

## **APPENDIX 1**

### **CRAIGROYSTON COMMUNITY HIGH SCHOOL: EXISTING SITE DEVELOPMENT BRIEF**

June 2004

#### **Introduction**

The second stage of the Council's programme of investment in new schools has identified several options for the existing Craigroyston Community High School site (see Figure 1). These include the relocation of the school to Silverknowes and partial disposal of the site but with retained open space and possibly land for Oaklands Special School, or the high school being rebuilt on the site, possibly together with a replacement for Oaklands Special School. All of these options present opportunities for new development which enhances the public realm.

#### **Site and surroundings**

The site as whole covers approximately 8.00 hectares (19.77 acres). The site comprises:

- a) Craigroyston Community High School buildings
  - b) Existing **playing fields and blaes pitch to west**
  - c) Janitors' houses
  - d) Community centre
- (Refer also to Figure 2 Site Plan)

Significant adjacent features are:

- e) Craigroyston Primary School (recently redeveloped in the first Education PPP)
- f) Health centre
- g) Open space to west
- h) Open space to east

#### **Policy Context**

The current policy context as set out here is drawn from the draft West Edinburgh Local Plan (2001).

The draft local plan identifies the site as lying within the *Urban Area*, in which proposals for training facilities, housing, and small-scale business development are acceptable in principle (Policies ED2 & H1). The local plan establishes a presumption against the loss of open space of recreational, amenity or social value (Policy GE9). The plan identifies Ferry Road as a Principal Tourist Route. The plan refers to City Development Transport proposals for a new on-road cycle route for Pennywell Road, along the east boundary of the site.

The plan requires development proposals where possible to link with and provide extensions to the city-wide network of off-road pedestrian and cycle routes (Policy T7).

The plan requires new development to include proposals for new tree planting to achieve a suitable visual setting for new buildings and open spaces, roadsides and boundaries (Policy DQ7).

The local plan sets out broad objectives for the quality of new development covering such matters as design, landscaping, access, resource use, protection of key views, relationship to context and the need for a masterplan for certain sites. More detailed policy is set out in the Council's Development Quality Guidelines. The following guidelines are of particular relevance to this site:

- *Affordable Housing*
- *Biodiversity*
- *Community Safety*
- *Developer Contributions for Investment in Schools*
- *High Buildings and Roofscape*
- *Quality of Landscaping in New Developments*
- *Site Planning for Sustainable Development*
- *Urban Forestry*

The *Affordable Housing* DQ Guideline states that, city-wide, over 25% of housing needs are for affordable housing. The Guideline identifies this ward as one where there is an existing high level of social rented housing and hence no established affordable housing requirement. However, ongoing monitoring of the affordable housing policy indicates that the city-wide target will not be met due to the shortfall in actual provision of affordable units in approved outline applications in Granton Waterfront and Leith Western Harbour compared to the 25% city-wide requirement. This shortfall was due to exceptional site development costs which justified a lower affordable housing component. In order to help address this shortfall the Council may wish to seek a proportion of affordable units in any housing development following partial disposal of this site.

Recent national planning policy has set a new emphasis on raising the design quality of new development. The Council's Edinburgh Standards for Urban Design reinforce this emphasis at the local level.

## **Constraints**

### *Architectural and Conservation Interest*

There are no listed buildings within or adjacent to the site.

### *Landscape and Natural Heritage*

The areas of Millennium Planting must be retained and new landscaping should be integrated with them.

### *Archaeology*

The undeveloped areas of open space have potential to be of archaeological importance. An archaeological evaluation of the site should be carried out.

### *Education*

The site lies within the catchment areas of Craigroyston Primary School, Craigroyston Community High School, St David's Roman Catholic Primary School and St Augustine's Roman Catholic High School.

In the event that the partial disposal for housing option is progressed, a developer contribution may be required towards alleviating accommodation pressures at these schools.

### *Transport*

Both vehicular and pedestrian access points to the site need to be carefully considered. As a dual-carriageway, Pennywell Road presents constraints on vehicular access to this site from the east. New access points through the central reservation may be required, however these should not need to be located where they would require the removal of the existing trees in the central reservation. Vehicular access from Ferry Road should be positioned to avoid bus stops. The design and layout of all access points should be designed to ensure pedestrian safety. Parking provision must be designed and laid out to avoid creating overspill problems on adjacent streets. Temporary 20mph zones will be required adjacent to the entrance of the site.

The Council intends to upgrade the two bus stops on the north side of Ferry Road by filling in the bus lay-bys and introducing a new kerb design as part of the Edinburgh Bus Infrastructure Improvements scheme.

## **Potential Uses**

The open space here is of recreational value and must be retained in some form. There may be scope for reconfiguration in order to allow phased construction of a new school or schools on this site. If an option involving partial land disposal is pursued, housing use would be acceptable in principle.

The Education Department is consulting on several options for the use of this site:

### *Option 1 (High school relocated to Silverknowes)*

Oaklands Special School with partial land disposal and retained open space.

*Option 2 (High school relocated to Silverknowes)*

Partial land disposal with retained open space.

*Option 3*

Redeveloped high school with playing fields.

*Option 4*

Redeveloped high school with Oaklands Special School and limited playing fields.

All of these options are acceptable in principle, subject to the constraints and development principles of this brief. Proposed uses on disposed land must comply with the local plan policy identified above.

## **Contextual Analysis**

The Council Housing Department has undertaken consultation on proposals to demolish and redevelop parts of the Muirhouse and Pennywell housing estates to the north. Any redevelopment of the school site should have regard to the opportunities for visual and physical integration with potential redevelopment to the north.

The site has the following advantages:

- broken views to the Firth of Forth and Fife;
- potential for taking advantage of passive solar gain;
- scope for pedestrian-cycleway connections through the open space and former BAe site to the west through to new existing route in new linear park, to the east through to proposed tram stop at Crewe Toll **and to the north along the east side of Pennywell Road**;
- close proximity to existing community and community facilities;
- scope for improving pedestrian access north-south through site **to connect with potential future redevelopment proposals to the north**;
- Millennium Planting provides strong basis for new landscaping.

The site has the following disadvantages:

- adverse impact of traffic on Ferry Road on amenity of site;
- poor quality public realm along Ferry Road;

- limited potential for vehicular access off main roads.

## **Development Principles**

### *General*

Vehicular access from Ferry Road should be minimised. Within any school development, segregation of pedestrians and traffic needs to be considered.

**In any development of the site a certain amount of playing field provision should be retained for community use in the long term. In any partial redevelopment of the site for housing an element of public open space for informal use would be desirable.**

**It is recommended that 15% of any housing development on this site be affordable housing over the whole site. A mix of housing types would be expected in any such development.**

Any planning application for this site should be accompanied by a design statement prepared in accordance with Planning Advice Note 68: Design Statements.

### *Safer Routes to School*

The council has a Safer Routes to School rolling programme which aims to make it safer and easier for children to travel to and from school by walking, cycling and public transport, thus reducing the use of the car for the school run.

This is achieved by working in partnership with pupils, parent, school staff and local residents to identify locations, which are perceived to be dangerous and look at measures which can be installed to overcome the danger.

If appropriate, suitable Safer Routes to School measures for this site will be identified during the consultation period of this development brief.

### *Design and layout of new development*

Development should take advantage of the broken views to the Firth of Forth and Fife by carefully considering the massing, scale and proportions of proposed buildings. Where possible, views across the site from Ferry Road to Fife should be preserved.

Any new or replacement community facilities included within the school should be located as close as possible to the east side of the site, close to existing community facilities.

**The design and layout of any development within the site should seek to create pedestrian and cycle links through the site to the north, taking account of potential future redevelopment proposals in that area.**

### *Landscaping*

Good quality landscaping should be used as an integral feature with the building design offering continuity of space between interiors and exteriors, interest and amenity, an educational resource and masked / framed views both in and out. Planting should be integrated and use the same mix of native species as the existing Millennium Planting.

### *Public realm improvements*

As part of any redevelopment on this site, an area of land along the southern boundary of the site should be given over to public realm improvements along Ferry Road (see Figure 3). These improvements should include:

- creation of a new formal line of street trees adjacent to the north side of Ferry Road;
- creation of an enhanced footway and new off-road cycleway parallel and adjacent to the new tree line, designed to connect with proposed pedestrian-cycleway routes to the east and west and along Pennywell Road to the north.

The design and specifications of these improvements should be prepared in consultation with Council staff. As a general principle, the resulting streetscape should be simple, uncluttered and consistent. The design of these improvements should take account of the proposed upgrades to the two bus stops on the north side of Ferry Road. The 'pinch point' created by the health centre at the east end of this strip could possibly be addressed by routing the cycleway to its north.

These improvements are justified by local plan policy on provision of off-road pedestrian and cycle routes and new tree planting, by section 5c of the *Quality of Landscaping in Developments* DQ Guideline and by various principles in the Edinburgh Standards for Urban Design.

Interpretation of the principles in this brief should be carried out in consultation with the relevant Council staff.