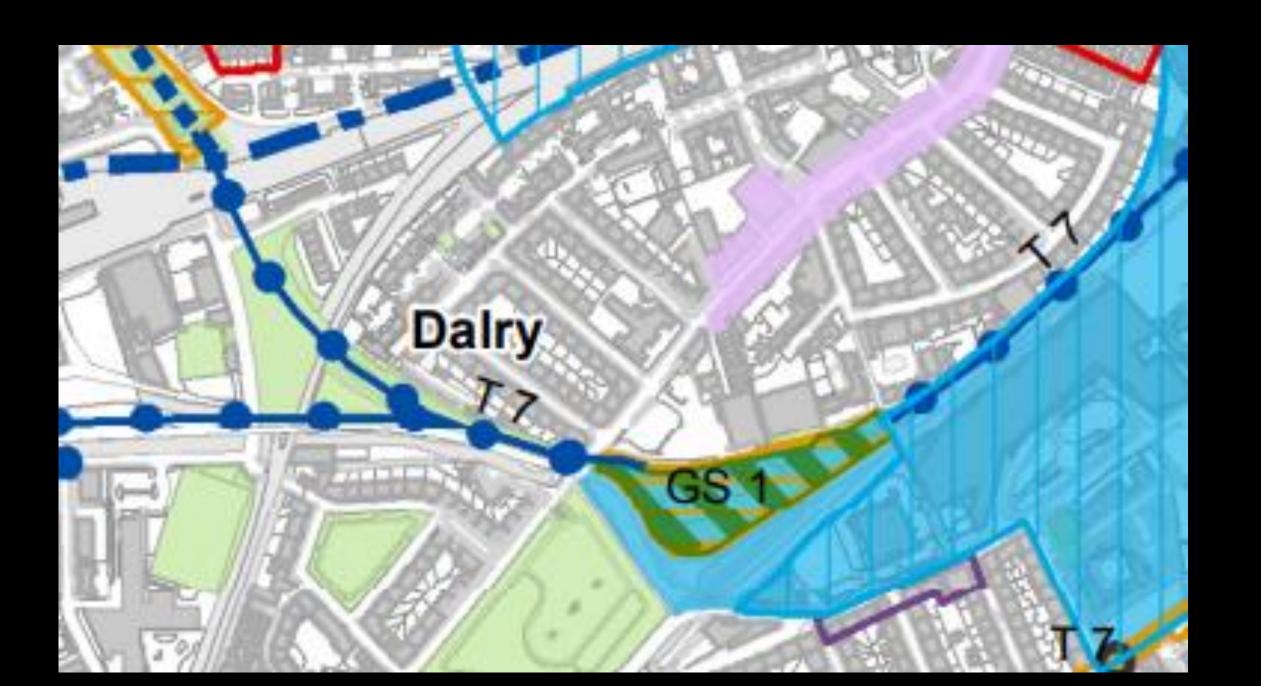
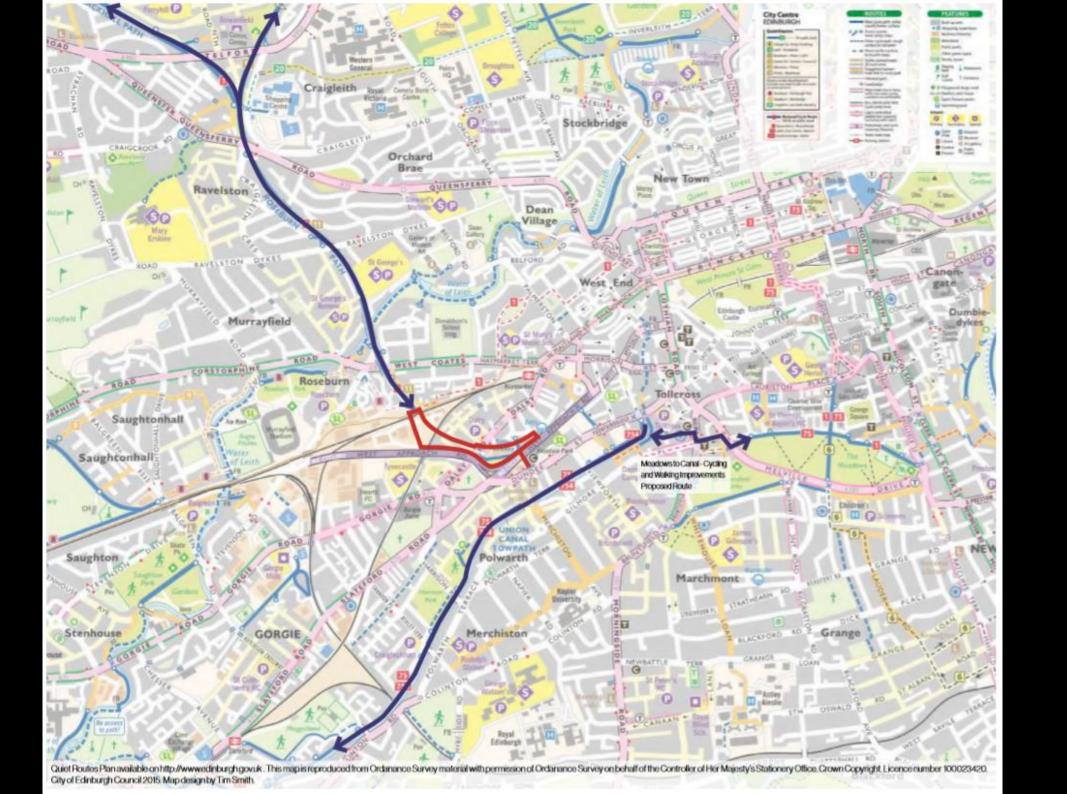
20/03561/FUL, Roseburn and Union Canal at Roseburn Path – Creation of shared pedestrian and cycle path including new bridge crossings, access points, public open spaces and habitats

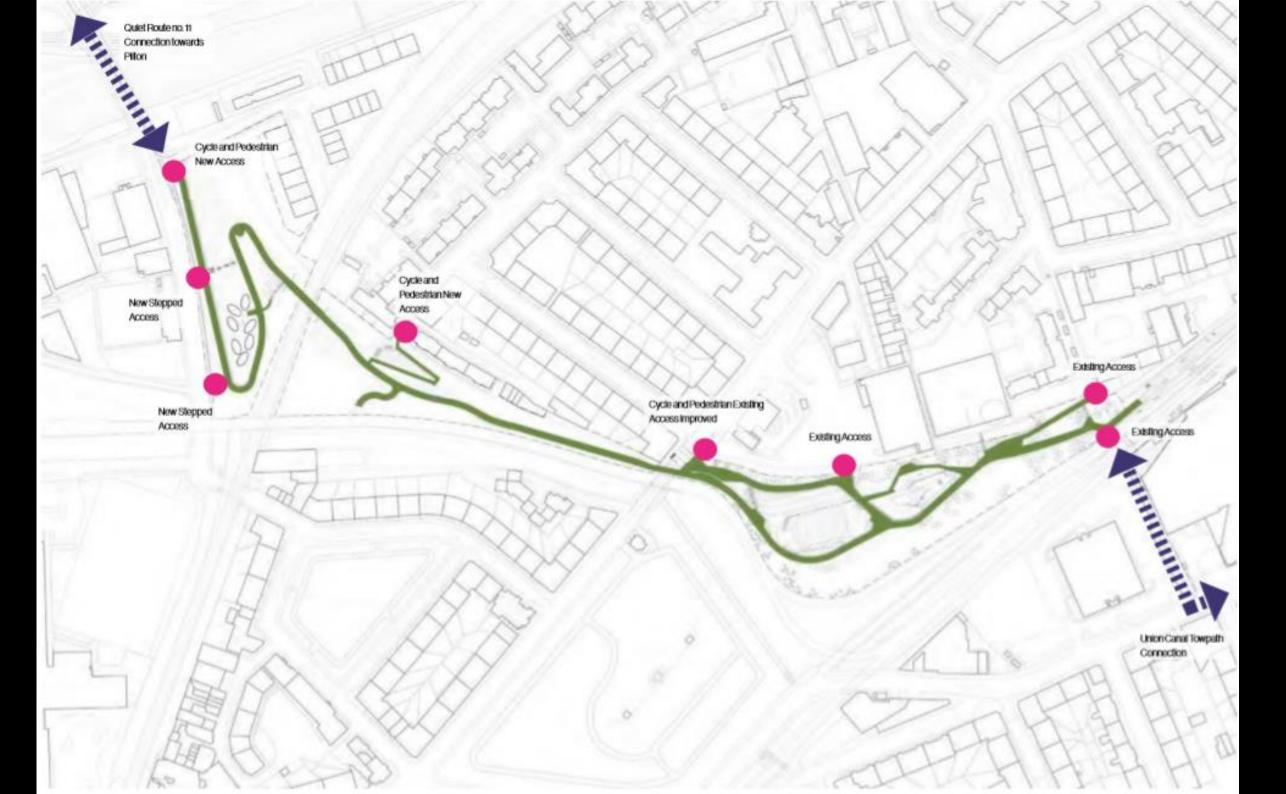
1tem 7.2



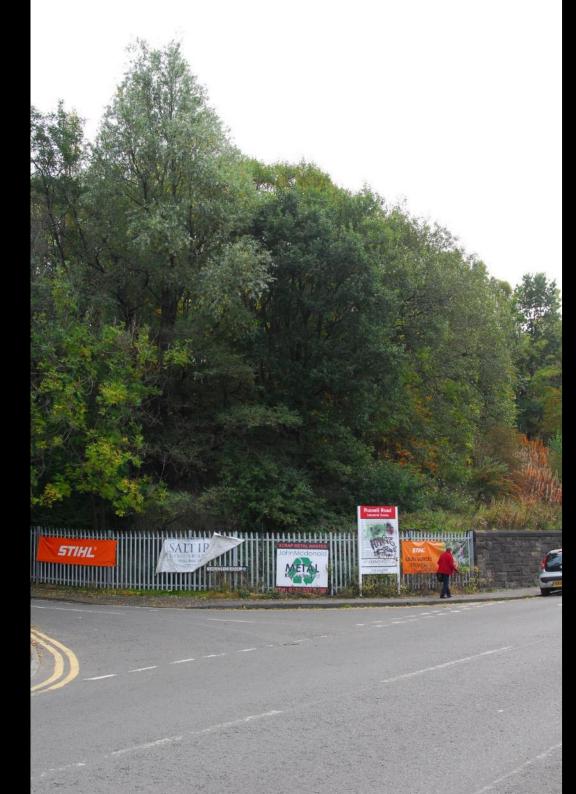




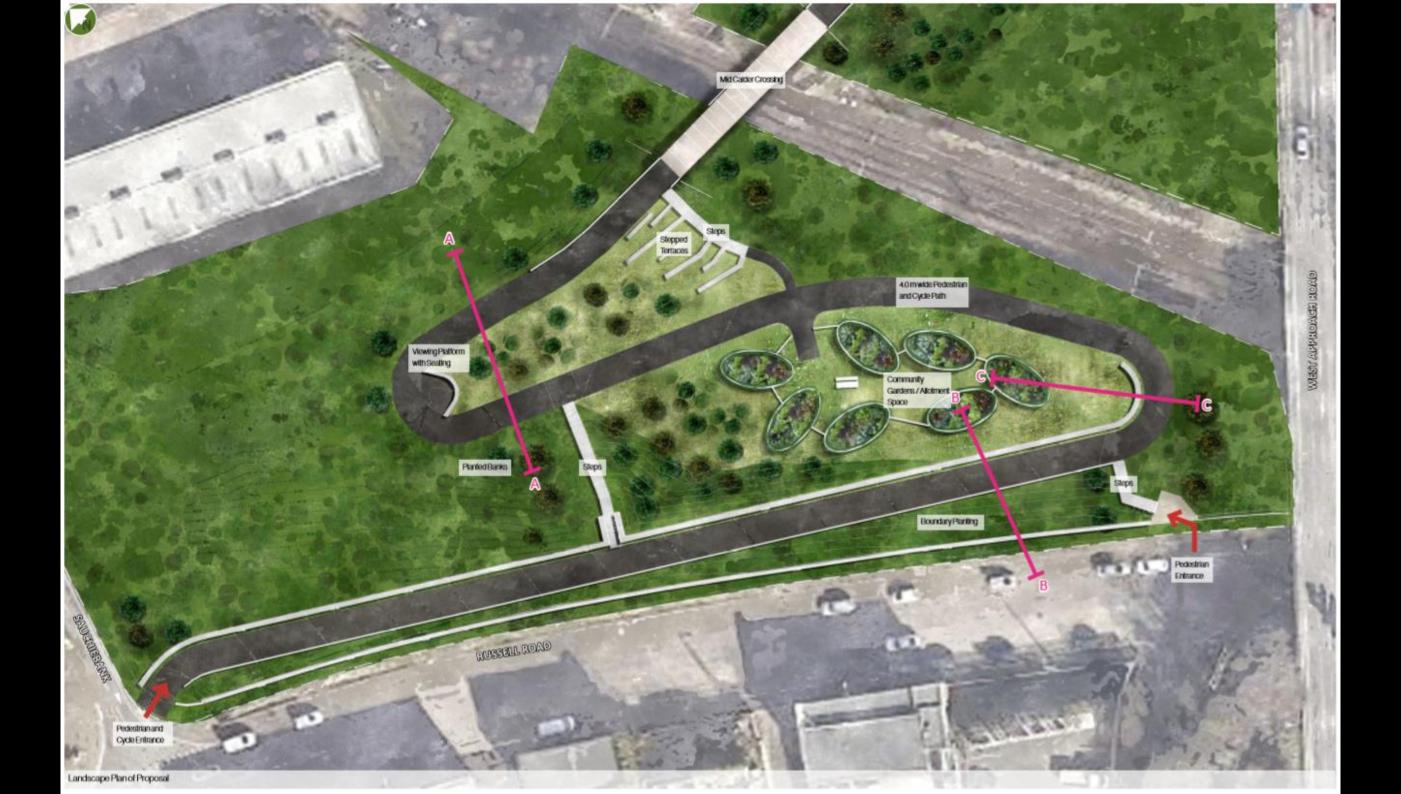








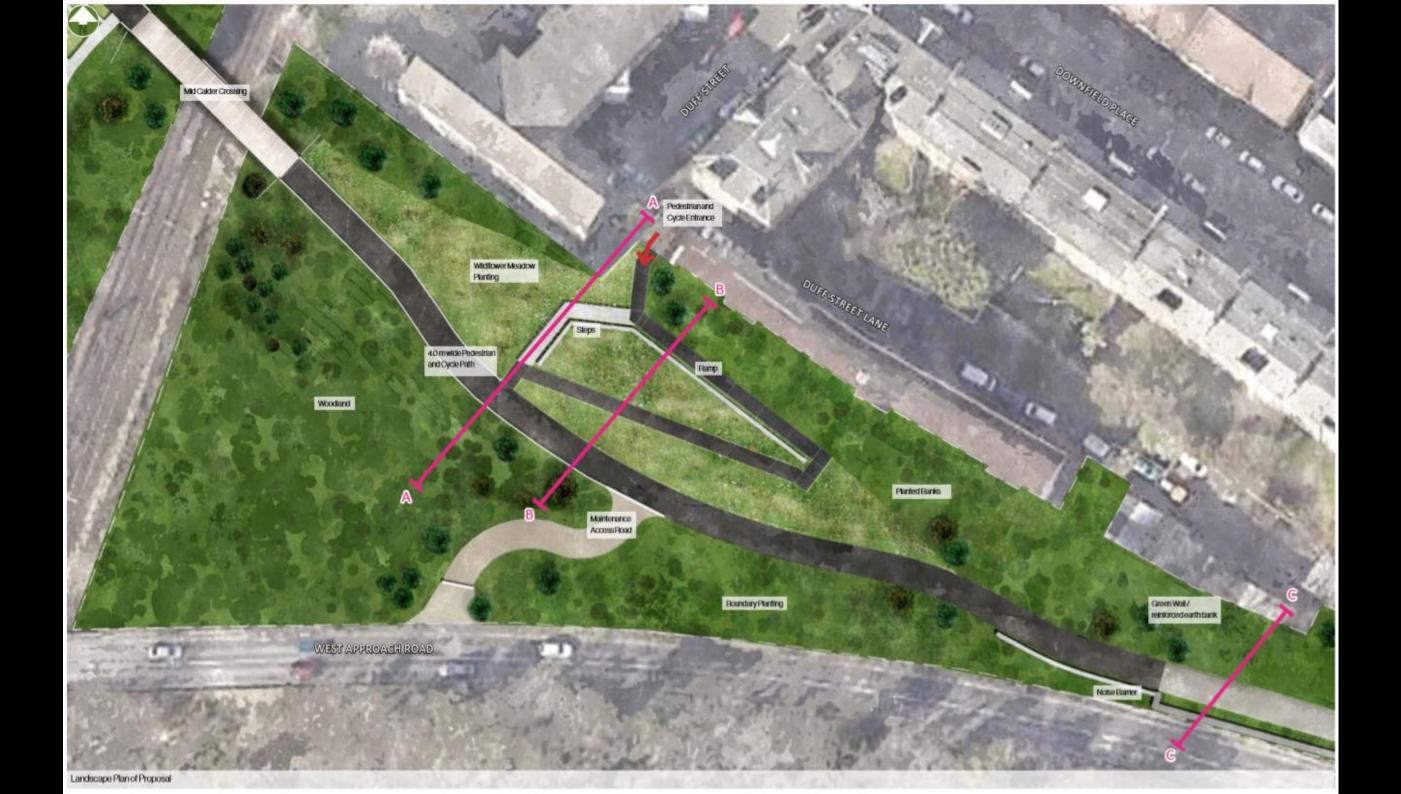






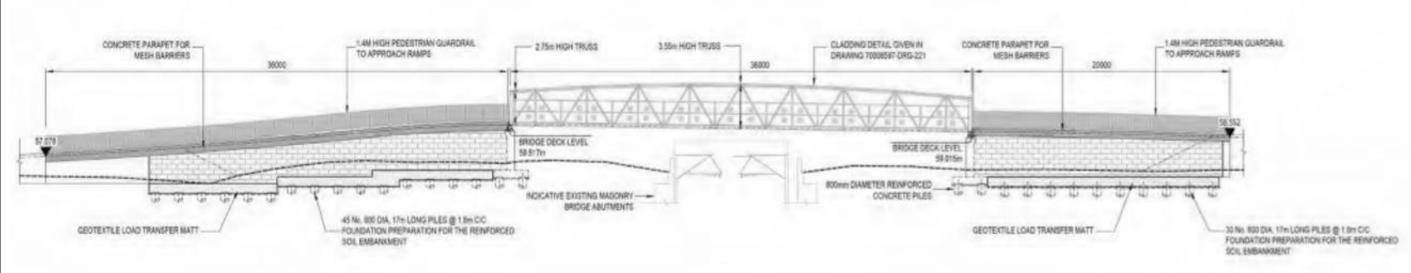






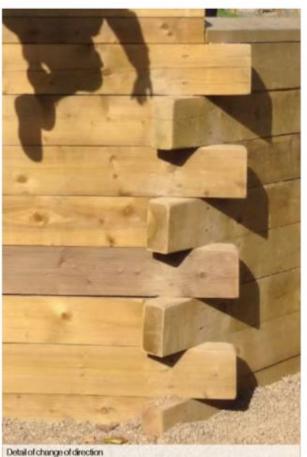
Mid Calder Railway Crossing

The proposed new bridge crossing over the railway line is aligned with the historical rail bridge crossing at this location. The crossing will be suitable for pedestrians and cyclists. The proposed bridge location and alignment makes best use of the existing embankment, therefore minimising earthworks. The bridge cladding design will be consistent with the principles being promoted across all bridge structures on the proposed scheme, while complying with the Network Rail regulations.



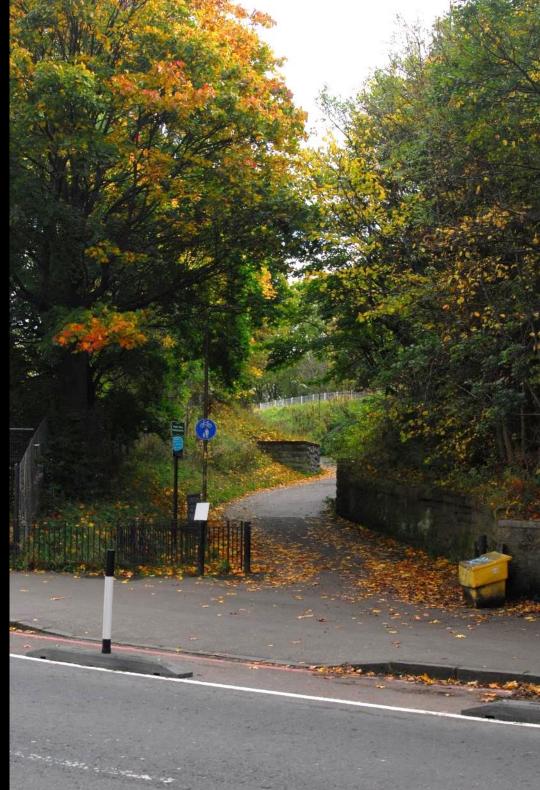
- 3.5.4 Screen to Western Approach Road
 weathered steel I-beam posts with timber sleepers slotted within
- 1,4m height
- posts spaced from 1.2 to 3.6m centres (to correlate with available timber sleeper lengths and to accommodate slight changes in direction
- alternatively, changes in direction can be addressed with the detail in image bottom











5.3 Cladding Elements to Dalry Road bridge crossing

Balustrade

Additional cladding options are developed for transitions from bridge and balustrade elements.

Perforated steel is extremely versatile and can be applied to a variety of applications within the project. The decorative perforations will be slotted-rounded ends to create 'active travel' imagery. Explorations into optimum hole shapes and sizes.

Perforated steel panels can be customised to reveal imagery. We propose weathered Corten steel as the preferred finish. The opportunity to backlight allows the bridge to become a feature at night as well.















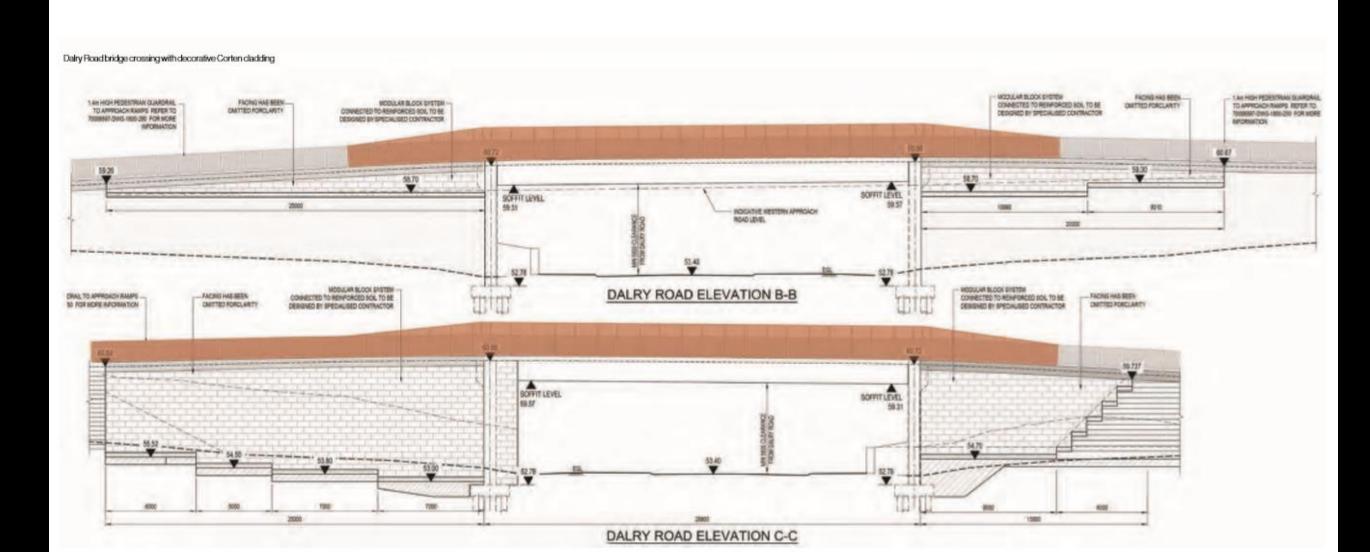


5.2 Bridges

Dalry Road Crossing

The proposed option is a 28.5m arched painted steel warren truss structure supported on twin steel circular hollow section columns. The truss is likely to be around 3.5m deep at the centre, reducing to around 2.5m at the supports. The cycleway clear width between parapets will be 3m reflecting to objective to maximise separation between the structure and the existing tenement building.

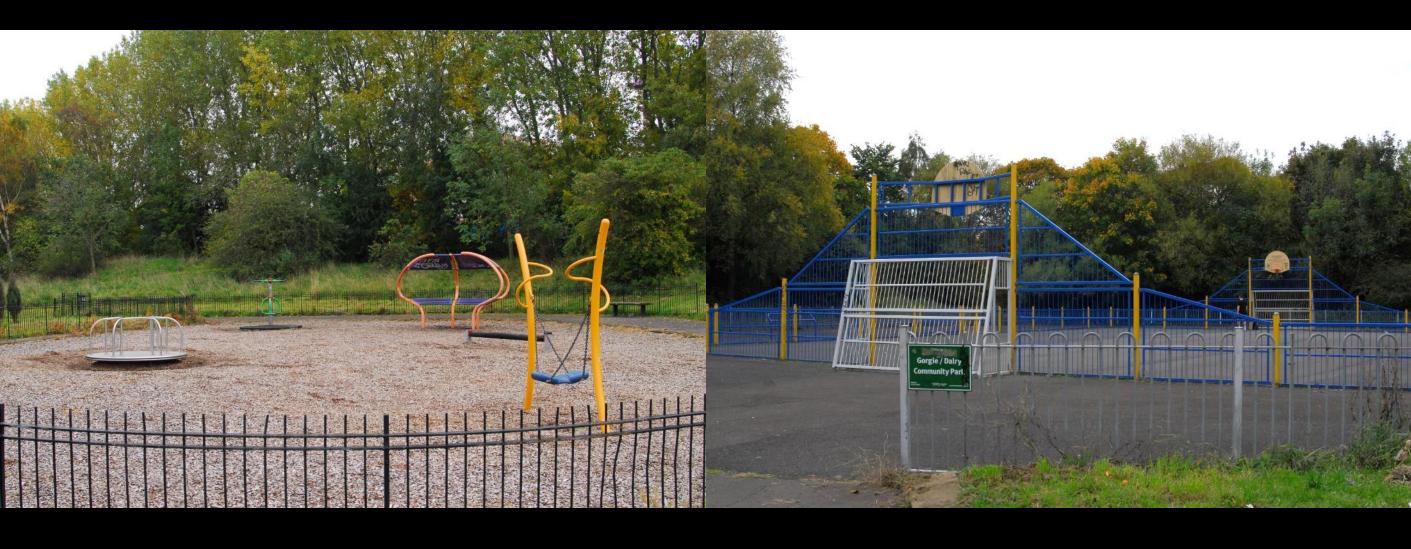
The bridge cladding design will be consistent with the principles being promoted across all bridge structures on the proposed scheme.



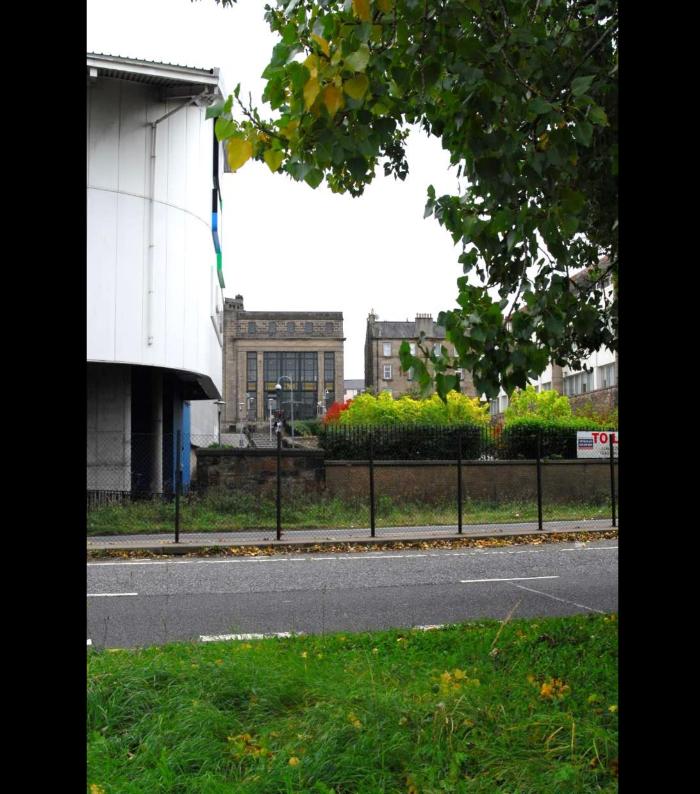














Diagrammatic Site Masterplan

The key externals components of the masterplan are shown in this diagram - including areas for the different green space activity, the connections between them, and site circulation. The aim is to make it an easy cycle or walk over the railway through the park to get to the canal link. Along the way there are spaces to grow vegetables, people to play and exercise and for nature to thrive



Tree Removal Phasing

The works to the trees will be carried out in phases and the correct time to limit the effect on wildlife and align with the programme of works to be carried out. The diagram below shows the different stages.

Further tree surveys and tree condition reports are required before the main works contract can begin. The plan of work for the tree removal will also include a protocol on how to retain dead wood on site and how to veteranise trees as standing deadwood safely.



Tree works Site-Wide

Due to the many changes in level and the creation of new bridges and structures many trees will be taken down. The plan below shows the extent of this work based on the Tree survey of 2019 by ArborVitae. the full report can be found in the Appendix



Tree replacement Diagram

The main works contract includes a schedule of trees and planting plan. The diagram below shows the areas to be planted and how they relate to the woodland that is retained.

The aim of this replacement strategy is to increase biodiversity, increase the amount of food which is available to insects and birds, and lengthen the season of interest. The existing trees which are being lost many were weed species will a limited range of species.





Application Boundary



Trees Retained



New Woodland Planting



Semi mature trees to existing woodland and proposed parkland



Extra heavy standard trees to existing woodland



Extra heavy standard fruit producing trees to community allotments



Semi mature trees in hardstanding



Mini forest 'Miyawaki' planting

Proposed Planting Typology Diagram

The planting typologies in this setting need to work hard to achieve so much in such a small site with so many different purposes from food production to sports and fitness, to the shared cycle path allowing access for all. With this in mind it is layered and diverse and requires further design with the help of the local community so

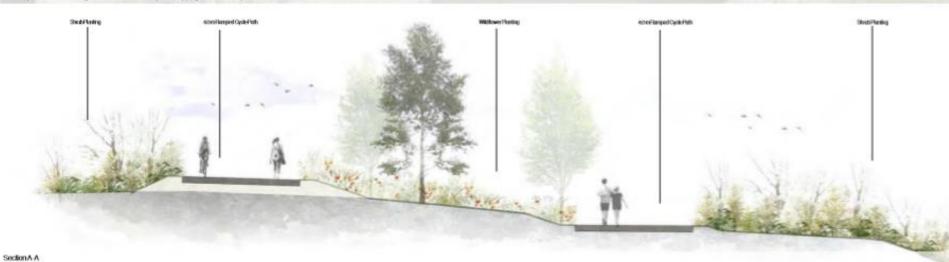
it can respond to the management regime, growth over time, changing climate and needs of the people and animals that use it.



Key Considerations

- LDP Policy designations;
- LDP Proposals, Transport T7, Greenspace GS1
- Tree Removal and Replacement
- Ecology and Protected Species
- Design Vision and Concept, Earthworks and Structures, Landscape and Urban Design, Dalry Park Enhancement
- Neighbour Amenity
- Flooding and Drainage
- Land Contamination
- Archaeology
- Issues raised in Representations 99 Representations,
 70 Support, 26 Objections, 3 Neutral
- Gorgie Dalry Community Council Supportive but caveat with points raised being taken into consideration







Circulation Diagram

The main aim of this project is to connect to areas of Edinburgh with a combined cycle and pedestrian path. The diagram below shows this and the various additional connections that facilitate shared access for all

