

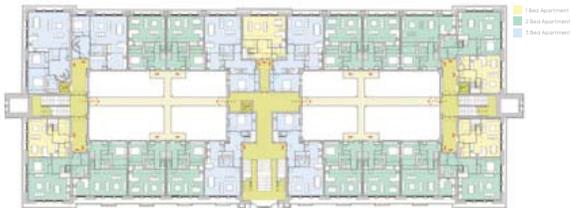
SECTION 03

Community Consultation

ABOUT PROPOSALS



LAYOUT - 1ST FLOOR PLAN



■ 1 Bed Apartment
■ 2 Bed Apartment
■ 3 Bed Apartment

Typical 1 Bed Apartment - Plan **Typical 2 Bed Apartment - Plan** **Typical 3 Bed Apartment - Plan**



Main Floor Mezzanine level Main Floor Mezzanine level Main Floor Mezzanine level

PROPOSED VIEW OF COURTYARD SPACE



COURTYARD SPACES

- Provide CALA Homes with input
- Individual Creative Statements
- User defined interpretation of original building

CONSULTATION BOARD 03

ABOUT PROPOSALS



WEST (VIEWFORTH) SIDEVIEW ELEVATION



NEW ANNEHURST BLOCK - PROPOSAL



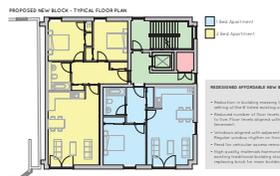
- High quality, modern materials and finishes
- A new building to be added to the east of existing blocks and provide a landmark presence to the new high quality residential complex
- Intentional building north to landscape screen
- Facade to reflect the original building and provide a subtle nod to the original building
- Intentional choice of materials and finishes to provide a subtle nod to the original building
- Intentional choice of materials and finishes to provide a subtle nod to the original building
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ANNEHURST BUILDING - PROPOSAL



- A new building to be added to the east of existing blocks and provide a landmark presence to the new high quality residential complex
- Intentional building north to landscape screen
- Facade to reflect the original building and provide a subtle nod to the original building
- Intentional choice of materials and finishes to provide a subtle nod to the original building
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PROPOSED NEW BLOCK - TYPICAL FLOOR PLAN



■ 1 Bed Apartment
■ 2 Bed Apartment

REPROPOSED APPEARANCE NEW BLOCK

- Reproposed appearance to provide a landmark presence to the new high quality residential complex
- Intentional building north to landscape screen
- Facade to reflect the original building and provide a subtle nod to the original building
- Intentional choice of materials and finishes to provide a subtle nod to the original building
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ANNEX BUILDING - PROPOSAL



Location of Annex Building

PLANNING SUBMISSION END OF APRIL

Have Your Say

We would welcome your comments on what you have seen today. These are feedback forms available online which can be completed and sent back to CALA Homes. Comments will be kept confidential and will not be shared to individuals. We will also be writing up a detailed planning application which you will be able to comment through the CALA website at www.cala.co.uk. This will contain the display board material along with the chance to respond.

What Happens Next?

Following this website CALA review all comments ahead of a final planning submission at the end of April beginning of May 2018.

Should you require any further information, please do not hesitate to contact homes.east@cala.co.uk

CONSULTATION BOARD 04

PROPOSED ALTERATIONS TO PREVIOUS PLANNING SUBMISSION



OVERVIEW

The original Boroughmuir redevelopment proposals were submitted in September 2015. Conservation Area Consent was granted in April 2017. Limited Building Consent was granted in April 2017. Full Planning Permission was supported by CALA Homes. The application was rejected by the Council on 7 votes to 5 at the CMA Sub-committee Meeting April 2017.

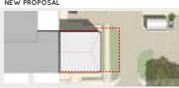
In August 2017 the appeal lodged was rejected by the reporter appointed by the Scottish Ministers.

The main issues identified are listed with the associated proposals to address each item.

Main issues for the revised application are:

- Designed to a high quality in keeping with their surroundings.
- Be of an acceptable density, housing mix and mix.
- Provide a suitable environment for residents.
- Protect the amenity of neighbouring residents.
- Preserve the B listed building, its setting, or any features of historic or architectural interest which it possesses.
- Preserve or enhance the character or appearance of Boroughmuir, Meadows and Broughton Conservation Area.

ITEMS HIGHLIGHTED

	PREVIOUS PROPOSAL	NEW PROPOSAL
1. Comments: The bulk and mass of the proposed new build tenement block would break view to the B listed building. New Proposal: The bulk and mass of the block is reduced to allow increased view of the B listed. The gable has been reduced in width by 6m.		
2. Comments: The angular corner feature with extensive brick use of side with surrounding landscape facade of the school and tenement blocks. New Proposal: Angular corner feature element removed from design. Removal of brick and replaced with zinc at uppermost levels.		
3. Comments: The incorporation of zinc in the roof would be complementary in palette to the side roofing in the surrounding area. The use of brick on the pedestrian facing material would be at odds with the surrounding landscape setting of the school and tenement blocks. New Proposal: Reproposed facing material now landscape block.		
4. Comments: The floor levels would be misaligned and the position of the windows would be irregular and inconsistent in relation to the adjoining tenement building. New Proposal: Removal of a floor level, reducing the building from 6 storeys to 5 to align with existing adjacent tenement.		
5. Comments: Asymmetric design of the zinc dormer contrast poorly with the symmetrical dormer design of the neighbouring tenement. New Proposal: Asymmetric zinc dormer removed.		
6. Comments: The sloping zinc roof detailing to the south east gable elevation would not align with the roof detailing to the adjoining tenement block. New Proposal: Sloping zinc gable detail removed.		
7. Comments: No alignment with adjacent tenement windows. New Proposal: Storey floor levels updated and windows aligned with Viewforth tenement windows.		
8. Comments: Vehicular panel along Viewforth side feature. New Proposal: Vehicular panel removed and new vehicular access provided.		

CONSULTATION BOARD 05

COMMUNITY CONSULTATION
FEEDBACK FROM SECOND CONSULTATION

Following the Public Consultation Event on 16th April at the Eric Liddell Centre, the boards were posted on our website and the ability to provide comments were made available. The deadline for comments was the 2nd May and the purpose of this summary is to highlight the key issues raised and our response to each. The comments and topics have been paraphrased however a full copy of all submitted responses can be provided on request.



“Parking at Westhall Gardens is at premium - don’t want a negative effect on on-street parking”

“As a local resident and former pupil, I will be glad to see the building unspoilt!”

1. PARKING

The majority of comments on parking are based on the lack of on-street parking at present coupled with the concern that all new proprietors would have a permit/create further issues on-street.

CALA RESPONSE:

Taking account of this concern, the design of the site, impact on the Listed Building; the parking proposal provides that 82 of the 87 private units and 16 of the 17 affordable units would be provided with an allocated parking space. In allocating a parking space to the property the property is not entitled to apply for a parking permit. The Site Layout reflects 98 spaces being provided on site, this means 6 of the properties would not have an allocated parking space and be entitled to a parking permit. Whilst there may be opportunity to create additional spaces on site consideration has to be given to design and the setting of the building. A reduction in parking % was considered, however, whilst this would reduce parking within the redline boundary of the site, it could potentially mean a significant increase in the number of permits requested. This was considered on balance to be contrary to opinion gained from the public consultation event and independent parking surveys of the surrounding streets.

In addition to the proposal for parking within the application boundary, a proposal has been submitted with the application which reflects the creation of 14 additional spaces on Viewforth. The frontage to the school excluded parking, however, with the school no longer being in use the proposal would allow the creation of City Car Club spaces, Permit Spaces and Pay and Display spaces. Admittedly this is a small parking gain for the wider area however it will provide a net benefit on the position at present.

2. TRAFFIC

In terms of traffic generated from the development comment was made about ensuring existing crossings were retained and question raised over children travelling to school. In addition there was concern raised over construction traffic and the route in which this will take.

CALA RESPONSE:

Based on the outcome of the Transportation Assessment there is shown to be a drop in vehicle movements against that of the operational school. When the school building was operational there was a recorded 420 trips per day, however with the proposed development there will be around 100 trips per day – a circa 75% reduction in travel journeys on a daily basis.

To promote the use of sustainable travel in this development and off the back of local concerns of increased traffic – CALA have committed to providing an annual bus pass to each property within the development.

Should the application be successful a Construction Management Plan would be prepared. This will be a plan that illustrates the only route(s) which the construction traffic will have to use and also prohibit any construction traffic at peak times of the day as well as weekends, without having suitable supervision.

3. LANDSCAPING

In terms of landscaping there was a strong desire to see the existing trees to the south west retained. In addition strong hard and soft landscaping to reduce the visual impact of cars.

CALA RESPONSE:

Following the strong desire for retention of existing trees, CALA have sought to retain some trees that were originally planned to be removed. There are some trees that are in a condition that require them to be removed, however whilst some may have a limited life span we have now agreed a programme of works with input from an arboriculturalist and possible development factors that will allow additional tree retention.

4. NEW-BUILD BLOCK & MATERIALS

There were various comments regarding the New-build element. It was noted that the current design is much improved from the previous application and this was welcomed. Despite this some comments felt that the new-build block is still too dense, the materials are out of touch of the existing tenements and the general design is not in keeping with surrounding buildings.

CALA RESPONSE:

The revised design has significantly scaled back the proposed new build element, not only in height and mass, but in storey heights, reducing this from six floors to five. Comments from the reporter and various stakeholders on the previous application were centred around the use of materials that weren’t in keeping with the existing tenement. CALA are now proposing natural stone with a slate roof as well as ensuring the windows and floor to ceiling heights are consistent with the neighbouring tenements.

5. ACCESS

Comments were raised that the two access points feel too congested and that Westhall Gardens is a dangerous junction which poses a risk with school children travelling to school.

CALA RESPONSE:

To maintain the integrity of the main listed building and the surrounding school railings, CALA wanted to minimise any additional disruption to these elements therefore it felt prudent to retain the existing access points off Admiral Terrace and also ensure a point of access of Viewforth. These access points are also key to ensure Bin Lorries can enter the development and collect all self-contained waste in the development.



“Concern that residents will have 2 cars and there will be permit spillage into this already squeezed zone”

“New proposals more in keeping with area architecture. Reduced capacity appreciated”

“Materials used for Bin Stores must be in keeping”

“Big improvement on original proposals.”

6. AIR QUALITY & AMENITY

Comments were raised that the traffic attributed to this development will compromise the air quality in the area and pose a risk to schoolchildren travelling to school. In addition, there were concerns that the new-build element will block the light from residents along Viewforth and Hartington Place.

CALA RESPONSE:

In terms of the concern around compromised air quality, based on the outcome of the transportation assessment there is shown to be a drop in daily vehicle movements by around 75% against that of the operational school. As a result there will be less traffic in comparison to its previous use and as such the air quality will not be as compromised as initially thought.

As part of the revised proposal the new-build element has been significantly scaled back, thus ensuring that the previous compliance is even further bettered. As part of the proposed we have and submitted a Sunlight & Daylight report based on the updated design.

7. ANNEX BUILDING

One comment was made around the annex building in that it felt it was an unnecessary addition to the development.

CALA RESPONSE:

The Annex building forms part of the main building and retains its B-Listed status. As such, the building would be remaining regardless and it was felt appropriate to maximise the provision of Affordable Housing onsite and this was a sensible option.

8. PUBLIC CONSULTATION

A comment was made around how the plans at the event seemed too finalised and there was a concern that nothing will really change.

CALA RESPONSE:

CALA and its design team have been working hard to amend the designs to reflect the comments based on the previous application and all comments made through that process. As such it felt important to provide the public with the most up-to-date plans with as much detail as possible. It would be our hope that this section helps demonstrate that despite the plans being quite refined at the event, there are still elements that we are changing following comments from the public.

9. SUSTAINABILITY/RENEWABLES

There was a lot of comments regarding electric car charging points and a genuine aspiration to see this development having them.

CALA RESPONSE:

CALA are fully aware of the need for sustainable technology and incentives for people to use more environmentally friendly means of transport. It is recognised that there will be a potential requirement for up to 17 Vehicle car charging points onsite. As at the time of submission, CALA is still investigating the various options for possible delivery of vehicle charging points within the development site. This investigation also includes potential development factors and utility providers given the complexities and largely unknown impact of delivering a supply within the infrastructure capacity that exists or could reasonably be made available.

10. BIKE STORES

There was a strong desire for the use of bikes to be promoted by this development and also suitable capacity to cater for visitor bike storage. In terms of Bike stores some comments suggested that it would be worthwhile having facilities where residents in the development could maintain and clean their bikes prior to storing.

CALA RESPONSE:

Following these comments CALA have now incorporated two locations where residents will have the facilities to wash and clean their bikes. In addition further visitor bike spaces have been provided following these comments.

11. BIN STORES

Given the prominent location of the bin stores there was concern that these would take away the design of the main building and as such there was the hope that the materials used for these would be in keeping with the wider development. Separate to this residents expressed discontent at current facilities on-street with many recycling bins overflowing. There was concern that any waste from this development would be overflowing onto the street bins and as such car parking spaces would be lost to cater for additional bins.

CALA RESPONSE:

CALA will be ensuring that the materials used for bin stores will be in keeping with the rest of the development. The use of natural stone will be used as opposed to the timber materials that were proposed prior to the public consultation. There will be provision of recycling & non-recycling facilities onsite and the waste disposal will be self-contained within the development and not create over-spillage on the street facilities. The access points have been designed to accord with bin Lorries to enter the site and collect waste from the development. This approach will ensure there is no over spillage of rubbish on neighbouring street bins and we hope this will appease local concerns.

