The setting of the Thistle Foundation Conservation Area should be preserved and enhanced in accordance with the Conservation Area Character Appraisal for this area.

DESIGN OF NEW PARKLAND

- 7.40 The landscape structure of the new parkland should be defined by large scale structural tree planting. Species choice should take into account biodiversity, the possibility of using native species, form, colour, texture, reliability and resistance to disease as well as the objectives for the each stretch of the park. Any new planting should incorporate a mixture of different ages of trees (standards, whips and transplants).

EDMONSTONE PARKS (THE WISP TO DALKEITH ROAD)

- 7.41 It is proposed that existing agricultural land around the new development be transformed into a significant new strategic park, strengthening the north/south strategic link. This could include an arboretum, and will be considered further when a planning application is received. Housing facing the greenbelt to the south should be partially screened in order to create framed views of the buildings. This is an area which is already used by local people, and future plans should seek to acknowledge any current positive attributes. The designs should:
- Create a new robust and defensible edge to the built up area. See Diagram in [Figure 3.5](#) - "Parkland Edge."
 - Be informed by consultation with the local and wider communities and relevant statutory agencies
 - Create a landscape structure including round crowned forest scale deciduous trees – appropriate to an arboretum - to provide a unified and strong boundary transition zone between the urban form and the rural areas - no coniferous trees on the ridge line
 - New tree planting should frame views of the Castle or other key landmarks from Edmonstone Ridge

- Use a limited palette of parkland furniture including benches, signage and footpath surfacing – exceptions to be high quality sculptural elements.
- Recognise and highlight the Home Farm ancient monument by use of careful interpretation and maintenance regimes
- Repair and maintain the surviving elements of Edmonstone and Niddrie Marischal Estates (e.g. stone boundary walls)

LITTLE FRANCE MEADOWS AND THE FIELDS SOUTH OF HAWKHILL WOOD

7.42 This area will be a well-used space and should be designed to accommodate intensity of use. It should:

- act as an amenity space for the new residents and workers from the RIE and bio-medipark
- accommodate flood storage
- create an attractive setting for the new adjacent buildings
- create a visually stimulating environment
- provide areas for target species and habitats
- provide a sustainable transport opportunity for local workers, local residents and visitors
- enhance the setting of Craigmillar Castle and the Designed Landscape in the new design
- be informed by consultation with the local and wider communities and relevant statutory agencies

7.43 A more open character to the edge, to facilitate natural surveillance of the Little France Meadows and the Playing Fields in the east, should be adopted. All tree planting should frame and enhance the key views out of and into the development. Whilst this area is therefore likely to be quite constrained in design terms, it remains important as an open space and a key destination. The process of design should include identifying the catchment area for the park, identifying the opportunities and constraints

and initiating a community participation process. The area must be designed with flexible open space to allow for future development of the park as a result of the consultation with local residents.

EDMONSTONE POLICIES

- 7.44 This is an historic landscape of local importance and a Special Landscape Area, but is falling into disrepair at present. It is also a Wildlife Site. It is important that this landscape is enhanced in an appropriate manner taking into account the current designations.

NIDDRIE BURN

- 7.45 Plans to de-culvert and restore the Niddrie Burn as a natural watercourse are now complete. It has been designed as a sustainable river restoration and wetland creation allied to the objective of creating a linear green space with recreational value.
- 7.46 The interface between the Burn habitat and the built form requires to be addressed in a positive way, with the deliberate design intent of creating a visual and physical relationship between the two adjoining development areas. Housing should overlook the valley and there should be no intrusive boundary treatments which segregate the housing from the Burn corridor.

DESIGN IN RELATION TO CHANGES TO EXISTING OPEN SPACES

- 7.47 Hunters Hall Park currently has 13 full size grass pitches and 1 synthetic pitch. A section of the Park will be developed for housing (to meet local plan requirements). The 6 playing pitches which will be lost

EXAMPLE OF A RESTORED RIVER IN A FLOOD STORAGE AREA



photos: Halcrow

must be replaced elsewhere located as close to the Jack Kane centre as possible. It is now proposed to extend Hunter's Hall Park south as the replacement area (see [Figure 7.2](#)). The other possible changes to this park are the redevelopment of Jack Kane Centre, and the possible inclusion of car parking in relation to Tram proposals. Any redevelopment should comply with Green Belt policies, and hence the footprint of buildings should be kept to a minimum. Such proposals would have to be assessed through a planning application, and should take account of the planning principles set out in Chapter 6.

DESIGN OF NEW OPEN SPACES WITHIN THE NEW RESIDENTIAL DEVELOPMENTS

- 7.48 All housing should be provided with individual private gardens or communal areas of greenspace, or a combination of both. Edinburgh City Local Plan policy Hou 3 – Private Open Space – sets a standard for flatted or mixed housing developments to provide a minimum of 10 square metres per flat of communal open space, where there is no private garden provided. Overall a minimum of 20% of the total site area should be greenspace.
- 7.49 In addition to private open space, the Open Space Strategy requires all houses and flats to be within 400m walking distance of a local greenspace of at least 500m², and no greater than 800m walking distance of a significant accessible greenspace of at least 2 hectares.
- 7.50 The Council's Play Area Action Plan 2011-16 sets out the play space access standard. This states that all houses and flats should have access to at least one of the following:
- a play space of good play value within 800m walking distance,
 - a play space of very good play value within 1,200m walking distance,
 - a play space of excellent play value within 2,000m direct distance.

7.51 With this in mind, a series of smaller local open spaces is sought, to be distributed throughout the new residential areas. Their distribution within each development area seeks to achieve a maximum distance of 400m between a development and an area of public open space. They are spaces designed and located to encourage social interaction between all ages in the community. They could, for example, be located near the entrance to a school, with good aspects and seats. They could include bowling greens or allotments. They could also take the form of crescent gardens or enclosed spaces, which act as a focal point for two or more housing blocks, providing seating and play facilities as well as a pleasant prospect to the surrounding homes. They will provide important local 'greens' and informal recreational grounds for the neighbourhood. Their position in the urban form will anchor them to adjacent buildings, facilitate a strong relationship between local resident and park; and as a result will positively enable and encourage over looking and "ownership" of the space. The aim is:

- To provide Craigmillar with a well ordered hierarchy of greenspaces and urban spaces, conveniently located and accessible to all age groups. These spaces will also be inspirational spaces that the local community have had an opportunity to input into the design process. Within the housing areas themselves, local parks and greenspace will be provided
- To ensure that new development conserves and enhances the natural environment and ensures that the design, implementation and management of greenspaces and urban spaces is effective and innovative – this should encourage a sense of community ownership to develop and promote a healthy lifestyle
- To implement a 'code' of good practice and quality standards from the outset.

7.52 The Play Area Action Plan 2011-16 provides guidance on equipped play areas and should be taken into consideration in planning play spaces. However, the design of each park should be deliberately varied. In detail:

- Spaces should be a minimum of 25 metres wide to ensure flexibility of use
- The park design requires flexibility to allow for the community consultation process to influence the final design

- The edges of each park should be clearly defined. Hard landscaping may be appropriate, but no concrete paving slabs should be used
- Use of shrubs should be restricted to areas where their full height can be safely attained
- No planters shall be used in the park unless for a specific user group e.g. wheel chair users
- Choice of materials including furniture shall comply with an overall strategy and limited palette
- Activities should be located sensitively to avoid potential conflict
- All parks should be designed to benefit from natural surveillance from adjacent residential blocks and this consideration should inform the choice and position of planting and street furniture
- The location of each space should have regard to other spaces and any potential to create green corridors throughout the built-up area
- The choice of planting should reflect both biodiversity potential and the anticipated levels of maintenance that will be available beyond its construction
- Cycle parking should be provided at each park
- The design of boundary treatment must be carefully considered – good quality walls and railings could provide opportunities for public art.

DESIGN OF PUBLIC SQUARES AND CIVIC SPACES

- 7.53 Opportunities to create larger public squares or places should be taken, linked to the local centres identified in Chapter 5. These are also linked to potential transport interchanges, such as tram stops and the proposed railway stations and other key junctions.
- A space of good proportions should be designed to relate well both physically and visually to the surrounding buildings
 - The space should be urban in character, with simple high quality detailing to ensure it is robust and manageable

- It should provide the capacity for community focused activities and events
- The layout, scale, and function of the space should be clear and adequate shelter provided, but with minimum clutter. Only limited use of shrub planting
- Paving and street furniture should be in accordance with a palette of materials for Craigmillar, in keeping with the Edinburgh Standards for Streets. The introduction of a complex set of materials will not be acceptable.

CONNECTIONS - PUBLIC RIGHTS OF WAY, SEPARATED ROUTES, AND LOCAL STREETS.

- 7.54 The routes that connect social and community space and places - for example primary schools, shops and bus stops – should be designed as safe and secure environments, encouraging free movement for pedestrians and cyclists. They may be separate routes, but will most often be shared streets. Safer Routes to School design requirements should be incorporated. Avenue tree planting and hedges should be used to create attractive and sheltered routes, to encourage pedestrian and cyclist use.
- 7.55 For further detail see the Movement Chapter.

SEMI-PRIVATE SECURE REAR GARDENS

- 7.56 These are the spaces enclosed by the new housing - private or semi-private spaces at the rear - to be used by the residents in the apartments and townhouses directly adjacent. They will form a valuable external extension to the living-space and private gardens of surrounding residents. These enclosed gardens may serve a limited number of dwellings, especially where they do not have access at ground level. Parking will not normally be acceptable in these areas. The development should lay out the landscape structure for the garden, designing in some potential for biodiversity. If at all possible, local residents should be encouraged to participate in final design.

7.57 Additional Design requirements are:

- These spaces should be enclosed by quality boundary elements - walls / railings on dwarf walls or hedges with fences – close board/timber fences are not considered suitable
- Landscape structure should be designed with careful specification of large scale deciduous trees and smaller scale flowering trees e.g. Prunus padus if there is sufficient space
- The spaces will only be accessible by secure gates.

PRIVATE GARDENS (HOUSES AND FLATS)

7.58 This is the front space (facing the street) and rear space adjacent to ground floor flats.

7.59 This is the private space specific to each home. The external space must be defined and enclosed so that individuals and families feel comfortable and secure. The size of the space will depend on its orientation; south and west facing spaces should be larger to take most advantage of sunlight. Recommended dimensions and relationships are set out in Chapter 3 for each principal. Front gardens should form a protective zone between the public footpath and ground floor windows and there will be direct access from the main door ground level flats to this space. Wherever possible, each dwelling should have its own exclusive external space. Parking will not be acceptable in place of private gardens.

7.60 Both types of spaces should be enclosed by good quality boundary elements - walls / railings on dwarf walls or hedges with fences – close board/timber fences without walls are not considered suitable.

ALLOTMENTS

- 7.61 The location and provision of allotments will be dependent on the interest from local people. The favoured area would be in the new Neighbourhood Gardens located within the built development. This would allow for development of shared, overlooked, community spaces and will create an opportunity for a healthy active lifestyle. There are certain complexities that would have to be agreed in the deeds e.g. use of the land for commercial gain. Provision of allotments sited away from housing are also likely to be provided, particularly if there is a suitable level of local demand. The Edinburgh Open Space Strategy identifies a site in the allotments strategy at Niddrie Marischal Road. The strategy also supports community gardens and other alternatives. The Meadows and other areas within Craigmillar provide opportunities for such approaches and should be considered during the design process.

LAND WAITING FOR DEVELOPMENT

- 7.62 The areas where buildings have been demolished as part of the development process creating vacant land and a sense of dereliction. The land safeguarded for Tram Line 3 may be one such area unless an alternative proposal is brought forward. Also the design, materials and treatment of the majority of the modern boundary elements across the study area (e.g. the tall metal security fencing around Niddrie Vault) reinforce the perception of dereliction and problems with security. If land is to be left undeveloped for 2 years or more it must be considered carefully with forward design and implementation of quality boundary treatment and /or the area seeded with grass, some of which could be wildflower areas. It must also be maintained. This is in order to provide locations for alternative short-term uses like galas, fun fairs, markets, artworks etc. Large signs, unless designed as artworks, will be avoided as they add to the sense of temporary use.

EXISTING OPEN SPACE WITHIN THE BUILT UP AREA

- 7.63 The Framework provides the opportunity for the existing community to engage with their local environment and improve areas that are currently underused. This will assist in linking the existing

parts of Craigmillar with the new development and raise the standard of open space throughout the whole of Craigmillar.

PALETTE OF MATERIALS AND FORMS

7.64 A palette of materials and street furniture should be agreed for Craigmillar. The designs should respect the special quality of Edinburgh's open space and ensure that the new designs:

- Use stone and natural materials to complement the existing walls
- Promote the use of forest scale, round crowned, deciduous trees to create avenues and frame vistas. E.g. Lime *Tilia* sp, Oak *Quercus* sp , Ash *Fraxinus* sp
- Use strong geometric forms and include crescents commonly found in Georgian Edinburgh
- Should ensure spaces are clutter free and safe to use with particular care taken over the location and design of street lights, bollards, signage, railings, seats, utilities equipment such as sub-stations and litter bins, in line with the Edinburgh Standards for Streets.



8

BUSINESS AND EMPLOYMENT

MAIN THEMES

THE STARTING POINT

CHOICES

PLANNING PRINCIPLES FOR BUSINESS

PLANNING PRINCIPLES FOR EMPLOYMENT USES

DESIGN PRINCIPLES

MAIN THEMES

- 8.1 Craigmillar is not just a place in which people live; it is also the location for a variety of businesses and enterprises. It is the aim of the Urban Design Framework to support existing and future employment opportunities, to create a sustainable and balanced community by:
- Protecting and providing opportunities and the relevant infrastructure for business
 - Providing a quality infrastructure/environment which will attract new local economic activity and employment creating businesses
 - Providing for the physical needs of businesses (e.g. servicing)
 - Work with local people and organisations to provide a framework to get the maximum employment benefit for Craigmillar
 - Improve “connections” to maximise the ability of Craigmillar to plug into the prosperous City-wide economy.

THE STARTING POINT

- 8.2 The Edinburgh City Local Plan aims to maintain a prosperous and competitive city economy and to direct investment to sustainable and accessible locations. It also seeks to protect existing industrial areas and to maintain and enhance the diversity of jobs available, particularly small business needs.
- 8.3 There are areas allocated for industry and business development where all types of business and industry will be encouraged under Policy Emp 3 – in Craigmillar these areas are to the north around the old Brewery site and Peffer Place. There are also two areas to the east of Craigmillar at Newcraighall. The Biomedipark is referred to as a major business development proposal, supported by policy Emp 2 - arising out of the South East Wedge expansion – described as a “high quality, integrated academic/ research/specialised business park at the leading edge of developments of this type in the country, able to broaden the city’s economic base whilst maintaining a high quality environment.” There are a number of existing and potential local employment generating areas within the wider Craigmillar

area, or close by. These should be taken into account when considering how to create a balanced local community with a significant level of locally accessible employment opportunities, these are:

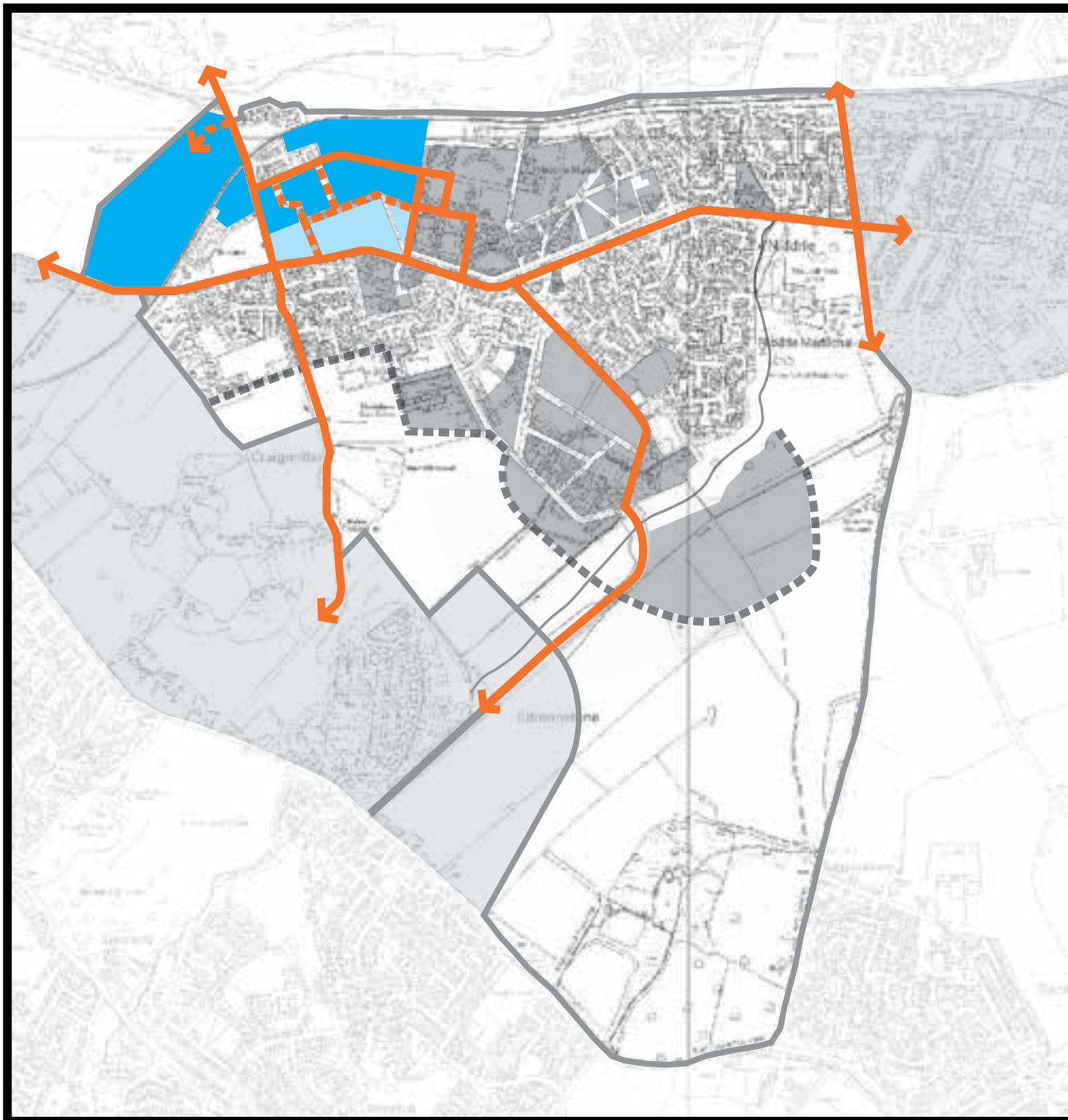
- Royal Infirmary of Edinburgh and the Centre for Biomedical Research at Little France;
- Kinnaird Park Shopping Area;
- Cameron Toll Shopping Centre;
- Queen Margaret College New Campus.

8.4 Employment opportunities within Craigmillar are located in three main clusters:

- An industrial area of workspaces and workshops located on Peffer Place and Harewood Road;
- Peffermill Industrial Estate;
- Shops and services in the town centre on Niddrie Mains Road; and the
- Public and community services and activities (schools, etc) distributed through the residential neighbourhoods.

8.5 These clusters provide a range of opportunities for local employment, as well as low cost accommodation for small local businesses. In total, the clusters amount to a few hundred jobs, a far cry from the days of predominantly local work in the coalmining, brewing and manufacturing industries which were located in Craigmillar in the past.

Fig 8.1
Employment Areas and Access



- Employment
- Potential office / mixed use development sites

CHOICES

- 8.6 The majority of Craigmillar’s employed people, as in most suburbs, work elsewhere in the city, and will continue to do so. Craigmillar’s employment issues will not all be solved by creating new jobs in Craigmillar: they also require measures to enable Craigmillar people to compete for, and get access to, employment elsewhere.
- 8.7 The main employer in the local area is the new Royal Infirmary of Edinburgh, which is very close to Craigmillar. This proximity is not yet matched by local take-up of jobs. Nevertheless, there are initiatives in place to secure more positions for local people, and the Framework highlights the Public Transport Link - and Tram in the longer term - as well as stronger links to other areas of major employment within and close to the wider Craigmillar area.
- 8.8 Because of this, an early decision was made in preparing the Draft Framework not to propose a new business park within Craigmillar. Instead, the Framework focuses on the possibility of attracting office occupiers to the town centre, including public-sector bodies, as can be seen with the recently completed East Neighbourhood Office. Locating new offices in the local centre would create more activity and spending power within the centre, and introduce a range of new employment opportunities locally.
- 8.9 New business space could possibly also be provided by rationalising the existing units on Peffer Place. Discussions have also taken place with the Craigmillar Business Association regarding the potential for the creation of a “portfolio” of business units, ranging from very small (50m² / 500 sq.ft.) upwards, which could encourage start-ups, give flexibility, and enable enterprises to expand whilst remaining local. This should involve using sites on the Peffermill industrial estate nearby.

- 8.10 The principles in relation to business and employment are based on a strategy which sees Craigmillar as being a mixed and varied place, in terms of its economy and employment opportunities as well as residentially. The UDF proposes three main proposals:
- 8.11 Improve and strengthen connections with the rest of the city, particularly the Biomedipark and Queen Margaret University College.
- 8.12 Improved public transport connections will be of particular benefit, and many of these are safeguarded at present.
- 8.13 Retain and strengthen the north west business area (Peffer Place / Peffermill):
- retain the land and floorspace in employment generating uses in the Peffer Place area, even if existing buildings need to be demolished or altered;
 - use the remaining capacity on the Peffermill industrial estate to create new employment space;
 - widen the “portfolio” in the area, and allowing local businesses to grow and change without having to leave the district; and,
 - improve access to the Peffer Place area, by opening up more linkages so reducing the reliance on the constrained western exit to Duddingston Road West; and to Peffermill by an access from the north. Vehicular access should be suitably designed so as not to encourage rat-running.
- 8.14 Developers should continue to work with the Craigmillar District Business Association, the Business Incubator Project and Cre8te to respond to local needs, to enable Craigmillar to gain the maximum benefit from any increase in floorspace and new business development - in business, enterprise and employment terms.

8.15 Develop office space in or near the town centre

- Support the development of new office accommodation on the north and south side of Niddrie Mains Road, between Cairntows Park and the proposed main retail area, to allow for new office jobs to widen the local employment base; and,
- Give sufficient flexibility in the approach to developing office accommodation which would be capable of responding to varying needs over time and respond quickly to development potential.

8.16 Complementary measures

- Existing employment agencies should be supported within Craigmillar. A range of business support services should continue to be offered - employment advice and links, local hiring agreements in new employment and construction, and the possible expansion of the managed workspace provision by new build or conversion in the area.



The Castlebrae Business Centre: a 1930s Art Deco design

PRINCIPLES FOR EMPLOYMENT USES

- 8.17 Craigmillar should continue to be a neighbourhood of mixed uses, that protects and provides new opportunities for the continued accommodation of small businesses; both in terms of light industry and offices, within the area.

DESIGN PRINCIPLES

DISTINCTIVENESS

- 8.18 Buildings and spaces for new businesses should be designed as assets within the community, contributing to the visible revival of Craigmillar.

SOCIABILITY

- 8.19 Business development should have a high profile and link with development of local centres. Design should encourage social interaction.

PEOPLE-ORIENTED

- 8.20 Businesses should develop links with people living in Craigmillar, encouraging those who live in the area to work in the area. Business premises should feel safe and secure, maximising opportunities for natural surveillance.

SUSTAINABILITY

- 8.21 Buildings and spaces should be well-located in relation to public transport and sustainable transport links. Buildings should be designed to be flexible over time and capable of accommodating different users.

QUALITY

- 8.22 Buildings should be long lasting and designed to minimise maintenance costs. Buildings should be able to meet a variety of users' needs.

INTERPRETATIONS OF DESIGN FOR BUSINESS PREMISES



DESIGN REQUIREMENTS

- 8.23
- New business facilities should be accommodated within the street block form, as defined in Chapter 3;
 - New development for employment use must reflect good design practice, and not default into the production of formless industrial sheds;
 - All businesses should express an active frontage onto the street, with windows, doors and other forms of architectural fenestration expressed onto the street;
 - The primary pedestrian access into all business premises should be from the street;
 - Where required boundaries between different business uses, within a block, should be accommodated to the rear of the plot;
 - Access and servicing requirements, particularly by large vehicles, should be designed into new buildings. On-street servicing is preferred, providing this meets road safety requirements;
 - Where the location of business activities generates limited opportunities for natural surveillance other security measures should be adopted, to ensure that safe and secure business premises are offered;
 - Lockable gates and CCTV provision are some possible options to ensure that crime and other aspects of anti social behaviour are deterred; and,
 - Business premises should be designed to be easily accessible to all, particularly by sustainable transport modes including safe and accessible cycle parking.

INTERPRETATIONS OF DESIGN FOR BUSINESS PREMISES





9

DRAINAGE AND INFRASTRUCTURE

MAIN THEMES

THE STARTING POINT

CHOICES

PLANNING PRINCIPLES

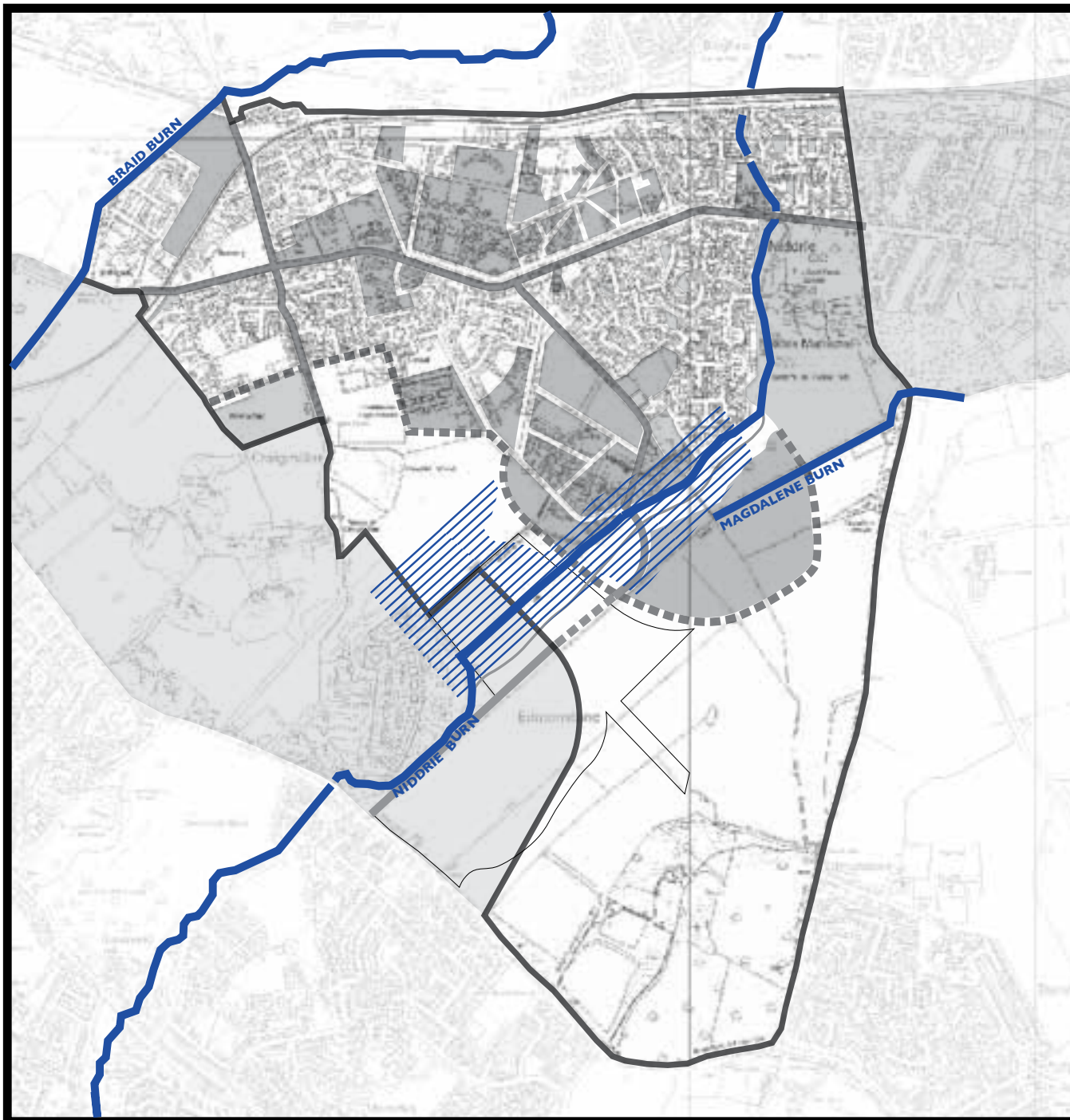
DESIGN PRINCIPLES

OTHER INFRASTRUCTURE & UTILITIES ISSUES

MAIN THEMES

- 9.1 The issues relating to flooding, drainage and other infrastructure are important considerations in achieving sustainable development. The main themes in this chapter are therefore:
- highlighting flooding and flood risk issues
 - designing sustainable drainage systems holistically, as an integral part of the design process
 - considering how individual proposals should contribute to a sustainable drainage system
 - maximising the habitat potential and amenity, environmental and recreational value potential which can be delivered through drainage and infrastructure.
- 9.2 There is an important overlap between the approach to be taken to Sustainable Urban Drainage systems (SUDS) and pluvial overland flow, and fluvial flooding. The critical points of overlap are between the urban environment, river restoration corridor and parkland at the south of Greendykes, It will be important for design to be approached in a holistic manner, integrating the thinking about drainage solutions, biodiversity and landscape form. In addition, the approach to urban drainage throughout the whole Study Area should take a long term view of problems and opportunities, and must address the concerns of the Scottish Environmental Protection Agency (SEPA) and other statutory regulators.

Fig 9.1
Flood Plain & Watercourses



- Watercourses
- Area of importance for Flood Control
- Additional Areas of Flood Storage in 1:200 year flood

THE STARTING POINT

- 9.3 Craigmillar extends over the slopes and valleys of two main watercourses – the Niddrie Burn and the Braid Burn. Both rise in the Pentlands and flow toward the Forth, which they reach in the area of Portobello and Joppa. The natural site watershed falls within the catchment of the Niddrie Burn in the south and the Braid Burn in the north. The Magdalene Burn runs close to the Niddrie Burn and they share catchments.
- 9.4 The Several areas of undeveloped low-lying land around the Niddrie Burn serve a flood plain function and in principle this flood control function must be preserved and development would not normally be allowed which would itself be at risk of flooding or would add to the flood risk elsewhere in the watercourse. River engineering works, such as canalisation and culverting, that could have a damaging impact on water quality, quantity, flood risk flow rate and its value for wildlife will not be allowed.
- 9.5 The Edinburgh City Local Plan includes a proposal for the Niddrie Burn restoration (OSR 6). This involves a new channel for the Niddrie Burn which has been created to bypass culverts and allow their removal. It will alleviate the existing flood risk to the surrounding area, much of which is proposed for development. The Plan also includes a specific policy on drainage, Policy Des 6, which states development should include measures that promote water conservation as well as ensuring that there will be no increase in rate of surface water run-off in peak conditions.
- 9.6 Parts of the new development at Greendykes fall within the flood plain and steps will be required to ensure that flood risk will not increase elsewhere in accordance with Policy Des 6, Env 17 and SPP. New development will need to be located away from the flood envelope and at a specific minimum level above the design flood, with appropriate freeboard and allowance for climate change. Proposals for development in this area will need the approval of the Flood Prevention Unit.

CHOICES

- 9.7 The key choices are therefore about how the flood risk can be managed and how a more sustainable system of drainage can be designed. With regard to the former, the local plan states that “As part of the planned urban expansion proposals at Greendykes, the Council has prepared proposals for the removal of culverts and the formation of a new channel for the Niddrie Burn (OSR 6). This will provide a major new amenity for the area, and is part of the proposals to remove the flood risk from areas which will be developed with housing”.
- 9.8 With regard to the wider question of a more sustainable system of drainage, there is a need to develop a directional strategy for the drainage of surface water. Because of slopes, the water from the southern part of the development would discharge logically into the Niddrie Burn. However, the northern part of the development, which is part of the natural catchment of the Braid Burn, could discharge southwards to the Niddrie Burn and avoid the need to cross the adjacent railway line and golf course. Any new drainage systems will need to ensure that peak flows are kept to pre-development levels to minimise the impact on flood risk within existing watercourses. This suggests that there needs to be a pattern of small SUDS ponds distributed throughout the new development to allow any run-off water to soak or percolate away before reaching the Niddrie Burn or its flood plain up to the 200 year event. The incorporation of green roofs and porous surfaces as detailed design elements will therefore be important.

EXAMPLE OF A RESTORED RIVER IN A FLOOD STORAGE AREA



photo: Halcrow

PLANNING PRINCIPLES

- 9.9 A Surface Water Management Plan will be required for all sites following Council design guidance. This will show how the development will:
- Be a co-ordinated approach to SUDS features in the landscape
 - Attenuate the water and therefore have a neutral effect on discharge into the watercourse
 - Identify areas at risk from pluvial flooding and detailed mitigation measures

- Protect water quality
- Provide the opportunity to maximise biodiversity potential and create attractive environments for local people
- Be designed to keep maintenance costs low
- Be located to minimise impact upon built heritage and archaeological remains and link well with open space layout and design. There should be no new development within the area identified in the Edinburgh City Local Plan as an area of importance for flood control. Flood attenuation measures should also be in accordance with the provisions of the Council's guidance on Planning and Flooding.



DESIGN PRINCIPLES

- 9.10 In new development areas SUDS should provide source control and site control. These are as follows:
- 9.11 Source control: hard surfaces should be constructed to increase ground water percolation to reduce the impact on the environment of runoff. Therefore permeable surfaces should be used where appropriate in terms of design quality. Green roofs should also be introduced as these effectively attenuate the water. Water Butts should be introduced in gardens to collect water for reuse.
- 9.12 Site Control: This can be accommodated by the use of swales and ponds or underground storage in exceptional circumstances. Surface level retention ponds will be expected to be located in local parks. Swales shall be carefully designed to achieve an attractive element in the landscape.



photos by Urban Water Technology Centre
- University of Abertay Dundee

DESIGN REQUIREMENTS

- 9.13 The SUDS should meet the design requirements of SEPA, Scottish Water and the Council's Design guidance, and should be:
- Designed to complement the local landscape design - this might be informal or formal (sculpted) – and must be attractive and people-friendly;
 - Designed to minimise impact and enhance the settings of built heritage and archaeological remains;
 - Designed as quality elements in the landscape - in particular outlets and inlets should be attractive features. Reinforced earth, stone cladding and a variety of materials shall be looked at to avoid unattractive concrete headwalls;
 - Rock and stones shall be used with care and designed into the feature if required;
 - Planting in and around the SUDS ponds should be native;
 - Marginal and Reed planting and edge planting (e.g. *Carex pendula*) around the SUDS pond to be at least 3m width. During establishment temporary fencing should be used but the ponds shall be designed so that it is safe without fencing;
 - Slopes of SUDS features should be shallow (1:12) and sudden changes in level closer than 2 m from the wetted margin will be unacceptable;
 - Restricted access/viewing areas to the ponds shall be via boardwalk or pond dipping platform or carefully design footpaths;
 - Interpretation on the use of SUDS ponds to be provided to clarify their role to local people as part of overall interpretation proposals;
 - Designed to be above the 1:200 flood risk area
 - Be of an acceptable design to enable adoption by Scottish Water.



photo by Urban Water Technology Centre
- University of Abertay Dundee

OTHER INFRASTRUCTURE & UTILITIES ISSUES

- 9.14 The integration of other utility services and energy supplies requires consideration in terms of their availability, their ease of delivery, access and management, and their potential impact upon the public realm.
- 9.15 Utility companies and authorities responsible for water, electricity and gas have indicated that there exists sufficient infrastructural capacity for new development on previously developed areas of Craigmillar. Where possible, existing road layouts should be largely retained in the area in order to minimise the impact and costs of relocating these existing services. Consideration for existing services has also influenced the design and routing of the proposed Tram line.
- 9.16 In areas of new development – especially around the realigned Niddrie Burn - new infrastructure will be required for utility services. Chapters 3, 4 & 7 provide guidance and requirements on design in residential streets, on the main road network, and in the public realm / landscape more generally. Wherever new or additional infrastructure is required, the utility companies should be advised of proposed programming of new development in order to ensure:
- services can be laid well before new development starts in these areas;
 - trenches can be shared between utility companies where possible;
 - a clear strategy for demarcation of utility zones can be developed that is well coordinated with the detailed urban layout; and
 - detailed public realm design can creatively and sensitively allow for future ease of access to utilities.

10

IMPLEMENTATION

DEVELOPMENT AREAS

NEIGHBOURHOOD PLANS

PHASING

PUBLIC TRANSPORTATION LINK

DEVELOPER CONTRIBUTIONS



DEVELOPMENT AREAS

- 10.1 The Revised Craigmillar Urban Design Framework once approved, will be used to inform and assess the preparation or revision of neighbourhood plans, masterplans or development briefs for the development areas (illustrated by [Figure 10.1](#)):

Craigmillar Town Centre	(master plan)
Niddrie Mains	(neighbourhood plan)
Castlebrae High School	(brief or master plan)
Thistle Foundation	(master plan)
Greendykes North	(neighbourhood plan or master plan)
Greendykes South	(neighbourhood plan or master plan)
New Greendykes (Greenfield)	(neighbourhood plan or master plan)
Strategic open space proposals	(brief or master plan)
Hunters Hall Park/Jack Kane	(brief or master plan)
Proposed Care Home	(planning application)
Greendykes Road	(brief or master plan)
Niddrie Mill Primary school	(brief or master plan)
Peffermill Industrial Estate	(planning application)

NEIGHBOURHOOD PLANS

- 10.2 Where the Council requires the submission of a neighbourhood plan, this should demonstrate how a distinctive neighbourhood area will be created in-line with the principles outlined within the Framework. Each Neighbourhood Plan should provide the basis for all types of development (buildings, open spaces, streets and public transport) that will be delivered over the lifetime of the plan. They should include the following elements:
- a statement setting out a vision for the neighbourhood and character description which the Council can share with the developer;
 - a design statement setting out: - broad land use proposals and objectives, including housing mix, open space provision and sites for schools and local neighbourhood centres, if appropriate; - a design code – materials
 - public transport proposals, design treatment for Local Streets, parking arrangements and footpath and cycleway proposals within the site;
 - proposals for the sustainable drainage of sites and management of flood risk;
 - development phasing;
 - a sustainability appraisal;
 - a ground conditions investigation, desktop archaeology study, transport assessment;
 - a statement of the public consultation process and its outcomes; and,
 - other relevant planning benefits and funding proposals to secure these.
- 10.3 The neighbourhood plan preparation process must be informed by consultation with the local community and relevant organisations and groups.
- 10.4 Development briefs would be most useful for sites 9 and 10 relating to the major open space proposals, providing the planning authority has sufficient resources to prepare these.

PHASING

- 10.5 Development in the area is well underway with proposals being brought forward by different parties and developers. The restoration of the Niddrie Burn corridor is now complete, the Public Transport Link is open and the Wauchope Square scheme is well underway, Greendykes North is partially complete, the regeneration of Craigmillar ‘local centre’ has begun with the opening of the Neighbourhood Office and the refurbishment of the White House. The aspiration now is for the Town Centre Master Plan to be revised by PARC in consultation with the Council and the local community and then implemented, proceeding through to complete build out of the area as a whole.

DEVELOPER CONTRIBUTIONS

- 10.6 The Edinburgh City Local Plan highlights that planning permission will only be granted for new development when adequate infrastructure and essential supporting facilities are available, firmly committed or to be provided as part of a scheme (Com 2, Tra 2, Tra 3). If the provision of such infrastructure or facilities is a necessary part of a development proposal under consideration as a planning application, it will be secured as a condition of approval or by means of a planning agreement (Section 75) entered into at the time of granting planning consent.
- 10.8 The scope of a S.75 agreement can be wide, and the following is a summary (but not exhaustive) list of works for which developer contributions will be sought in Craigmillar:
- improvements to transport infrastructure, system and services;
 - improvements to the road network;
 - education provision in areas with a shortage of school places or where the development proposed would create such a shortage (residential development only);
 - town and local centre improvement schemes (non-residential development only);
 - provision of open space and landscape creation and management;
 - contribution towards landscaping;

- strategic open space;
- provision of community facilities; and,
- contribution to affordable or special needs housing to meet identified local need (residential development only).

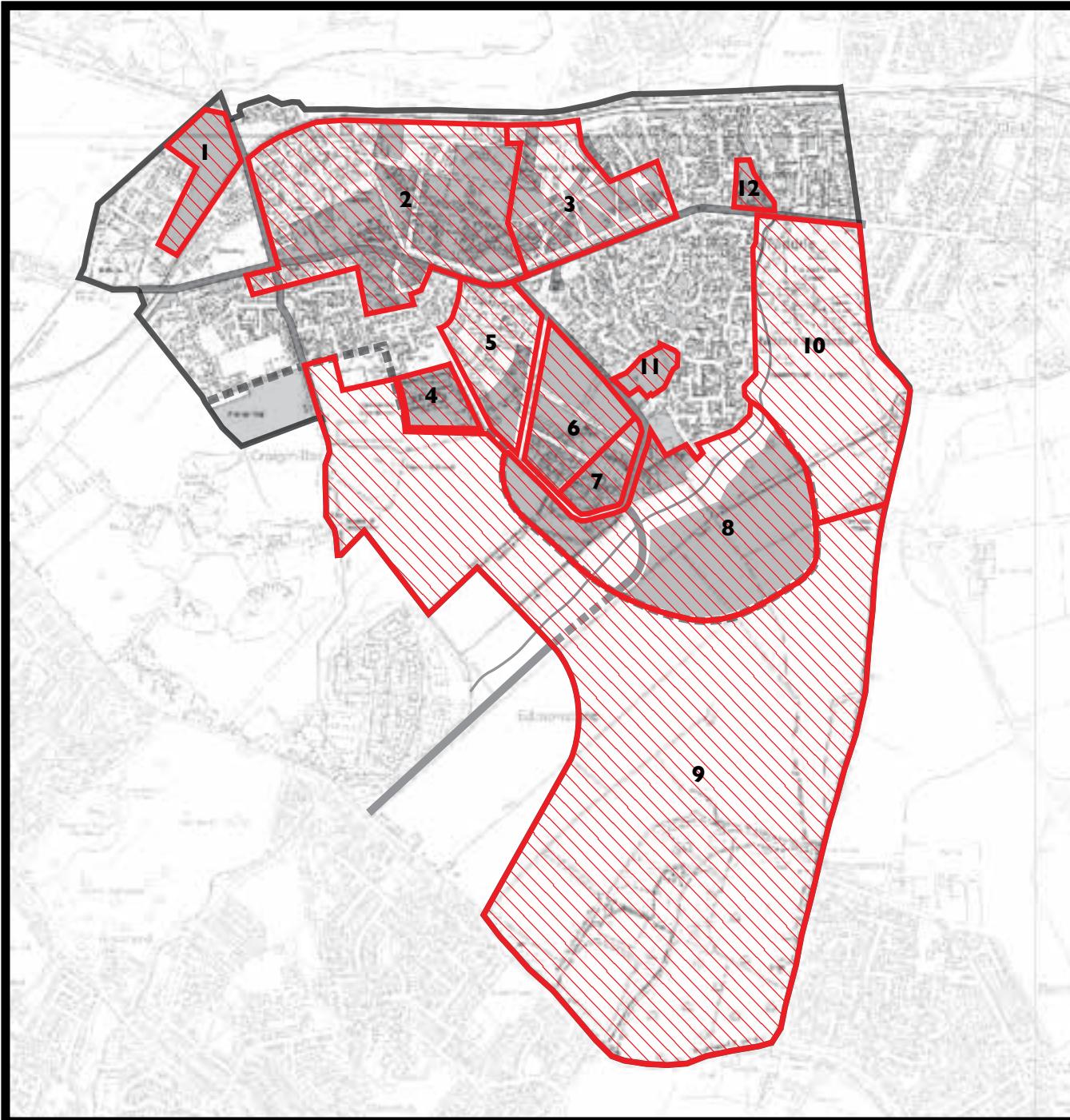
Table 10.1 summarises the requirements and the developer contributions required for each of the above development areas and the estimated level of development for each site. A total of 3,200 new houses is expected to be developed in the Framework areas plus office, commercial and/or industrial floorspace. This, in addition to the new community facilities and open space, will transform Craigmillar over the next decade.

Plan Ref/Site	Status/ECLP policy	Ownership	Estimated capacity	Proposals and Related matters	Submission Required
1 Craigmillar Centre	Local Centre, ECLP Policy Ret4	Private/ Parc	200 houses and flats, New business units being provided in former Craigmillar primary school. Retail floorspace still to be determined.	<ul style="list-style-type: none"> • Improvements to exiting shop units required • New shop units and new medium sized supermarket encouraged • Some residential development linked to retail and on separate sites • Replacement of Castlebrae Community High School • School Playing Fields located within this area • Replacement site for Showpeople likely to be identified • Provide for direct links with proposed tram stop and railway halt. 	Development Brief or Master Plan
2 Niddrie Mains	ECLP HSG7	Parc	600 houses and flats	<ul style="list-style-type: none"> • Housing redevelopment • Joint campus primary school now complete • School Playing Fields now under construction • Provide for direct links with proposed tram stop and railway halt. 	Neighbourhood plan
3 Castlebrae High School	Housing & Compatible Uses, ECLP HSG8	Council	145 houses and flats	<ul style="list-style-type: none"> • Housing redevelopment • Edge to parkland to be well-designed • Impact on setting of Craigmillar Castle may need to be considered • Contribution to landscaping of parkland likely to be required. 	Development Brief or Master Plan
4 Thistle Foundation	ECLP HSG9	Private	170 houses and flats	<ul style="list-style-type: none"> • Redevelopment is proposed in order to allow the modernisation of the scheme and the inclusion of general purpose private housing for sale • Conservation Area – proposals should address sensitivities • Tram Safeguard runs alongside site. 	Masterplan

Plan Ref/Site	Status/ECLP policy	Ownership	Estimated capacity	Proposals and Related matters	Submission Required
5 Greendykes North	ECLP HSG6 (part of)	Parc	640 houses and flats	<ul style="list-style-type: none"> Housing redevelopment An agreed percentage of open space Some contribution to landscaping of parkland likely to be required Need to take account of Tram Safeguard 	Neighbourhood Plan or Master Plan
6 Greendykes South	ECLP HSG6 (part of)	Parc	350 houses and flats	<ul style="list-style-type: none"> Housing redevelopment An agreed percentage of open space Some contribution to landscaping of parkland likely to be required Flooding issues to be addressed Need to take account of Tram Safeguard Maximise role to be played by proposed tram stop. 	Neighbourhood Plan or Master Plan
7 New Greendykes (Greenfield)	ECLP HSG5, Area of importance for Flood Control, Urban Wildlife Site, Public Transport Safeguards.	Private/ Council/ Parc	810 houses and flats	<ul style="list-style-type: none"> New residential development Environmentally sensitive flood management measures require to be detailed Pitches to be lost at Hunter's Hall to be replaced within Site 10 – or funding secured to effect replacement Two stream primary school to meet needs arising in part from the new housing proposed for this site New parkland edge strategic landscape treatment required Contribution to landscaping of parkland likely to be required Urban wildlife site to be replaced An agreed percentage of affordable housing – 25% An agreed percentage of open space The reservation of land for the possible development of light rapid transit (bus and/or tram) system Relevant transport infrastructure, including the provision of access bridges over the Niddrie Burn Necessary infrastructure, including provision for the future management of items such as landscaping and open space Affected by Tram Safeguard. 	Neighbourhood Plan or Master Plan
8 Strategic open space proposals	Green belt	Council/ EDI/ Private	No development	<ul style="list-style-type: none"> Major park proposals Network of cycleways and walkways required Funding assistance through developer contributions. 	Development Brief or Master Plan
9 Hunters Hall Park	Protected Open Space/Green Belt/ Urban Wildlife Site	Council/ Private		<ul style="list-style-type: none"> Replacement of pitches which will be lost through development of Site 8 Possible redevelopment of Jack Kane centre to improve sports facilities. 	Development Brief or Master Plan

Plan Ref/Site	Status/ECLP policy	Ownership	Estimated capacity	Proposals and Related matters	Submission Required
10 Greendykes Road	Housing & Compatible Uses	Council	60 bed capacity	<ul style="list-style-type: none"> Care home now complete 	Planning Application
11 Niddrie Mill Primary School	Housing & Compatible Uses/ Urban Wildlife Site	Council	30 houses and flats	<ul style="list-style-type: none"> Residential development New riverside walkway Urban wildlife site to be protected and enhanced. 	Development Brief or Master Plan
12 Peffermill Industrial Estate	ECLP EMP3	Private	20,000 sq m industrial floorspace or 40,000 sq m office floorspace	<ul style="list-style-type: none"> Office development encouraged General industry encouraged Storage and distribution encouraged Constraints relating to residential amenity, minimising personal travel Development should seek to integrate with surroundings Layout to take account of proposed rail halt. 	Planning Application
TOTAL			Potential 40,000 sq m office floorspace	<ul style="list-style-type: none"> Details of exact use remains to be determined – flexibility for office, industry and warehousing. 	
TOTAL			2945 houses and flats (min)	<ul style="list-style-type: none"> Increased number of residential units may be possible depending on how the environmental constraints are addressed on greenfield sites Windfall sites expected to deliver additional residential units 	

Fig 10.1
Development Areas



- 1** Peffermill Industrial Estate
- 2** Craigmillar Centre
- 3** Niddrie Mains
- 4** Castlebrae High School
- 5** Thistle Foundation
- 6** Greendykes North
- 7** Greendykes South
- 8** New Greendykes (Greenfield)
- 9** Strategic open space proposals
- 10** Jack Kane / Hunter's Hall Park
- 11** Greendykes Road
- 12** Niddrie Mill Primary School

