

# Notice of meeting and agenda

## Planning Committee

**10.00 am, Thursday, 27 February 2014**

Dean of Guild Courtroom, City Chambers, High Street, Edinburgh

This is a public meeting and members of the public are welcome to attend.

## Contact

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Tel: 0131 529 4261

## **1. Order of business**

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- 1.1 Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

## **2. Declaration of interests**

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- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

## **3. Deputations**

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- 3.1 (If any)

## **4. Minutes**

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- 4.1 Planning Committee of 5 December 2013 (circulated – submitted for approval as correct records).
- 4.2 Development Management Sub-Committee of 20 November, 4, 18 December 2013 and 15, 29 January and 12 February 2014 (circulated – submitted for approval as correct records).
- 4.3 City of Edinburgh Planning Local Review Body of 27 November, 3, 18 December 2013, 22 January and 5 February 2014 (circulated) (for noting)

## **5. Planning Policy**

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- 5.1 Edinburgh Street Design Guidance - Draft for Consultation – report by the Director of Services for Communities (circulated)
- 5.2 Supplementary Guidance: City Centre Retail Core – report by the Director of Services for Communities (circulated)
- 5.3 Supplementary Guidance: Corstorphine Town Centre and Gorgie/Dalry Town Centre – Drafts for Consultation - report by the Director of Services for Communities (circulated)
- 5.4 Developer Contributions and Affordable Housing Guidance – Finalised Version - report by the Director of Services for Communities (circulated)
- 5.5 Annual Review of Guidance – report by the Director of Services for Communities (circulated)
- 5.6 Digital Advertising – report by the Director of Services for Communities (circulated)
- 5.7 Planning for older people in Edinburgh – report by the Director of Services for Communities (circulated)

## **6. Planning Process**

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- 6.1 Proposed Renaming of 35 metres of Cambridge Street and 35 metres of Grindlay Street to McCrae's Place – report by the Director of Services for Communities (circulated)
- 6.2 Edinburgh Urban Design Panel – Forth Progress Report – report by the Director of Services for Communities (circulated)

## **7. Planning Projects**

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- 7.1 Area Development Framework – Progress Report – report by the Director of Services for Communities (circulated)

## **8. Conservation**

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- 8.1 The Forth Bridge – World Heritage Nomination and Partnership Management Agreement – report by the Director of Services for Communities (circulated)
- 8.2 Grange Conservation Area - Review of Conservation Area Character Appraisal – report by the Director of Services for Communities (circulated)

## **9. Conferences**

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- 9.1 Attendance at Planning in Local Government Event – report by the Director of Services for Communities (circulated)

### **Carol Campbell**

Head of Legal, Risk and Compliance

### **Committee Members**

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Councillors Perry (Convener), Howat (Vice-Convener), Bagshaw, Blacklock, Brock Cairns, Child, Dixon, Heslop, McVey, Milligan, Mowat, Robson, Rose and Ross.

### **Information about the Planning Committee**

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The Planning Committee consists of 15 Councillors and is appointed by the City of Edinburgh Council. The Planning Committee usually meets every eight weeks. It considers planning policy and projects and other matters but excluding planning applications (which are dealt with by the Development Management Sub-Committee).

The Planning Committee usually meets in the Dean of Guild Court Room in the City Chambers on the High Street in Edinburgh. There is a seated public gallery and the meeting is open to all members of the public.

### **Further information**

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If you have any questions about the agenda or meeting arrangements, please contact Stephen Broughton, Committee Services, City of Edinburgh Council, City Chambers, High Street, Edinburgh EH1 1YJ, Tel 0131 529 4261, e-mail [stephen.broughton@edinburgh.gov.uk](mailto:stephen.broughton@edinburgh.gov.uk).

A copy of the agenda and papers for this meeting will be available for inspection prior to the meeting at the main reception office, City Chambers, High Street, Edinburgh.

The agenda, minutes and public reports for this meeting and all the main Council committees can be viewed online by going to [www.edinburgh.gov.uk/cpol](http://www.edinburgh.gov.uk/cpol).

## Planning Committee

10.00 am, Thursday, 5 December 2013

### Present

Councillor Perry (Convener), Howat (Vice-Convener), Bagshaw, Blacklock, Brock, Child, Dixon, Heslop, McVey, Mowat, Robson, and Ross.

### 1. Short Stay Commercial Leisure Apartments – Review of non-Statutory Guidance

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#### (a) Deputation

The Committee agreed to hear a deputation from Liz Haggard, Bruce Borthwick and Isabel Thom from the West End Community Council, in regard to the report by the Director of Services for Communities on Short Stay Commercial Leisure Apartments review of non-statutory guidance.

The deputation thanked the Committee and the Council for the work taken forward to address concerns around short term lets and for recognising the detrimental impact that these have on the social fabric of communities.

The deputation reminded the committee that flats in new developments are often bought for use as short term lets and that this should be taken into consideration when assessing any new application for planning permission, as it was their view that that short terms lets had no place in residential areas as they were a commercial business.

They also requested that the guidance document should be made more widely available to the public in various location rather than only the the business planning section of the website as at present. The deputation felt that this suggested the Council was encouraging short term lets as a business opportunity.

In conclusion they requested that more work be undertaken to actively tackle short term lets in central Edinburgh to enable a sense of community to be brought back to the area.

## **(b) Report**

Details were provided of the work being carried out on this issue including enforcement notices issued at various locations, as well as ongoing investigations at other properties throughout the city.

### **Decision**

- 1) To thank the Deputation for the presentation.
- 2) To note the current position in respect of action by the Planning enforcement service relating to short stay commercial leisure lets and that a further review will be carried out and reported on in six months time.
- 3) The Director of Services for Communities to submit a further report on methods used to publicise the guidance to members and the public.

(Reference – report by the Director of Services for Communities, submitted.)

## **3. Minutes**

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### **Decision**

- 1) To approve the minutes of the Planning Committee of 3 October and 23 October 2013 as correct records.
- 2) To approve the minute of the Development Management Sub-Committee of 25 September, 23 October and 6 November 2013 as correct records.
- 3) To note the minutes of the City of Edinburgh Planning Local Review Body of 18 September, 2 and 30 October and 13 November 2013.

## **4. Supplementary Guidance: Tollcross Town Centre**

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Approval was sought for the finalised Supplementary Guidance (SG) for Tollcross Town Centre.

### **Decision**

To approve the finalised Supplementary Guidance for Tollcross Town Centre.

(References – Planning Committee 16 May 2013 (item 2); report by the Director of Services for Communities, submitted.)

## **3. Edinburgh Bioquarter and SE Wedge Parkland – Supplementary Guidance and Masterplan**

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Approval was sought for:

- 1) The finalised statutory Supplementary Guidance (SG) for the Edinburgh BioQuarter and the South East Wedge (SEW) Parkland following consultation
- 2) The non-statutory Edinburgh BioQuarter Masterplan in draft for consultation.

## **Decision**

- 1) To note the responses received on the draft Supplementary Guidance for the Edinburgh BioQuarter and South East Wedge Parkland as detailed at appendix 1 in the report by the Director of Services for Communities.
- 2) To approve the finalised Supplementary Guidance for the Edinburgh BioQuarter and the South East Wedge (SEW) Parkland as detailed at appendix 2 in the report by the Director of Services for Communities.
- 3) To approve the non-statutory Edinburgh BioQuarter Masterplan in draft for consultation as detailed at appendix 3 in the report by the Director of Services for Communities.

(References – Planning Committee 16 May 2013 (item 3); report by the Director of Services for Communities, submitted.)

## **4. Planning Guidance – Communities Infrastructure**

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The Committee were asked to approve the Communications Infrastructure Guidance, which will supersede the existing Radio Telecommunications Guideline approved in May 2006.

### **Decision**

- 1) To approve the revised Communications Infrastructure Guidance for implementation with immediate use as detailed at appendix 1 in the report by the Director of Services for Communities
- 2) The Director of Services for Communities to investigate adding prior notifications (PNTs) to the list of planning applications circulated to members.

(References – Planning Committee 18 May 2006 (item 5); report by the Director of Services for Communities, submitted)

## **5. Edinburgh Planning Guidance: Advertisements Sponsorship and City Dressing**

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Approval was sought for the revised Edinburgh Planning Guidance: Advertisements, Sponsorship and City Dressing.

### **Decision**

- 1) To approve the revised Edinburgh Planning Guidance: Advertisements, Sponsorship and City Dressing.
- 2) The Director of Services for Communities to Further report on digital advertising to the February meeting of the Committee, the report to include:

- The current guidelines for digital advertising and the procedures of the application process
- The number of applications submitted and the number granted
- Information from appropriate health professionals on the effect the screens for this type of advertising could have peoples eyesight especially young persons
- Procedures and guidance adopted by other cities

(References – Planning Committee 8 August 2013 (item 3) report by the Director of Services for Communities, submitted.)

## **6. Planning and Building Standards Service Plan 2013/14 – 6 month performance update**

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The Committee were asked to note the progress made in the delivery of the performance framework indicators and actions in the Service Plan 2013-14.

### **Decision**

- 1) To note the progress made in the delivery of the performance framework indicators and actions in the Service Plan 2013-14.
- 2) The prospective number of future applications to be considered at a hearing by the Development Management Sub-Committee to be circulated to members.
- 3) The Acting Head of Planning and Building Standards to liaise with the Committee Services Manager in respect of additional meetings of the Development Management Sub-Committee being timetabled in the council diary.

(Reference – report by the Director of Services for Communities, submitted.)

## **7. St James Quarter, Edinburgh – Proposed Compulsory Purchase order**

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Authority was sought to proceed with a Compulsory Purchase Order (CPO) and draft an Agency Agreement with Henderson Global in respect of the St James Quarter.

### **Decision**

- 1) To instruct the Council Solicitor to proceed with a Compulsory Purchase Order for the St James Quarter.
- 2) To instruct the Council Solicitor to negotiate a draft Agency Agreement between the Council and the Developer.



- 3) To note that the Agency Agreement will cover arrangements for the reimbursement of all costs and compensation incurred by the Council in relation to the promotion and implementation of the CPO and for the transfer of property compulsorily acquired by the Council to the Developer.
- 4) To note that the Council will continue to seek a negotiated purchase of the properties and interests in parallel with pursuing the CPO.
- 5) To note that the finalised agency agreement will be referred to the full Council for authority.
- 6) To note that the CPO in its finalised terms will be subject to the approval of the full Council.

(Reference – report by the Director of Services for Communities, submitted.)

## **8. Planning Scotland Seas – consultation by Marine Scotland**

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The Committee were asked to approve the Council's response to a consultation by Marine Scotland, referred to as 'Planning Scotland's Seas'.

### **Decision**

To approve the Council's responses to the consultation documents referred to as 'Planning Scotland's Seas'.

(Reference – report by the Director of Services for Communities, submitted.)

## **9. Scottish Planning Policy – Further Consultation – Sustainability and Planning**

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The Committee were asked to approve the Council's response to draft Scottish Planning Policy (SPP): Sustainability and Planning consultation.

### **Decision**

To approve the attached Consultation Questionnaire as the Council's response to the consultation Draft Scottish Planning Policy: 'Sustainability and Planning'.

(Reference – report by the Director of Services for Communities, submitted.)

## Development Management Sub-Committee of the Planning Committee

10.00 am Wednesday 20 November 2013

### Present:

Councillors Perry (Convener), Howat (Vice-Convener), Bagshaw, Brock, Child, Dixon, Heslop, McVey, Milligan, Mowat, Robson, Rose and Ross.

### 1. 103 Newcraighall Road, Edinburgh (Land 335 Metres Southwest of)

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The Acting Head of Planning and Building Standards reported on an application for planning permission in principle for development of land 335 metres southwest of 103 Newcraighall Road, Edinburgh.

The terms of a revised legal obligation had been agreed in principle with the applicant (following consultation with City of Edinburgh Council Transport and Children and Families) and satisfied the policy tests set out in Circular 3/2012 on Planning Obligations. EDI had confirmed agreement with the proposed changes to the legal agreement. The Acting Head of Planning and Building Standards had recommended that the application proceed for determination on this basis.

Councillor Child, as a local ward member, had submitted a request that the matter be dealt with by means of a hearing, giving reasons for the request. The Sub-Committee decided not to hold a hearing and to proceed to consider the application.

### Decision

To grant the application subject to conditions, reasons, informatives and a legal agreement, as detailed in the report by the Acting Head of Planning and Building Standards.

(Reference – report by the Acting Head of Planning and Building Standards, submitted)

### Declaration of Interests

Councillor Ross declared a non-financial interest in the above item as a Director of EDI, and left the room during consideration of this item.

Councillor Rose declared a non-financial interest in the above item as a Director of CEC Holdings, and left the room during consideration of this item.

## 2. 204 Rose Street, Edinburgh

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The Sub-Committee considered requests for a Hearing submitted by Councillor Mowat, as a Committee Member, and Councillors Doran and Rankin, as local ward members, for planning applications nos. 13/02020/FUL and 13/02032/LBC in respect of the proposed development at 204 Rose Street, Edinburgh.)

### Decision

To agree that the applications be dealt with by means of a hearing to be considered at a future meeting of the Development Management Sub-Committee..

(Reference - report by the Acting Head of Planning and Building Standards, submitted.)

## 3. General Applications and Miscellaneous Business

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The Sub-Committee considered the reports on general applications as listed in Section 4 of the agenda.

Note: The Acting Head of Planning and Building Standards gave a presentation of his report on agenda item 4.2 (64 Dudley Avenue) as requested by Councillors Howat, Child and Rose.

### Decision

To determine the applications as detailed in the Appendix to this minute.

(Reference – reports by Acting Head of Planning and Buildings Services, submitted)

## 4. 31 Abbeyhill, Edinburgh

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The Acting Head of Planning and Building Standards reported on an application for the development of student accommodation and ancillary uses at 31 Abbeyhill, Edinburgh (Application No. 13/01070/FUL).

### Motion

To delay consideration of this application until sufficient relevant information on data zones was made available to allow the Sub-Committee to make an informed decision.

- moved by Councillor Rose, seconded by Councillor Mowat

### Amendment

To proceed with consideration of the application as sufficient information was available to allow the Sub-Committee to make an informed decision.

- moved by Councillor Ross, seconded by Councillor Child

### Voting

For the motion - 4 votes

For the amendment - 9 votes

## **Decision**

To proceed with consideration of the application.

The Acting Head of Planning and Building Standards gave details of the proposals and the planning considerations included, and recommended that planning permission be granted.

## **Motion**

To grant planning permission subject to conditions, reasons, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.

- moved by Councillor Perry, seconded by Councillor Ross.

## **Amendment**

- 1) To indicate that the Sub-Committee was minded to refuse the application for the reasons that the scale and design of the development would have a detrimental effect on the amenity of neighbouring residents and other occupiers..
- 2) To continue consideration of the application for the Acting Head of Planning and Building Standards to report further on the reasons for refusal.

- moved by Councillor Mowat, seconded by Councillor Dixon.

## **Voting**

For the motion - 9 votes

For the amendment - 4 votes

## **Decision**

To grant planning permission subject to conditions, reasons, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.

Reference – report by Acting Head of Planning and Building Standards, submitted)

## **5. 99 Inchview Terrace, Edinburgh**

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The Acting Head of Planning and Building Standards reported on an application for planning permission in principle for a retail supermarket with associated parking at 99 Inchview Terrace, Edinburgh ( Application No. 13/03189/PPP).

The Acting Head of Planning and Building Standards gave details of the proposals and the planning considerations included, and recommended that planning permission be refused.

## **Motion**

To refuse planning permission for the reasons detailed in the report by the Acting Head of Planning and Building Standards.

- moved by Councillor Child, seconded by Councillor Bagshaw

## **Amendment**

- 1) To indicate that the Sub-Committee was minded to grant planning permission in principle for the development.
- 2) To continue consideration of the application for the Acting Head of Planning and Building Standards to report further on any relevant conditions, informatives and/or reasons.

- moved by Councillor Rose, seconded by Councillor Heslop

## **Voting**

For the motion - 9 votes

For the amendment - 4 votes

## **Decision**

To refuse planning permission for the reasons detailed in the report by the Acting Head of Planning and Building Standards.

(Reference - report by the Acting Head of Planning and Building Standards, submitted.)

## **5. 64 Dudley Avenue, Edinburgh**

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The Acting Head of Planning and Building Standards reported on an application to replace windows and doors, roof coverings and other external works and erect a timber bicycle store at the front of the property at 64 Dudley Avenue, Edinburgh (- (Application no 13/03743/FUL).

The Acting Head of Planning and Building Standards gave details of the proposals and the planning considerations included, and recommended that the Sub-Committee issue a mixed decision..

## **Motion**

- 1) To grant planning permission for that part of the application relating to the alterations to the rear and roof of the property only subject to the reasons detailed in the report by the Acting Head of Planning and Building Standards.
- 2) To refuse planning permission for that part of the application relating to the timber shed to the front of the property for the reasons detailed in the report by the Acting Head of Planning and Building Standards.

- moved by Councillor Perry, seconded by Councillor Milligan.

## **Amendment**

- 1) To grant planning permission for that part of the application relating to the alterations to the rear and roof of the property only subject to the reasons detailed in the report by the Acting Head of Planning and Building Standards.

- 2) To indicate that the Sub-Committee was minded to grant planning permission for that part of the application relating to the timber shed to the front of the property and to continue consideration of the application for the Acting Head of Planning and Building Standards to report further on any relevant conditions, informatives or reasons.

- moved by Councillor Rose, seconded by Councillor Howat.

### **Voting**

For the motion	-	5 votes
For the amendment	-	8 votes

### **Decision**

- 1) To grant planning permission to that part of the application relating to the alterations to the rear and roof of the property only subject to the reasons detailed in the report by the Acting Head of Planning and Building Standards.
- 2) To indicate that the Sub-Committee was minded to grant planning permission for that part of the application relating to the timber shed to the front of the property and to continue consideration of the application for the Acting Head of Planning and Building Standards to report further on any relevant conditions, informatives or reasons.

(Reference - report by the Acting Head of Planning and Building Standards, submitted.)

## APPENDIX

### Applications

Agenda Item No/Address	Details of Proposal/Reference No	Decision <i>(This may not be the final wording)</i>
<u>Item 4.1</u> <u>63 Dreghorn Loan (Land 260 metres south of)</u>	Residential development (including affordable housing provision) and associated open space tree planting, access road, enhancement of existing pedestrian routes and all ancillary.  (Application No. 13/02928/AMC)	Withdrawn at the request of the Acting Head of Planning and Building Standards.  Note: The application will be considered at a future meeting.
<u>Item 4.2</u> <u>64 Dudley Avenue, Edinburgh</u>	Replace windows and doors to rear outshoot, remove window, slap window cill and install french doors. Install new lantern light, repair cast iron and stonework in lime putty / mortar to match existing. Replace roof coverings and insulate. Erection of timber bicycle store  (Application No. 13/03743/FUL)	To <b>GRANT</b> planning permission in full subject to conditions as detailed in the report by the Acting Head of Planning and Building Standards and subject also to any further conditions/reasons relating specifically to the erection of the timber shed at the front of the property being reported back to the Sub-Committee for approval.  (On a division)
<u>Item No 4.3</u> <u>Greendykes Road, Edinburgh</u>	Section 42 to extend the timeframe by 10 years as outlined in condition 1 of consent 07/01644/OUT  (Application No. 13/02694/FUL)	To <b>GRANT</b> planning permission subject to conditions, reasons, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.
<u>Item 4.4</u> <u>Holly Cottage, Westfield, Winchburgh (Land 22 metres east of)</u>	To discharge the legal agreement relating to planning permission 07/00268/FUL.  (Application No. 13/04008/OBL)	To <b>GRANT</b> planning permission subject to informatives as detailed in the report by the Acting Head of Planning and Building Standards.

Agenda Item No/Address	Details of Proposal/Reference No	Decision <i>(This may not be the final wording)</i>
<u>Item 4.5</u> <u>200 Mansfield Road,</u> <u>Balerno (Land 300 metres</u> <u>west of)</u>	Planning permission in principle for residential development with associated landscaping, footpaths and roads.  (Application No. 13/02787/PPP)	To <b>REFUSE</b> planning permission for the reasons detailed in the report by the Acting Head of Planning and Building Standards.
<u>Item 4.6</u> <u>20 Mansionhouse Road,</u> <u>Edinburgh</u>	Removal of existing swimming pool and conservatory and construction of a garden room extension and first floor extension.  (Application No. 13/04161/FUL)	To <b>GRANT</b> planning permission subject to informatives as detailed in the report by the Acting Head of Planning and Building Standards.
<u>Item 5.1</u> <u>103 Newcraighall Road,</u> <u>Edinburgh (Land 335</u> <u>metres southwest of)</u>	Development including new housing, potential mixed use facilities, open space, access and services infrastructure  (Application No. 10/03449/PPP)	To <b>GRANT</b> the application subject to conditions, reasons, informatives and a legal agreement, as detailed in the report by the Acting Head of Planning and Building Standards.
<u>Item 9.1</u> <u>31 Abbeyhill, Edinburgh</u>	Proposed student residential accommodation and ancillary uses.  (Application No. 13/02890/FUL)	To <b>GRANT</b> planning permission subject to conditions, reasons, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.  (On a division)
<u>Item 9.2</u> <u>99 Inchview Terrace,</u> <u>Edinburgh</u>	Erection of Class 1 (food) retail unit, access, car park, servicing plus external works  (Application No. 13/03189/PPP)	To <b>REFUSE</b> planning permission for the reasons detailed in the report by the Acting Head of Planning and Building Standards.  (On a division)



Agenda Item No/Address	Details of Proposal/Reference No	Decision <i>(This may not be the final wording)</i>
<u>Item 9.3a</u> <u>204 Rose Street, Edinburgh</u>	Change of use from Class 10 to a Public House (as amended to delete outside seating area).  (Application No. 13/02020/FUL)	Agreed that this application will be considered at a future meeting when a hearing will be held.
<u>Item 9.3(b)</u> <u>204 Rose Street, Edinburgh</u>	Proposed internal and external alterations to form a Public House. (Application No. 13/02032/LBC)	Agreed that this application will be considered at a future meeting when a hearing will be held.

## Development Management Sub-Committee of the Planning Committee

10.00 am, Wednesday, 4 December 2013

### Present

Councillors Perry (Convener), Howat (Vice-Convener), Blacklock, Brock, Child, Heslop, McVey Robson and Ross.

### 1. General Applications and Miscellaneous Business

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The Sub-Committee considered the reports on general applications as listed in Sections 4 and 7 of the agenda.

The Acting Head of Planning and Building Standards gave a presentation on agenda items 4.7 (29(3F1) Lutton Place) as requested by Councillor Rose and 4.9 (a) – (e) (102 – 104 Marchmont Road and 108-110 Marchmont Road) as requested by Councillor Howat.

### Decision

To determine the applications as detailed in the Appendix to this minute.

(Reference – reports by Acting Head of Planning and Buildings Services, submitted.)

### 2. 154 Mcdonald Road, Edinburgh

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The Development Management Sub-Committee on 6 November 2013 considered by way of a hearing an application by Kingsford Development for planning permission for the alterations to and change of use from offices to form residential accommodation. Application no. 13/02458/FUL.

At that meeting the Sub-Committee resolved to

- 1) To indicate the intention to refuse planning permission for the application, for the reason that the proposal is contrary to Edinburgh City Local Plan Policy Ret Local Plan Policy Hou 2, 3 and 5 and Tra 4 & 5.
- 2) The Acting Head of Planning and Building Standards to report further on the detail of the reasons for refusal

At this meeting the Sub-Committee had under consideration a report by the Acting Head of Planning and Building Standards providing detailed reasons for refusal of the application.

The Acting Head of Planning and Building Standards advised that subsequent to the decision on 6 November 2013 the applicant had lodged an appeal against non determination of the application with the Directorate for Planning and Environmental Appeals.

### **Decision**

Had the Sub-Committee been in a position to determine the application it would have refused planning permission for the reasons detailed in the report by the Acting Head of Planning and Building Standards.

(References – Development Management Sub-Committee 6 November 2013 (item 1); report by Acting Head of Planning and Buildings Services, submitted.)

### **3. 1 Milton Road, Edinburgh (Portobello High School)**

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The Acting Head of Planning and Building Standards reported on an application for planning permission for renewal of consent 10/02830/FUL for the erection of the new Portobello High School and associated ancillary buildings, site works, car parking, landscaping, pitches and floodlighting. Application no. 13/02830/FUL

He gave details of the proposals and the planning considerations included, and recommended that planning permission be granted.

#### **(a) Portobello Community Council**

Geoff Lynn, on behalf of Portobello Community Council advised that the Community Council supported this application. Mr Lynn believed that the High School plays a significant part in making Portobello an attractive place to live and work. The existing school was highly successful but was out of date, no longer fit for purpose and needed replacing. There was agreement in Portobello in respect of replacing the school the only matter of disagreement was the site of the new school, and the outcomes of the consultation carried out by the Council on these proposals together with the consultation undertaken on the ongoing parliamentary bill had shown that the majority of people were in favour of the new school on this site.

In conclusion he requested that the application be granted.

#### **(b) Portobello for a New School**

Emma Wood, on behalf of Portobello For A New School, advised that they supported this application, and this was the opinion of the majority of people within the community. The design was something that students, parents, teachers and the wider community could be proud of and that it would serve to generate a sense of value and greater self esteem in students.

In conclusion she indicated that this site was the most appropriate for the school and asked that the application be granted

### **(c) Portobello Park Action Group**

Jack Aitken and Stephen Hawkins, on behalf of Portobello Park Action Group, advised that they represented the views of a wide range of people who objected to this application. PPAG supported the development of a new High School, but felt that the site chosen for the development was not appropriate and that alternative sites had not been adequately explored by the council.

The proposal to build on the park, which was well used for a wide range of activities would have a detrimental impact on the community should permission be granted.

Mr Aitken added that the compensatory measures proposed by the Council, including investment in the remaining park facilities, would not recompense for the loss of the area proposed for development.

The other concerns raised by Mr Aitken were that:

- The loss of a significant amount green space.
- Views of Arthurs Seat would be severally restricted.
- Traffic and road safety concerns remained unanswered especially in regard to traffic congestion on Milton Road and delivery vehicles being directed through narrow streets which would also increase pollution from vehicle emissions.
- In creases in noise disturbance and a loss of amenity to neighbouring properties caused by floodlights at the sports pitches.
- There would be a reduction in biodiversity in the area.

In conclusion he advised that the council should pursue the option of building on the existing site and refuse this application

### **(d) The Applicant**

Billy McIntyre on behalf of City of Edinburgh Council and Ian Alexander (JM Architects) spoke in favour of the development. Mr McIntyre stated that the existing school building was outdated and in poor condition and that the new school would be a state of the art facility. Mr McIntyre empathised with the objectors at the perceived loss of some green space but felt that the compensation measures proposed to provide a new park on the existing school site and the community facilities incorporated into the new school would adequately compensate for this loss.

Ian Alexander gave an overview of the internal and external aspects of the proposed development. Mr Alexander said that access to the campus would be improved by a cycle and path network to encourage more students to walk to the campus, reduced speed limits would be introduced on surrounding roads. The building itself will meet all environmental criteria, such as energy and materials used for development.

In conclusion they requested that the application be granted.

**(e) Ward Councillor**

Councillor Child spoke in support of the proposal and advised that the majority of the community supported the building of the new school on this site, the location in the centre of the catchment area put the school at the heart of the community. The modern design with the community facilities incorporated would be an asset to the area.

In conclusion she requested that the Sub-Committee grant the application.

**Decision**

To grant renewal of planning permission subject to conditions and informatives as detailed in the report by the Acting Head of Planning and Building Standards.

(Reference – report by Acting Head of Planning and Buildings Services, submitted.)

**Declaration of Interests**

Councillor Child – declared a non financial interest in the above item as she had already intimated a view on the application and took no part in consideration of that item.

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## APPENDIX

### Applications

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Agenda Item No/Address	Details of Proposal/Reference No	Decision (This may not be the final wording)
<p>Item 4.1 <a href="#">85 Blackchapel Close, Edinburgh (Site 80 Metres Northeast of)</a></p>	<p>Erection of 67 dwelling houses and 24 flatted dwellings, formation of associated access roads, car parking and associated works.</p> <p>(Application No. 13/01378/FUL)</p>	<p>To <b>GRANT</b> planning permission subject to conditions, reasons, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.</p>

Agenda Item No/Address	Details of Proposal/Reference No	Decision (This may not be the final wording)
Item 4.2 <a href="#">Cowgate, Edinburgh (Land At)</a>	Variation of planning condition 8 on planning permission (ref 11/02998/FUL) to extend the opening hours of the proposed gates located at Chambers Street pend, South Bridge Close and Cowgate entrance.  (Application No. 13/02316/FUL)	To <b>GRANT</b> planning permission subject to a condition and informative as detailed in the report by the Acting Head of Planning and Building Standards.
Item No 4.3 <a href="#">21 Dalkieth Road, Edinburgh (Royal Commonwealth Pool)</a>	To erect temporary overlay installations and associated works to be implemented for the 2014 Commonwealth Games  (Application No. 13/03391/FUL)	To <b>GRANT</b> planning permission subject to a condition and informatives as detailed in the report by the Acting Head of Planning and Building Standards.

Agenda Item No/Address	Details of Proposal/Reference No	Decision (This may not be the final wording)
<p><u>Item 4.4</u>  <a href="#">63 Dreghorn Loan, Edinburgh</a>  <a href="#">(Land 260 Metres South Of)</a></p>	<p>Residential development (including affordable housing provision) and associated open space tree planting, access road, enhancement of existing pedestrian routes and all ancillary.</p> <p>(Application No. 13/02928/AMC)</p>	<p>To <b>GRANT</b> planning permission subject to a conditions and informatives as detailed in the report by the Acting Head of Planning and Building Standards.</p>
<p><u>Item 4.5</u>  <a href="#">Fountainbridge/Semple Street, Edinburgh</a></p>	<p>The modification or discharge of planning obligations</p> <p>(Application No. 13/04295/OBL)</p>	<p>To <b>GRANT</b> planning permission subject to informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.</p>
<p><u>Item 4.6</u>  <a href="#">194 Fountainbridge, Edinburgh</a>  <a href="#">(Land Adjacent To)</a></p>	<p>Erection of 181 bedroom hotel with associated facilities, car park and soft landscaping and other associated works.</p> <p>(Application No. 13/01405/FUL)</p>	<p>To <b>GRANT</b> planning permission subject to conditions, reasons, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.</p>
<p><u>Item 4.7</u>  <a href="#">29 (3F1) Lutton Place, Edinburgh</a></p>	<p>Alter roof over existing flat to fit 2 velux rooflights to front elevation and 4 rooflights to rear elevation.</p> <p>(Application no. 13/04350/FUL)</p>	<p>To <b>GRANT</b> planning permission subject to informatives as detailed in the report by the Acting Head of Planning and Building Standards.</p>



Agenda Item No/Address	Details of Proposal/Reference No	Decision (This may not be the final wording)
Item 4.8 <a href="#">527 Queensferry Road, Edinburgh</a>	Change of use and amalgamation of units 6 and 7 from class 1 and class 2 respectively to class 3 with associated external alterations. (Application no. 13/03329/FUL)	To <b>GRANT</b> planning permission subject to a conditions and informatives as detailed in the report by the Acting Head of Planning and Building Standards.
Item 4.9(a) <a href="#">102 - 104 Marchmont Road &amp; 108-110 Marchmont Road, Edinburgh</a>	Installation of new and replacement louvres to shop front and rear elevations (as amended) (Application no. 13/03092/FUL)	To <b>GRANT</b> planning permission subject to informatives as detailed in the report by the Acting Head of Planning and Building Standards.
Item 4.9(b) <a href="#">102 - 104 Marchmont Road &amp; 108-110 Marchmont Road, Edinburgh</a>	Proposed shop front alterations: installation of an automatic door (as amended) (Application no. 13/03093/FUL)	To <b>GRANT</b> planning permission subject to informatives as detailed in the report by the Acting Head of Planning and Building Standards.
Item 4.9(c) <a href="#">102 - 104 Marchmont Road &amp; 108-110 Marchmont Road, Edinburgh</a>	Proposed installation of new and replacement louvres to shop front and rear elevations. (as amended) (Application no. 13/03094/LBC)	To <b>GRANT</b> listed building consent subject to conditions and informatives as detailed in the report by the Acting Head of Planning and Building Standards.
Item 4.9(d) <a href="#">102 - 104 Marchmont Road &amp; 108-110 Marchmont Road, Edinburgh</a>	Installation of automatic sliding door; installation of illuminated and non-illuminated signage; internal alterations to ground floor and basement floors; and the application of window vinyls (as amended). (Application no. 13/03095/LBC)	To <b>GRANT</b> advertisement consent subject to conditions and informatives as detailed in the report by the Acting Head of Planning and Building Standards.



Agenda Item No/Address	Details of Proposal/Reference No	Decision (This may not be the final wording)
Item 4.9(e) <a href="#">102 - 104 Marchmont Road &amp; 108-110 Marchmont Road, Edinburgh</a>	Proposed installation of illuminated fascia signage, ATM surround and window vinyls (as amended)  (Application no. 13/03096/ADV)	To <b>GRANT</b> planning permission subject to informatives as detailed in the report by the Acting Head of Planning and Building Standards.
Item 4.10 <a href="#">Scotstoun Avenue, South Queensferry (Agilent Technologies)</a>	Approval of matters specified in conditions of application 11/00995/PPP for mixed use development of 450 houses and flats and commercial building. –  (Application no. 13/03310/AMC)	To <b>Approve</b> the application subject to conditions and informatives as detailed in the report by the Acting Head of Planning and Building Standards.
Item 4.11 <a href="#">62 West Port, Edinburgh</a>	Change of use from class 1 to restricted class 3, with no cooking on premises apart from panini machine, microwave and soup tureen. – Application no. 13/03419/FUL	To <b>GRANT</b> planning permission subject to conditions and an informative as detailed in the report by the Acting Head of Planning and Building Standards.
Item 5.1 <a href="#">154 McDonald Road, Edinburgh</a>	Alterations to and change of use from offices to form residential accommodation (as amended).  (Application No. 13/02458/FUL)	To indicate that had the Sub-Committee been in a position to determine the application it would have <b>REFUSED</b> planning permission for the reasons detailed in the report by the Acting Head of Planning and Building Standards.
Item 6.1 <a href="#">Milton Road, Edinburgh (Portobello High School)</a>	Protocol note on hearing procedure	Noted

Agenda Item No/Address	Details of Proposal/Reference No	Decision (This may not be the final wording)
Item 6.1(a) <a href="#">Milton Road, Edinburgh (Portobello High School)</a>	Renewal of consent 10/02830/FUL for the erection of the new Portobello High School and associated ancillary buildings, site works, car parking, landscaping, pitches and floodlighting  (Application no. 13/03200/FUL)	To <b>GRANT</b> renewal of planning permission subject to conditions and informatives as detailed in the report by the Acting Head of Planning and Building Standards.
Item 7.1 <a href="#">25 Brunswick Road, Edinburgh (Site 157 Metres West Of)</a>	Report on forthcoming application by Long harbour and Barratt East Scotland for a residential and commercial development (former 10 Brunswick Road)  (Reference no. 13/04323/PAN)	To note the key issues
Item 7.2 <a href="#">Cockburnhill Road, Balerno (Goodtrees Farm) (Land 320 Metres South East Of)</a>	Report on forthcoming application by Miller Homes Ltd for a new residential development with associated infrastructure and engineering works.  (Reference no. 13/03844/PAN)	<ol style="list-style-type: none"> <li>1. To note the key issues.</li> <li>2. Further information on the capacity of the road network within and around the proposed development area</li> </ol>
Item 7.3 <a href="#">173 Duddingston Park South, Edinburgh</a>	Report on forthcoming application by Clockwork Properties Ltd for residential development.  (Reference no. 13/04203/PAN)	<ol style="list-style-type: none"> <li>1. To note the key issues.</li> <li>2. Further information on permeability and open space</li> </ol>

Agenda Item No/Address	Details of Proposal/Reference No	Decision (This may not be the final wording)
<p>Item 7.4</p> <p><a href="#">Freelands Farm, Freelands Road, Ratho Newbridge (Land 164 Metres South Of)</a></p>	<p>Report on forthcoming application by David Wilson Homes for planning permission in principle for erection of residential development and associated works. –</p> <p>(Reference no. 13/04218/PAN)</p>	<ol style="list-style-type: none"> <li>1. To note the key issues.</li> <li>2. Further information on the capacity of the road network within and around the proposed development area</li> </ol>
<p>Item 7.5</p> <p><a href="#">17 Frogston Road East, Edinburgh (Broomhills) (Land 296 Metres South Of )</a></p>	<p>Report on forthcoming application by Trustees of Catchelraw Trust and David Wilson Homes for residential development (with small scale commercial units) with associated roads, footpaths, parking, landscaping and open space plus site for new Primary School.</p> <p>(Reference no. 13/04194/PAN)</p>	<ol style="list-style-type: none"> <li>1. To note the key issues.</li> <li>2. Further information on the capacity of the road network within and around the proposed development area</li> <li>3. Further information on the impact the proposed development would have on the local Roman Catholic school.</li> <li>4. Further information on any impact that may be experienced by the existing housing caused by deliveries to the proposed commercial units</li> </ol>

Agenda Item No/Address	Details of Proposal/Reference No	Decision (This may not be the final wording)
Item 7.6 <a href="#">42 Gilmerton Dykes Road, Edinburgh (Land 115 Metres Southeast Of)</a>	Report on forthcoming application by Land Options for residential development.  (Reference no. 13/04204/PAN)	To note the key issues at this stage
Item 7.7 <a href="#">545 Old Dalkeith Road, Edinburgh (Land 447 Metres Northeast Of)</a>	Report on forthcoming application by Baywater IOM Ltd for development of cemetery, crematorium, chapel of rest and ancillary buildings and services.  (Reference no. 13/04023/PAN)	<ol style="list-style-type: none"> <li>1. To note the key issues at this stage.</li> <li>2. Further information on public access to the proposed development.</li> </ol>
Item 7.8 <a href="#">Riccarton Mains Road, Edinburgh (Land 272 Metres South Of Heriot Watt University)</a>	Report on forthcoming application by Heriot Watt University at Riccarton Campus for a National Performance Centre for Sport.  (Reference no. 13/04540/PAN)	<ol style="list-style-type: none"> <li>1. To note the key issues at this stage.</li> <li>2. To enhance reference to rail and other methods of sustainable transport as means of accessing the proposed development.</li> </ol>

## Development Management Sub-Committee of the Planning Committee

09.30 am, Wednesday, 18 December 2013

### Present

Councillors Perry (Convener), Howat (Vice-Convener), Bagshaw, Blacklock, Brock, Cairns, Child, Heslop, Milligan, Mowat, McVey Robson, Rose and Ross.

### 1. 204 Rose Street, Edinburgh

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The Sub-Committee at its meeting on 21 November 2013 continued consideration of the following two applications in order that they be considered by way of a hearing.

- 1) Change of use from class 10 to a Public House (as amended to delete outside seating area) Application no 13/02020/FUL and
- 2) Proposed Internal and External Alterations to form a Public House. This would include external alterations to the ground floor to suit the change of use along with external alterations to the roof to accommodate plant equipment. Internally most alterations will be to the basement and third floor out with the main body of the existing chapel. Application no. 13/02032/LBC

The Acting Head of Planning and Building Standards reported on the applications for planning permission and listed building consent. He gave details of the proposals and the planning considerations included, and advised that the proposals complied with the development plan and that non-statutory guidance stated that it would not adversely impact on residential amenity, or on the character of the conservation area. There were no other material considerations and recommended that planning permission and listed building consent be granted.

#### (a) Neil Simpson

Neil Simpson, on behalf of the residents, advised that over 150 residents would be adversely impacted by this development together with the guests staying in twenty six bedrooms in the adjacent hotel, there was already an over provision of pubs in the area and that a pub of this magnitude would raise the capacity of these premises by one third. Mr Simpson advised that in his opinion the development would increase noise,

disturbance and instances of antisocial behaviour in the area. The proposals were also contrary to policy Ret 12 of the Local Development Plan.

In conclusion he asked that the members take into consideration the views of the residents of the area when making their decision and requested that the applications be refused.

**(b) Marcello Ventisei**

Marcello Ventisei, on behalf of the Roxburghe Hotel, advised that he represented many businesses in the area who objected to these applications. Mr Ventisei said that while he supported other businesses moving into Rose Street he had serious concerns around the proposed development due to the:

- Threat of increased vandalism and personal safety.
- Anti social behaviour caused by overconsumption of alcohol
- Loss of the small retail character of the area.
- Increase in noise pollution.

In conclusion he felt that what was proposed did not help to deliver either the Rose Street Action Plan or Essential Edinburgh's strategies of a clean, attractive, safe and secure street and asked that the applications be rejected.

**(c) New Town Community Council**

Ian Mowat and Richard Price, on behalf of New Town Community Council, together with Douglas Thomson a local landlord and Superintendent Matt Richards advised that they objected to these applications.

Mr Mowat indicated that the proposals were contrary to policy Ret 12 of the Local Development Plan, and would increase noise pollution due to the noise generated by patrons and deliveries being made to the premises.

Douglas Thomson advised that he supported Mr Mowat's statement, adding that the development would have serious ramifications on local residents with a possible reduction in property prices and on landlords due to a loss of rental income. Mr Thomson also felt that many residents would feel threatened by numbers of patrons that the establishment would attract.

Superintendent Matt Richards warned that the numbers of patrons that the development would attract could lead to the limited police resources within the city centre being over stretched. Superintendent Richards added that the area is already a 'hotspot' for criminality and that should the development be granted the levels of criminality were likely to increase.

In conclusion they advised that in their opinion the applications should be refused.



#### **(d) Charlotte Chapel**

Dr Norman Wallace and David Clement, on behalf of the Charlotte Chapel, advised that they supported this application. Dr Wallace said that the size of the congregation and the associated clubs and activities using the premises made the building not longer fit for purpose forcing the congregation to look for an alternative building. Property had been purchased in Shandwick Place and the money from the sale of the property was required for the refurbishment of the new premises.

The building had been marketed widely and no proposals for either residential or hotel use had been received, all the proposals received were for leisure use and the proposal being considered today was the most advantageous and did mosst to preserve the character of the listed building.

In conclusion they requested that the applications be granted.

#### **(e) The applicant**

Michael D Kelman and Alexander Salussolia, on behalf of the Glendola Leisure Group, spoke in favour of the development. Mr Kelman advised that the development would preserve the exterior and interior of the listed building. He stressed that works would be completed to limit noise pollution. He felt that the slow, staggered nature of patrons exiting the venue would not adversely impact upon residents and that it was unlikely that the venue would ever attain full occupancy levels.

Mr Salussolia empathised with the objectors but felt that the noise assessment that had carried out would alleviate their concerns, he added that the Glendola was a family run business and that it was not in the interest of the company to alienate their neighbours. The numbers of patrons quoted did not describe the development which was not a superpub but a premises with different bars on many levels providing food and part would be a live music venue. The proposals would also retain and maintain the listed interior and exterior of the building.

He indicated that it would be unfair to base a decision on the potential behaviour suggested in the objections when that had not been the experience of the group with other similar sized venues that they operated throughout the country.

In conclusion they requested that the application be granted.

#### **(f) Ward Councillors**

Councillor Rankin advised that he objected to this application. He felt that the proposed public house would have a detrimental impact on residents due to increased nice pollution, adding that the narrow streetscape of Rose Street would serve to amplify the noise created by both patrons and deliveries being made to the property.

Councillor Doran advised the Committee that she also objected to the application. She felt that the proposed public house would destroy the unique mix of residential and commercial properties within the city centre and that should the development be granted it would drive residents from the area. She added that resident's lives would be made intolerable due to noise pollution.

In conclusion they requested that the Sub-Committee reject the application.

### **Motion**

To grant planning permission subject to conditions, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.

- moved by Councillor Howat, seconded by Councillor Blacklock

### **Amendment**

- 1) To indicate the Sub-Committees intention to refuse planning permission for the reasons that the proposal was contrary to policies Hou 8 and Ret 6 and 12
- 2) To indicate the Sub-Committees intention to listed building consent for the reasons that the proposal was detrimental to the character of the listed building.
- 3) The Acting Head of Planning and Building Standards to report further on the detail of the reasons for refusal

- moved by Councillor Perry, seconded by Councillor Mowat.

### **Voting**

For the motion	-	2 votes
For the amendment	-	10 votes

### **Decision**

- 1) To indicate the Sub-Committees intention to refuse planning permission for the reasons that the proposal was contrary to policies Hou 8 and Ret 6 and 12
- 2) To indicate the Sub-Committees intention to listed building consent for the reasons that the proposal was detrimental to the character of the listed building.
- 3) The Acting Head of Planning and Building Standards to report further on the detail of the reasons for refusal

(References – Development Management Sub-Committee 21 November 2013 (item 2); report by the Acting Head of Planning and Building Standards, submitted.)

## **2. General Applications and Miscellaneous Business**

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Councillor McVey requested information on the reason why the application for Victoria Primary School had not been brought back for consideration by the Sub-Committee

The Sub-Committee considered the reports on applications, pre-applications and enforcement as listed in Sections 5, 7 and 9 of the agenda.

The Acting Head of Planning and Building Standards gave a presentation on agenda items 5.5 Kew Terrace, Edinburgh (Site 26 Metres West of) as requested by Councillor Howat and 5.6 Mcdonald Place, Edinburgh as requested by Councillor Brock

### **Decision**

- 1) The Acting Head of Planning and Building Standards to attend the next meeting of the Development Management Sub-Committee to advise of the reasons for the decision regarding the application for Victoria Primary School.
- 2) To determine the applications as detailed in the Appendix to this minute.  
(Reference – reports by Acting Head of Planning and Buildings Services, submitted.)

### **Dissent**

Councillor Bagshaw requested that his dissent be recorded in respect of the decision on agenda item 9.2

## **3. 30 Mcdonald Place, Edinburgh**

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The Acting Head of Planning and Building Standards reported on an application for planning permission for a variation of Condition 3 of planning permission 834/88 to extend opening hours to 0700 to 2000 (Monday to Saturday) and 0830 to 1200 (Sunday) Application no 13/04453/FUL.

### **Motion**

- 1) To indicate the Sub-Committees intention to refuse planning permission for the reasons that the proposal was contrary to policy Hou 8.
- 2) The Acting Head of Planning and Building Standards to report further on the detail of the reasons for refusal

- moved by Councillor Brock, seconded by Councillor McVey.

### **Amendment**

To grant this application subject to a condition as detailed in the report by the Acting Head of Planning.

- moved by Councillor Howat, seconded by Councillor Perry.

### **Voting**

For the motion - 6 votes

For the amendment - 3 votes

### **Decision**

- 1) To indicate the Sub-Committees intention to refuse planning permission for the reasons that the proposal was contrary to policy Hou 8.
- 2) The Acting Head of Planning and Building Standards to report further on the detail of the reasons for refusal

(Reference - report by the Acting Head of Planning and Building Standards, submitted.)

## **4. 21 Salamander Street., Edinburgh**

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The Convener ruled that the following item, notice of which had been given at the start of the meeting, be considered as a matter of urgency as a decision was required timeously.

Details were provided of an application for a for the modification or discharge of planning obligations in relation to application 07/03238/FUL. Application no 13/05058/OBL

### **Decision**

To grant the application subject to an informative as detailed in the report by the Acting Head of Planning and Building Standards

(Reference - report by the Acting Head of Planning and Building Standards, submitted.)

## APPENDIX

### Applications

Agenda Item No/Address	Details of Proposal/Reference No	Decision (This may not be the final wording)
3.1(a) 204 Rose Street	Change of use from Class to a public house  (Application no. 13/02020/FUL)	<ol style="list-style-type: none"> <li>To indicate the Sub-Committees intention to <b>REFUSE</b> the application for the reasons that the proposal was contrary to policies Hou 8 and Ret 6 and 12</li> <li>The Acting Head of Planning and Building Standards to report on suitable reasons for refusal.</li> </ol> <p>(On a division)</p>
3.1(b) 204 Rose Street	Proposed Internal and External Alterations to form a Public House.  (Application no. 13/02032/LBC)	<ol style="list-style-type: none"> <li>To indicate the Sub-Committees intention to <b>REFUSE</b> the application for the reasons that the proposal was detrimental to the character of the listed building.</li> <li>The Acting Head of Planning and Building Standards to report on suitable reasons for refusal.</li> </ol> <p>(On a division)</p>
Item 5.1 77 (GF10) Craigmount Brae, Edinburgh (Craigievar House)	Proposed conversion and extension of Craigievar House from office space to form residential accommodation consisting of 44 flats for Castle Rock Edinvar Housing Association Limited  (Application No. 13/03871/FUL)	To <b>GRANT</b> the application subject to conditions, reasons, informatives and a legal agreement, as detailed in the report by the Acting Head of Planning and Building Standards.
Item 5.2 132 Broughton Road, Edinburgh (Broughton Primary School)	Erection of a two storey education building within the site boundary of Broughton Primary School. (Application no. 13/04456/FUL)	To <b>GRANT</b> the application subject to conditions, reasons and informatives as detailed in the report by the Acting Head of Planning and Building Standards.

<p>Item 5.3 4 Ferrymuir, South Queensferry (Site 80 Metres West Of)</p>	<p>Proposed Variation to conditions 1a and 1b of Planning Permission in Principle (Ref: 09/00490/OUT) to extend for a further 3 years, the period within which an application for the Approval of Matters specified in conditions is to be submitted and to allow a further 2 years from the final Approval of Matters specified in conditions within which the development should be commenced.</p> <p>(Application no. 13/04029/FUL)</p>	<p>To <b>APPROVE</b> the application subject to conditions, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.</p>
<p>Item 5.4 Hyvot Terrace, Edinburgh</p>	<p>Stopping Up Order</p>	<p>To <b>CONFIRM</b> the City of Edinburgh Council (Hyvot Terrace, Edinburgh) (Stopping Up) Order 2009.</p>
<p>Item 5.5 7 Kew Terrace, Edinburgh (Site 26 Metres West Of)</p>	<p>Proposed class 1, 2, 3 and residential building over 3 floors.</p> <p>(Application no. 13/04207/FUL)</p>	<ol style="list-style-type: none"> <li>1. To indicate the Sub-Committees intention to Grant the application</li> <li>2. The Head of Planning and Building Standards to report on suitable conditions including conditions requiring a tree survey, report on the impact on nature conservation and the retail units being restricted to class 2 and 3.</li> </ol>
<p>Item 5.6 30 Mcdonald Place, Edinburgh</p>	<p>Variation of Condition 3 of planning permission 834/88 to extend opening hours to: 07:00 to 20:00 hours (Monday to Saturday) and 08:30 to 12:00 hours (Sunday).</p> <p>(Application no. 13/04453/FUL)</p>	<ol style="list-style-type: none"> <li>1. To indicate the Sub-Committees intention to REFUSE the application for the reason that the proposal was contrary to policy H8.</li> <li>2. The Head of Planning and Building Standards to report on suitable reasons for refusal.</li> </ol> <p>(On a division)</p>
<p>Item 5.7 1 Malta Terrace, Edinburgh</p>	<p>Demolition of existing extensions to Malta House and replace with new extension.</p> <p>(Application no. 13/04325/FUL)</p>	<p>To <b>GRANT</b> the application subject to a condition and informatives as detailed in the report by the Acting Head of Planning and Building Standards.</p>

Item 5.8(a) 4 West Pilton Crescent, Edinburgh (St David's RC And Pirniehall Primary School)	Erection of a 4 classroom, two storey education building within the site boundary of St Davids RC Primary School.  (Application no. 13/04459/FUL)	To <b>GRANT</b> the application subject to a condition and informatives as detailed in the report by the Acting Head of Planning and Building Standards.
Item 5.8(b) 4 West Pilton Crescent, Edinburgh (St David's RC And Pirniehall Primary School)	Erection of an 8 class, two storey education building within the site boundary of St David's RC Primary School.  (Application no. 13/04460/FUL)	To <b>GRANT</b> the application subject to a condition as detailed in the report by the Acting Head of Planning and Building Standards.
Item 5.9 Whitehill Road, Edinburgh (Land Adjacent To)	Erect 2 class-3 drive-thru fast food units with associated parking, landscaping and access.  (Application no. 13/04012/FUL)	To <b>GRANT</b> the application subject to conditions, and informatives as detailed in the report by the Acting Head of Planning and Building Standards
Item 7.1 Ferrymuir Gait, South Queensferry (Site North Of)	Report on forthcoming application by Corus Hotels for a proposed residential development at land north of Ferrymuir Gait, South Queensferry.  (Reference no. 13/04022/PAN)	<ol style="list-style-type: none"> <li>1. To note the key issues.</li> <li>2. Further information on the capacity of and impact on surrounding schools and health centres</li> </ol>
Item 7.2 142 Lothian Road 54A Fountainbridge, Edinburgh	Report on forthcoming application by SWIP PLC c/o Corran Properties for detailed proposals for demolition and redevelopment of site for office and development.  (Reference no. 13/03816/PAN)	<ol style="list-style-type: none"> <li>1. To note the key issues.</li> <li>2. Examples of previously part demolitions of listed buildings to be provided</li> <li>3. Clarification of the site description used in the consultation</li> </ol>
Item 9.1 9 – 13 Brandfield Street, Edinburgh	Unauthorised change of use from residential flatted accommodation to short stay commercial leisure apartments (SSLA).  (Reference no. 13/00267/ECOU)	To <b>AUTHORISE</b> formal enforcement action to require the cessation of the unauthorised use
Item 9.2 3 - 8 St Andrew Square, Edinburgh	3 - 8 St Andrew Square, Edinburgh – Demolition of 6/7 St Andrew Square and construction of new floor plates at upper levels, together with façade reconstruction.  (Application no. 13/03955/LBC)	<p>To <b>GRANT</b> the application subject to conditions, reasons, informatives and notification to Scottish Ministers, as detailed in the report by the Acting Head of Planning and Building Standards</p> <p>Note: Councillor Bagshaw requested that his dissent be recorded in respect of the above decision</p>

Tabled Item - 9 – 21 Salamander Street.	Application for the modification or discharge of planning obligations in relation to application 07/03238/FUL  (Application no. 13/05058/OBL)	To <b>GRANT</b> the application subject to an informative as detailed in the report by the Acting Head of Planning and Building Standards
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# Minutes

## Development Management Sub-Committee of the Planning Committee

10.00 am, Wednesday, 15 January 2014

### Present

Councillors Perry (Convener), Howat (Vice-Convener), Bagshaw, Blacklock, Brock, Child, Dixon, Heslop, McVey, Milligan, Mowat and Rose.

### Also Present

Councillor Walker

## 1. General Applications and Miscellaneous Business

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The Sub-Committee considered the reports on planning applications and pre-applications as listed in Sections 4, 5 and 7 of the agenda for the meeting.

Note: under Section 4, Councillor Bagshaw had requested a presentation by the Acting Head of Planning and Building Standards in relation to agenda item 4.1, Councillor Mowat had requested a presentation by the Acting Head of Planning and Building Standards in relation to agenda item 4.3 and Councillor Brock had requested a presentation by the Acting Head of Planning and Building Standards in relation to agenda item 4.5.

### Decision

To determine the applications as detailed in the appendix to this minute.

(Reference – reports by the Acting Head of Planning and Building Standards, submitted.)

## 2. 103 Newcraighall Road, Edinburgh (Agenda Item 6.1)

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The Acting Head of Planning and Building Standards reported on an application for planning permission for a residential development of 220 units comprising houses, cottages and flats and two commercial units (as amended). Application No. 13/03181/FUL.

He gave details of the proposals and the planning considerations involved, and recommended the granting of planning permission.

Pre-application discussions had taken place on this application and a site visit had been undertaken.

### **(a) Newcraighall Heritage and Community Association**

David Hewitt and Barbara McLetchie on behalf of the Association advised that they objected to the application. The previously approved application had restricted the number of units to 160 and this new application for 220 was a further example of the developer ignoring the views of the local community and trying to further encroach into the green belt .

The transport assessment that had been used was from 2010 and development in Newcraighall East had radically changed the street usage since that time, and this increased usage with an associated increase in noise and other traffic related pollution would be detrimental to the amenity of the existing residents. Furthermore the removal of the bridge would curtail the cycle route to Queen Margaret University which would increase traffic.

Newcraighall was a village and would be swallowed up by this development which was twice its size and would destroy the unique character of the village

In conclusion they requested that should permission be granted that the numbers be restricted to 160 units.

### **(b) Gilberstoun Residents Association**

Terry Dobson on behalf of the Residents Association advised that they objected to the application on the following grounds:

#### **1. Local Plan**

The Planning Application as it currently stood was for significantly more units than was outlined in the current Local Plan. The developer was seeking 53 additional units over and above the outline planning consent numbers for this site. From their perspective, no account seemed to have been taken of previous objections or the impact that building 30% more houses on this tight site would have on the area.

#### **2. Build Quality/Design Style & Density**

The units to be developed were out with the keeping of the local area. The proposed units were of a style and density that was significantly at odds with the types of housing currently in the Village of Newcraighall.

#### **3. Loss of Green Space**

The mix of proposed housing lacked formal green space and if built would exacerbate the lack of formal green space within the Gilberstoun area.

#### **4. Amenity**

The significant loss of amenity value for the local residents, was particularly disturbing as the area had few amenities as it was.

#### **5. Impact of Local Services**

The scale and scope of the proposed development would swamp the already stretched local services and put stress on the existing fragile infrastructure covering, health, transport and education.

## 6. **Traffic Impact**

The additional traffic volumes that would be created by including more than 50 additional housing units, may add, up to an additional 75-100 cars running on an already strained road network. Such additional traffic volumes would cause a significant uplift in unnecessary car journey's and create further pollution as a result. Looking at the plans, the natural chicane that currently existed due to the impact of the former railway bridge would be lost, which would encourage speeding and increase the potential for traffic accidents.

## 7. **Loss of Cycleway**

The national cycle way, which ran south to north on the site was now highlighted as a possible access road. The local plan and all planning applications prior to this one contended that this particular route was to be for emergency vehicle access only. From this planning application those assurances seem to have disappeared along with a well used urban cycle path.

This loss was particularly disappointing as the road may lead to the field immediately east of the site being developed at some later date, which would result in coalescence with Musselburgh, and the loss of the fragmented farmland residents currently enjoy.

In conclusion he requested that the application be refused

### **(c) Cockburn Association**

Marion Williams on behalf of the Association advised that Newcraighall Village was surrounded by green fields and while this land was not in the Local Development Plan as Greenbelt it was recognised as being Greenbelt.

This application would ruin the identity of Newcraighall Village which was contrary to Scottish Planning Policy which tried to preserve the identity of small village surroundings, the development would have the effect of joining Edinburgh with Musselburgh and totally eroding the Greenbelt at that location.

In conclusion she requested that the application be refused.

### **(d) Applicant**

David Harrold, Mansoor Ali and Andrew Rule on behalf of the applicant advised that the site was located in the well established residential areas of Newcraighall and Brunstane where the principal of residential use had been accepted. The proposals were for a range of family housing and included affordable housing. The gross density proposed at the development was 26.5 units per hectare which was within the recommended sustainable density of the local plan and was comparable with developments across the city. The proposed development was well designed and would ensure that the land allocated for housing was developed efficiently to meet the City's housing demand shortfall.

Pre-application discussions had been held with City of Edinburgh Council Planning officials who had encouraged adherence to the 'Edinburgh Design Guide' and the principles of 'Designing Streets'. The design principles of the Cadell Masterplan had

been embraced and a pre-application consultation event had been held on 19 June 2013 at Newcraighall Primary School. The layout of the proposed development had been developed from the Cadell Masterplan. There were two access points which would help spread vehicle movement and a safe route to schools was provided for children. The height of the buildings was generally two storeys with only one 3 storey apartment block. A play area was proposed as part of the development.

The layout, design and landscaping would create a high quality and pleasant residential quarter that would mature into an attractive place over time and they urged the sub-committee to approve the application.

### **(e) Ward Councillor**

Councillor Walker explained that there had been a lot of opposition to this application from the local community. His concerns were similar to those which had already been raised earlier in the meeting. He felt that the proposed development was too large and that the development would swamp Newcraighall village. The flats that had been proposed as a part of the development would have a detrimental visual impact. The proposed removal of the railway bridge was contrary to TR13 of the local plan. The scale of the development was too large and it would put increased pressures on the road through the village which was a small village street. He noted that most people in the community had accepted that some form of development would be undertaken on the site however any development should be in line with the recommendations by the appeal Reporter. In conclusion he stated that the height of buildings should be restricted to two storeys. The footprint of the development should be reduced so that it did not encroach on the former railway line and the old railway bridge should be retained.

### **Motion**

1. To indicate intention to grant planning permission subject to conditions, reasons, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.
2. An additional informative/legal agreement in respect of the developer making a contribution at a level to be determined by the Acting Head of Planning and Building Standards for the upgrading of the existing play park in Newcraighall village.
3. This additional informative to be reported to the Development Management Sub-Committee for approval

- moved by Councillor Perry, seconded by Councillor Howat.

### **Amendment**

1. That the Sub -Committee was minded to refuse Planning permission on the grounds that the proposal was contrary to policies TRA 1 and 13
2. The Acting Head of Planning and Building Standards to report back on detailed reasons.

- moved by Councillor Bagshaw, seconded by Councillor Child.

## **Voting**

For the motion - 8 votes

For the amendment - 3 votes

## **Decision**

1. To indicate intention to grant planning permission subject to conditions, reasons, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.
2. An additional informative/legal agreement in respect of the developer making a contribution at a level to be determined by the Acting Head of Planning and Building Standards for the upgrading of the existing play park in Newcraighall village.
3. This additional informative to be reported to the Development Management Sub-Committee for approval

(References – Development management Sub-Committee 18 January 2012 (items 3 and 4); report by the Acting Head of Planning and Building Standards, submitted.)

## **Declaration of Interest**

Councillor Blacklock declared a non-financial interest in the above item, as a Director of EDI, left the room and took no part in the consideration of the item.

Councillor Rose declared a non-financial interest in the above item as a Director of CEC Holdings, left the room and took no part in the consideration of the item.

## APPENDIX

### Applications

Agenda Item No/ Address	Details of Proposal/Reference No	Decision
<p>Note: Detailed conditions/reasons for the following decisions are contained in the statutory planning register.</p>		
<p>Item 4.1- 1-15 Bristo Square Edinburgh (Mcewan Hall)</p>	<p>Refurbishment of existing building with basement level extension and relandscaping of adjacent Bristo Square.  Application no. 13/02287/FUL</p>	<p>To <b>GRANT</b> planning permission subject to conditions, reasons, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.</p>
<p>Item 4.2 - 40-44 Elm Row and 29-33 Montgomery Street Edinburgh</p>	<p>Discharge of planning obligations in the S. 75 Agreement relating to the demolition of existing theatre, workshops and associated buildings and erection of 42 flats/townhouses and reinstatement of ground floor retail use to Elm Row. The applicant is the owner of the land to which the planning instrument relates.  Application no. 13/04872/OBL</p>	<p>To <b>GRANT</b> the application subject to an informative as detailed in the report by the Acting Head of Planning and Building Standards.</p>
<p>Item No 4.3 - 3-29 Great King Street Edinburgh</p>	<p>Demolish existing single storey double garage at rear of property and replace with mews house.  Application no. 13/04441/FUL</p>	<p>Continued for The Acting Head of Planning and Building Standards to verify the neighbour notification and a site visit</p>
<p>Item 4.4 - 22 Kirkliston Road South Queensferry</p>	<p>Erect 2 semi-detached houses on west half of site.  Application no. 13/04227/FUL</p>	<p>To <b>GRANT</b> planning permission subject to conditions, reasons, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.</p>

Agenda Item No/ Address	Details of Proposal/Reference No	Decision
Item 4.5 - 22 Manderston Street Edinburgh	Proposed new roof over existing commercial garage premises.  Application no. 13/04562/FUL	Continued for a site visit
Item 4.6 - 23 Tipperlinn Road Edinburgh (Royal Edinburgh Hospital)	The erection of temporary project offices over two storeys (in retrospect).  Application no. 13/03997/FUL	To <b>GRANT</b> planning permission subject to conditions and reasons, i as detailed in the report by the Acting Head of Planning and Building Standards.
Item 5.1 - 7 Kew Terrace Edinburgh (Site 26 Metres West Of)	Proposed class 1, 2, 3 and residential building over 3 floors.  Application no. 13/04207/FUL	<ol style="list-style-type: none"> <li>1. To <b>GRANT</b> planning permission subject to conditions, reasons, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.</li> <li>2. Subject also to condition 4 being amended to include a tree survey</li> <li>3. A further condition requiring the submission of details of the existing and proposed site levels</li> </ol>
Item 5.2 - 2-30 Mcdonald Place Edinburgh	Variation of Condition 3 of planning permission 834/88 to extend opening hours to: 07:00 to 20:00 hours (Monday to Saturday) and 08:30 to 12:00 hours (Sunday).  Application no. 13/04453/FUL	To <b>REFUSE</b> the application for the reasons as detailed in the report by the Acting Head of Planning and Building Standards.
Item 5.3(a) - 204 Rose Street Edinburgh	Change of Use from Class 10 to a Public House (as amended to delete outside seating area).  Application no. 13/02020/FUL	To <b>REFUSE</b> planning permission for the reasons as detailed in the report by the Acting Head of Planning and Building Standards.

Agenda Item No/ Address	Details of Proposal/Reference No	Decision
Item 5. 3(b) - 204 Rose Street Edinburgh	Proposed Internal and External Alterations to form a Public House. This will include external alterations to the ground floor to suit the change of use along with external alterations to the roof to accommodate plant equipment. Internally most alterations will be to the basement and third floor out with the main body of the existing chapel.  Application no. 13/02032/LBC	To <b>REFUSE</b> listed building consent for the reasons as detailed in the report by the Acting Head of Planning and Building Standards.
Item 6.1 - 103 Newcraighall Road Edinburgh (Land 335 Metres Southwest Of)	Protocol note on hearing procedure	Noted



Agenda Item No/ Address	Details of Proposal/Reference No	Decision
Item 6.1(a) - 103 Newcraighal Road Edinburgh (Land 335 Metres Southwest Of)	Residential development of 220 units comprising houses, cottages and flats and two commercial units (as amended).  Application no. 13/03181/FUL	<ol style="list-style-type: none"> <li>1. To indicate intention to <b>GRANT</b> planning permission subject to conditions, reasons, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.</li> <li>2. An additional informative/legal agreement in respect of the developer making a contribution at a level to be determined by the Acting Head of Planning and Building Standards for the upgrading of the existing play park in Newcraighall village</li> <li>3. This additional informative to be reported to the Development Management Sub-Committee for approval  (On a division)</li> </ol>
Item 7.1 - Old Dalkeith Road (Land at Edmonstone Estate)	report on forthcoming application by Sheratan Ltd for amendment to existing approval 12/01624/FUL, residential development, to amend housing mix.	<ol style="list-style-type: none"> <li>1. To note the key issues at this stage.</li> <li>2. The Acting Head of Planning and Building Standard to check if a flood risk assessment is required.</li> <li>3. Should a flood risk assessment be required, details of the type of flood risk to be clarified and assessed.</li> </ol>

## Development Management Sub-Committee of the Planning Committee

10:00am Wednesday 29 January 2014

### Present:

Councillors Perry (Convener), Howat (Vice-Convener), Bagshaw, Blacklock, Brock, Child, Dixon, Heslop, McVey, Milligan, Mowat, Robson, Rose and Ross.

### 1. Caltongate Development

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The Acting Head of Planning and Building Standards reported on applications for planning permission, listed building consent and conservation area consent for the redevelopment/erection/demolition of buildings for mixed use development including offices, commercial, leisure and other associated uses, landscaping and public realm on land adjacent to New Street, East Market Street, Cranston Street and Canongate (application nos 13/03406/FUL, 13/03407/FUL, 13/03399/LBC, 13/03400/LBC, 13/03405/LBC, 13/03402/CON and 13/03403/CON).

He gave details of the proposals and the planning considerations involved, and recommended that planning permission, listed building consent and conservation area consent be granted.

In addition, the Acting Head of Planning and Building Standards recommended that, should planning permission be granted, further conditions be added as follows:

- 1) Details of cycle parking, to conform to current parking standards, shall be provided for each element of the development and to be secure and under cover, the details to be agreed with the Acting Head of Transport.
- 2) Condition 1 – identifying site sub-sections:  
No development shall take place until a plan identifying individual sub-sites and phasing has been submitted to and approved in writing by the Planning Authority. Any subsequent alterations to this plan shall be agreed in writing by the Acting Head of Planning and Building Standards. Hereafter, reference to sub-sites in subsequent conditions relates to the identified sub-sites within this phasing plan.
- 3) To change the other conditions to reflect reference to sub-sections.

Pre-application discussions had taken place on this application and a site visit had been undertaken.

**(a) Old Town Community**

Julie Logan, former Chair of the Old Town Community Council advised that they objected to the application. Since the pre-application report was considered in 2006 the circumstances regarding the redevelopment of Caltongate had radically changed and that the Caltongate Masterplan was no longer fit for purpose. Other concerns raised included:

1. The lack of detail within the application, particularly the southern side of the development, meant that a detailed analysis of the proposal was impossible.
2. The loose nature of the planning application meant that it was contradictory and as such allowed the developer to alter the development significantly without consulting the wider community.
3. The applicant had not engaged with the local community on the design proposals to a sufficient level.
4. The development was a piece of poorly thought out urban design with little or no unique elements.
5. The phrase 'public realm' was used throughout the applications but was not clearly defined.
6. The public square would be privately owned and managed which could mean that public access was severely restricted.
7. The proposals did not secure the future of numerous listed buildings and some on the 'at risk' register.
8. No traffic assessment had been undertaken nor the intensive use of budget hotel operatives that the development would encourage at the expense of residential properties.
9. The delay from pre-application reports to final application meant the situation has radically altered.
10. The volume of day light exposure to the hotels and civic square was also questioned.

In conclusion she requested that the application be refused.

**(b) Edinburgh Old Town Development Trust**

Neil Simpson on behalf of the Edinburgh Old Town Development Trust advised that the Trust objected to the application. There was no architectural diversity with the development and that what was proposed was not a good example of a sustainable community. He also raised concerns around the route and pathways through the proposed development site and the nature of the proposed budget hotel operatives that the development would encourage.

In conclusion he requested that the application be refused.

**(c) David Raine on behalf of Sheila Gilmore MP**

David Raine on behalf of Sheila Gilmore MP advised that she objected to the application. Mr Raine reported that Ms Gilmore recognised that redevelopment was needed in Caltongate but cautioned that development should not be at any cost. She described the material and design as ‘any time any town’ and that the designs were unsympathetic for a development situated so close to a world heritage site. She also felt that the mix of commercial and residential properties was not well balanced and as such would do little to ensure the longevity of the community.

In conclusion she requested that the application be refused.

**(d) Cockburn Association**

Marion Williams on behalf of the Cockburn Association advised that the Association objected to the application. The aims of the Association were to protect the area from the worst excesses of developers and that what was proposed was insensitive to the local area and would weaken the urban fabric of the city centre.

The extent and scale of the development bore no relationship with what was on the site previously while the design was inappropriate and insensitive for the area and would in all likelihood drive people from the Old Town.

In conclusion she requested that the application be refused.

**(e) Architectural Heritage Society Scotland**

Ewan Hyslop on behalf of the Architectural Heritage Society Scotland advised that the Society objected to the application. The proposed demolition of certain buildings was unnecessary and that good practice would be to retain the older buildings and build around them, citing the Royal Infirmary as a good example. Mr Hyslop likened the proposed design to Edinburgh Park but felt that small boutique hotels would suit the area better and would also encourage clientele that would promote and encourage greater investment in the area.

In conclusion he requested that the application be refused.

**(f) Councillor Karen Doran (Local Ward Member)**

Councillor Doran explained that there had been a lot of opposition to this application from the local community. Her concerns were similar to those which had already been raised earlier in the meeting.

In conclusion she requested that the application be refused.

**(g) Applicant**

Lukas Nakos of Artisan REI and Richard Slipper of GVA James Barr began by stating that the development would herald £50m of capital investment and would create in excess of 2,400 jobs. He felt that the proposed development complemented the council plans and policies in regards to the Caltongate Masterplan and that this guidance document remained robust and fit for purpose. Mr Slipper outlined the various engagement exercises undertaken and said that many of the key messages had been taken on board and incorporated into the design.

Mr Nakos said that the design ensured that there was a natural flow from the New to Old Town. He was also encouraged by the interest shown in the development by many operatives and as such hoped to begin work as soon as possible. Mr Nakos said the level of investment of Artisan REI in Edinburgh signified the commitment they had in ensuring the development was successful and hoped that the first tranche of buildings would be occupied by December 2015.

### **Motion**

To grant planning permission, listed building consent and conservation area consent subject to conditions, reasons and informatives and a legal agreement as detailed in the reports by the Acting Head of Planning and Building Standards and subject also to the following additional conditions:

- 1) Details of cycle parking, to conform to current parking standards, shall be provided for each element of the development and to be secure and under cover, the details to be agreed with the Acting Head of Transport.
  - 2) Condition 1 – identifying site sub-sections:  
No development shall take place until a plan identifying individual sub-sites and phasing has been submitted to and approved in writing by the Planning Authority. Any subsequent alterations to this plan shall be agreed in writing by the Acting Head of Planning and Building Standards. Hereafter, reference to sub-sites in subsequent conditions relates to the identified sub-sites within this phasing plan.
  - 3) To change the other conditions to reflect reference to sub-sections.
- moved by Councillor Perry, seconded by Councillor Rose

### **Amendment**

- 1) To indicate that the Sub-Committee was minded to refuse planning permission, listed building consent and conservation area consent for the reasons that the scale and design of the development would have a detrimental impact on the character and appearance of the Conservation Area and on the grounds that the proposals were contrary to policies ENV 1, 2, 3, 4, 5 and 6 and DES 1, 2, 3, 4, 5, and 7.
  - 2) To continue consideration of the application for the Acting Head of Planning and Building Standards to report further on the reasons for refusal.
- moved by Councillor Howat, seconded by Councillor Child.

### **Voting**

For the motion	-	8 votes
For the amendment	-	6 votes

## **Decision**

To grant planning permission, listed building consent and conservation area consent subject to conditions, reasons and informatives and a legal agreement as detailed in the reports by the Acting Head of Planning and Building Standards and subject also to the following additional conditions:

- 1) Details of cycle parking, to conform to current parking standards, shall be provided for each element of the development and to be secure and under cover, the details to be agreed with the Acting Head of Transport.
- 2) Condition 1 – identifying site sub-sections:  
No development shall take place until a plan identifying individual sub-sites and phasing has been submitted to and approved in writing by the Planning Authority. Any subsequent alterations to this plan shall be agreed in writing by the Acting Head of Planning and Building Standards. Hereafter, reference to sub-sites in subsequent conditions relates to the identified sub-sites within this phasing plan.
- 3) To change the other conditions to reflect reference to sub-sections.

(Reference – reports (7) by the Acting Head of Planning and Building Standards, submitted.)

## **2. General Applications and Miscellaneous Business**

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The Sub-Committee considered the reports on planning applications and pre-applications as listed in Sections 4, 7 and 9 of the agenda for the meeting.

The Acting Head of Planning and Building Standards gave presentations on agenda item 4.3 (27 Johnston Terrace) as requested by Councillor Mowat and agenda item 4.4 (65 West Harbour Road) as requested by Councillor Bagshaw.

### **Decision**

To determine the applications as detailed in the Appendix to this minute.

(Reference – reports by the Acting Head of Planning and Building Standards, submitted.)

### **Declaration of Interests**

Councillor McVey declared a non-financial interest in items 9.1(a) and 9.1(b) as a Board Member of 6VT, left the room and took no part in the consideration of this item.

## **3. Broughton Street Lane, Edinburgh (Land at)**

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The Acting Head of Planning and Building Standards reported on an application to extend the period of time to conclude a legal agreement in respect of land at Broughton Street Lane, Edinburgh (application no 13/01217/FUL).

On 11 September 2013, the Sub-Committee had indicated that it was minded to grant consent subject to a suitable legal agreement being concluded within three months.

The legal agreement had not been concluded and the application was returning to the Sub-Committee with a recommendation that a further period of three months was allowed to conclude the legal agreement.

### **Motion**

To grant an extension of a further three months to allow for conclusion of the legal agreement.

- moved by Councillor Perry, seconded by Councillor Ross

### **Amendment**

Not to grant a further three month extension.

- moved by Councillor Mowat, seconded by Councillor Bagshaw

### **Voting**

For the motion	-	7 votes
For the amendment	-	4 votes

### **Decision**

To grant an extension of a further three months to allow for conclusion of the legal agreement.

(Reference – report by the Acting Head of Planning and Building Standards, submitted)

### **Declaration of Interests**

Councillor Robson declared a non-financial interest in the above item as a former Director of NUS Scotland, left the room and took no part in the consideration of this item.

## APPENDIX

### Applications

Agenda Item No/Address	Details of Proposal/Reference No	Decision
<p>Note: Detailed conditions/reasons for the following decisions are contained in the statutory planning register</p>		
<a href="#">Item 4.1(a)</a> <a href="#">34 Bread Street, Edinburgh</a>	<p>Installation of 15 condenser units with 2.2m high acoustic screening on roof of single storey extension to rear of hotel (as amended).</p> <p>Application no. 13/02663/FUL</p>	<p>To <b>GRANT</b> planning permission subject to conditions, reasons and informatives as detailed in the report by the Acting Head of Planning and Building Standards.</p>
<a href="#">Item 4.1(b)</a> <a href="#">34 Bread Street, Edinburgh</a>	<p>Installation of 15 no. condenser units with 2.2m high acoustic screening on roof of single storey extension to rear of hotel.</p> <p>Installation of a 665mm x 465mm dry riser inlet to East Fountainbridge elevation (as amended).</p> <p>Application no. 13/02649/LBC</p>	<p>To <b>GRANT</b> listed building consent subject to conditions, reasons and informatives as detailed in the report by the Acting Head of Planning and Building Standards.</p>
<a href="#">Item No 4.2</a> <a href="#">12 Freelands Way, Ratho (Land 130 metres west of)</a>	<p>Proposed residential development of 14 houses, footpaths and landscaping at land to north of Freelands Way, Ratho.</p> <p>Application no. 13/03878/FUL</p>	<p>Report <b>WITHDRAWN</b> at the request of the Acting Head of Planning and Building Standards</p>



Agenda Item No/Address	Details of Proposal/Reference No	Decision
<a href="#">Item 4.3</a> <a href="#">27 Johnston Terrace, Edinburgh (Land 87 metres west of)</a>	<p>Removal of temporary rock trap barrier and erection of 3 metre high stone filled gabion walls to form new permanent rock trap. Gabions to run 165 metres of Johnston Terrace located below the south facing rock face of Edinburgh Castle. Provision of new asphalt footpath with whin/granite kerbs to match existing.</p> <p>Application no. 13/03444/FUL</p>	<ol style="list-style-type: none"> <li>1. To indicate that the Sub-Committee was minded to <b>REFUSE</b> planning permission for the reason that the proposed development would have a detrimental effect on the visual amenity and character of the area.</li> <li>2. To continue consideration of the application for the Acting Head of Planning and Building Standards to report further on the reasons for refusal.</li> </ol>
<a href="#">Item 4.4</a> <a href="#">43 West Court, Ravelston House Park, Edinburgh (Land 10 metres northwest of)</a>	<p>Creation of new timber bin enclosure for recycling facilities serving flat nos. 43 to 56, to sit adjacent to existing car port gable wall at north eastern side of West Court.</p> <p>Application no. 13/05020/FUL</p>	<p>To <b>GRANT</b> planning permission subject to informatives as detailed in the report by the Acting Head of Planning and Building Standards.</p>
<a href="#">Item 4.5 - 65 West Harbour Road, Edinburgh</a>	<p>Approval of matters specified in condition 2 of outline application 01/00802/OUT covering siting and height of development, design and configuration of public and open spaces, access, road layouts, footpaths and cycle routes.</p> <p>Application no. 13/04320/AMC</p>	<p>To <b>APPROVE</b> the application subject to conditions, reasons and informatives as detailed in the report by the Acting Head of Planning and Building Standards.</p> <p>Note: Ratio figures relating to population density and availability of green space to be circulated to members.</p>

Agenda Item No/Address	Details of Proposal/Reference No	Decision
<a href="#">Item 5.1 Broughton Street Lane, Edinburgh (Land at)</a>	<p>Application under section 42 of the Town and Country Planning (Scotland) Act 1997 to vary the terms of condition 1 of planning permission 07/01631/FUL to extend period of time.</p> <p>Application no. 13/01217/FUL</p>	<p>To <b>GRANT</b> an extension of a further three months to allow for conclusion of legal agreement.</p> <p>(On a division)</p>
<a href="#">Item 6.1 Caltongate Development</a>	<p>Protocol note on hearing procedure.</p>	<p>Noted.</p>
<a href="#">Item 6.2(a) New Street, Edinburgh (Land adjacent to)</a>	<p>Redevelopment/erection of buildings for mixed use development including offices (class 4), commercial (class 1, 2 and 3), non-residential institutions (class 10), leisure (class 11) and other associated uses, landscaping/public realm and other associated works.</p> <p>Application no. 13/03406/FUL</p>	<p>To <b>GRANT</b> planning permission subject to conditions, reasons, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.</p> <p>(On a division)</p>
<a href="#">Item 6.2(b) New Street (Land Adjacent to), 2, 4, 5 New Street, 221, 223, 227 and 231 Canongate, Edinburgh.</a>	<p>Redevelopment/ demolition/erection of buildings for mixed use development comprising class 7 hotels, class 1, 2 and 3 commercial, class 4 business, community uses (class 8 and 10), leisure (class 11), other associated uses, landscaping/public realm and other associated works.</p> <p>Application no. 13/03407/FUL</p>	<p>To <b>GRANT</b> planning permission subject to conditions, reasons, informatives and a legal agreement as detailed in the report by the Acting Head of Planning and Building Standards.</p> <p>(On a division)</p>

Agenda Item No/Address	Details of Proposal/Reference No	Decision
<a href="#">Item 6.3</a> <a href="#">5 New Street, Edinburgh</a>	Alterations to building, boundary walls and gatepiers including removal of existing plinth and new additions to building.  Application no. 13/03399/LBC	To <b>GRANT</b> listed building consent subject to conditions, reasons, and informatives as detailed in the report by the Acting Head of Planning and Building Standards.  (On a division)
<a href="#">Item 6.4</a> <a href="#">2, 4 New Street and 231 Canongate, Edinburgh</a>	Part demolition/part retention of building with part retained Canongate and New Street façade.  Application no. 13/03400/LBC	To <b>GRANT</b> listed building consent subject to the application being notified to Scottish Ministers prior to determination and other conditions, reasons and informatives as detailed in the report by the Acting Head of Planning and Building Standards.  (On a division)
<a href="#">Item 6.5</a> <a href="#">East Market Street (Land at), 1-15 East Market Street and 16-24A Cranston Street, Edinburgh</a>	Internal and external alterations to arches and erection of new building to west of Cranston Street abutting arches.  Application no. 13/03405/LBC	To <b>GRANT</b> listed building consent subject to conditions, reasons and informatives as detailed in the report by the Acting Head of Planning and Building Standards.  (On a division)
<a href="#">Item 6.6</a> <a href="#">East Market Street (CEC Depot), Edinburgh</a>	East Market Street (CEC Depot), Edinburgh – demolition of building and boundary wall.  Application no. 13/03402/CON.	To <b>GRANT</b> conservation area consent subject to the application being notified to Scottish Ministers prior to determination and other conditions, reasons and informatives as detailed in the report by the Acting Head of Planning and Building Standards.  (On a division)

Agenda Item No/Address	Details of Proposal/Reference No	Decision
<a href="#">Item 6.7</a> <a href="#">221, 223, 227</a> <a href="#">and 229</a> <a href="#">Canongate,</a> <a href="#">Edinburgh</a>	Part demolition of buildings with part retained facade  Application no. 13/03403/CON	To <b>GRANT</b> conservation area consent subject to the application being notified to Scottish Ministers prior to determination and other conditions, reasons and informatives as detailed in the report by the Acting Head of Planning and Building Standards.  (On a division)
<a href="#">Item 7.1</a> <a href="#">137 Drum</a> <a href="#">Street,</a> <a href="#">Candlemaker'</a> <a href="#">s Park,</a> <a href="#">Edinburgh</a> <a href="#">(Land 126</a> <a href="#">metres north</a> <a href="#">of)</a>	Report on forthcoming application by South East Edinburgh Development Company Ltd (SEED CO) for residential development and ancillary uses	<ol style="list-style-type: none"> <li>1. To note the key issues at this stage.</li> <li>2. Further information on the capacity of and impact on surrounding schools and health centres.</li> <li>3. Further information concerning Drum Street Junction upgrade.</li> </ol>
<a href="#">Item 7.2</a> <a href="#">200</a> <a href="#">Mansfield</a> <a href="#">Road,</a> <a href="#">Balerno</a> <a href="#">(Land 300</a> <a href="#">metres west</a> <a href="#">of)</a>	Report on forthcoming application by Barratt/David Wilson Homes for a residential development with associated landscaping and footpaths.	To note the key issues at this stage.
<a href="#">Item 9.1(a)</a> <a href="#">10-11</a> <a href="#">Riddle's</a> <a href="#">Court, 322</a> <a href="#">Lawnmarket,</a> <a href="#">Edinburgh</a>	External alterations and the insertion of a lift shaft and creation of a plant room through roof extensions (as amended)  Application no. 13/03993/FUL.	To <b>GRANT</b> planning permission subject to conditions, reasons, and informatives as detailed in the report by the Acting Head of Planning and Building Standards.

Agenda Item No/Address	Details of Proposal/Reference No	Decision
<a href="#">Item 9.1(b)</a> <a href="#">10-11 Riddle's Court, 322 Lawnmarket, Edinburgh</a>	Internal and external alterations with the insertion of a lift shaft and creation of a plant room through roof extensions (as amended)  Application no. 13/03994/LBC	To <b>GRANT</b> listed building consent subject to conditions, reasons, and informatives as detailed in the report by the Acting Head of Planning and Building Standards.

# Minutes

## Development Management Sub-Committee of the Planning Committee

10:00am Wednesday 12 February 2014

### Present:

Councillors Perry (Convener), Howat (Vice-Convener), Bagshaw, Blacklock, Brock, Child, Dixon, Heslop, McVey, Milligan, Mowat, Robson, Rose and Ross.

### 1. General Applications and Miscellaneous Business

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The Sub-Committee considered the reports on planning applications and returning applications as listed in Sections 4, 5, 8 and 9 of the agenda for the meeting.

The Acting Head of Planning and Building Standards gave presentations on agenda item 4.1 (25 Ravelston Terrace) as requested by Councillor Mowat, item 4.2(a) and 4.2(b) (122 High Street) as requested by Councillor Bagshaw.

### Decision

To determine the applications as detailed in the Appendix to this minute.

(Reference – reports by the Acting Head of Planning and Building Standards, submitted.)

### 2. 122 High Street, Edinburgh

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The Acting Head of Planning and Building Standards reported on an applications for planning permission and listed building consent for a change of use of a former church for use as a venue for the provision of music events, theatre, art galleries and retail space for craft fairs and internal alterations at 122 High Street, Edinburgh (Application No. 13/04750FUL and 13/04752/LBC).

The Acting Head of Planning and Building Standards gave details of both proposals and the planning considerations included, and recommended that permission be granted.

### Motion

To indicate intention to grant planning permission and listed building consent subject to conditions, reasons, and informatives as detailed in the report by the Acting Head of Planning and Building Standards.

- moved by Councillor Perry, seconded by Councillor Ross.

## **Amendment**

1. That the Sub -Committee was minded to refuse planning permission on the grounds that the proposal was detrimental to resident's amenities and there are not sufficient details within the proposal for members to make an informed decision.
2. That the Sub -Committee was minded to refuse listed building consent on the grounds that the proposal was detrimental to the character of the surrounding area.
3. The Acting Head of Planning and Building Standards to report back on detailed reasons.
  - moved by Councillor Mowat, seconded by Councillor Robson.

## **Voting**

For the motion - 10 votes  
For the amendment - 4 votes

## **Decision**

To indicate intention to grant planning permission and listed building consent subject to conditions, reasons, and informatives as detailed in the reports by the Acting Head of Planning and Building Standards.

(References – report by the Acting Head of Planning and Building Standards, submitted.)

## **3. 29 Great King Street, Edinburgh**

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The Acting Head of Planning and Building Standards reported on an application for the demolishing of an existing single garage which would be replaced by a mews at 29 Great Street, Edinburgh (Application No.13/04441/FUL).

The Acting Head of Planning and Building Standards gave details of the proposal and the planning considerations included, and recommended that planning permission be granted.

## **Motion**

To indicate intention to grant planning permission subject to conditions, reasons, and informatives as detailed in the report by the Acting Head of Planning and Building Standards.

- moved by Councillor Perry, seconded by Councillor Howat.

## **Amendment**

1. That the Sub -Committee was minded to refuse planning permission on the grounds that the proposal did not comply with the meet guidance on mews housing and that the development would materially change the character of the lane and the surrounding area.

2. The Acting Head of Planning and Building Standards to report back on detailed reasons.

- moved by Councillor Mowat, seconded by Councillor Blacklock.

### **Voting**

For the motion - 9 votes

For the amendment - 5 votes

### **Decision**

To indicate intention to grant planning permission subject to conditions, reasons, and informatives as detailed in the reports by the Acting Head of Planning and Building Standards.

(References – report by the Acting Head of Planning and Building Standards, submitted.)



## APPENDIX

### Applications

Agenda Item No/ Address	Details of Proposal/Reference No	Decision  (This may not be the final minute wording)
<p>Note: Detailed conditions/reasons for the following decisions are contained in the statutory planning register</p>		
<p><a href="#">Item 4.1 25 Ravelston Terrace, Edinburgh</a></p>	<p>Change of use from existing redundant office block to 32 residential units with associated car parking</p> <p>Application no. 13/02957/FUL</p>	<p>Continued for The Acting Head of Planning and Building Standards to request the applicant to provide further information on:</p> <ul style="list-style-type: none"> <li>- the provision of amenity issues that may affect neighbouring properties and future residents,</li> <li>- the material and design of the proposed cladding,</li> <li>- the number of affordable housing units,</li> <li>- daylighting.</li> </ul>
<p><a href="#">Item 4.2(a) 122 High Street, Edinburgh</a></p>	<p>Change of use of former church for use as a venue for the provision of music events, theatre, art galleries and retail space for craft fairs for the periods of Christmas and New Year in 2013 and 2014, and during the Jazz and Edinburgh Fringe Festival events in 2014 and 2015.</p> <p>Application no. 13/04750/FUL</p>	<p>To <b>GRANT</b> planning consent subject to conditions, reasons and informatives as detailed in the report by the Acting Head of Planning and Building Standards.</p> <p>(On a division)</p>

Agenda Item No/ Address	Details of Proposal/Reference No	Decision  (This may not be the final minute wording)
<a href="#">4.2(b) 122 High Street, Edinburgh</a>	Internal alterations to install temporary bar, portable disabled toilet and disabled platform lift.  Application no. 13/04752/LBC.	To <b>GRANT</b> listed building consent subject to conditions, reasons and informatives and referral to Scottish Ministers as detailed in the report by the Acting Head of Planning and Building Standards.  (On a division)
<a href="#">Item 4.3 14 - 16 Beaverhall Road, Edinburgh</a>	Application for the modification or discharge of planning obligations in relation to financial contribution for public realm improvements.  Application no. 13/05319/OBL	To <b>REFUSE</b> the application for the reasons as detailed in the report by the Acting Head of Planning and Building Standards.
<a href="#">Item 4.4 (a) 34 Bread Street, Edinburgh</a>	Installation of a single air handling unit serving Monboddo Bar. Existing unit located on the first floor roof at the rear of the will be relocated to a corner position 11m to the west (as amended) –  Application no. 13/03873/FUL.	To <b>GRANT</b> listed building consent subject to conditions, reasons and informatives as detailed in the report by the Acting Head of Planning and Building Standards.
<a href="#">Item 4.4 (b) 34 Bread Street, Edinburgh</a>	Retrospective application for the installation of a single air handling unit serving Monboddo Bar. Existing unit located on the first floor roof at the rear of the will be relocated to a corner position 11m to the west (as amended)  Application no. 13/03874/LBC	To <b>GRANT</b> the listed building consent subject to conditions, reasons and informatives as detailed in the report by the Acting Head of Planning and Building Standards.

Agenda Item No/ Address	Details of Proposal/Reference No	Decision  (This may not be the final minute wording)
<a href="#">Item 5.1</a> <a href="#">27 Johnston Terrace, Edinburgh</a>	Removal of temporary rock trap barrier and erection of 3 metre high stone filled gabion walls to form new permanent Rock Trap. Gabions to run 165 metres of Johnston Terrace, located below the south facing rock face of Edinburgh Castle. Provision of new asphalt footpath with whin/granite kerbs to match existing. Demolish existing single storey double garage at rear of property and replace with mews house - application no.  Application no. 13/04444/FUL	To <b>REFUSE</b> the application for the reasons as detailed in the report by the Acting Head of Planning and Building Standards.
<a href="#">Item 8.1 - 22 Manderston Street, Edinburgh</a>	Proposed new roof over existing commercial garage premises.  Application no. 13/04562/FUL	To <b>GRANT</b> the application subject to informatives as detailed in the report by the Acting Head of Planning and Building Standards
<a href="#">Item 8.2 - 29 Great King Street, Edinburgh</a>	Demolish existing single storey double garage at rear of property and replace with mews house.  Application no. 13/04441/FUL.	To <b>GRANT</b> the application subject to conditions, reasons and informatives as detailed in the report by the Acting Head of Planning and Building Standards.  (On a division)

Agenda Item No/ Address	Details of Proposal/Reference No	Decision  (This may not be the final minute wording)
<a href="#">Item 9.1 - Holyrood Park Road, Edinburgh</a>	<p>Erection of internally illuminated display sign to sit above boundary wall At Parkside Bowling Club</p> <p>Application no. 13/04186/ADV</p>	<ol style="list-style-type: none"> <li>1. To decline Councillor Burgess's request to hold a hearing.</li> <li>2. To indicate that the Sub-Committee was minded to <b>REFUSE</b> advertisement consent for the reasons that; <ol style="list-style-type: none"> <li>(a) the proposed illuminated display sign would have a detrimental effect on the amenity area,</li> <li>(b) it would damage the views of Arthur's Seat,</li> <li>(c) the size, design and scale would result in a dominant feature to the detriment of neighbouring properties,</li> <li>(d) it would have a detrimental effect on the character of the area with negative impact on residential amenity.</li> </ol> </li> <li>3. To continue consideration of the application for the Acting Head of Planning and Building Standards to report further on the reasons for refusal.</li> </ol>
<a href="#">Item 9.2 - 133 Princes Street, Edinburgh</a>	<p>Change of use of class 1 retail building on four floors to allow mix of uses in classes 2 and 3, including formation of new entrance to upper floors, new shop front details, installation of ATM's and rear elevational alterations –</p> <p>Application no. 13/04801/FUL</p>	<ol style="list-style-type: none"> <li>1. To indicate that the Sub-Committee was minded to <b>GRANT</b> planning permission.</li> <li>2. To continue consideration of the application for the Acting Head of Planning and Building Standards to report on detailed conditions for granting.</li> </ol>

## City of Edinburgh Local Review Body

10.00 am, Wednesday, 27 November 2013

### Present

Councillors Child (substituting for Councillor Perry), Howat (substituting for Councillor Cairns), Mowat and Robson.

### 1. Chair

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Councillor Mowat was appointed as Convener.

### 2. Planning Local Review Body Procedure

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#### Decision

To note the outline procedure for consideration of reviews.

(Reference – Local Review Body Procedure, submitted.)

### 3. Request For Review – 9 Craighour Grove, Edinburgh

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The Local Review Body considered a request for a review of the refusal of planning permission for a proposed two storey side extension with pitched roof and dog grooming shop to be formed on ground floor at 9 Craighour Grove, Edinburgh, which had been dealt with by the Acting Head of Planning and Building Standards under delegated powers. Application No 13/03841/FUL.

The Local Review Body had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents only. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development. The plans used to determine the application were numbered 01-02, Scheme 1 being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information that had been circulated.

The LRB in their further deliberations on the matter considered the following points:

- 1) The development plan, including the relevant policies of the Edinburgh City Local Plan:  
Policy Des 11 (Alterations and Extensions)  
Policy Hou 8 (Inappropriate Uses in Residential Areas)
- 2) Non-Statutory Guidelines on 'Guidance for Businesses' and 'Guidance for Householders'.
- 3) The procedure used to determine the application.
- 4) The reasons for refusal and the arguments put forward in the request for review.

### **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed planning application. The LRB also took into account the applicants argument that there would only be two dogs on the premises at any time, that the hours of operation would be 10 am to 5 pm Monday to Friday and that this would only take up a minor part of the premises with the majority of the extension being used for residential. They also took into account the economic argument put forward regarding the relocation of an existing business to these premises.

The LRB, having taken all the above matters into consideration, agreed with the assessment of the issues in the case officer's report and concluded that the proposal did not comply with the development plan and non statutory guidelines and would adversely affect the amenity of neighbouring residents.

The LRB was of the opinion that no material considerations had been presented in the request for a review which would lead it to overturn the determination by the Acting Head of Planning and Building Standards.

### **Decision**

To uphold the decision by the Acting Head of Planning and Building Standards to refuse planning permission for a two storey side extension with pitched roof and dog grooming shop to be formed on ground floor at 9 Craighour Grove, Edinburgh, which had been dealt with by the Acting Head of Planning and Building Standards under delegated powers. Application No 13/03841/FUL.

## **Reason for Refusal**

The proposal was contrary to Edinburgh City Local Plan Policy Hou 8 in respect of inappropriate uses in Residential Areas, as it would have a materially detrimental impact on the living conditions of neighbouring residents due to increased noise levels associated with the commercial dog grooming use.

(Reference –notice of review and decision notice and report of handling, submitted)

## **4. Request For Review – 31 Bellvue Gardens, Edinburgh**

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The Local Review Body considered a request for a review of the refusal of planning permission for a proposed new storey-and-half side extension on the footprint of an existing garage (to be demolished); widened set of rear patio doors and some internal re-modelling which had been dealt with by the Acting Head of Planning and Building Standards under delegated powers. - Application no. 13/02432/FUL

The Local Review Body had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents only. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development. The plans used to determine the application were numbered 01-08, Scheme 1 being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it.

The LRB in their further deliberations on the matter considered the following points:

- 1) The development plan, including the relevant policies of the Edinburgh City Local Plan:
- 2) Non-Statutory Guidelines on 'Guidance for Householders'.
- 3) The procedure used to determine the application.
- 4) The reasons for refusal and the arguments put forward in the request for review.

## **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed planning application. The LRB also took into account the applicants

argument that the form of the first floor was smaller in width, breadth and height than other extensions in the area, and that as the proposal was viewed from street at an angle, this had the effect of reducing its visibility to the majority of viewers.

The LRB, having taken all the above matters into consideration, agreed with the assessment of the issues in the case officer's report and concluded that the proposal did not comply with the development plan and non statutory guidelines and would adversely affect the character and appearance of the property and surrounding area.

The LRB was of the opinion that no material considerations had been presented in the request for a review which would lead it to overturn the determination by the Acting Head of Planning.

### **Decision**

To uphold the decision by the Acting Head of Planning and Building Standards to refuse planning permission for a proposed new storey-and-half side extension on the footprint of an existing garage (to be demolished); widened set of rear patio doors and some internal re-modelling which had been dealt with by the Acting Head of Planning and Building Standards under delegated powers. Application no. 13/02432/FUL

### **Reasons for Refusal**

The proposal was contrary to Policy Des 11 of the Edinburgh City Local Plan and the Council's Non-Statutory Guidance for Householders, as the positioning of the upper floor side extension would introduce an obtrusive feature to the property and would significantly alter the roof form to an unacceptable degree which would adversely affect the character and appearance of this semi detached and the surrounding area.

(Reference –notice of review and decision notice and report of handling, submitted)



## City of Edinburgh Local Review Body

10.00 am, Wednesday, 11 December 2013

### Present

Councillors Blacklock, McVey, Milligan, Rose and Ross

### 1. Chair

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Councillor McVey was appointed as Convener.

### 2. Planning Local Review Body Procedure

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#### Decision

To note the outline procedure for consideration of reviews.

(Reference – Local Review Body Procedure, submitted.)

### 3. Request for Review – 18-20 Dalry Road, Edinburgh

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Details were provided of a request for a review of the refusal of planning permission for the change of use of an existing property to a hot food takeaway including installation of a wall mounted extraction grill to accommodate a ventilation system at 18-20 Dalry Road, Edinburgh. Application No 13/02531/FUL.

#### Assessment

The LRB had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents and a hearing. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 1, 2, 3 and 4 (Scheme 1) being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it.

The LRB in their further deliberations on the matter considered the following points:

- 1) The development plan, including the relevant policies of the Edinburgh City Local Plan:
  - Policy Ret 9 (Alternative Use of Shop Units – Primary Frontages in the City Centre and Town Centres)
  - Policy Ret 12 (Food and Drink Establishments)
  - Policy Des 11 (Alterations and Extensions)
- 2) The non-statutory guidelines on ‘Guidance for Businesses’.
- 3) The procedure used to determine the application.
- 4) The reasons for refusal and the arguments put forward by the applicant in the request for review.

## **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed application.

The LRB took into consideration the applicant’s arguments that the proposals would not have a significant impact on residential amenity and there would be no harmful impact if the ventilation system was properly maintained. The LRB noted the applicant’s assertion that an enforceable condition requiring an agreed programme of maintenance and replacement could be attached to the planning consent.

The LRB also noted that it would not be possible to use an alternative ventilation system and that the system proposed was the best option available for the applicant and that if maintenance programme was put in place the ventilation system would be fit for purpose. The LRB was of the view that the proposals would not have a detrimental impact on residential amenity as it was sufficiently distant from the nearest residential properties.

The LRB, having taken all the above matters into consideration, did not agree with the assessment of the issues in the case officer’s report and concluded that the proposed ventilation system was adequate to ensure the effective removal of odours from cooking effluvia and it would not be detrimental on residential amenity.

The LRB were of the opinion that the material considerations that it had identified were of sufficient weight to allow it to overturn the original determination by the Acting Head of Planning and Building Standards and to grant planning permission.

## **Decision**

To not uphold the decision by the Acting Head of Planning and Building Standards and to grant planning permission for the change of use of an existing property to a hot food takeaway including installation of a wall mounted extraction grill to accommodate a ventilation system subject to the following condition and with informatives:

## **Condition**

1. The use of the premises as a hot food takeaway should not start until the Airgard Type 8 Carbon Filter as specified in the applicant’s submission had been installed and was operational.

## Reason

1. In order to safeguard the amenity of neighbouring residents.

## Informatives

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a Notice of Initiation of Development has been submitted to the Council stating the intended date on which the development was to commence. Failure to do so constituted a breach of planning control under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a Notice of Completion of Development must be given in writing to the Council.
4. The Council would strongly encourage the applicant to put in place a programme of maintenance for the ventilation system in order to ensure that the optimum performance is achieved.

(Reference – Decision Notice, Report of Handling and Notice of Review, submitted.)

## 4. Request for Review – 12A Roseneath Place, Edinburgh

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Details were provided of a request for a review of the refusal of planning permission to erect a dormer window and french doors to the first floor roof terrace to the rear elevation, install french doors and form a new roof terrace and balustrading to front elevation at 12a Roseneath Place, Edinburgh. Application No 13/02685/FUL.

### Assessment

The LRB had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents, a hearing and a site inspection. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 1-7, (Scheme 1) being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it.

The LRB in their further deliberations on the matter considered the following points:

1. The development plan, including the relevant policies of the Edinburgh City Local Plan:

Policy Env 4 (Listed Buildings – Alterations & Extensions)

Policy Env 6 (Conservation Areas Development)

Policy Des 11 (Alterations and Extensions)

- 2) The Non-Statutory Guidelines on ‘Guidance for Householders’
- 3) The procedure used to determine the application.
- 4) The reasons for refusal and the arguments put forward by the applicant in the request for a review.

### **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed planning application. The LRB also took into account the applicant’s argument that the dormer would enhance and add continuity to the current terrace and that due to the medical centre extension the dormer would not be visible from any position.

The LRB, having taken all the above matters into consideration, agreed with the assessment of the issues in the case officer’s report and concluded that the proposal did not comply with the Edinburgh City Local plan and non statutory guidelines as the alterations were out of keeping with the character of listed buildings and were inappropriate to the character and appearance of the conservation area.

The LRB was of the opinion that no material considerations had been presented in the request for a review which would lead it to overturn the determination by the Acting Head of Planning and Building Standards.

### **Decision**

To uphold the decision by the Acting Head of Planning and Building Standards to refuse planning permission to erect a dormer window and french doors to the first floor roof terrace to the rear elevation, install french doors and form a new roof terrace and balustrading to front elevation at 12a Roseneath Place. Application No 13/02685/FUL.

### **Reasons for Refusal**

1. The proposal was contrary to Edinburgh City Local Plan Policy Env 4 in respect of Listed Buildings, as all proposed elements eroded and diluted the character of the existing listed building.
2. The proposal was contrary to Edinburgh City Local Plan Policy Env 6 in respect of Conservation Areas – Development, as the addition of the dormer was considered to be overdevelopment of the roofspace and excessive in relation to the conservation area character.
3. The proposals were contrary to development plan policy on extensions and alterations as interpreted using the non-statutory Guidance for Householders as the proposed roof terrace caused loss of privacy to neighbouring properties.
4. The proposal was contrary to Edinburgh City Local Plan Policy Des 11 in respect of Alterations and Extensions, as the addition of the dormer was considered to be overdevelopment of the roofspace.

5. The proposal was contrary to Edinburgh City Local Plan Policy Env 6 in respect of Conservation Areas – Development, as the addition of a balustrade to the roof of the neighbouring building was inappropriate to the character of the conservation area.

(References – Decision Notice, Report of Handling and Notice of Review, submitted.)

## **5. Request for Review – 30 (3F2) Royal Circus, Edinburgh**

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Details were provided of a request for a review of the refusal of planning permission to alter the existing dormer windows, replace windows with timber frame double glazed slim line units and lower the cill height at 30 (3F2) Royal Circus, Edinburgh. Application No 13/03198/FUL.

### **Assessment**

The LRB had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents, a hearing and a site inspection. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards and a consultation response from Historic Scotland.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 1-5 (Scheme 1) being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it.

The LRB in their further deliberations on the matter considered the following points:

- 1) The development plan, including the relevant policies of the Edinburgh City Local Plan:
  - Policy Env 4 (Listed Buildings – Alterations & Extensions)
  - Policy Env 6 (Conversion Areas Development)
  - Policy Des 11 (Alterations and Extensions)
- 2) The non-statutory guidelines on 'Listed Buildings and Conservation Areas'.
- 3) The New Town Conservation Area Character Appraisal.
- 4) The procedure used to determine the application.
- 5) The reasons for refusal and the arguments put forward by the applicant in the request for a review.

## **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed application.

The LRB took into consideration the applicant's arguments that the minor alterations proposed would have minimal impact if any at all on the character or appearance of the existing roof scape and would not have an adverse effect in respect of the terrace in general and its location within the conservation area.

The LRB noted that the existing dormer windows had been in situ for a considerable time, and concluded that the proposed alterations would be an enhancement to the existing layout and would not have a detrimental impact on the street scene or the character and appearance of the conservation area.

The LRB, having taken all the above matters into consideration, did not agree with the assessment of the issues in the case officer's report and the alterations did not represent a further erosion of character to the roof plane of the listed building and that the alterations would not diminish the historic and architectural interest of the listed building.

The LRB were of the opinion that the material considerations that it had identified were of sufficient weight to allow it to overturn the original determination by the Acting Head of Planning and Building Standards and to grant planning permission.

## **Decision**

To not uphold the decision by the Acting Head of Planning and Building Standards and to grant planning permission to alter the existing dormer windows , replace windows with timber frame double glazed slim line units and lower the cill height at 30 (3F2) Royal Circus, Edinburgh with informatives as follows:

### **Informatives**

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a Notice of Initiation of Development has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so would constitute a breach of planning control under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a Notice of Completion of Development must be given in writing to the Council.

(References – Decision Notice, Report of Handling and Notice of Review and consultation response from Historic Scotland, submitted.)

## 6. Request for Review – 32/3, Shore Road, South Queensferry

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Details were provided of a request for a review of the decision for the refusal of planning permission for the proposed alteration of existing loft space to a lounge/dining area and bedroom with rooflight and velux balcony window at 32/3 Shore Road, South Queensferry. Application No 13/03420/FUL.

### Assessment

The LRB had been provided with copies of the notice of review submitted by the applicant including the request that the review proceed on the basis of an assessment of the review documents and a site inspection. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 01-03 (Scheme 1) being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it.

The LRB in their further deliberations on the matter considered the following points:

- 1) The development plan, including the relevant policies of the Rural West Edinburgh Local Plan:
  - Policy E35
  - Policy E36
  - Policy E43
- 2) The non-statutory guidelines on 'Guidance for Householders' and 'Listed Buildings and Conservation Areas'.
- 3) The Queensferry Conservation Area Character Appraisal.
- 4) The procedure used to determine the application.
- 5) The reasons for refusal and the arguments put forward by the applicant in the request for a review.

The LRB carefully considered all the arguments put before it in respect of the proposed application.

The LRB took into consideration the applicant's arguments that the proposals did not protrude beyond the existing roofline and added further character to the courtyard. In addition, Velux windows had been used throughout South Queensferry for many years.

The LRB noted that the proposals were to be added to a modern development and that there were similar velux windows in the surrounding area.

## **Motion**

To not uphold the decision by the Acting Head of Planning and Building Standards and to grant planning permission for the proposed alteration of the existing loft space to a lounge/dining area and bedroom with rooflight and velux balcony window at 32/3 Shore Road, Edinburgh with informatives as follows:

### **Informatives**

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a Notice of Initiation of Development has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so would constitute a breach of planning control under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a Notice of Completion of Development must be given in writing to the Council.

- moved by Councillor McVey, seconded by Councillor Ross.

### **Amendment**

To uphold the decision by the Head of Planning and Building Standards to refuse planning permission for the proposed alteration of the existing loft space to a lounge/dining area and bedroom with rooflight and velux balcony window at 32/3 Shore Road, Edinburgh.

### **Reasons for Refusal**

1. The proposed roof lights would disrupt the appearance of the existing roofscape to an unacceptable degree, and harm the character and appearance of the conservation area. The proposals were contrary to Rural West Edinburgh Local Plan Policies E35 (Conservation Areas – General), E36 (Conservation Areas – Development) and E34 (Alterations and Extensions), and to Non Statutory Guidance for Householders and Listed Buildings and Conservation Areas.

- moved by Councillor Milligan, seconded by Councillor Rose.

### **Voting**

For the Motion                      3 votes

For the Amendment              2 votes

### **Decision**

To not uphold the decision by the Acting Head of Planning and Building Standards and to grant planning permission for the proposed alteration of the existing loft space to a lounge/dining area and bedroom with rooflight and velux balcony window at 32/3 Shore Road, Edinburgh with informatives as follows:



## **Informatives**

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a Notice of Initiation of Development has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so would constitute a breach of planning control under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a Notice of Completion of Development must be given in writing to the Council.

(References – Decision Notice, Report of Handling and Notice of Review, submitted.)

## City of Edinburgh Local Review Body

10.00 am, Wednesday, 22 January 2014

### Present

Councillors Bagshaw, Brock, Howat, Mowat (Substituting for Councillor Heslop) and Perry (substituting for Councillor Child)

### 1. Chair

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Councillor Perry was appointed as Convener.

### 2. Planning Local Review Body Procedure

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#### Decision

To note the outline procedure for consideration of reviews.

(Reference – Local Review Body Procedure, submitted.)

### 3. Request for Review – 17 Coltbridge Gardens, Edinburgh

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Details were provided of a request for a review of the refusal of planning permission in principle for a proposed sustainable family home/home office on land 27 metres North West of 17 Coltbridge Gardens, Edinburgh (Application No. 13/02926/PPP).

#### Assessment

The LRB had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents and a site inspection. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 1, 2a and 3 (Scheme 1) being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it.

The LRB in their further deliberations on the matter considered the following:

1. The development plan, including the relevant policies of the Edinburgh City Local Plan:
  - Policy Des 1 (Design Quality and Context)
  - Policy Des 3 (Development Design)
  - Policy Env 6 (Conservation Areas Development)
  - Policy Env 12 (Trees)
  - Policy Hou 1 (Housing Development)
  - Policy Tra 4 (Private Car Parking)
  - Policy Env 16 (Species).
- 2) The Non-Statutory Guidelines on “Movement and Development”, “Listed Buildings and Conservation Areas” and “Edinburgh Design Guidance”.
- 3) The Coltbridge and Wester Coates Conservation Area Character Appraisal.
- 4) The procedure used to determine the application.
- 5) The reasons for refusal and the arguments put forward by the applicant in the request for a review.

### **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed planning application.

The LRB, having taken all the above matters into consideration, agreed with the assessment of the issues in the case officer’s report and was of the opinion that no material considerations had been presented in the request for a review which would lead it to overturn the determination by the Acting Head of Planning and Building Standards.

### **Decision**

To uphold the decision by the Acting Head of Planning and Building Standards to refuse planning permission in principle for a proposed sustainable family home/home office on land 27 metres North West of 17 Coltbridge Gardens, Edinburgh (Application No 13/02926/PPP).

### **Reasons for Refusal**

1. The location of the proposal will adversely affect the spatial characteristics of the Coltbridge and Wester Coates Conservation Area and it has not been demonstrated that the proposal will preserve and enhance its special character and appearance contrary to Policies Des 3 and Env 6 of the Edinburgh City Local Plan and the Council’s Guidelines on Listed Buildings and Conservation Areas and the Edinburgh Design Guidance.
2. The proposal will have an adverse impact upon the natural vegetation and trees on the site to the detriment of the landscaped character and appearance of the Coltbridge and Wester Coates Conservation Area contrary to Policies Des 3, Env 6 and Env 12 of the Edinburgh City Local Plan and the Council’s Guidelines

on Listed Buildings and Conservation Areas and the Edinburgh Design Guidance.

(Reference – Decision Notice, Report of Handling and Notice of Review, submitted.)

#### **4. Request for Review – 78 Forth View Crescent, Currie**

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Details were provided of a request for a review of the refusal of planning permission for a two storey side extension with new front porch and boundary wall to the rear at 78 Forth View Crescent, Currie (Application No. 13/03949/FUL).

##### **Assessment**

The LRB had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents and further written submissions. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 1, 2, 3, 4 (Scheme 1) being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it.

The LRB in their further deliberations on the matter considered the following:

- 1) The development plan, including the relevant policies of the Rural West Edinburgh Local Plan:
  - Policy E43
- 2) The non-statutory guidelines on "Guidance for Householders".
- 3) The procedure used to determine the application.
- 4) The reasons for refusal and the arguments put forward by the applicant in the request for a review.

##### **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed application.

The LRB took into consideration the applicant's arguments that the extension would not dominate the form of the existing house nor was it overly prominent in the street scene. In addition, the LRB noted there were a large number of similar two-storey extensions in the surrounding area.

The LRB, having taken all the above matters into consideration, did not agree with the officer's assessment and was of the view that, whilst the proposed extension would

have some impact on the character of the existing property, it would not dominate the existing house and was in a style of similar developments in the surrounding area.

The LRB was of the opinion that the material considerations that it had identified were of sufficient weight to allow it to overturn the original determination by the Acting Head of Planning and Building Standards and to grant planning permission.

### **Decision**

To not uphold the decision by the Acting Head of Planning and Building Standards and to grant planning permission for a two storey side extension with new front porch and boundary wall to the rear at 78 Forth View Crescent, Currie (Application number 13/03949/FUL) with informatives as follows:

### **Informatives**

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a Notice of Initiation of Development has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a Notice of Completion of Development must be given in writing to the Council.

(References – Decision Notice, Report of Handling and Notice of Review, submitted.)

## **5. Request for Review – 19 Heriot Row, Edinburgh**

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Details were provided of a request for a review of the mixed decision for alterations and a change of use to form two flats from offices at 19 Heriot Row, Edinburgh (Application No. 13/02668/FUL).

### **Assessment**

The LRB had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents and a site inspection. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 01- 06 (Scheme 1) being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, and having adjourned the meeting to undertake a site inspection, agreed, when it reconvened, that it now had sufficient

information before it, and would therefore determine the review using the information circulated to it and that observed on the site inspection.

The LRB in their further deliberations on the matter considered the following:

- 1) The development plan, including the relevant policies of the Edinburgh City Local Plan:
  - Policy Hou 5 (Conversion to Housing)
  - Policy Hou 8 (Inappropriate Uses in Residential Areas)
  - Policy Env 6 (Conservation Areas Development)
  - Policy Des 11 (Alterations and Extensions).
- 2) The non-statutory guidelines on “Listed Buildings and Conservation Areas” and “Parking Standards”.
- 3) The New Town Conservation Area Character Appraisal.
- 4) The procedure used to determine the application.
- 5) The reasons for refusal and the arguments put forward by the applicant in the request for a review.

## **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed application. The LRB took into consideration the applicant’s arguments that the proposals would not adversely affect either the character of the property or the setting and character of the Conservation Area.

In addition, the LRB noted that the Scottish Government Directorate for Planning and Environment Appeals had issued its decision on the related Listed Building Consent appeal. The reporter had concluded that, as the proposals assist the continuation of the building in beneficial use, and thereby its preservation, the limited affects on the listed building and conservation area were acceptable. The LRB took the view that this was a material consideration to which they attached significant weight.

The LRB, having taken all the above matters into consideration, did not agree with the officer’s assessment and was of the view that the proposals would not adversely impact on the character and setting of the building or the character and appearance of the conservation area.

The LRB was of the opinion that the material considerations that it had identified were of sufficient weight to allow it to overturn the original determination by the Acting Head of Planning and Building Standards and to grant planning permission.

## **Decision**

To not uphold the decision by the Acting Head of Planning and Building Standards and to grant planning permission for the change of use to two flats and the alterations to the building on the Heriot Row elevation at 19 Heriot Row, Edinburgh (Application number 13/02668/FUL) , subject to the following condition and informatives:

## **Condition**

Details of the new stone, including the type of stone and its finished treatment, which is to be introduced to the basement area of the building on the Heriot Row elevation of the building, shall be submitted for written approval by the Planning Authority prior to the initiation of development.

## **Reason**

In order to safeguard the character and appearance of the conservation area.

## **Informatives**

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a Notice of Initiation of Development has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a Notice of Completion of Development must be given in writing to the Council.

(References – Decision Notice, Report of Handling and Notice of Review, submitted.)

## **6. Request for Review – 512 Lanark Road West, Balerno**

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Details were provided of a review of the refusal of planning permission in principle for a proposed dwelling house within the grounds of 512 Lanark Road West, Balerno (Application No 13/03288/PPP).

### **Assessment**

The LRB had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents and a site inspection. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 1- 4 (Scheme 1) being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it.

The LRB in their further deliberations on the matter considered the following:

- 1) The development plan, including the relevant policies of the Rural West Edinburgh Local Plan:
  - Policy E15
  - Policy E41
  - Policy E42
  - Policy H3
  - Policy TRA2.
- 2) The Non-Statutory Guidelines on “Movement and Development” and “Edinburgh Design Guidance”.
- 3) The procedure used to determine the application.
- 4) The reasons for refusal and the arguments put forward by the applicant in the request for a review.

### **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed planning application.

The LRB, having taken all the above matters into consideration, agreed with the assessment of the issues in the case officer’s report and was of the opinion that no material considerations had been presented in the request for a review which would lead it to overturn the determination by the Acting Head of Planning and Building Standards.

### **Decision**

To uphold the decision by the Acting Head of Planning and Building Standards to refuse planning permission in principle for a proposed dwelling house within the grounds of 512 Lanark Road West, Balerno (Application No 13/03288/PPP).

### **Reason for Refusal**

The proposal would have an adverse impact upon the spatial character and visual amenity of the area contrary to Rural West Edinburgh Local Plan Policies E41, E42 and H3 and to the Edinburgh Design Guidance.

(References – Decision Notice, Report of Handling and Notice of Review, submitted.)

## **7. Request for Review – 28 Mansfield Road, Balerno**

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Details were provided of a request for a review of the refusal of planning permission in principle for the erection of a dwelling house with Tree Management Plan in perpetuity at 28 Mansfield Road, Balerno (Application No. 13/02559/PPP).

### **Assessment**

The LRB had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents, further written submissions, one or more hearing sessions and a site inspection. The LRB had also been provided with copies of the decision notice and



the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 1, 2, 3, 4 (Scheme 1) being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it.

The LRB in their further deliberations on the matter considered the following:

- 1) The development plan, including the relevant policies of the Rural West Edinburgh Local Plan:
  - Policy E15
  - Policy E16
  - Policy E20
  - Policy E22
  - Policy E41
  - Policy H3
  - Policy H6.
- 2) The Non-Statutory Guidelines on "Edinburgh Design Guidance".
- 3) The procedure used to determine the application.
- 4) The reasons for refusal and the arguments put forward by you in your request for a review.

## **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed planning application.

The LRB, having taken all the above matters into consideration, agreed with the assessment of the issues in the case officer's report and was of the opinion that no material considerations had been presented in the request for a review which would lead it to overturn the determination by the Acting Head of Planning and Building Standards.

## **Decision**

To uphold the decision by the Acting Head of Planning and Building Standards to refuse planning permission in principle for the erection of a dwelling house with Tree Management Plan in perpetuity at 28 Mansfield Road, Balerno (Application No 13/02559/PPP).

## **Reasons for Refusal**

1. The proposal will remove a significant number of trees within the site which are covered by a TPO and are valuable to the landscape and character of the area. The trees have not been accommodated in the proposed layout and there is no

proposed replacement planting. The proposal is contrary to Policy E15 and E16 of the Rural West Edinburgh Local Plan, to the detriment of trees protected by a tree preservation order and the character of the area.

2. The proposal has not demonstrated that there will be no adverse impact upon the natural environment within the site and there has been no assessment of the presence of protected species within the site, contrary to Policies E20 and E22 of the Rural West Edinburgh Local Plan.

(References – Decision Notice, Report of Handling and Notice of Review, submitted.)

# Minutes

## City of Edinburgh Local Review Body

10.00 am, Wednesday, 5 February 2014

### Present

Councillors Dixon, Mowat, Perry and Robson

### 1. Chair

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Councillor Mowat was appointed as Convener.

### 2. Planning Local Review Body Procedure

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#### Decision

To note the outline procedure for consideration of reviews.

(Reference – Local Review Body Procedure, submitted.)

### 3. Request for Review – 31 Arden Street (2F1), Edinburgh

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Details were provided of a request for a review of the refusal of planning permission to replace existing timber framed window and secondary glazing with UPVC framed double glazed units on rear elevation at 31 Arden Street, Edinburgh (Application No. 13/03188/FUL).

#### Assessment

The LRB had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents only. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 01 and 02 (Scheme 1) being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it.

The LRB in their further deliberations on the matter considered the following:

1. The development plan, including the relevant policies of the Edinburgh City Local Plan:
  - Policy Des11 (Alterations and Extensions)
  - Policy Env6 (Conservation Areas Development)
- 2) The Non-Statutory Guidelines on “Listed Buildings and Conservation Areas” and “Houses in Multiple Occupation”.
- 3) The procedure used to determine the application.
- 4) The reasons for refusal and the arguments put forward by the applicant in the request for a review.

### **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed planning application.

The LRB, having taken all the above matters into consideration, agreed with the assessment of the issues in the case officer’s report and was of the opinion that no material considerations had been presented in the request for a review which would lead it to overturn the determination by the Acting Head of Planning and Building Standards.

### **Decision**

To uphold the decision by the Acting Head of Planning and Building Standards to refuse planning permission to replace existing timber framed window and secondary glazing with UPVC framed double glazed units on rear elevation at 31 Arden Street, Edinburgh (Application No 13/03188/FUL).

### **Reasons for Refusal**

The replacement of the existing wooden windows with UPVC materials would have a detrimental impact on the character and appearance of the conservation area, contrary to Policy Env 6 of the Edinburgh City Local Plan and the Council’s Non-Statutory Guidance on Listed Buildings and Conservation Areas.

(Reference – Decision Notice, Report of Handling and Notice of Review, submitted.)

## **4. Request for Review – 5 Bangholm Terrace (1F2), Edinburgh**

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Details were provided of a request for a review of the refusal of planning permission to replace 3 windows to the rear of the property with UPVC windows to match the existing at 5 Bangholm Terrace, Edinburgh (Application No. 13/03962/FUL).

## **Assessment**

The LRB had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents only. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 01, 02, and 03 (Scheme 1) being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it.

The LRB in their further deliberations on the matter considered the following:

- 1) The development plan, including the relevant policies of the Rural West Edinburgh Local Plan:
  - Policy Des 11 (alterations and Extensions)
  - Policy Env6 (Conservation Areas Development)
- 2) The non-statutory guidelines on "Listed Buildings and Conservation Areas" and "Guidance for Householders".
- 3) The Inverleith Conservation Area character Appraisal
- 4) The procedure used to determine the application.
- 5) The reasons for refusal and the arguments put forward by the applicant in the request for a review.

## **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed application.

The LRB took into consideration the applicant's arguments that there was a predominance of windows in the area which were not timber sash and case windows, that the windows were to the rear of the elevation and that the adjoining development's windows were UPVC.

The LRB, having taken all the above matters into consideration, did not agree with the officer's assessment and was of the view that the proposed replacement windows would not have a detrimental impact on the character of the conservation area.

The LRB was of the opinion that the material considerations that it had identified were of sufficient weight to allow it to overturn the original determination by the Acting Head of Planning and Building Standards and to grant planning permission.

## **Decision**

To not uphold the decision by the Acting Head of Planning and Building Standards and to grant planning permission for the replacement of 3 windows to the rear of the property with UPVC windows to match the existing at 5 Bangholm Terrace, Edinburgh (Application No. 13/03962/FUL) subject to standard conditions and informatives:

### **Informatives**

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a Notice of Initiation of Development has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a Notice of Completion of Development must be given in writing to the Council.

(References – Decision Notice, Report of Handling and Notice of Review, submitted.)

## **5. Request for Review – 16 Coillesdene Avenue, Edinburgh**

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Details were provided of a request for a review of the refusal of planning permission for a new dormer to side elevation to form new en-suite shower room at 16 Coillesdene Avenue, Edinburgh (Application No. 13/03859/FUL).

### **Assessment**

The LRB had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents and a site inspection. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 1- 6 (Scheme 1) being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it.

The LRB in their further deliberations on the matter considered the following:

- 1) The development plan, including the relevant policies of the Edinburgh City Local Plan:
  - Policy Des 11 (Alterations and Extensions).
- 2) The non-statutory guidelines on “Guidance for Householders”
- 3) The procedure used to determine the application.
- 4) The reasons for refusal and the arguments put forward by the applicant in the request for a review.

### **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed application. The LRB took into consideration the applicant’s arguments that the new dormer window to the side elevation would not dominate or unbalance the appearance of the house and noted that there were other side dormer windows in nearby properties.

The LRB, having taken all the above matters into consideration, did not agree with the officer’s assessment and was of the view that whilst the proposed side dormer would have some impact on the character of the existing property, it would not dominate the existing house and was in a style of similar developments in the surrounding area.

The LRB was of the opinion that the material considerations that it had identified were of sufficient weight to allow it to overturn the original determination by the Acting Head of Planning and Building Standards and to grant planning permission.

### **Decision**

To not uphold the decision by the Acting Head of Planning and Building Standards and to grant planning permission for a new dormer to side elevation to form new en-suite shower room at 16 Coillesdene Avenue, Edinburgh (Application 13/03859/FUL, subject to informatives:

### **Informatives**

1. The development hereby permitted shall be commenced no later than the expiration of three years from the date of this consent.
2. No development shall take place on the site until a Notice of Initiation of Development has been submitted to the Council stating the intended date on which the development is to commence. Failure to do so constitutes a breach of planning control under Section 123(1) of the Town and Country Planning (Scotland) Act 1997.
3. As soon as practicable upon the completion of the development of the site, as authorised in the associated grant of permission, a Notice of Completion of Development must be given in writing to the Council.

(References – Decision Notice, Report of Handling and Notice of Review, submitted.)

## **6. Request for Review – 9 Gladstone Terrace (3F2), Edinburgh**

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Details were provided of a review of the refusal of planning permission for proposed replacement windows at 9 Gladstone Terrace, Edinburgh (Application 13/03401/FUL).

### **Assessment**

The LRB had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents and a site inspection. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 01-02 being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it

The LRB in their further deliberations on the matter considered the following:

- 1) The development plan, including the relevant policies of Edinburgh City Local Plan:
  - Policy Des11 (Alterations and Extensions)
  - Policy Env6 (Conservation Areas and Development)
- 2) The Non-Statutory Guidelines on "Guidelines for Householders" and "Listed Buildings and Conservation Areas".
- 3) Other relevant policy guidance: The Marchmont, Meadows and Bruntsfield Conservation Area is characterised by well proportioned victorian tenemental perimeter blocks with baronial detailing and the substantial area of the open parkland formed by the Meadows and Bruntsfield Links.
- 4) The procedure used to determine the application.
- 5) The reasons for refusal and the arguments put forward by the applicant in the request for a review.

### **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed planning application.

The LRB, having taken all the above matters into consideration, agreed with the assessment of the issues in the case officer's report and was of the opinion that no material considerations had been presented in the request for a review which would



lead it to overturn the determination by the Acting Head of Planning and Building Standards.

### **Decision**

To uphold the decision by the Acting Head of Planning and Building Standards to refuse planning permission for proposed replacement windows at 9 Gladstone Terrace, Edinburgh (Application 13/03401/FUL).

### **Reason for Refusal**

1. The proposal is contrary to the Non Statutory Guidelines in respect of Listed Building and Conservation Areas as the proposed materials and opening method would not match the original property and would adversely affect the character and appearance of the Marchmont, Meadows and Bruntsfield Conservation Area.
2. The proposal is contrary to the Edinburgh City Local Plan, Policy Env6 in respect of development in conservation areas as the proposal would not preserve or enhance the special character or appearance of the Marchmont and Meadows Conservation Area Character Appraisal.

(References – Decision Notice, Report of Handling and Notice of Review, submitted.)

## **7. Request for Review – 31 Montague Street, Edinburgh**

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Details were provided of a request for a review of the refusal of planning permission to alter an existing rear kitchen sash and case window to create an outward-opening door, (with similar glazing bars/proportions) giving access to the rear garden and form new lightweight steel and timber footbridge which crosses over the existing light well at 31 Montague Street, Edinburgh, (Application No. 13/04068/FUL).

### **Assessment**

The LRB had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents only. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 1-11 (Scheme 1) being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it.

The LRB in their further deliberations on the matter considered the following:

- 1) The development plan, including the relevant policies of Edinburgh City Local Plan
  - Policy Env4 (Alterations and Extensions)
  - Policy Env6 (Conservation Areas Development)
- 2) The Non-Statutory Guidelines on “Listed Buildings and Conservation Areas”.
- 3) The procedure used to determine the application.
- 4) The reasons for refusal and the arguments put forward by the applicant in the request for a review.

### **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed planning application.

The LRB, having taken all the above matters into consideration, agreed with the assessment of the issues in the case officer’s report and was of the opinion that no material considerations had been presented in the request for a review which would lead it to overturn the determination by the Acting Head of Planning and Building Standards.

### **Decision**

To uphold the decision by the Acting Head of Planning and Building Standards to refuse planning permission to alter an existing rear kitchen sash and case window to create an outward-opening door, (with similar glazing bars/proportions) giving access to the rear garden and form new lightweight steel and timber footbridge which crosses over the existing light well at 31 Montague Street, Edinburgh (Application No. 13/04068/FUL).

### **Reasons for Refusal**

1. The proposal is contrary to Edinburgh City Local Plan Env4 in respect of Listed Buildings, Alterations and Extensions, as the alterations are harmful to the character of the listed building.
2. The proposal is contrary to Edinburgh City Local Plan Policy Env6 in respect of Conservation Areas – Development, as the alterations create a feature alien to the character of the conservation area.
3. The proposals are contrary to non-statutory guidance on Listed Buildings and Conservation Areas as the alteration is inappropriate on a listed building in a conservation area.

(References – Decision Notice, Report of Handling and Notice of Review, submitted.)

## **8. Request for Review – 114 The Murrays Brae, Edinburgh**

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Details were provided of a request for a review of the refusal of planning permission for the partial removal of a brick wall to be replaced by a wooden fence (in retrospect) at 114 The Murrays Brae, (Application No. 13/01498/FUL).

### **Assessment**

The LRB had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents only. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 1-3 (Scheme 1) being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it.

The LRB in their further deliberations on the matter considered the following:

- 1) The development plan, including the relevant policies of the Edinburgh City Local Plan:
  - Policy Des 11 (Alterations and Extensions)
- 2) The Non-Statutory Guidelines on "Guidance for Householders".
- 3) The procedure used to determine the application.
- 4) The reasons for refusal and the arguments put forward by you in your request for a review.

### **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed planning application.

The LRB took into consideration the applicant's arguments that the new fence had received significant support from immediate neighbours and that it had improved the appearance of the corner site which was an area that had previously had overgrown shrubs and collected neighbourhood waste.

The LRB having taken all of the above matters into consideration, was of the view that the fence provided a solution to an ongoing cause of concern for residents with regard to loss of amenity due to the unsightly appearance of the corner site.

The LRB were of the opinion that the material considerations that it had identified were of significant weight to allow it to overturn the original determination by the Acting Head of Planning and Building Standards and to grant planning permission.

### **Decision**

To not uphold the decision of the Acting Head of Planning and Building Standards and to grant planning permission for the partial removal of a brick wall to be replaced by a wooden fence (in retrospect) at 114 The Murrays Brae, Edinburgh (Application 13/01498/FUL).

(References – Decision Notice, Report of Handling and Notice of Review, submitted.)

## **9. Request for Review – 33 Roseburn Terrace, Edinburgh**

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Details were provided of a request for a review of the refusal of planning permission for a change of use to hot food takeaway at 33 Roseburn Terrace, (Application No. 13/02976/FUL).

### **Assessment**

The LRB had been provided with copies of the notice of review submitted by the applicant including a request that the review proceed on the basis of an assessment of the review documents only. The LRB had also been provided with copies of the decision notice and the report of handling submitted by the Acting Head of Planning and Building Standards.

The LRB heard from the Planning Adviser who summarised the issues raised and presented the drawings of the development.

The plans used to determine the application were numbered 01-03 (Scheme 1) being the drawings shown under the application reference number on the Council's Planning and Building Standards Online Services.

The LRB, having considered these documents, agreed that it had sufficient information before it, and would therefore determine the review using the information circulated to it.

The LRB in their further deliberations on the matter considered the following:

- 1) The development plan, including the relevant policies of the Edinburgh City Local Plan:
  - Policy Ret 10 (Alternative Use of Shop Units)
  - Policy Ret 12 (Food and Drink Establishments)
  - Policy Env 6 (Conservation Areas Development)
- 2) The Non-Statutory Guidelines on "Guidance for Businesses".
- 3) The Coltbridge and Wester Coates Conservation Areas Character Appraisal
- 4) The procedure used to determine the application.
- 5) The reasons for refusal and the arguments put forward by the applicant in the request for a review.

## **Conclusion**

The LRB carefully considered all the arguments put before it in respect of the proposed planning application.

The LRB, having taken all the above matters into consideration, agreed with the assessment of the issues in the case officer's report and was of the opinion that no material considerations had been presented in the request for a review which would lead it to overturn the determination by the Acting Head of Planning and Building Standards.

## **Decision**

To uphold the decision by the Acting Head of Planning and Building Standards to refuse planning permission for change of use to hot food takeaway at 33 Roseburn Terrace, Edinburgh (Application No 13/02976/FUL).

## **Reasons for Refusal**

The proposal does not comply with policy Ret12 of the Edinburgh City Local Plan due to a lack of submitted information preventing an assessment of the impact on the living conditions of residents.

(References – Decision Notice, Report of Handling and Notice of Review, submitted.)

# Planning Committee

10.00am, Thursday, 27 February 2014

## Edinburgh Street Design Guidance - Draft for Consultation

Item number	5.1
Report number	
Wards	All

### Links

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Coalition pledges	<a href="#">P31</a> <a href="#">P40</a>
Council outcomes	<a href="#">C07</a> <a href="#">C08</a> <a href="#">C09</a> <a href="#">C019</a> <a href="#">C026</a>
Single Outcome Agreement	<a href="#">S01</a> <a href="#">S02</a> <a href="#">S04</a>

### Mark Turley

Director of Services for Communities

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# Executive summary

## Edinburgh Street Design Guidance - Draft for Consultation

### Summary

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The purpose of this report is to seek the Committee's approval of new consolidated Street Design Guidance in draft for consultation. The new guidance has been prepared in the context of Designing Streets, the first policy statement in Scotland for street design. It signifies a move away from a system designed to meet the needs of motor vehicles in favour of a focus on place making. The new guidance will complement the Edinburgh Design Guidance, and help to achieve the Council's wider policy objectives.

The Council has been at the forefront of developing design guidance for streets, producing the Edinburgh Streetscape Manual in 1995 and the Edinburgh Standards for Streets in 2007.

The Edinburgh Street Design Guidance comprises three parts. Part A, the Introduction, sets out the context within which the guidance is set and establishes the goals, values and objectives for street design within Edinburgh.

Part B, the Design section and Part C, Detailed Design Manual define a street typology for Edinburgh together with design principles that will guide new street development and changes to the existing network. Detailed fact sheets and technical information will draw together a range of Council information into one place, assisting in bringing co-ordination to street maintenance and improvements.

Consultation will take place on the draft guidance, which will include focused sessions and feedback from designers and particular users of streets. The guidance will also be road-tested by practitioners and officers, the outcome of which will inform the final version of the guidance.

The guidance serves two principal purposes: (1) to ensure that new development proposals comply with planning policy objectives and (2) to ensure that the Council's responsibilities under roads and transport legislation including the delivery of public realm comply with government policy. For this reason, it must be approved by both the Planning Committee and the Transport and Environment Committee for these separate and distinct purposes in accordance with the Terms of Reference of those committees.

### Recommendations

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It is recommended that the Committee:

1. approves the Edinburgh Street Design Guidance in draft for consultation for the purposes of providing planning guidance ; and

2. notes that the Guidance will also be reported to the Transport and Environment Committee for its approval in respect of the matters within its Terms of Reference.

## Measures of success

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The design of existing and new streets in Edinburgh complies with the objectives of Designing Streets.

## Financial impact

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The rationalisation of design guidance will provide greater certainty to both maintenance and capital programmes and in budgeting for new developments.

There will be no direct financial impact arising from this report. However when finalised, the Edinburgh Street Design Guidance will influence the costs associated with the implementation and delivery of street improvements.

## Equalities impact

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Impacts on equalities and rights have been considered through Equalities and Rights Impact (ERIA) evidence.

Improvements to streets would result in enhancements of equalities and rights with benefits:

- to health, for example, through new public spaces and active travel;
- to individual, family and social life, for example, through provision of public seating, walking and cycling and the provision of shared spaces;
- to legal security, for example, through clear signage and regulation information;
- to physical security, for example, through safer places with improved layouts and lighting;
- to age and disability, for example, through better use of materials, layouts and legibility of public streets and spaces.

Although it is not possible to provide technical details at this stage, the guidance will acknowledge the rights issues such as health from pollution, for example, ensuring that design solutions seek to improve the effects.

Overall, there would be no adverse equalities and rights impacts arising from this report.

## Sustainability impact

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- The proposals in this report will help to reduce carbon emissions, for example, using street furniture such as new street lighting which seeks to reduce energy and use improved materials. The principles for the street framework also include measures to improve traffic flows and improve pedestrian space.



- The proposals in this report will increase the city's resilience to climate change impacts through the use of natural materials and sources that are local to the area.
- The proposals in this report will help achieve a sustainable Edinburgh through the application of values to promote sustainable design which will include measures to improve technology, the use of better materials and help to increase pedestrian and cycle priority thereby assisting in the reduction of car use.
- The proposals in this report will help achieve a sustainable Edinburgh as improvements to streets and places are recognised as being a key to economic wellbeing.
- The proposals in this report will assist in improving social justice by improving street design and places to cater for all users and increasing accessibility for all.

## Consultation and engagement

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Consultation was undertaken during the preparation of the draft Edinburgh Street Design Guidance. Further consultation will take place during the public consultation period that will be used to inform the final version of the guidance. A Consultation Plan is provided in Appendix 2 of the main report.

## Background reading / external references

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- Movement and Development, Planning Guidance 2000
- Bus Friendly Design Guide, 2005
- Edinburgh Standards for Streets, 2007
- Edinburgh Public Realm Strategy, 3 December 2009
- Designing Streets, Scottish Government Policy Statement, 2011
- Edinburgh Design Guidance, 2012
- Local Transport Strategy 2014-19

## Edinburgh Street Design Guidance - Draft for Consultation

### 1. Background

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#### Designing Streets Policy Statement

- 1.1 Designing Streets, the first policy statement in Scotland for street design, was published by the Scottish Government in 2010. It set out a change in the emphasis on the guidance on street design. It signalled a move away from a system designed to meet the needs of motor vehicles in favour of a focus on place making. It has been created to support the Scottish Government's place-making agenda and is intended to complement the 2001 planning policy document Designing Places, which sets out government aspirations for design and the role of the planning system in delivering well designed places.
- 1.2 Designing Streets seeks to change the way street design is undertaken and how it sits within the statutory process, ensuring there is a link between planning and transport legislation. In particular it states:
  - Street design must consider place before movement.
  - Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals.
  - Street design should meet the six qualities of successful places, as set out in Designing Places.
  - Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.
  - Street design should run planning permission and Road Construction Consent (RCC) processes in parallel.
- 1.3 Designing Streets requires local authorities to develop guidance for streets at a local level. This provides an opportunity to develop local guidance that brings together planning and transport agendas corporately, aligning both project and process arrangements in the delivery of improvements to streets.
- 1.4 The Council's Public Realm Strategy already provides the context to good design in the City's public spaces, demonstrating the Council's commitment to providing high quality, coherent and co-ordinated public realm.
- 1.5 The Street Design Guidance will form one of the six new pieces of consolidated non-statutory guidance. It will be complementary to the themes of the Edinburgh Design Guidance; design quality and context, building design, and landscape and biodiversity.

### **Current street design guidance**

- 1.6 The Council currently controls street design through The Edinburgh Standards for Streets and through detailed roads guidance, Movement and Development. These documents guide developers and the Council's own Roads and Transport functions on the requirements specific to Edinburgh streets.
- 1.7 Edinburgh has been at the forefront of street design since the 1990s through the preparation of the Edinburgh Streetscape Manual. This document was the forerunner of the Edinburgh Standards for Streets and helped to shape the current street design guidance, highlighting those elements of streets that make Edinburgh special.
- 1.8 The Streetscape Delivery Process was established when the current guidance was adopted in 2007. This comprises both a strategic approach to streetscape and an internal review process through the Streetscape Working Group and the Streetscape Officer in Planning and Building Standards. These processes are aimed at bringing together Council functions that make changes to streets. This has continued to underpin the approach to street design and the priorities established by the Public Realm Strategy.
- 1.9 Complementary strategies have been developed, including the City Dressing Strategy and the Sustainable Lighting Strategy for Edinburgh that add other detailed strands of street design. Further guidance and standards are also available, such as standard construction details, bus design and cycle design guidance.

### **Developing new street design guidance**

- 1.10 The Council embarked on a review and consolidation process for all of its street design guidance in 2011. The work was carried out on a collaborative basis between Planning and Transport. Best practice reviews of current and emerging street design guidance across the world were carried out alongside a review session with expert practitioners from the private sector. They encouraged the Council to consider a simple structure to the guidance and set it out on the basis of *why and where* the guidance should apply, and *what and how* - the details that should be followed.
- 1.11 In addition, a series of internal practitioner workshops was held to highlight to staff the requirements of any new street design information and to establish any current street design issues and concerns that would need to be addressed in the review of the guidance.

## **2. Main report**

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### **The new Edinburgh Street Design Guidance**

- 2.1 The new Edinburgh Street Design Guidance is attached at Appendix 1. It provides both design guidance and a technical manual to assist those changing or adding to any part of the street network in Edinburgh.

- 2.2 Part A provides the Introduction, setting out the policy and geographical context to street design in Edinburgh. It also sets the Council's expectations for street design through a series of goals, values and objectives that the Council would expect street design to be measured against.
- 2.3 Part B provides the Design section and will set out the detailed requirements for designers including principles for each street type.
- 2.4 Part C provides the Detailed Design Manual. It is anticipated that Part C will be more of a 'live' document and will be updated as best practice, policies and legislation change. The Detailed Design Manual will be completed during the consultation period. It will contain a large amount of detailed and technical information to implement the guidance. It is not policy but technical specifications which does not itself require committee approval.
- 2.5 The guidance will contain appendices, including the legal context, reference material, glossary etc.
- 2.6 When approved, the Street Design Guidance will supersede key Council documents for example, The Edinburgh Standards for Streets and Movement and Development as well as a large amount of technical guidance.

### **Why and Where**

- 2.7 The Introduction (Part A) explains why the guidance has been produced. It explains why Edinburgh is special in terms of its street layouts and design, drawing on information set out in the Standards for Streets document, Edinburgh Design Guidance and Guidance for the Historic Built Environment. Key to this section are the goals and values that Edinburgh will apply in delivering street design in response to the qualities defined in the Government's Designing Streets policy statement. These goals and values are underpinned by commitments that show how Edinburgh will make changes to the processes it applies and to change what Edinburgh will do in relation to key street design features. These statements focus on considering the street as a place and on seeking more integrated design solutions.

### **What and How**

- 2.8 The Design section (Part B) sets out the Edinburgh Street Framework which defines a street typology based on 5 place types and 5 link types. This produces a matrix of 25 street types. Design principles have been developed for each street type setting out the relative priority attached to the street users for each street type. These principles also set out the parameters against which different types of street can be improved or changed. They highlight any special requirements e.g. if a street is within a conservation area, along with the range of street furniture or features that may have to be accommodated. Particular attention is given to the different environments that make up the street: walking, cycling, public transport, and other carriageway users. The overall purpose is to ensure that any works to a street reflect the wider 'place environment' within which the street is located.

- 2.9 The Detailed Design Manual (Part C) will provide the clear set of instructions required for practitioners to implement the changes, presented as a series of fact sheets. An important and significant part of the guidance, these sheets will draw together all of the Council's technical information in one place. The sheets will be illustrated and will include reference examples.
- 2.10 The fact sheets will be grouped under the four modes of travel; walking, cycling, public transport and other carriageway users. Each environment will provide information and details that reference back to the principles, setting out guidance on layouts, the fabric and the furniture and features. A sample set of the fact sheets is included in the draft guidance to provide an indication of the approach and content. The accompanying title pages outline the full range of fact sheets that will form part of the Detailed Design Manual.
- 2.11 The Appendices will provide the legal requirements and context for street design and will provide an outline of the design process that the Council will employ, drawing together the Government's requirement to consider planning and transport legislation (Roads Construction Consent) together.

### **Format of the Guidance**

- 2.12 While the draft guidance has been prepared as a word document, it is proposed that the final format of the guidance will be prepared for web use, rather than as a stand-alone document. This will allow the user to navigate through a complex range of layered information through the use of web based links and references.

### **Consultation Process**

- 2.13 The success of the guidance will depend upon the extent to which the users have confidence in it, thus consultation with user groups has been employed to guide and shape the street design guidance. Early consultation was used to set up and shape the review for the guidance, as outlined at the start of section 2 above. More recent awareness-raising presentations and workshops with stakeholders, at the Transport Forum and the Edinburgh Urban Design Panel (EUDP), and with elected members at the Transport and Environment Policy and Review Committee have been used to inform the scope of the policy and to provide direction for the principles and the detailed fact sheets. The advice given by the EUDP is provided in the report provided as Appendix 3.
- 2.14 It is proposed that a programme of public consultation and consultation targeted at key user groups will be employed to develop the draft guidance to its final form. The Consultation Plan is set out in Appendix 2. Residents, key stakeholders and interested parties will be asked to comment. Respondents will be encouraged to focus on key issues through a series of target questions using a survey monkey questionnaire. The consultation will seek to identify, through workshops and review sessions with groups and organisations, where there are key street issues to address. This will include those who have a particular interest in the street, including, for example, vulnerable road users, those with a role in developing place, local communities and action groups.

- 2.15 Developing the detailed fact sheets is ongoing and it is proposed to feed the details as they emerge into the consultation process. Additional targeted consultation will also take place with key stakeholders and groups who will be able to contribute to, and inform, the details.
- 2.16 When the Edinburgh Street Design Guidance is finalised, the detailed fact sheets will be made available for the Committee to view the entire document in context.
- 2.17 The consultation period will also allow the policy guidance and emerging detailed fact sheets to be 'road tested' by officers and practitioners. The results of this testing will inform the final version of the guidance.

### **Procedure for Committee Approval**

- 2.18 The Edinburgh Street Design Guidance will form one of the six new pieces of consolidated non-statutory planning guidance. It will be a material consideration in determining planning applications and should therefore be approved by the Planning Committee. However, it will also influence a wide range of works on the street under roads and transport legislation. Furthermore the Committee Terms of Reference and Delegated Functions places responsibility for public realm with the Transport and Environment Committee and the guidance, therefore, also requires the approval of the Transport and Environment Committee in respect of those matters within its remit.

## **3. Recommendations**

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It is recommended that the Committee:

1. approves the Edinburgh Street Design Guidance in draft for consultation for the purposes of providing planning guidance ; and
2. notes that the Guidance will also be reported to the Transport and Environment Committee for its approval in respect of those matters within its Terms of Reference.

### **Mark Turley**

Director of Services for Communities

## **Links**

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**Coalition pledges** P31 - Providing for Edinburgh's economic growth and prosperity.  
P40 - Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage.

**Council outcomes** CO7 - Edinburgh draws new investment in development and

regeneration.

C08 -Edinburgh's economy creates and sustains job opportunities

C09 - Edinburgh residents are able to access job opportunities

C019 - Attractive Places and Well Maintained- Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.

C026 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.

**Single Outcome Agreement**

S01 - Edinburgh's economy delivers increased investment, jobs, and opportunities for all.

S02 - Edinburgh's citizens' experience improved health and wellbeing, with reduced inequalities in health.

S04 - Edinburgh's communities are safer and have improved physical and social fabric.

**Appendices**

1. Edinburgh Street Design Guidance – draft for consultation
2. Consultation Plan
3. Report of the meeting of the Edinburgh Urban Design Panel 27 November 2013

**Appendix 1**

**Edinburgh Street Design Guidance - Draft for Consultation**



## Appendix 2

### Consultation Plan

The following table sets out how consultation with stakeholders has already informed the draft version of the Edinburgh Street Design Guidance and sets out the measures that will be adopted to consult with stakeholders during the formal consultation period.

Who	What	Why	When
<b>Phase 1- Establishing the scope of the review</b>			
External practitioners	Best Practice review meeting	To establish the format of the guidance	2011
Internal CEC practitioners	workshop	Awareness raising/ establish key issues	2011
Project Working Group	Best practice reviews	To establish current approaches and experience from other cities etc	2011-13
<b>Phase 2- Awareness raising/ testing</b>			
Edinburgh Urban Design Panel	Presentation	Feedback to inform the review and development of the guidance	2013
Transport Forum	Presentation and workshop sessions	Feedback to inform the review and development of the guidance	2013
Policy and Review Committee	Presentation and workshop sessions	Feedback to inform the review and development of the guidance	2013
Scottish Government Architecture and Place Division- Designing Streets Policy	Presentation/ meeting	Feedback to inform the review and development of the guidance	2013

Who	What	Why	When
Internal CEC practitioners	Review of the draft guidance	Feedback to inform the review and development of the guidance	2013/14

### Phase 3- Circulate Draft for Consultation

General Public	<p>Publish on the Council's website/ intranet</p> <p>Make available in Libraries</p> <p>Promote through range of communications- Forums and News Bulletins/ Leaders Report/ Outlook / Social Media</p>	Awareness Raising	Start of consultation March 2014
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Mail drop	Range of stakeholder groups, including community councils etc	Awareness raising	Start of consultation March 2014
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Survey Monkey	Through the Council web site	Target questions	Start of consultation March 2014
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### Phase 4- awareness raising and reviews

Forums and Community Councils/ Neighbourhood Partnerships	Presentations		March- June 2014
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Focus groups	Groups with a particular interest, vulnerable users	Feedback on the overall guidance and specific input to key areas of the document.	March –June 2014
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Edinburgh Urban	Presentation	Feedback to inform	March to June 2014
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Who	What	Why	When
Design Panel		finalisation of the guidance	
<b>Phase 5- road testing the guidance</b>			
Internal CEC practitioners	Testing the guidance	Highlight areas for review	March-June 2014

# Appendix 3

## Report from the meeting of the Edinburgh Urban Design Panel 27 November 2013

EDINBURGH URBAN DESIGN PANEL		REPORT	
Edinburgh Street Design		of meeting held at the City Chambers on 27 November 13	
<b>Presenters</b>			
Will Garrett	City of Edinburgh Council	Andrew McBride	City of Edinburgh Council
<b>Panel members</b>			
David Leslie	Chair – City of Edinburgh Council	Johnny Cadell	Architecture + Design Scotland
Marion Williams	The Cockburn Association	Ben Rainger	EAA
Neil Greenshields	EAA	Sole Garcia Ferarri	ESALA
Ian Thomson	Historic Scotland	Bob Bainsfair	Landscape Institute Scotland
Steve McGill	Lothian + Borders Police	Richard Llewellyn	Napier University
Hugh Crawford	RTPI in Scotland	Susan Horner	Secretariat – City of Edinburgh Council
<b>Apologies</b>			
Jimmy Morgan	Heriot Watt University		

### Executive Summary

The Panel welcomes being able to input into the emerging Edinburgh Street Design Guidance at this very early stage. It should be noted that what was reviewed is not the full draft of the document and so the advice contained are not comments on the draft that will be viewed by Planning Committee in February. The Panel supports the notion of having street design guidance for Edinburgh. Based on what was presented, it does appear that the document could benefit from some refinement with the aim of making it simpler and more consistent with the Scottish Government's policy statement, Designing Streets.

### Main Report

#### 1 Introduction

This report relates to Edinburgh Street Design Guidance.

- 1.1 This is the first time that this guidance has been reviewed by the Panel.
- 1.2 No declarations of interest were made by any panel members in relation to this scheme.
- 1.3 This report should be read in conjunction with the pre meeting papers which provide an overview of the guidance.
- 1.4 This report is the view of the Panel and is not attributable to any one individual. The report does not prejudice any of the organisations who are represented at the Panel forming a differing view about the proposals at a later stage.

#### 2 Planning Process

- 2.1 The guidance has been developed through workshops and consultation with various stakeholders. It is proposed that a draft guidance document will go to Planning Committee in February 2014 and then out for consultation.

#### 3 Overview

- 3.1 The Panel supported the aspirations of the Guidance and the dialogues between the various professional disciplines within CEC particularly with transport planning and encouraged this particularly with respect to the design of 'place critical streets'.
- 3.2 It is important that the expectations for street design are clearly articulated to all involved in street design. The aim of the project in simplifying existing guidance and adhering to the ethos of the Scottish Government's policy statement, Designing Streets is laudable.
- 3.3 It is vitally important however that in creating a locally based document that the principles within the Scottish Government's Designing Streets Policy is not undermined.

Edinburgh Street Design – Edinburgh Urban Design Panel

- 4 How it is presented**
- 4.1 The success of the document will depend on how it is put together and the detail of what it states.
- 4.2 The Panel also asked the question of 'Who is it for? and who will use it?'. The Panel were unclear who and how it will be used and whether it would make a difference to the final outcome. The Panel warned against the guidance becoming more of an internal CEC document rather than a document that would be used by design teams. The document needs to be written for the people who are using it and for those it is designed to influence. A document that is primarily for lay people needs to be written in a way that they will understand, while a document that is for professionals may be written in a more technical language.
- 4.3 The Panel expressed concern at how the 'street categories framework' and 'design summary specification' sections of the guidance would work and allow the delivery of good place making. It was suggested that the guidance should not refer to a 'street framework' but 'a place'. It was suggested that the headings in the 'street categories framework' were inevitably un-related to the multiplicity of localised conditions that make up actual places, high streets, mixed use areas and conservation areas are not covered, for example. The narrow categorization according to street types risks an approach that overlooks variations in neighbouring contexts, built form characteristics and mixture of land use.
- 4.4 While the movement / place matrix of street types does contain a broad range of streets, it is insufficient to cover every different street type in Edinburgh. If the direction provided by it is too prescriptive, this could undermine the approach set out by Designing Streets of place specific multi-disciplinary design.
- 4.5 The Panel also expressed concerns regarding the proposed images in the 'street categories' section of the guidance as again they do not show 'place'.
- 4.6 The Panel suggested that a more graphic approach to the guidance may help with its legibility. For example the Policy Statement for Scotland Designing Streets shows clearly through a diagrammatic map [page 4] the extent of where Designing Streets policy and guidance should be applied and where the road should be designed to the Design Manual for Roads and Bridges (DMRB) standard. Such an approach to the Edinburgh Street Design Guidance would help clarify where the ESDG applies and it likely to help simplify proposed matrix.
- 4.7 There is an argument that street design should always seek to prioritise pedestrians highly in any context – if the aims of Designing Streets are to be achieved.
- 4.8 The Panel were of the view that the Guidance could become overly complex, too prescriptive and most importantly not place specific. There was a concern that the Guidance should allow a Design Team to respond with an appropriate place specific design and not encourage a more engineered "tick box" approach. To avoid this, it should be written in such a way that it is not too prescriptive and advocate a multidisciplinary approach to design
- 5 Changing the mindset**
- 5.1 There will be significant benefits to creating a document that changes the mindset of those involved in street design who currently advocate /a standard based approach to design. If this document can help change that, that is for the good.
- 5.2 The Panel acknowledged the difficulties in delivering good streets given the polarity of views to 'Place' between urban designers and civil engineers. The Panel acknowledge that this is a fundamental issue and while culture change takes time, work is underway particularly through University and college courses.
- 6 Other matters**
- 6.1 Lighting is a key component of street design and the Council's expectations for it should be set out in the document.

- 6.2 The Panel discussed the amount of 'street clutter' within the City's historic core and suggested that as part of this Guidance it may be appropriate to identify a lead designer who is responsible for the design of the entire street. This would allow all of the elements of the street design to be coordinated ie: signage, lighting etc. as this 'clutter' can undermine the attractiveness of streets.
- 6.3 Many existing streets around the city could benefit from significant improvement with many in need of a radical overhaul in their design. This document should seek to address existing streets as much as it sets out requirements for new streets within the city.
- 6.4 It was suggested that the draft guidance should be applied to a real proposal for testing.

## 7 Recommendations

- 7.1 In developing the proposals the Panel suggests the following matters should be addressed:
- Simplification.
  - The Guidance must consider 'place' before movement.
  - Further consideration as to who the Guidance is for and how it will be used.
  - Reconsider the graphic and imagery used in the document.
  - The Guidance should come back to the Panel once further developed.

/

# EDINBURGH STREET DESIGN GUIDANCE

DRAFT FOR CONSULTATION

February 2014



◆ EDINBURGH ◆  
YOUR COUNCIL - YOUR ENVIRONMENT

## Versions and Acknowledgements

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Version	Amendment
12 February 2014	Draft for Planning Committee approval for Public Consultation

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This version is to be considered for consultation by the Planning Committee in February 2014.

The most current version of and updates/addenda to this Guidance will be posted at [ ]. Readers may register to receive updates by email.

This Street Design Guidance was prepared for the City of Edinburgh Council's Services for Communities by a multidisciplinary team:

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The project team reviewed other cities' guidance (referenced in Section Section D1-2) in producing this guidance. The assistance of Halcrow Group Limited, in the early development of this guidance, is acknowledged.



## Executive Summary

This Guidance has been produced for three reasons:

1. To ensure local street design practices in Edinburgh align with Designing Streets, the Scottish Government's policy on street design
2. To ensure that street design supports the Council's wider policies, in particular transport and planning policies
3. To bring together previously separate Council guidance on street design, to achieve coordination and coherence

The challenge of making places better for people whilst not causing undue congestion or delaying other street users (depending on the location or time of the day) is at the core of this guidance.

### Scope of the Guidance

This Guidance will be used for all projects that maintain, alter or construct streets including urban paths in Edinburgh. Such projects include:

- **Carriageway and footway maintenance and renewals**
- **New streets associated with development or redevelopment**
- **Design alterations to existing streets including surfaced paths**

This Guidance will be of interest to a wide range of people, from Council designers and Planning Officers, through to private developers and community groups or individual members of the public.

### Status of the Guidance

**This document should be read alongside Designing Streets** which is translated into detailed design guidelines for Edinburgh by this Guidance.

This Guidance is supplementary to the Council's policies for planning and transport in the Local Development Plan and the Local Transport Strategy. It is one of six, user-focused, non-statutory guidance documents interpreting Local Development Plan policies; the Edinburgh Design Guidance, which deals with buildings, is another of these sitting alongside this Guidance.

### Goals and values

Edinburgh's design approach is guided by its values for street design, set out overleaf. These build on the six qualities of places in Designing Streets<sup>1</sup>. The goal is to find the appropriate fit between these in creating successful streets across the city.

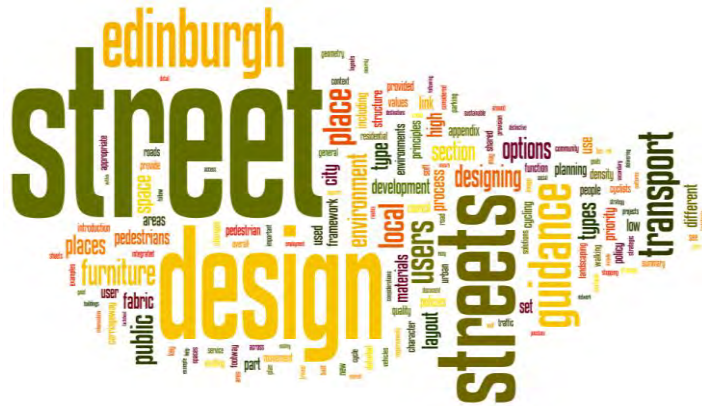
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<sup>1</sup> Distinctive; Safe & pleasant; Easy to move around; Welcoming; Adaptable; Resource efficient.

## Executive Summary

To ensure that Edinburgh's streets are designed to be:

- attractive and distinctive, supporting places of interest
- welcoming, inclusive and accessible
- helpful in making Edinburgh's transport and ecological systems more sustainable
- legible and easy to get around
- safe
- responsive to the needs of local communities
- cost effective in design



## How this guidance works

**Identify STREET TYPE** by interpreting street's 'place' and 'link' role

**Use PRINCIPLES SHEETS** to identify priority street users to emphasise in design

**Formulate STREET DESIGN OPTIONS** and the overall **DESIGN CONCEPT**

**Use DETAILED DESIGN FACTSHEETS** to design and engineer the scheme

## Approach to Edinburgh Street Design Guidance

Edinburgh's challenges are posed in the Edinburgh Design Guidance. We build on this, Designing Streets' policies and Edinburgh's goals and values by working to fulfil the following approaches.

- **Changes in how we do things**
  - **We will follow a design process that starts by considering the street as a place**
- **Changes in what we do**
  - **We will recognise that streets have an important non-transport role**
  - **Street design will prioritise improving conditions for pedestrians, cyclists and public transport users in most streets**
  - **We will provide integrated design solutions for more than one mode of transport**
  - **We will use signs, markings and street furniture in a balanced way, providing them where they provide a positive function for street users**

Delivering these will require a coordinated and integrated approach.

## Using a framework to guide street design

The guidance categorises the city's streets into 25 street types. A matrix illustrates this, using streets' relative place and link functions.

Some local design situations may be identified as part of the design process. These are important in delivering Edinburgh's goals and values. This Guidance does not examine the design of unsurfaced rural paths or the Scottish Government's trunk roads and motorways.

## Priority street users and applying design options

During the design process, the whole street environment should be considered, with priority user groups emphasised during the design process; these are set out in the Principles Sheets. For example, streets can be based around one or often more types of user environment – streets as places, and for walking, cycling, public transport, and general carriageway use. These environments (or spaces) are often shared and overlap, therefore steps should be undertaken to assess the potential for integrated design across modes of transport and for different users. Street design options include LAYOUT AND GEOMETRY, FABRIC AND MATERIALS, STREET FURNITURE and SOFT LANDSCAPING, detailed below. Drainage (including sustainable urban drainage systems (SUDS)), utilities and servicing, use of streets by large vehicles, and gradients are also key elements in design.

- **layout and geometry** looks at the planning of the street including positioning of street furniture
- **street furniture** relates to the choices of items installed on the surface of the street, their specification and how they are fitted
- **fabric and materials** relate to the surface materials which are used to walk, ride or drive on and their underlying construction
- **soft landscaping** relates to the amount, size and positioning of trees, grass and planting

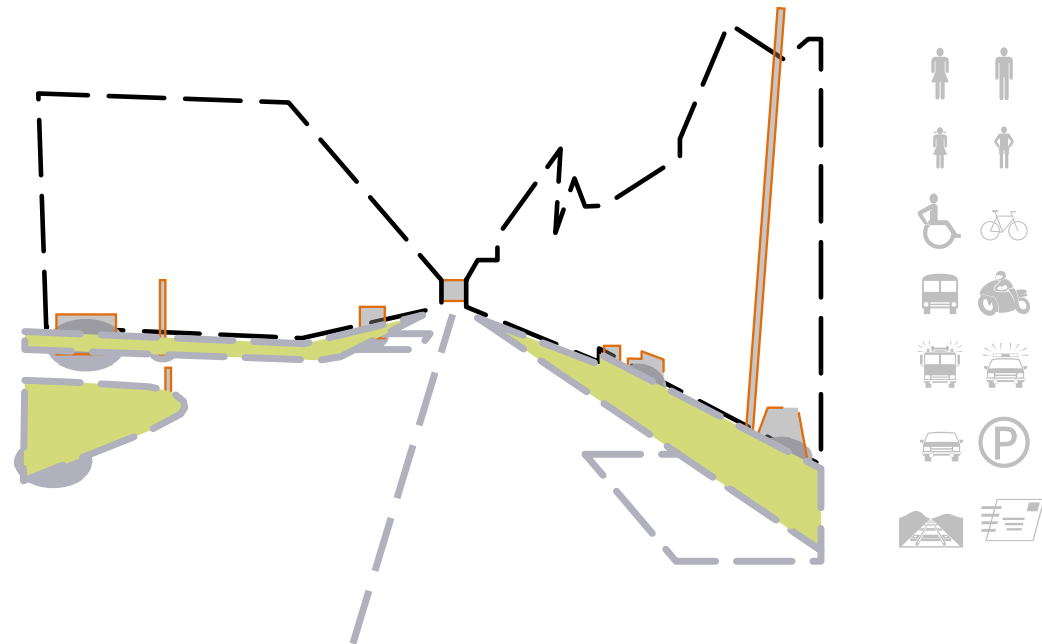
**Design Principles and Details**

Streets with a greater range of users, particularly those with higher numbers of pedestrians, will have a greater number of elements to be included in street design. Streets with relatively few different types of user, or few users in total, will be much simpler in their requirements.

Historically, different Council guidance documents have provided guidance on designing environments for different users. This guidance reflects the new integrated thinking about designing and sharing street space.

Detailed advice is presented by user environment through factsheets, as illustrated, right.

<ul style="list-style-type: none"> <li>• <b>Pedestrian Environment</b>  <b>Layout and geometry</b>                      Pedestrian Zone                      Crossing                      Shared  <b>Fabric and materials</b>                      Footway                      Kerbing  <b>Furniture</b>                      Waste                      Bollards                      Traffic Signals                      Seating                      Trees &amp; Vegetation  <b>General Furniture</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>General carriageway environment</b>  <b>Layout and geometry</b>                      General                      Intersections                      Parking &amp; Loading                      Traffic Calming                      Road Markings  <b>Fabric and materials</b>                      Surfacing  <b>Furniture</b>                      Drainage</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Public Transport Environment</b>  <b>Layout and geometry</b>                      Bus                      Tram  <b>Fabric and materials</b>                      Public Transport Lanes  <b>Furniture</b>                      Public Furniture</li> <li>• <b>Cycling Environment</b>  <b>Layout and geometry</b>                      Cycle Lanes                      Transitions  <b>Fabric and materials</b>                      Cycleway Materials  <b>Furniture</b>                      Cycle Parking</li> </ul>
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## Contents

Versions and Acknowledgements .....	2
Executive Summary .....	3
Contents .....	7
How the guidance is set out .....	14
A1 Purpose of this Guidance.....	16
A1-1 Terms used in this guidance .....	16
A1-2 Design options – overview .....	19
A2 Scope and Status of this Guidance.....	20
A2-1 Scope of this Guidance .....	20
A2-2 Who this Guidance is for .....	21
A2-3 Status and Policy Context .....	21
Role of Designing Streets .....	22
Use of DMRB .....	22
Context of other guidance in Edinburgh and Scotland.....	23
A3 Historical and Planning Context for this Guidance .....	24
Why is Edinburgh special?.....	25
Historic development and character areas .....	25
Recent policies .....	25
Local Development Plan (LDP).....	26
A4 Edinburgh's Goals and Values for street design.....	27

## Contents

A5 What changes will we see?.....	29
A5-1 Changes in <b>how</b> we do things.....	30
A5-2 Changes in <b>what</b> we do .....	30
A6 – Overall Process .....	32
A6-1 Street Design and Development.....	32
A6-2 Using this guidance.....	32
B1 Using Section B .....	34
Structure of Sections B and C .....	34
Applying the Street Design Process .....	35
B2 Introducing Edinburgh’s Street Framework .....	36
Edinburgh Street Framework – A Guide to Edinburgh’s Streets .....	36
B2-1 Local design situations .....	37
B3 Overview of Street Users and Design Options .....	38
Example principles sheet: .....	38
B3-1 Introduction to street user priorities .....	39
Street user priorities in the Edinburgh Street Framework .....	40
B3-1-1 Considering streets as places .....	41
Importance of scale.....	42
Functions of a street for place .....	42
B3-1-2 Considering streets for walking .....	43
B3-1-3 Considering streets for cycling .....	44
B3-1-4 Considering streets for public transport.....	45
B3-1-5 Considering streets for general carriageway users.....	46

## Contents

B3-2 Introduction to design options .....	47
B3-2-1 Introduction to layout and geometry .....	48
Using shared surfaces .....	48
B3-2-2 Introduction to street furniture .....	49
B3-2-3 Introduction to fabric and materials .....	50
B3-2-4 Introduction to soft landscaping.....	51
B4 Edinburgh's Street Structure .....	52
B4-1 Links to Designing Streets.....	52
B4-1 Edinburgh's contribution to street design.....	53
B4-2 Referencing Existing Street Types .....	53
Examples .....	53
B5 Design Principles for each Street Type .....	55
How do principles vary across street types? .....	55
B5-1 Principles Sheets .....	58
Note on Car Parking Standards regarding Street Design .....	58
Note on road widths on strategic routes .....	58
Structure of principles sheets .....	59
Order of information .....	59
Common elements .....	60
Strategic Retail .....	61
Strategic Residential (High density).....	62
Strategic Employment .....	63
Strategic Residential (low density).....	64

## Contents

Strategic No frontage.....	65
Secondary Retail .....	66
Secondary Residential (High density).....	67
Secondary Employment .....	68
Secondary Residential (low density).....	69
Secondary No frontage.....	70
Local Retail .....	71
Local Residential (High density) .....	72
Local Employment.....	73
Local Residential (low density) .....	74
Local No frontage .....	75
Service Retail .....	76
Service Residential (High density) .....	77
Service Employment.....	78
Service Residential (low density) .....	79
Service No frontage.....	80
C Detailed Design Manual – the street design options .....	82
C-1 Factsheet Contents.....	82
Pedestrian Zones – Widths.....	83
Pedestrian Zones - Crossovers .....	84
Crossings – Zebra Crossing .....	85
Crossings – Signalised Crossing .....	86
Crossings – Uncontrolled.....	87



## Contents

Shared – Home Zones .....	88
Cycle Lanes – On Road .....	91
Cycle Lanes – Separated Lanes (Types).....	92
Cycle Lanes – Footway (Separated and Shared) .....	94
Transitions – Bus Stops.....	95
Transitions – Joining/Leaving Carriageway .....	98
Geometry - Widths.....	99
Geometry – Corner Radii.....	101
Unregulated Junction.....	103
Continuous Junction (Gateway Entrance).....	104
D1 Glossary and references.....	106
D1-1 Glossary .....	106
D1-2 Bibliography.....	110
D2 Background appendices .....	113
Appendix 1 Street categories – places and links .....	115
Places .....	116
1.1 Shopping/high streets.....	116
1.2 Residential places - medium to high density .....	118
1.3 Employment places (Non-retail).....	119
1.4 Residential places (low density).....	120
1.5 Rural and other no frontage streets .....	120
Links.....	121
1.6 Main streets.....	121

## Contents

1.6.1 Strategic routes .....	121
1.6.2 Secondary routes .....	121
1.7 Neighbourhood streets .....	122
1.7.1 Local routes .....	122
1.7.2 Service routes .....	122
1.7.3 Paths.....	123
1.8 Local Considerations Checklist.....	124
Appendix 2 Consultation to Date.....	126
Appendix 3 Design Process Methodology for Integrated Street Design.....	128
Integrated street design Flow Chart.....	128
3.1 Delivering integrated design for different sizes of project.....	130
3.1.1 Project Type.....	130
3.1.2 Table – integrated design approach guidelines for different sizes of project-.....	130
3.1.2 Flow Chart for Large/Very Large Projects .....	132
3.2 Guidance on segmenting the street network.....	133
3.3 Respond to local context .....	135
Appendix 4 Designing Streets risks.....	137
Appendix 5 Street Types summary tables.....	142
5.1 Social environment.....	143
5.2 Walking environment .....	143
5.3 Cycling environment .....	144
5.4 Public transport environment.....	145
5.5 Carriageway environment.....	145

Contents

Appendix 6 Equalities..... 146

## How the guidance is set out

This structure of this guidance is based on Designing Streets and the Edinburgh Design Guidance (see [Section A2-3](#)). There are chapters on the **context of the document**, **overall design concepts**, and **detailed design guidance**. The content of these sections is outlined, right.

This guidance refers to Designing Streets for guidance on [Street Structure](#), and particularly develops the [Street Detail](#) from Designing Streets, setting out its detailed application in Edinburgh.

**If you are a designer you will mostly wish to refer to Section C, the Technical Design Manual, referring back to earlier section of the guidance as necessary to guide its application.**

**SMALL CAPS** define technical terms included in the glossary. [Links](#) are provided to section headings where further information may be found. Policy objectives are emphasised by the term “**will**” (**emboldened**).

Some drafting notes in this version are retained in [square brackets]. This version contains some temporary images and graphics which will be replaced in the final publication.

PART A	INTRODUCTION	<b>INTRODUCTION (A1)</b>	<ul style="list-style-type: none"> <li>✓ Understanding why the Council has developed the guidance and where the important requirements come from</li> </ul>
		<b>WHY THE GUIDANCE HAS BEEN PRODUCED</b>	<ul style="list-style-type: none"> <li>✓ Finding out how the street design guidance should be applied alongside other guidance</li> <li>✓ Understanding what the guidance is trying to achieve for different interests</li> <li>✓ Seeing how the changes sit within Edinburgh’s existing policies</li> <li>✓ The key changes to street designs</li> <li>✓ How the guidance should be used</li> </ul>
PART B	DESIGN OVERVIEW	<b>STREET FRAMEWORK</b>	<ul style="list-style-type: none"> <li>✓ Understanding the categorisation of existing and new streets in Edinburgh by place type and link type</li> </ul>
		<b>STREET USERS AND DESIGN OPTIONS</b>	<ul style="list-style-type: none"> <li>✓ Understanding the range of design options that affect the look, feel and function of streets</li> <li>✓ Understanding relevance of Edinburgh’s existing streets in design</li> </ul>
		<b>STREET PRINCIPLES</b>	<ul style="list-style-type: none"> <li>✓ Understanding what design options apply to different streets and how users are prioritised in different streets</li> </ul>
PART C	DETAILED DESIGN MANUAL	<b>INTRODUCTION TO DESIGN MANUAL (C-1)</b>	<ul style="list-style-type: none"> <li>✓ Organisation of advice into user environments</li> </ul>
		<b>TECHNICAL FACTSHEETS</b>	<ul style="list-style-type: none"> <li>✓ Detailed design options for fabric, furniture, layout and geometry and soft landscaping design</li> <li>✓ Design options that can be used to deliver streets as places</li> </ul>

# Section A Introduction

Section A sets out why the guidance has been produced.

The key aims are the street design should:

- Relate to the objectives set out in Designing Streets, the Scottish Government's street design policies
- Be applied consistently to all new development projects as well as schemes affecting existing streets, to deliver the broader aims of planning and transport-related policies across the city
- Relate to the existing context of the built environment of Edinburgh, carrying through learning from existing good examples and positive learning from areas of the city that do not so fully demonstrate modern urban design
- Deliver the qualities set out in Designing Streets through Edinburgh's own related goals and values
- Be led by a process that considers the street as a place first, by recognising the non-transport roles that streets have, and by improving conditions and integrating solutions for pedestrians, cyclists and public transport users as a priority whilst not causing undue congestion or delaying other street users (depending on the location or time of the day)

## A1 Purpose of this Guidance

- The content of this Guidance relates to the objectives set out in *Designing Streets*, the Scottish Government's street design policies

This Guidance describes design approaches on Edinburgh's streets.

It has been produced for three main reasons:

1. To ensure local street design practices in Edinburgh align with **Designing Streets**, the Scottish Government's policy on street design
2. To ensure that street design supports the Council's [wider policies](#), in particular transport and planning policies
3. To bring together previously separate Council guidance on street design, to achieve coordination and coherence

The aim is to co-ordinate street design, by considering the function of a street first as a place, and then for movement; approaches are summarised in [Section A5](#). Better places (discussed in [Section B3-1-1](#)) allow people to access a wide range of activities, whilst not causing undue congestion or delaying other street users (depending on the location or time of the day).

**Making places better for people is at the core of this guidance**

### A1-1 Terms used in this guidance

There are some specific terms used consistently throughout this guidance with specific meanings. It is recommended that readers familiarise themselves with these terms as necessary, set out as follows.

### Street framework

The street framework presents a guide to different types of street in Edinburgh, organised according to their importance in the transport network, alongside the importance as a place to live.

### Street type

Street type is the classification of a street which arises from the combination of link type (how people use a street to travel) and place type (how people use the street as a place).

### Link type

Link type reflects the importance of a street or section of street in moving types of traveller, ranging from strategic routes with high volumes of potentially many different modes of transport to neighbourhood paths with just one or two modes.

### Place type

Place type reflects the importance of a street or section of street in providing a civic space or community function which contributes towards better places to live: ranging from shopping streets, with many pedestrians exercising non-transport functions such as socialising and strolling, to streets with no requirements for spaces for this kind of activity, such as beyond the edge of the city.

### **Street network**

The street network is a way of expressing the network of all the different link types put together.

### Street structure

The street structure is the pattern in which the street network is laid out, in terms of the proportion of and relationship between streets of different types, how long/short or linear they are, and the relationships between the width of the street and the heights or presence of buildings along the street. It determines how easy it is to get from street to street and to find your way around in a well proportioned place.

### **Public realm**

Public realm is a way of describing the collection of the spaces for places in the street network.

### Street principles

Street principles are the collection of guidelines for each street type. These present design options and users to be considered a priority in the design process.

### User environments

A user environment is the distinct or shared zone (or space) for place use or transport users. Each use and **user** (including pedestrians, cyclists, public transport users, and general carriageway users) will have an amount of space devoted to it/them according to the street principles for that street.

### User priorities

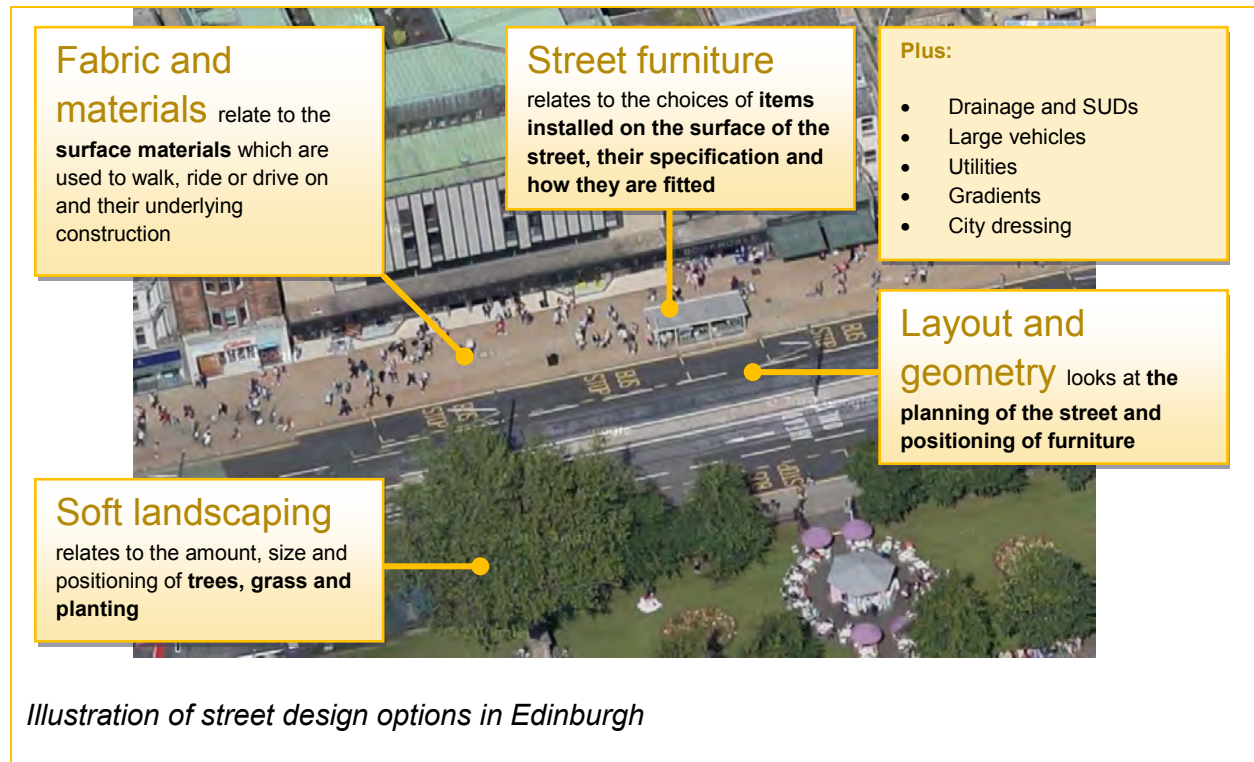
User priorities are the emphasis in the design process that should be afforded to different street users. Whilst this is a desirable starting point, there may be a balancing of demands from street uses and users in the outcome of the overall street design process.



## A1-2 Design options – overview

The overall structure of DESIGN OPTIONS is set out in the diagram (right), further explained in [Section B3](#).

Options will vary according to street type, and describe how the street might be designed or altered: the materials chosen, the street furniture used, the layout between different uses/users, and natural features such as trees and vegetation.



## A2 Scope and Status of this Guidance

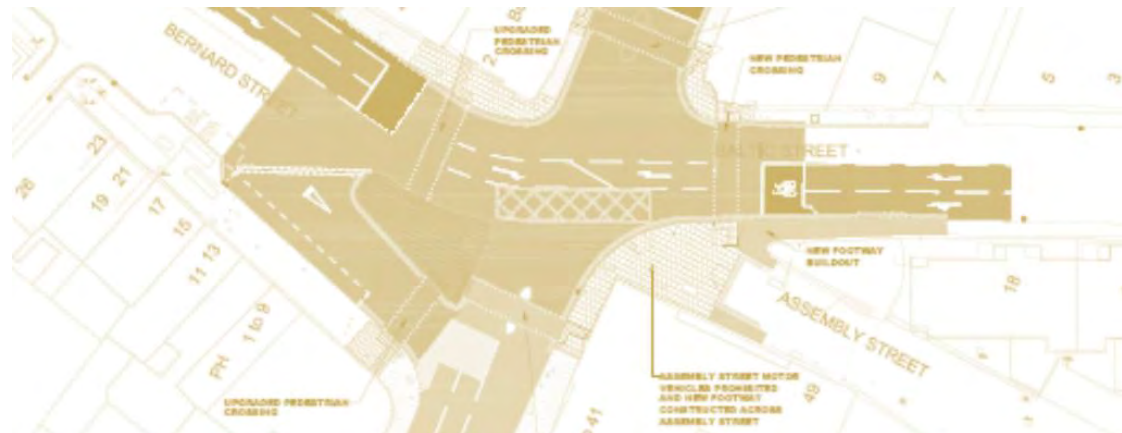
- This guidance should be applied consistently to all new development projects as well as schemes affecting existing streets, to deliver the broader aims of planning and transport-related policies across the city

### A2-1 Scope of this Guidance

This Guidance will be used for the design of all aspects of projects that maintain, alter or construct streets including urban paths in Edinburgh. Such projects include:

- Carriageway and footway maintenance and renewals
- New streets associated with development or redevelopment
- Design alterations to existing streets including surfaced paths

The document does not examine the design of unsurfaced rural paths or the Scottish Government's trunk roads and motorways.



## A2-2 Who this Guidance is for

This guidance is for use by anyone changing or adding to any part of the street network in Edinburgh or anyone experiencing this change. It will be of interest to a wide range of people, from Council designers and Planning Officers through to private developers and community groups or individual members of the public.

Residents may be interested in a proposal or want to know why their street is being changed or redesigned. Officers in the Council may be relying on this guide to ensure street design solutions are properly applied, whilst expert design users may be relying on the detail in [Section B](#) to inform design drawings. The Guidance is designed to dip in and out of, depending on the background of each user and their interests.

Being involved in the consultation on this Guidance is the first step for communities and individuals to be involved in scheme designs, but involvement in projects is an ongoing process.

The Guidance will be applied to various Council activities including its footway maintenance and cycling capital programmes, as well as public realm schemes. Maintenance priorities, such as guardrail assessment and street de-cluttering, will be informed by this Guidance.

## A2-3 Status and Policy Context

This Guidance will be the first point of reference for all street design in Edinburgh. It supersedes the previous City of Edinburgh Council publications Standards for Streets (2006), Movement and Development (2000) and the Edinburgh Standards for Urban Design (2003) (listed in [Section D1-2](#)). Other documents should generally be used only where referenced.

This Guidance is supplementary to the Council's policies for planning and transport in the **Local Development Plan** and the **Local Transport Strategy**. This Street Design Guidance is one of six, user-focused, pieces of non-statutory guidance that interpret the policies set out in the Local Development Plan. The Edinburgh Design Guidance deals with buildings and sits alongside the Street Design Guidance.

This Guidance has a strong influence on local communities and is in part delivered at a neighbourhood level. The Edinburgh Partnership's priorities for delivering a better quality of life which relate to street design are listed in the following section.



## Role of Designing Streets

This Guidance should be read alongside **Designing Streets (right)** which is translated into detailed design guidelines for Edinburgh by this Guidance.

## Use of DMRB

In accordance with Designing Streets<sup>2</sup>, the **Design manual for Roads and Bridges (DMRB)** standards should not be used unless specifically directed in the detail of this Guidance or where this Guidance does not cover an issue.

There are some instances in which the detail of this guidance sets out an approach different to that in the DMRB or other Scottish government guidance. Where appropriate these different approaches will be accompanied by a risk assessment.

<sup>2</sup> "Design manual for Roads and Bridges (DMRB) is the standard for the design, maintenance and improvement of trunk roads and motorways. There are some locations, however, where a more sensitive design that follows the principles of Designing Streets may well be appropriate, such as where a small burgh High Street is also a trunk road. Most importantly, a multi-disciplinary approach, full community engagement and a balanced appreciation of context and function is fundamental to successful outcomes in such cases." (Designing Streets, p4)



## Designing Streets policies:

“Street design must consider place before movement. **B2**”

Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals. **B6**

Street design should meet the six qualities of successful places, as set out in *Designing Places*. **A4**

Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach. **B3**

Street design should run planning permission and Road Construction Consent (RCC) processes in parallel.” **A6**

## Context of other guidance in Edinburgh and Scotland

The Edinburgh Street Design Guidance is informed by the following key policies and guidance as discussed in [Section A3](#).

### Acts

- Climate Change Act
- Equalities and Human Rights Act
- Planning Act
- Transport Acts
- Roads Act

### Scottish and Regional Policy

- National Planning Framework
- National Transport Strategy
- [National Design Framework (SCOTS)]
- Designing Streets and Designing Places
- SESPlan Strategic Development Plan
- SESTRAN Regional Transport Strategy

### Technical Advice

- Design Manual for Roads and Bridges
- Sustrans Design Guidance
- Transport Assessments and Travel Plans
- CROW Design manual for bicycle traffic

### City of Edinburgh Council Supporting Plans and Policies

- Parking Standards
- Public Realm Strategy
- Trees and Development
- Public Art Strategy
- Sustainable Lighting Strategy
- Edinburgh Design Guidance
- Community Plan
- Corporate Plan
- Local Transport Strategy
- Transport Action Plans e.g. Active Travel Action Plan
- Local Development Plan
- Area Development Frameworks
- Area Design Codes
- Character Area Assessments

### Neighbourhood and Community Evidence

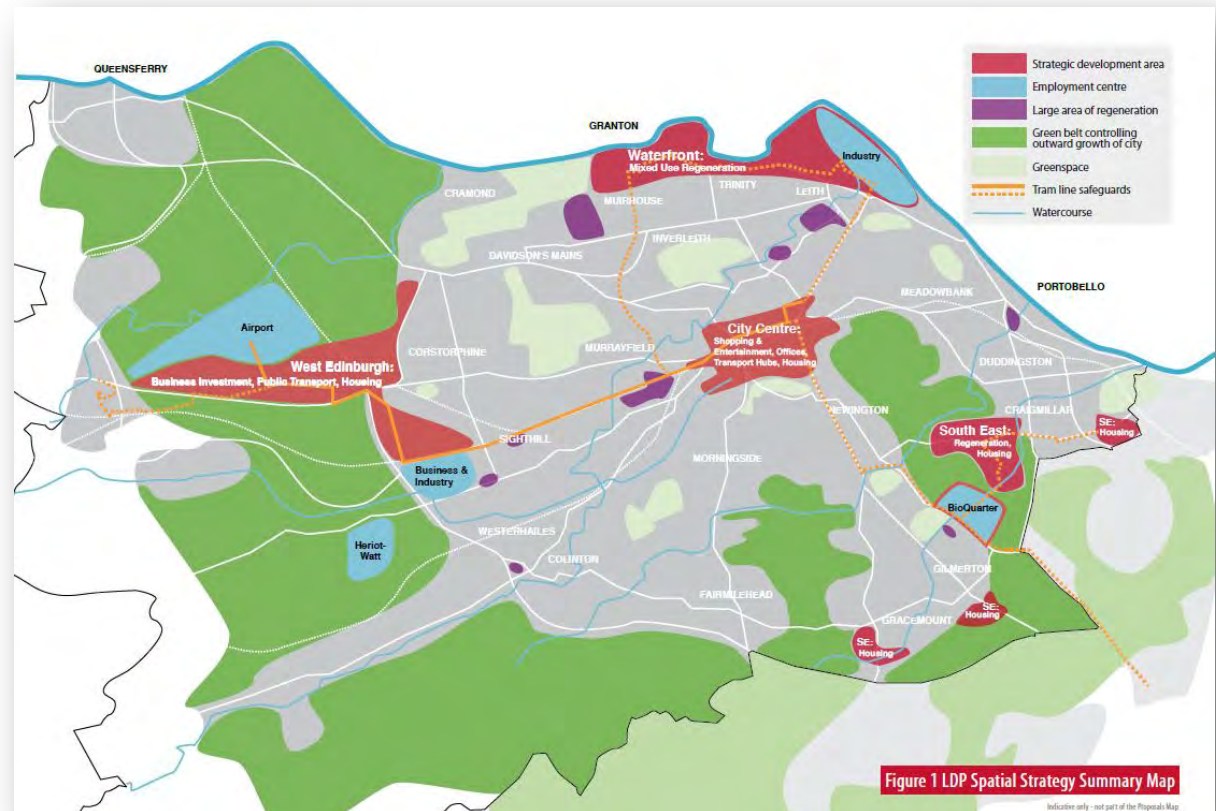
- Neighbourhood Plans
- Community Street Audits

## Edinburgh Partnership Outcomes:

“Edinburgh is a thriving, successful and sustainable capital city, in which all forms of deprivation and inequality are reduced; Edinburgh’s children and young people enjoy their childhood and Edinburgh’s citizens experience improved health and well-being with reduced inequalities in health; Edinburgh’s economy delivers increased investment, jobs and opportunities for all Edinburgh’s communities are safer and have improved physical and social fabric.”

## A3 Historical and Planning Context for this Guidance

- Street design should relate to the existing context of the built environment of Edinburgh, carrying through learning from existing good examples and positive learning from areas of the city that do not demonstrate compliance with modern urban design so fully



[ABOVE MAP TO BE REPLACED WITH MAP SHOWING HISTORICAL EVOLUTION OF EDINBURGH'S BUILT-UP AREAS]

The city of Edinburgh developed through time giving each area a distinct character. What makes Edinburgh special is described in the **Edinburgh Design Guidance** (p8-9). This is summarised in relation to street design below, with examples of street design detailed in [Section B4](#).

### Why is Edinburgh special?

Edinburgh's city centre has a powerful and distinctive character created by its topography, geological history and the unique form of its historic environment, consisting of the Old and New Towns separated by what are now Princes Street and its gardens. This character makes a contribution to the city's quality of life, to its status as a World Heritage city and to its position as a major visitor destination. This provides potential templates for the development and expansion of the rest of the city.

### Historic development and character areas

Each area of Edinburgh has its own distinctive built form, with street design being a fundamental contribution to local quality of life. There is considerable variation in the visual character and the density of development, but a unifying characteristic is that most areas of the city are highly permeable on foot. Certain details of the original street design can make them difficult for use by pedestrians, for example lack of dropped kerbs, and in some areas generous road and junction designs can encourage higher traffic speeds.

During the second half of the 20<sup>th</sup> Century there was an increasing emphasis on catering for and

copied with the car. In an attempt to specifically design roads for motor traffic, areas for living were kept separate from major roads, and design standards, combined with an unimaginative approach to new development, led to new streets lacking a sense of place, to impermeable layouts, and to main roads that are hostile for those not inside a vehicle. The result is incompatible with environmental sustainability and has contributed to a decline in social, civic, physical, and economic activity on streets.

### Recent policies

For over 20 years Edinburgh has pursued a transport strategy focussed on strengthening the role of public transport, walking and cycling. Over this period, design practice has increasingly addressed historic problems by favouring street designs that support healthier and more sustainable ways of getting around, and planning policies have sought to support this. Scottish Government policy in Designing Streets now explicitly supports this approach by requiring consideration of the role of streets as places before their role as movement corridors.

The Council wishes to design streets by always considering their role as a place first and which prioritise movement on foot, by cycle and by public transport. Improving streets across the city using this design guidance will contribute towards sustainable development. Specifically, the guidance delivers the policies in the Local Development Plan and others in table, overleaf.

## Local Development Plan (LDP)

Relevant sections of the LDP are as follows:

- **Part 1**  
Section 5 – A Plan for All Parts of City
- **Part 2**  
Section 2 – Design Principles for New Development  
Section 7 - Transport

This guidance will inform the site specific design guidance in the LDP in delivering new developments. The LDP recognises that good design can help achieve a wide range of social, economic and environmental goals, creating places that are successful and sustainable, and that the design of a place can define how people live, how much energy they use, how efficient transport systems are and whether businesses succeed. The detail of area development frameworks will also be facilitated.

	Role of Street Design Guidance	Key Policies
<b>Local Transport Strategy (LTS)</b>	The LTS aspiration to give greater priority to pedestrians and cyclists in street design and management is facilitated by this guidance. Objectives for sustaining a thriving city support the economic vitality of the city centre, traditional centres and local shops, the development in the growth areas of the city through the provision of necessary transport infrastructure, improvements in the quality of life in Edinburgh’s residential areas, and minimising the need for car use.	<b>Policy Thrive2 (p20)</b> <b>Policy Streets1 (p34)</b> <b>Policy Walk1 (P42)</b> <b>Policy Walk6 (p43)</b> <b>Policy PCycle1 (p45)</b>
<b>Strategy for Jobs</b>	The Economic Strategy sets out a Development and Regeneration programme to support sustainable physical development and regeneration including regenerating Edinburgh's town centres. This design guidance can strongly assist in delivering the detail of these proposals. In particular, this Guidance contributes towards public realm improvements that strengthen retail performance, care for the city’s heritage and character, and help the city’s four development zones progress, creating opportunities for well-designed housing and commercial development.	<b>Programme 1</b>
<b>Delivering Capital Growth</b>	Delivering Capital Growth identifies actions to continue the physical renewal and growth of Scotland's Capital, focusing on the next stages of the city's transformation. This design guidance is well-placed to inform ongoing developments such as the tram, Princes Street, BioQuarter, the city centre and the waterfront.	<b>Sections 4 and 5</b>
<b>Health strategies</b>	NHS Lothian is developing a strategic ten year plan which builds upon the Strategic Clinical Framework. Physical activity is facilitated by the street environments which this design guidance helps to deliver.	<b>TBC</b>

*Table – Delivering Edinburgh’s wider policies through street design*



## A4 Edinburgh's Goals and Values for street design

- Street design will deliver the qualities set out in Designing Streets through Edinburgh's own related goals and values

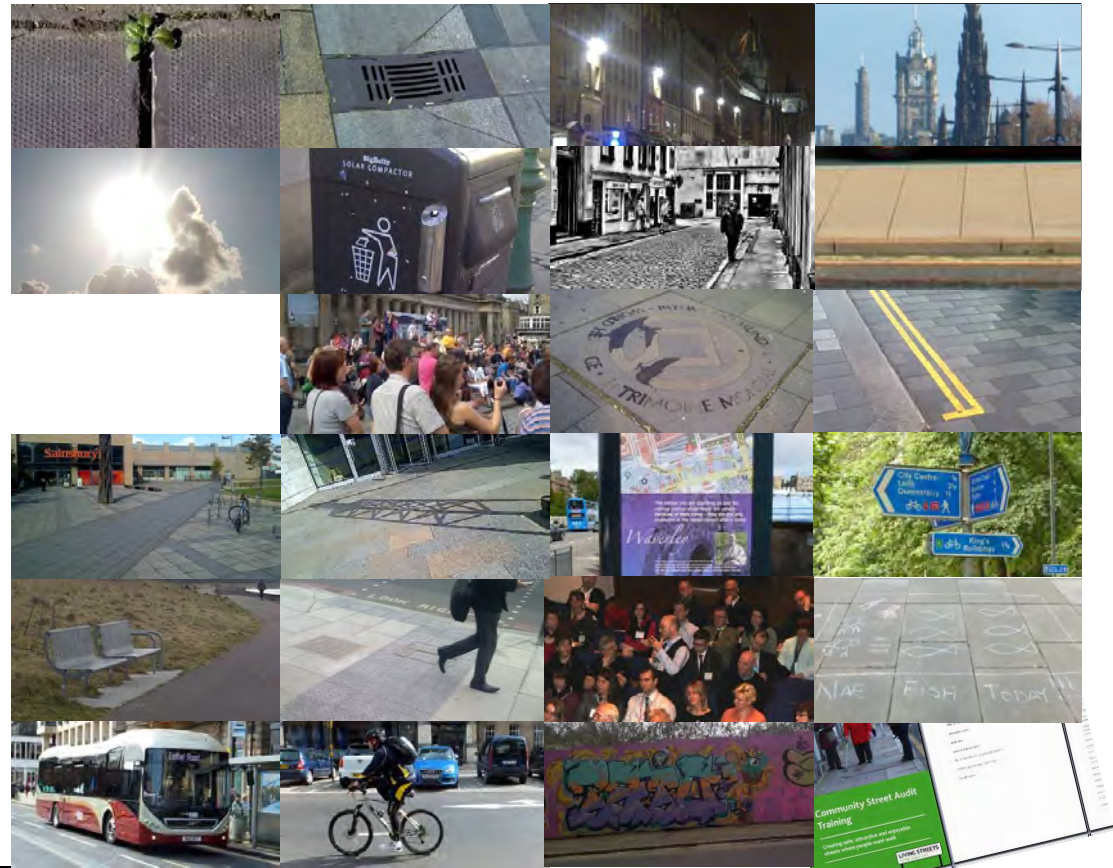
Streets will be designed to be:

- 1 Attractive and distinctive, supporting places of interest
- 2 Welcoming, inclusive and accessible
- 3 Helpful in making Edinburgh's transport and ecological systems more sustainable
- 4 Legible and easy to get around
- 5 Safe
- 6 Responsive to needs of local communities
- 7 Cost effective in design

These values are referenced in the Principles Sheets in [Section B5](#).

Edinburgh's values for street design are set out overleaf. These build on the six qualities of places in Designing Streets<sup>3</sup> (left and overleaf). Values 3 and 7 may be grouped together against the Designing Streets quality of being resource efficient (overleaf).

Streets take up 17% of Edinburgh's urban area (and 7% of its total land area) and are a critical part of the city's infrastructure. Their design and condition has an important impact on many aspects of life. The goal is to find the appropriate fit between all values these in creating successful streets.



<sup>3</sup> Distinctive; Safe & pleasant; Easy to move around; Welcoming; Adaptable; Resource efficient

## A4 Edinburgh's Goals and Values for street design

Designing Streets' qualities	Edinburgh's goals and values	Description of application of goals and values in Edinburgh
<b>Distinctive</b>	<b>① Streets are attractive and distinctive, supporting places of interest</b>	<ul style="list-style-type: none"> <li>• Materials and design reinforce and complement the rest of the built environment</li> <li>• Design helps you know you're in Edinburgh and reinforces local character within the city</li> <li>• Design adds to the attractiveness and interest of the street</li> <li>• In parts of the city where built environment has been of lower quality, street design contributes positively to improvement</li> </ul>
<b>Welcoming</b>	<b>② Streets are welcoming, inclusive and accessible</b>	<ul style="list-style-type: none"> <li>• You feel comfortable, especially if you're on foot or on a bike, irrespective of your age, ability, sex or ethnic background, or whether you're alone or with others</li> <li>• You want to linger and enjoy your surroundings</li> <li>• Walking is encouraged</li> <li>• Design responds to different user needs</li> </ul>
<b>Easy to move around</b>	<b>④ Streets are legible and easy to move around</b>	<ul style="list-style-type: none"> <li>• There is a recognisable street pattern</li> <li>• Street users can find their way around</li> <li>• Street users understand how they're expected to behave</li> <li>• Street clutter is reduced to a minimum</li> </ul>
<b>Safe &amp; pleasant</b>	<b>⑤ Streets are safe</b>	<ul style="list-style-type: none"> <li>• Design helps to minimise the risk of injury and death, especially to vulnerable road users – reducing road speeds</li> <li>• A safe environment is provided for all users – giving priority to pedestrians, cyclists and public transport users</li> </ul>
<b>Adaptable</b>	<b>⑥ Streets respond to needs of local communities</b>	<ul style="list-style-type: none"> <li>• The design of streets should involve local communities, with involvement increasing as the scope for redesign increases</li> <li>• Adaptable streets allow different things to happen, and are able to change over time</li> </ul>
<b>Resource efficient</b>	<b>⑦ Streets are cost effective in design</b>	<ul style="list-style-type: none"> <li>• Design considers whole life costs including environmental impact and funding availability</li> <li>• There are consistent processes in place to streamline project delivery</li> <li>• A skilled workforce is developed to design and implement projects</li> <li>• A positive relationship with statutory undertakers is established to avoid streets being reworked</li> </ul>
	<b>③ Streets help make Edinburgh's transport and ecological systems more sustainable</b>	<ul style="list-style-type: none"> <li>• Vegetation and trees and support local ecology</li> <li>• Design helps improve air quality and reduce negative microclimatic impacts</li> <li>• Streets support local shops and facilities</li> <li>• Design supports sustainable urban drainage, recycling and waste disposal</li> <li>• Robust materials are used and design minimises environmental impact</li> <li>• Streets support movement on foot, by bike and public transport</li> </ul>

## A5 What changes will we see?

- Design should be led by a process that considers the street as a place first, by recognising the non-transport roles that streets have, and by improving conditions and integrating solutions for pedestrians, cyclists and public transport users as a priority in most streets

Edinburgh's challenges in delivering a high quality built environment are posed in the Edinburgh Design Guidance (p10).

We will design around the following objectives, which deliver Designing Streets' policies in Edinburgh whilst not causing undue congestion or delaying other street users (depending on the location or time of the day).

Delivering these will require a coordinated and integrated approach and **changes in how we do things and in what we do.**

Examples of the resulting design approach are provided below. Some of these approaches will be in **widespread** use, whilst others will be **piloted** (P) or used only in some streets.



[Design Factsheets in Section C](#) will provide detailed guidance and provide specific links to policies such as the Local Development Plan.

The consultation process to date is outlined in Appendix 2.

\* = These statements will have varying application to different [street types](#)

\*\* = and where funding allows

## A5 What changes will we see?

### A5-1 Changes in how we do things

**Summary Statement 1 – We will follow a design process that starts by considering the street as a place**

The position of a street in the street framework **will** be a key determinant of design priorities. Changes in the resulting street design set out below will apply to streets as indicated by the street framework (included in [Section B2](#))

This guidance **will** be used as the first point of reference for street design in Edinburgh

We **will** achieve a full application of Designing Streets policies

Particular consideration **will** be given to the design of streets that have a significant role as community focal points, using street design to emphasise place and create distinct and interesting spaces for people. Examples of how this will be applied are provided below

### A5-2 Changes in what we do

**Summary Statement 2 – We will recognise that streets have an important non-transport role**

Place importance **will** be very high in shopping streets; socialising places **will** be of higher quality, with more frequent and more sizeable provision where there are more pedestrians

Opportunities **will** be taken at intersections and well-used pedestrian areas to improve their function as a place

Shared areas, including [shared surfaces](#), **will** be considered for use to better balance place and movement in both high and low traffic flow areas (P)

The design of projects **will** consider where place can be maximised in all areas of the city including in employment areas, to ensure they are accessible and attractive for all modes of travel to work

The design of streets (in new developments) **will** consider how building heights and street widths interact and relate to the layout of streets to create well-balanced design (see [Section B3-1](#))

Overall demand for place features	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	Very Low	Low		High	Very High
Secondary					
Local		Medium		Medium	High
Service					

## A5 What changes will we see?

### Summary Statement 3 - Street design will prioritise improving conditions for pedestrians, cyclists and public transport users in most streets

Tight corners (i.e. small RADIUSSES) **will** be used to help pedestrians follow DESIRE LINES and calm the speeds of turning traffic\*. Examples of how this will be applied are provided right (radii in m). (See [Factsheet](#))

Appropriate CROSSFALLS **will** be designed and used for the crossovers of footways by driveways (See [Factsheet](#))

### Summary Statement 4 – We will provide integrated design solutions for more than one mode of transport

### Summary Statement 5 – We will use signs, markings and street furniture in a balanced way, providing them where they provide a positive function for street users

Redundant street furniture provision (including items installed on a temporary permit) **will** be identified and removed and non-standard approaches to the general provision (and reduction) of signage will be used (P)

Minor Street		Strategic					Secondary					Local					Service				
Street Style		NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE
Major Street Type	Strategic	9	6	6	3	3	9	6	6	3	3	9	6	6	3	3	9	6	6	3	3
	Secondary						6	6	6	3	3	6	6	3	3	3	3	3	3	3	3
	Local											3	3	3	3	3	2	2	2	2	2
	Service																				

Shared surfaces **will** be considered to introduce unmarked junctions with fewer traffic management controls (P) (See [Section B3-2-1](#) and [Factsheet](#))

Footway surfacing that is flush and contrasting, where necessary, **will** be used to assist PEOPLE WITH REDUCED MOBILITY (PRM) (See [Factsheet](#))

Crossing points **will** be located on desire lines\* (See [Factsheet](#))

The design of public transport facilities **will** be integrated with other modes of transport including facilities for cyclists (See [Factsheet](#))

Seating and other furniture for the comfort of street users features **will** be used to create better places. Seating **will** be provided in shopping streets and in other streets where there is a higher number of pedestrians and on preferred pedestrian routes; in general, other furniture provided for pedestrian comfort will follow this trend. Examples below.

Furniture demand e.g. seating	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	Very Low	Low	Low	Medium	Very High
Secondary		Very Low			High
Local			Very Low	Low	Medium
Service					

## A6 – Overall Process

The overall process for using this document is depicted in the diagram right. This is explained in more detail in [Section B1](#) and in [Appendix 3](#).

### A6-1 Street Design and Development

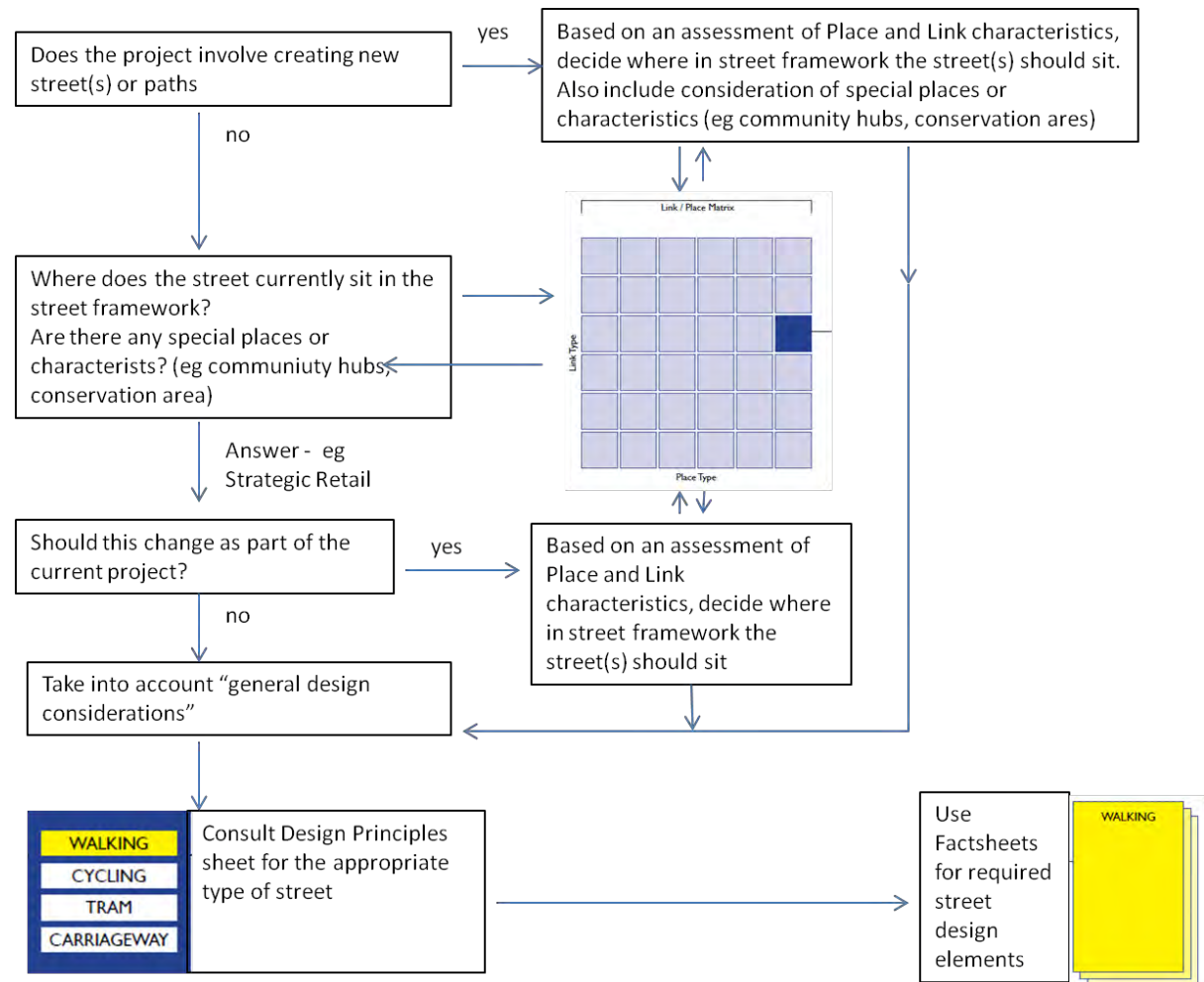
There is an important relationship between this Guidance and the residential street approval process set out in *Designing Streets*. This guidance relies on Part 03 of *Designing Streets*. This describes how to achieve a joint planning permission & Road Construction Consent (RCC) process, a policy within *Designing Streets*, covering the role of:

- Transportation Assessments and Travel Plans
- Flood Risk Assessments and Drainage Studies
- Utility Assessments
- Street Engineering Reviews
- Quality Audits
- Road Safety Audits

Community evidence will also play a part in this process.

### A6-2 Using this guidance

The diagram below supports provides an overview of the relationship of the sections in this Guidance. This supports the design process set out in [Section B1](#).



# Section B Design Overview

The first part of this Section B provides an overview of the design options.

The key aims are for street design to:

- Fully cater for all potential users in a given space by following a process that identifies and considers those which deserve priority before embarking on a design solution
- Design should be guided by the street framework and the appropriate requirements for the place and link type
- Make streets function well and look great by considering as many aspects of the street environment and street users at once as the scheme will allow, by looking at the relationship between street furniture, fabric and materials choices and the layout and structure of the street together. This happens by observation, analysis and design

## B1 Using Section B

- Design should fully cater for all potential users in a given space by following a process that identifies and considers those which deserve priority before embarking on a design solution

Section B (right) sets out the Edinburgh implementation of Designing Streets policy.

An overview is provided of the [street framework](#), [street design options](#) and [street structure](#) in an Edinburgh Context.

Applying this approach will help achieve the best solutions, applying [DESIGN OPTIONS](#) best suited to different street types.

[Principles sheets](#) set out the information that designers and engineers will need in developing a design concept. [Detailed design factsheets](#) are then provided to help design and construct this concept. This overall street design process is illustrated overleaf.

## Structure of Sections B and C

	Content	Coverage	Sections
OBSERVATION AND ANALYSIS OF THE STREET	<a href="#">Edinburgh Street Framework</a>	How streets are categorised into place types and link combinations	B2
	<a href="#">Street Users And Design Options</a>	How the Guidance is structured into:  <a href="#">ENVIRONMENTS for</a> <ul style="list-style-type: none"> <li>• Place</li> <li>• Walking</li> <li>• Public Transport</li> <li>• Cycling</li> <li>• Other carriageway users</li> </ul> <a href="#">DESIGN OPTIONS</a> <ul style="list-style-type: none"> <li>• Layouts and geometry</li> <li>• Fabric and materials</li> <li>• Furniture</li> <li>• Soft landscaping</li> </ul>	B3
	<a href="#">Edinburgh Street Structure</a>	Edinburgh's distinct street patterns	B4
DESIGN PROCESS	<a href="#">Design Principles</a>	How and when to apply the guidance to each of Edinburgh's street types	B5
	<a href="#">Design Details</a>	Factsheets providing the technical specification for the design options set out in Section B	C



## Applying the Street Design Process

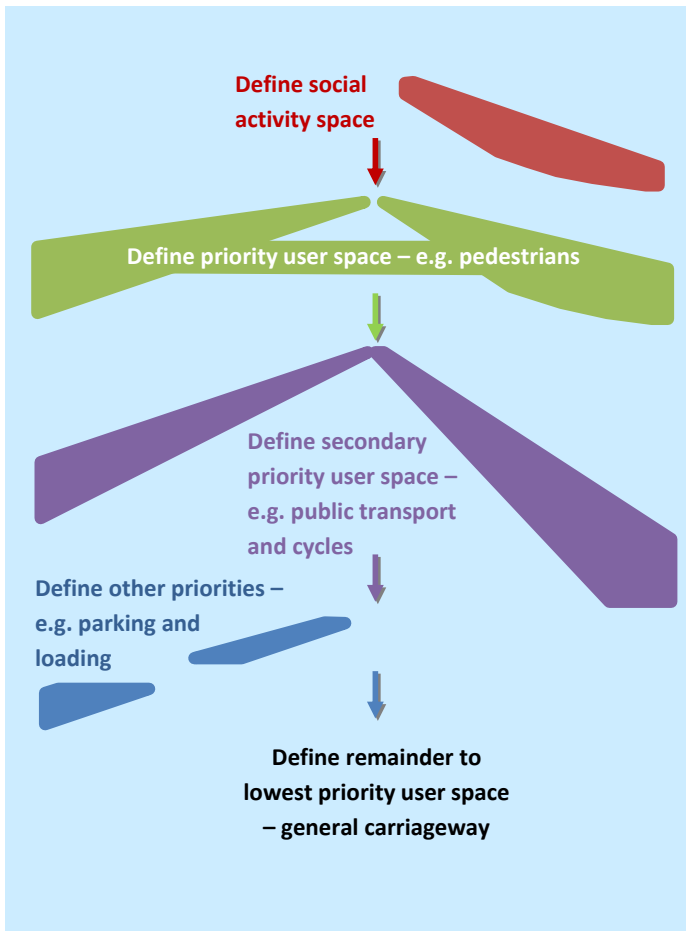
This process is further explained in [Appendix 3](#) for different scheme sizes.

**Step 1. Identify STREET TYPE (B2) by interpreting street's place and link role.**

		Place types				
		No frontage	Residential (low density)	Employment (non high street)	Residential (medium and high density)	Shopping/ high street
Link types	Strategic	1	2	3	4	5
	Secondary	6	7	8	9	10
	Local	11	12	13	14	15
	Service	16	17	18	19	20
	Path	21	22	23	24	25

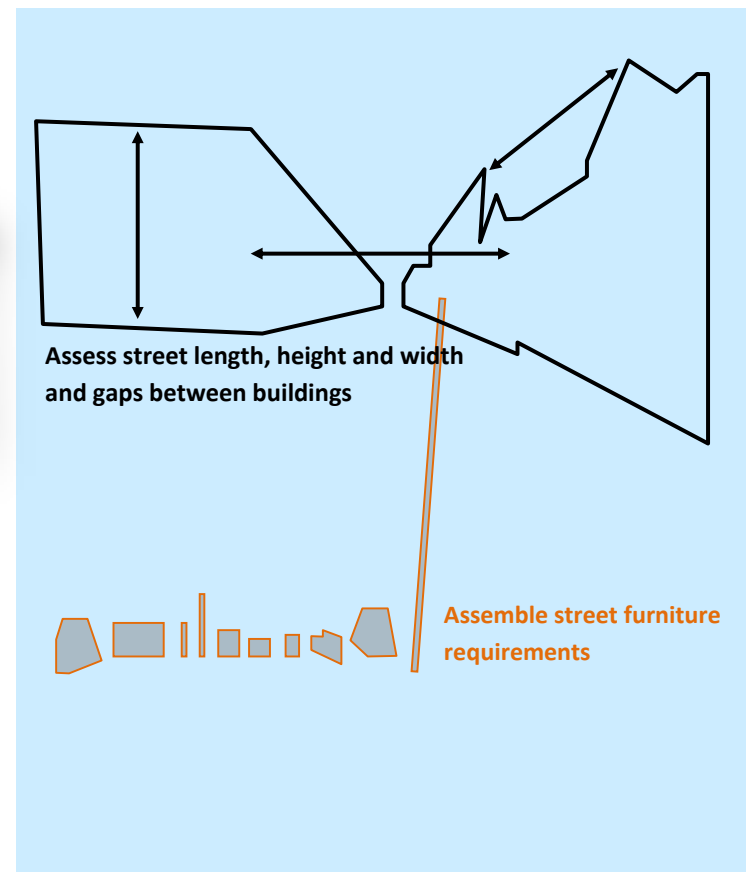
Are there any special buildings or places? (See [Appendix 1.8](#))

Example:



**Step 2. Use STREET PRINCIPLES SHEETS (B5) to identify street user environments to emphasise in design (explained in [Section B3](#))**

Design emphasis	Place	Very High/ High
	Peds	Very High/ High
Cycle	Medium*	
Public Trans	High	
Movement (Cars)	Medium	
Movement (Large)	Medium	
Parking	Low	
Loading	Medium	
Furniture	High	



Assemble street furniture and occupied space requirements

It is important to design for context. Design should seek to reinforce the proportional relationship between the carriageway, footway and the buildings.

Understand the street/area before design work commences (see [Appendix 4](#))



Devise design concept by assembling space allocations for street users, siting locations for street furniture and decide fabric treatments

Apply **DESIGN OPTIONS** from **PRINCIPLES SHEETS** (explained in [Section B3](#)) to create an overall **DESIGN CONCEPT**

Consider could the brief be expanded to provide a better overall street solution (See [Appendix 3-1](#))

**Step 3. Use DETAILED DESIGN FACTSHEETS (Section C) to design and engineer detailed aspects for each street**

## B2 Introducing Edinburgh's Street Framework

- Design should be guided by the street framework and the appropriate requirements for the place and link type

The Street Design Guidance has referenced publications such as Link and Place, Designing Streets and Manual for Streets in using a STREET FRAMEWORK to guide the design of its streets. (Background in [Appendix 1.](#))

In Edinburgh, streets are classified into 25 types using a grid, or matrix: the Edinburgh STREET FRAMEWORK (right). This combines link and place, depicted simply in the diagram overleaf. The majority (around 75%) of Edinburgh's existing streets are local streets, largely residential, with (highly complex) busy retail streets making up only 1.5% of streets by length.

The difference in design approach between two adjacent street types in the framework, such as between a strategic and a secondary street may be small. However, differences between street types further away from each other in the street framework are likely to demand very different design approaches.

### Edinburgh Street Framework – A Guide to Edinburgh's Streets

	Click to link to summary principles sheets	Place types				
		No frontage	Residential (low density)	Employment (non high street)	Residential (med/high density)	Shopping/ high street
Link types	Strategic	<a href="#">1</a>	<a href="#">2</a>	<a href="#">3</a>	<a href="#">4</a>	<a href="#">5</a>
	Secondary	<a href="#">6</a>	<a href="#">7</a>	<a href="#">8</a>	<a href="#">9</a>	<a href="#">10</a>
	Local	<a href="#">11</a>	<a href="#">12</a>	<a href="#">13</a>	<a href="#">14</a>	<a href="#">15</a>
	Service	<a href="#">16</a>	<a href="#">17</a>	<a href="#">18</a>	<a href="#">19</a>	<a href="#">20</a>
	Path	<a href="#">21</a>	<a href="#">22</a>	<a href="#">23</a>	<a href="#">24</a>	<a href="#">25</a>

The principles for each of the 25 resultant street types from the combinations of places and links are set out in [Section B5](#), linked from the table above. There are five place categories and five link categories in Edinburgh. Usage in both may vary by time of the day/year. An overview of user priorities is provided in [Section B3-1](#).

**THE PLACE CATEGORIES** in Edinburgh's STREET FRAMEWORK are based on identifying land-uses and street frontages around the street. These tell us the opportunity for community and engagement in non-transport activities on the street. Put simply, **places** are destinations in their own right. Important distinctions between different types of place include:

- Land uses
- Street dimensions
- Place potential (non-transport needs)
- Pedestrian demand (destinations)
- Distinctiveness of local buildings/spaces

## “ Place status

...locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as outside schools, in local town and district centres or near parades of shops...

## Movement status

...Movement status should be considered in terms of all modes of movement, including vehicle traffic, pedestrian and cycle flows and public transport...”

(Designing Streets, p8)

**THE LINK CATEGORIES** are based on movement role of streets, junctions or sections/segments. There is a focus on motorised movement because of its effect on street design, and the desire to minimise impacts arising from it. **Links** are used for movement - that is, to get from one place to another by any mode of transport. Important distinctions between different types of link include:

- Destinations served
- Modes of travel
- Separation between different users
- Capacity required

There are additional local situations that may need to be considered; these are set out in [Section B2-3](#) and [Appendix 1.8](#). Examples of residential situations are provided in [Section B4](#).

Each individual place and link category is described in [Appendix 1](#), which compares the link categories with other terminology previously used for ROADS such as distributor roads.

## B2-1 Local design situations

Some local design factors may be identified as part of the design process. These are important in delivering Edinburgh's goals and values and apply across the standard street types. These are listed in [Appendix 1.8](#). They include regeneration areas such as peripheral estates; areas that are visually distinct or historically important - such as conservation areas, the World Heritage site, non-urban areas such as Edinburgh's villages and coastal towns; areas that may require increased social and pedestrian space which may support key civic spaces because of their high pedestrian flows (such as street intersections or buildings such as libraries, theatres, museums, cinema, conference or sports centres or particular retailers that have high footfall); and specific street segments outside buildings such as schools, pubs, local shops or at bus stops or rail stations.



# B3 Overview of Street Users and Design Options

- Design should make streets function well and look great by considering as many aspects of the street environment and street users at once as the scheme will allow, by looking at the relationship between street furniture, fabric and materials choices and the layout and structure of the street together. This happens by observation, analysis and design

Design should consider the whole street, emphasising priority uses and user groups. The roles of streets (as places, and for walking, cycling, public transport, and general carriageway use) are set out in [Sections 3-1-1 to 3-1-5](#). These environments are often shared and overlap. Design should assess the potential for integrated solutions (see Appendix 3).

Design options for [LAYOUT AND GEOMETRY](#), [FABRIC AND MATERIALS](#), [STREET FURNITURE](#) and [SOFT LANDSCAPING](#) are summarised in the principle sheets ([Section B5](#)); an example is provided (right).

Example principles sheet:

An example image for this type of link and place combination

Street type

Recommended speed limit

Summary statement covering this type of street

**Strategic Retail**

Design for retail streets will emphasise the street's role in the community and public transport. They will focus on delivering value for footways to enhance their importance. They will be high quality, with high requirements, and furniture high relevance in design. If permitted, but not prioritise as possible from other road priority through junctions and side streets.

Design emphasis	Very High	High	Medium	Low	Very Low
Public Transport	Very High	High	Medium	Low	Very Low
Cycle	High	Medium	Low	Very Low	None
Movement (Cars)	Low	Medium	High	Very High	None
Parking	Low	Medium	High	Very High	None
Loading	Low	Medium	High	Very High	None
Furniture	Low	Medium	High	Very High	None

**Walking Environment**

- Fabric: High Quality Paving; Driveways to match footway paving (No Break)
- Furniture: High Density of Seating - Where footway width is sufficient; High Density of Waste Bins; Lighting 10m columns or Wall Mounted (Preferred)
- Layout: Minimum width of footway (Absolute - 3m Desirable - 4.5m or more); Side Junctions to be Raised Junctions/ or continuous; Corner Radii Maximum = 3m; Crossing points every 50m to 100m; Uncontrolled Crossings - Signalled/Zebra at Strategic Points; Consider Shared Space

**Cycling Environment**

- Fabric: See common elements
- Furniture: High Density of Short Term Cycle Parking; Longer Term parking to be provided at strategic locations; Desirable Minimum = Advisory Carriageway
- Layout: Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible

**Public Transport Environment**

- Fabric: See common elements
- Furniture: Bus Shelter provided at all stops with seating/access for all; Bus Tracker provided at all stops
- Layout: Consider Bus lanes (Peak Time along with Parking/Loading); Consider approaches to junctions

**Notes**

- Use encouraged to reduce the amount of open space; Helps reduce impact of parking
- All junctions with local or service streets - Junctions should always be converted when either neighbourhood carriageway or footway is renewed. At junctions with secondary or strategic streets a typical carriageway/footway layout will generally be retained. Shared Space should be considered, especially at special locations

20

Information about fabric, layout and furniture appropriate for each environment

The relative emphasis to be given to catering for different street users in designs options, influenced by street type

Specific notes relevant to this type of street

Principles

## B3-1 Introduction to street user priorities

Complex streets require a lot of work to balance user requirements. Traditionally streets have been highly segregated. As a result, street users, particularly pedestrians, can feel uncomfortable outside of their 'own space'. An example is at the crossing of a carriageway.

We are now moving towards a more comprehensive design process that gives, for example, pedestrians a rightful place on the carriageway through crossing points that are easy, convenient and appealing, particularly in streets with a high place function such as shopping streets.

Other examples of integrated design solutions are set out on the right.

Historically, different Council guidance documents have provided guidance on designing environments for different users. The new integrated thinking about designing and sharing street space is shown in the figure right and in [Appendix 3](#).

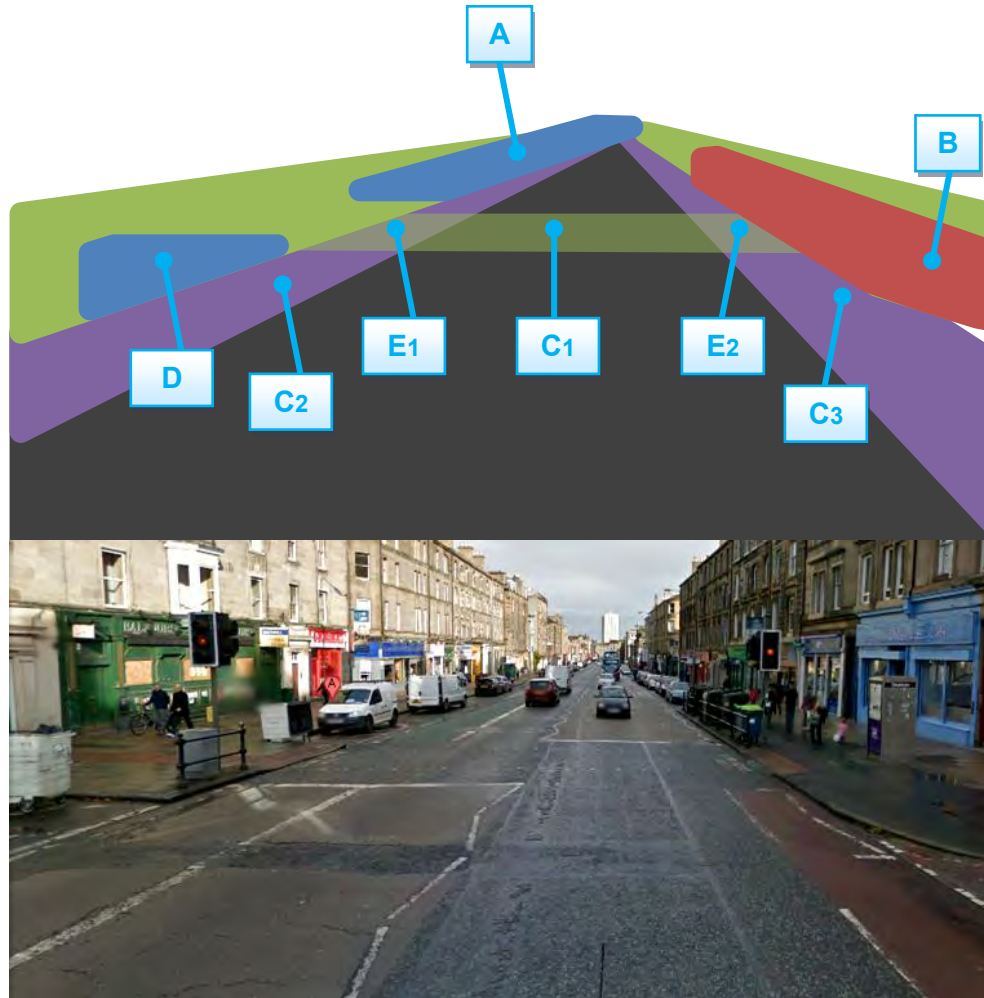


Figure – diagram/photo showing Leith Walk and the multi-user environments contained within it

The challenge is to make more complex streets look simple, and to make simple streets effective.

### Shared environments – Leith Walk example

A	<p><b>Public transport space in the footway zone</b></p> <ul style="list-style-type: none"> <li>- Places to wait for the bus and socialise</li> </ul>
B	<p><b>Social spaces in the footway zone</b></p> <ul style="list-style-type: none"> <li>- Space to sit</li> <li>- Space to stand or chat</li> </ul>
C	<p><b>Pedestrian, public transport, and cycling spaces in the carriageway zone</b></p> <ul style="list-style-type: none"> <li>- Pedestrians crossing at formal crossing points (1), informal crossing points and in shared spaces</li> <li>- Bus lanes (2)</li> <li>- Cycle lanes on-road (3)</li> </ul>
D	<p><b>Carriageway space in the footway zone</b></p> <ul style="list-style-type: none"> <li>- Short term parking and loading</li> </ul>
E	<p><b>3+ multi-user environments</b></p> <ul style="list-style-type: none"> <li>- Cycling in bus lanes on carriageway (1)</li> <li>- Pedestrians crossing cycle lane in carriageway (2)</li> </ul>

### Street user priorities in the Edinburgh Street Framework

Note, all users should be catered for, but the highest priority users are more likely to have their optimum needs met.

**A street with a high level of both place and movement function** could require non-transport spaces to be treated equally to transport considerations, e.g. spaces for socialising, relaxing and eating/drinking, with high quality fabric design options, whilst balancing impacts on the wider transport network away from the location of interest.

LINKPLACE BALANCE	A	Complex shopping streets with a greater number of place making requirements, likely to focus on pedestrians and public transport users
	B	Main streets balancing movement and place requirements, where there are a variety of street users often with an equal level of priority
	C	Simple side streets with some place requirements. Service streets have very low movement requirements
	D	Simple streets for pedestrians and cyclists
	E	Simple streets where motor vehicle use is likely to predominate

**Streets with a greater range of users**, particular those with higher numbers of pedestrians, will have a greater number of elements to be included in street design. This for example could mean wide pavements, frequent crossing points, and street furniture such as seating and bus shelters. Pedestrians are likely to feature particularly heavily in place types to the right of the framework and on lesser-trafficked neighbourhood streets.

**Streets with relatively few different types of user**, or few users in total, will be much simpler in their requirements.

		No frontage	Residential (low density)	Employment (non-high street)	Residential (medium and low density)	Shopping
Main streets	Strategic	E	B			A
	Secondary					
Side streets	Local		C			
	Service					
	Path					

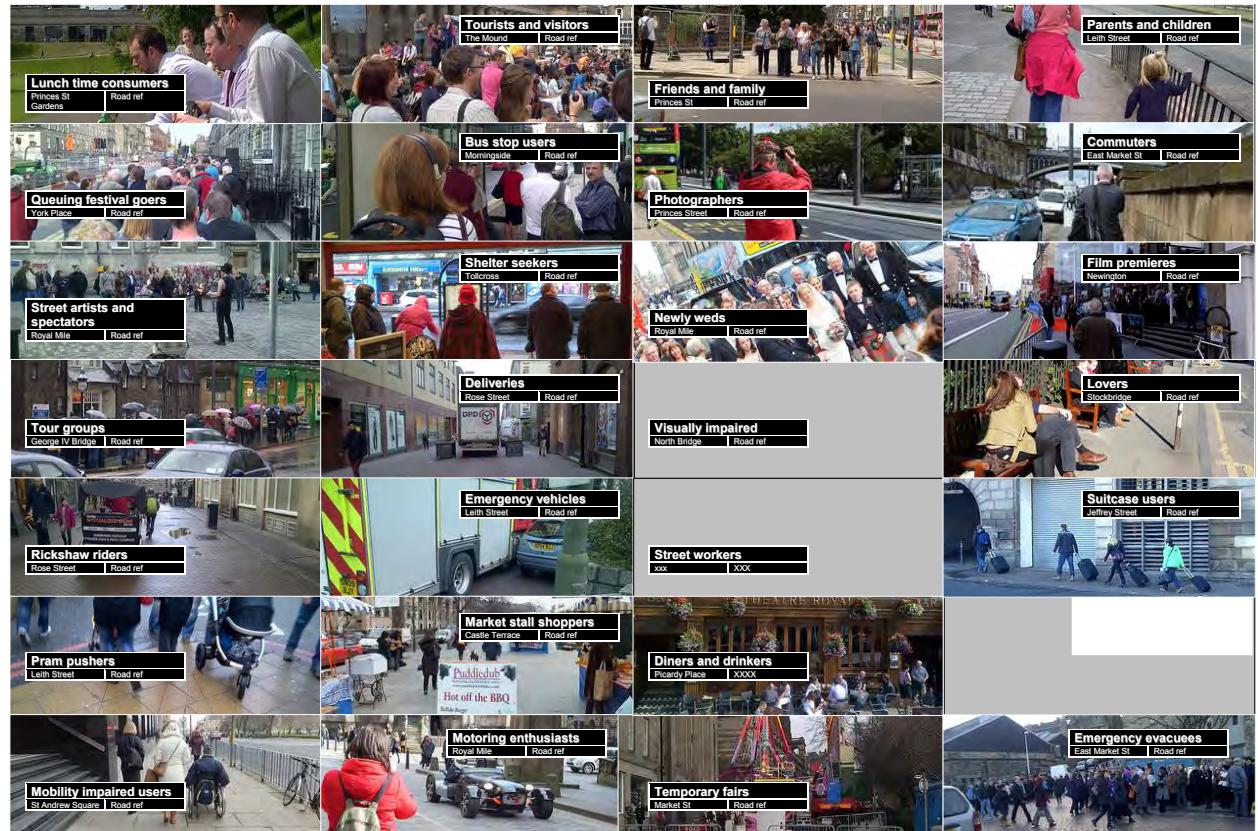
## B3-1-1 Considering streets as places

“The design of all streets should recognise the importance of creating places for people to enjoy, rather than simply providing corridors for the movement of traffic. Streets should generally be designed with a focus on social interaction.

“A significant amount of interaction within a community takes place in the external environment, and street design should encourage this by creating inclusive social spaces where children can play, people can stop to chat, and other appropriate activities can take place safely. In order for this to occur, it is essential that vehicular traffic does not dominate the street.” *Designing Streets*, p38

The amount of social and personal space people require is influenced by the type of street (indicated in the principles sheets). Social space can often be included in the main footway, but can easily be overlooked with priority given to solely to movement rather than considering place. Examples of street users are provided in the montage right.

Figure – example street users

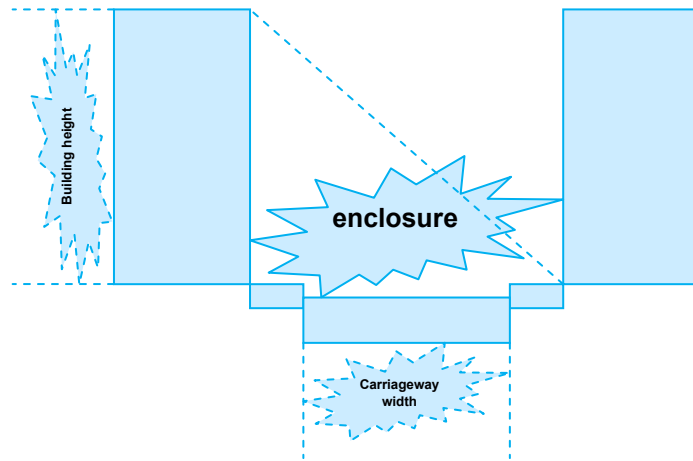


“the public realm (streets and places) acts as the stage upon which the life of the city is played out. It is the glue that binds the city’s diverse areas.” *Edinburgh’s public realm strategy*

Design elements relevant to designing streets as places will be marked with a yellow tick in [Section C](#). These include using street furniture and fabric to emphasise place.

### Importance of scale

The combination of the height and width of the street is an important component of street design, (discussed in [Section B4](#) and in the [factsheet](#)). It can be used to create a sense of place through enclosure. In existing streets, this can mean that the scale of buildings will create a strong identity for streets which gives better place making opportunities. In new streets, this gives the opportunity for large buildings to support well proportioned streets and public spaces. Retaining and reinforcing the relationships between building height, street width and space given to the user environments is a key overall element in design.



Getting this concept right in itself can provide places that are overlooked and that naturally calm driver behaviour, creating a safer environment for all users.

### Functions of a street for place

**Making places better for people is at the core of this guidance – for people to take part in or access a wide range of activities including sitting, strolling, socialising, shopping or just relaxing (discussed in [Section B3-1-1](#)).**

GEHL architects have set out functions of a street that contribute to place. This list is a useful tool for analysing pedestrian use of streets and has been reflected in Edinburgh's values for street design in [Section A4](#). Considering projects against these criteria (under headings of protection, comfort and enjoyment) should aid balanced decision-making which contributes towards place. In short, it's about observing people and their behaviour in public spaces with the aim of enriching civic life.

Equalities issues are set out in [Appendix 6](#).

#### Protection from:

- traffic and accidents
- crime and violence
- unpleasant sense experiences

#### Comfort for:

- walking
- standing/staying
- sitting
- seeing
- hearing/talking
- playing/unfolding/activities

#### Enjoyment of:

- scale characteristics
- enjoying the positive aspects of climate
- aesthetic quality/positive sense-experiences



### B3-1-2 Considering streets for walking

16% of travel to work in Edinburgh is done on foot.

Walking routes between places, such as neighbourhood facilities and local transport services, should be safe and easy. Links should be direct, follow desire lines and avoid deviation to minimise distances travelled. This involves looking at safe and attractive access points into and through street blocks and to and from everyday activity destinations. Design should give special consideration to the young, old and those with disabilities. Common issues include people having to walk around ‘three sides of a square’ to get around road junctions or having to wait excessive lengths of time to cross roads using multi-staged, button-controlled, crossings.

Policy references: The City of Edinburgh Council supports and encourages walking through the Active Travel Action Plan

**Encouraging walking has many health benefits including a reduction in vehicle emissions, traffic collisions and improving personal health.**

**High quality provision for pedestrians within suitable surroundings is a major influence on encouraging people to walk rather than use alternative less sustainable modes.**

#### Accessibility considerations:

- SURFACING: Cohesive/stable, level/ well-maintained (designed to accommodate wheeled users)
- GRADIENT: Free of abrupt changes (e.g. slopes, steps, kerbs)
- PASSAGE: Free from barriers such as footway obstructions (parked cars, street furniture (signs, bins), overgrown foliage/vegetation)
- CONTINUITY: Continuous without gaps
- DIRECTNESS: Pedestrian shortcuts and gates to respect desire lines (filtered permeability) minimising detours
- CROSSINGS: Well-designed, efficient/well-timed and direct pedestrian crossing opportunities at junctions, roundabouts and across roads - to respect desire lines (e.g. tighter kerb curvatures to allow pedestrians to follow direct routes across junctions)

#### Safety and security considerations:

- AFTER DARK SECURITY: Lighting
- DAYTIME SECURITY: CCTV
- VISIBILITY: Overlooked, no blind corners/alleys
- QUALITY OF SPACE: Friendly and interesting surroundings (quality of built environment, greenery, presence of people)

#### Comfort considerations:

- DRAINAGE: Well drained and free of puddles in the wet
- CLEANILESS: Free of litter, grime and criminal damage
- PALATABILITY/NUISANCE: Low perceived levels of noise and air pollution
- PARKING: Provision of regular seating opportunities

#### Information provision considerations:

- CONSPICUITY: Walking routes easy to find and follow
- WAY-FINDING: Presence of accurate, continuous, legible directional information/signage (including destinations, distances in time, and symbols and pictures where appropriate)
- WAY-FINDING: Complete presence of street name plates in local area
- VISUAL CLUES: Use of landmarks, focal points or distinctive foliage



Design elements relevant to the walking environment are included in [Section C](#).

### B3-1-3 Considering streets for cycling

4% travel to work in Edinburgh is done by bike.

Cycling routes between places such as neighbourhood facilities and local transport services should be safe and easy. Supporting facilities such as cycle parking will need to be well-designed, easy and attractive to use, and fit-for-purpose to encourage their use by cyclists.

Policy references: The City of Edinburgh Council supports and encourages cycling through the Active Travel Action Plan



#### Accessibility considerations:

- TOPOGRAPHY: Flat
- GRADIENT: Free of abrupt changes (e.g. slopes, steps, kerbs)
- WIDTH: Adequate (e.g. 3m minimum for a shared-use path)
- PARKING: Nearby off-site cycle parking and at local destinations (e.g. post office/ convenience store)
- DIRECTNESS: Routes unimpeded by “no cycling” regulations
- CONTINUITY: Continuous without gaps
- DIRECTNESS: Cycle shortcuts and routes to respect desire lines (filtered permeability) minimising detours
- CROSSINGS: Well-designed, efficient/well-timed and direct cycle crossing opportunities at junctions, roundabouts and across roads - to respect desire lines
- PROVISION: Dedicated paths/lanes/tracks or shared paths with pedestrians
- PASSAGE: Cycle lanes unobstructed by parking cars/other vehicles
- PASSAGE: Routes unimpeded by permanent barriers or abrupt/sudden changes in direction
- CROSSINGS: Toucan crossings allowing cyclists to cross roads mounted

#### Comfort considerations:

- SPEEDS: Appropriate design speeds on dedicated/off-road cycle routes for a mix of riders (e.g. 8-20+mph)
- PROVISION: Advance cycle stop lines at junctions in local area
- DIRECTNESS: One-way street exemptions for cyclists in local area

#### Safety and security considerations:

- PROVISION: Clearly defined on-road lane or off-road track where road traffic is busy or high speed (minimum width 1650mm)
- SPEEDS: Road calming (carriageway surface materials, features and chicanes) which reduce vehicle speed and flow and also cater sensitively for the comfort of cyclists
- SURFACING: Cohesive/stable, level/well-maintained (including road margins)

#### Information provision considerations:

- CONSPICUITY: Cycling routes easy to find and follow
- WAY-FINDING: Presence of accurate, continuous, legible directional information/signage/milestones (including destinations, distances in time, and symbols and pictures where appropriate)



Design elements relevant to the cycling environment are included in [Section C](#).

## B3-1-4 Considering streets for public transport

26% of travel to work in Edinburgh is done by bus.

Streets provide space for public transport services to run along and depart from, across different times and days of the week and year. Demand responsive transport options and community-based transport can travel where other public bus services do not. Provision for travel information and waiting areas should be built into designs.

Policy references: The City of Edinburgh Council supports and encourages public transport through the Public Transport Action Plan



### Accessibility considerations:

- LOCATION: Proximity to the destinations served
- INTEGRATION: Accessibility by all modes of transport, particularly walking and cycling
- VEHICLES: Access to stop unimpeded by parked/loading/waiting vehicles at/on entry/exit to bus stop
- BOARDING: Raised kerbing provided

### Comfort considerations:

- PROTECTION: High quality weatherproof shelter or other shelter from wind/rain/sun
- SEATING: Appropriate amount of comfortable seating provided facing towards the road
- VISIBILITY: Clear and comfortable view up the road towards approaching bus services
- CLEANLINESS: Free of litter, grime and criminal damage

### Safety and security considerations:

- AFTER DARK SECURITY: Lighting
- DAYTIME SECURITY: CCTV, overlooked
- QUALITY OF SPACE: Friendly and interesting surroundings (quality of built environment, greenery, presence of people)

### Information provision considerations:

- SCHEDULING: Clear and up-to-date timetable with real-time (live) service departure information screens
- LEGIBILITY: Stop 'flag' with service numbers, name of stop, and text/maps with information about services
- DIRECTIONS: Clear local signing to local destinations
- INCLUSIVITY: Audible electronic information, e.g. intercom, recorded information



Design elements relevant to the bus and tram environment are included in [Section C](#).



## B3-1-5 Considering streets for general carriageway users

40% of travel to work in Edinburgh is done by motor vehicle.

Carriageways transport cars, motorcyclists, taxis, freight and emergency vehicles, and parts of them form part of the pedestrian, cycling and public transport environments.



### Accessibility considerations:

- SURFACING: Smooth and free from defects and raised utility covers
- LOCATION: Link type appropriate to destinations being served
- INTEGRATION: Integrated with pedestrian, cycling, and public transport environment
- VEHICLES: Lane widths appropriate to the vehicle and street type

### Comfort considerations:

- DRAINAGE: Free draining with a camber to avoid standing water and ponding
- PARKING: Size, location and layout of parking areas appropriate to the street type
- VISIBILITY: Appropriate visibility standards and sightlines for the street type

### Safety and security considerations:

- AFTER DARK SECURITY: Lighting
- DAYTIME SECURITY: CCTV, overlooked
- QUALITY OF SPACE: Friendly and interesting surroundings (quality of built environment, greenery, presence of people)

### Information provision considerations:

- DIRECTIONS: Clear local signing to local destinations

Policy references: The City of Edinburgh Council will manage roads through the forthcoming Road Maintenance and Renewals Action Plan



Design elements relevant to the carriageway are included in [Section C](#).

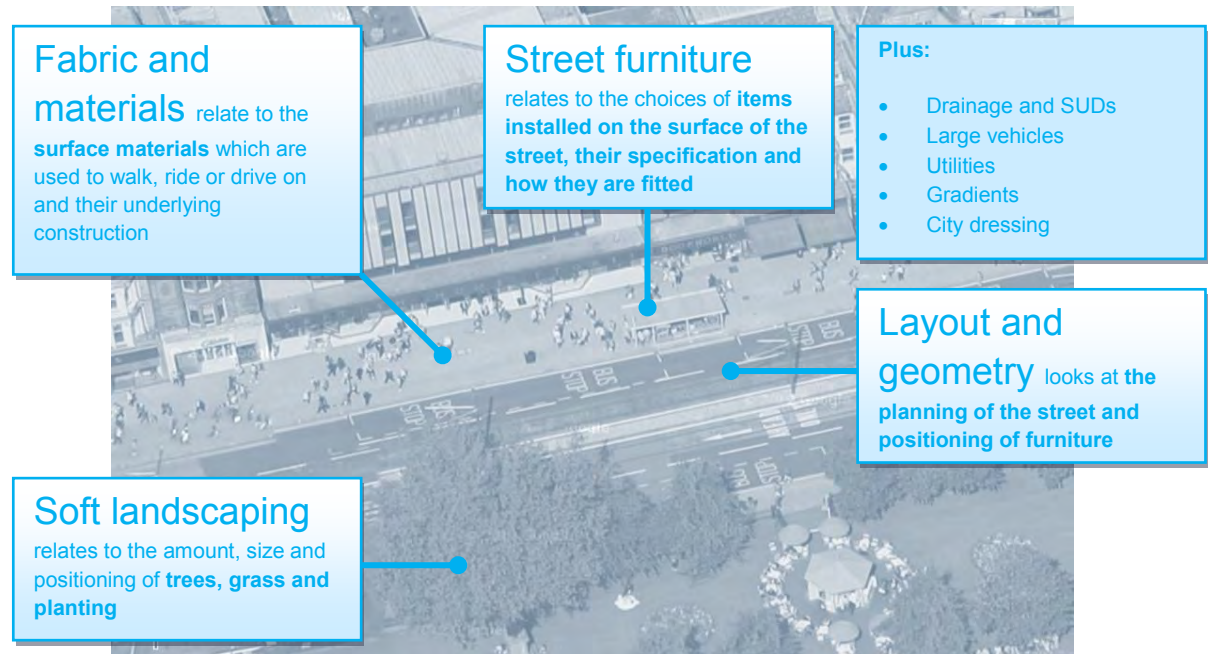
## B3-2 Introduction to design options

There are four design aspects that should interact to deliver the appropriate balance between place and movement in delivering street functions. This section presents an introduction to:

- [Layout and geometry](#)
- [Street furniture](#)
- [Fabric and materials](#)
- [Soft Landscaping](#)


Other aspects have key importance and form high level considerations. These include:

- Drainage solutions including SUDS
- Requirements for emergency service vehicles and freight movements and tracking alignments
- Utilities layouts below the ground and servicing requirements
- Gradients and crossfalls affecting layout and geometry, drainage and accessibility
- City dressing

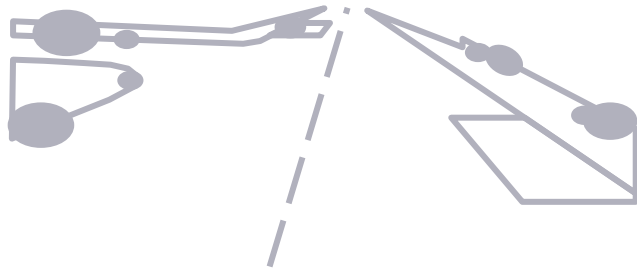


*Illustration of street design options in Edinburgh*

These aspects help deliver the values set out in [Section A4](#).

 Design options relevant to each street type are Included in [Section B5](#).

## B3-2-1 Introduction to layout and geometry



It includes [footway, cycle and carriageway lane, junction and intersection layouts](#)

**Cycle Lanes - On Road** C2-1-a

**Description**  
On road cycle lanes are the cheapest form of provision as usually it will be road markings and signage that is installed.  
Three types of on-road lanes:  
• Mandatory lanes  
• Advisory lanes  
• Shared Bus Lanes

**Cycle Lane**  
Preference is Mandatory Lanes (Solid Lines)  
Advisory Lanes where vehicles require crossing

**Function Access**  
Reduce S&T of corner  
One Way Streets  
Allow access for Cyclists contraflow.  
Other options are available according to vehicle and cyclist flows and speeds.  
Tapers at Parking Bays  
• Entry Taper 1:10  
• Exit Taper 1:5

**Law Widths**  
• 2.0m Recommended Width  
• 2.25m Maximum Width  
• 1.5m Absolute Minimum  
• Lanes narrower than 1.5m should not generally be provided

**Surfacing**  
All cycle lanes to HMA with Red Chips  
• High Risk Areas (e.g. Junction Face) Red Chipped Asphalt or Cold Applied Thermoplastic Surfacing

**Signage**  
Advisory Lanes - No Signage required  
Mandatory Lanes - Sign Plate 939 L at 100m intervals

**Shared Bus Lanes**  
• 4.5m recommended width  
• 4.25m desirable minimum  
• 4.0m absolute minimum

**Regulations**  
Advisory No TRD required  
Mandatory TRD Required

**Buffer Zone / Dividing Strip at Parking**  
• 1.0m Recommended Width  
• 0.75m desirable minimum  
• 0.5m absolute minimum

**Further Information**  
Cyclists by Design, Transport Scotland, 2016  
Sustrans Design Manual

**Exceptions**  
Widths below 1.5m should be consulted with the cycling team and only used over short distances (e.g. Approach to junctions)

Link Type	Cycle Lanes				Staging/ high speed/ high density environment
	No Through	Residential (low density)	Employment (low-high street)	Residential (high density)	
Strategic	UK	UK	UK	UK	+
Secondary					
Local					
Service					

• Consider other traffic volumes and high concentrations for further operational recommendations

**Geometry - Corner Radii** C4-1-b

**Description**  
For the purposes of pedestrians, the width of the footway should be as narrow as possible to increase the crossing distance. Similarly, the corner radius should be increased to ensure that the crossing is as long as possible to the stop line.

The corner radii refer to the point at which two footways meet at a corner of a junction. It has a significant effect on the safety of the junction.

Smaller turning radii increase pedestrian safety by shortening crossing distances, increasing pedestrian visibility, and decreasing vehicle turning speed.

Large radii encourage high speed manoeuvres by motor vehicles, and make crossing side roads more difficult for pedestrians.

At road junctions, the configuration of crossing points requires a balance between the needs of pedestrians which not compromising the safety of vehicular traffic flow. To achieve this balance, three factors need to be considered:  
• street radii  
• width of major and minor roads; and  
• volume of traffic.

Corner radii specifications take into account the balance between pedestrian priority and crossing vehicles to maintain a safety.

**Maximum Corner Radii**

Minor Street	Maximum Corner Radii																				
	Strategic				Secondary				Local				Service								
Street Style	NP	LR	EM	HR	RE	NP	LR	EM	HR	RE	NP	LR	EM	HR	RE	NP	LR	EM	HR	RE	
Strategic	V	N	S	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Secondary																					
Local																					
Service																					

Street Style: NP=New Product, LR=Local Road, EM=Employment, HR=High Residential, RE=Residential

Layout factsheets look at **planning of the street and the positioning of furniture**. The following should be considered in design:

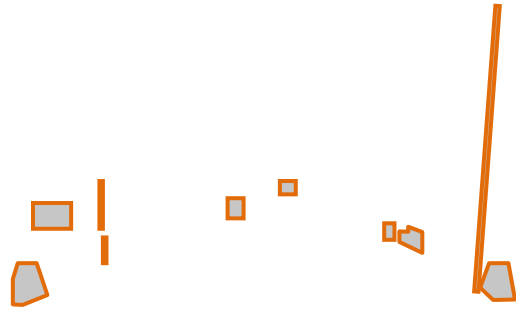
- how much space is allocated to different [user environments](#)
- where [street furniture](#) and OCCUPIED SPACE (including parking) is positioned
- how the space given to [user environments](#) and [street furniture](#) may be combined within a street
- how geometries may facilitate movement by all relevant street users inc. large goods vehicles
- how layout matches gradients to provide accessible street layouts
- how utilities are positioned, accessed and serviced without disrupting other street design requirements

*Example street layout factsheets*

### Using shared surfaces

Shared surfaces without traditional levels of delineation between street users will be considered and may be used where more than one street user requires a high level of priority. Shared space can assist with giving pedestrians priority over other street users where traffic speeds are controlled, and can help bring about less cluttered streets, providing space for positive additions such as seating and trees. Shared surfaces effectively promote place, and through clever fabric and layout design options can provide distinctive streets. This can promote economic development and high levels of footfall. Edinburgh will pilot shared surface approaches on busier streets and/or intersections learning from examples such as Poynton, Ashford ring road and Exhibition Road in London, whilst maintaining their application to quieter historic city centre and residential streets. Shared spaces between users such as cyclists, pedestrians, buses, and car parking will also continue. [Detailed factsheets](#) provide further guidance.

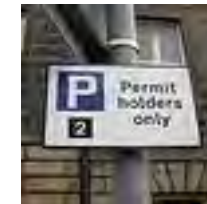
## B3-2-2 Introduction to street furniture



Street furniture factsheets look at the choices of **items installed on the surface of the street, their specification and how they are fitted**. The following should be considered in design:

- what furniture is used to assist [street users](#) make the most of the space and create inclusive and useful streets
- what part furniture plays in the look and feel of a street to create welcoming places

Street furniture may be related to traffic management or is provided for the comfort of street users. It includes, for example, [poles and columns \(e.g. street lighting\)](#), [art works](#), [bins](#), [seating and benches](#), [cycle and motorcycle parking](#), [bus shelters and private items outside a business such as A boards, cafe tables, chairs, fencing and banners](#).



### B3-2-3 Introduction to fabric and materials



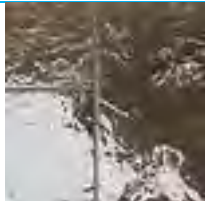








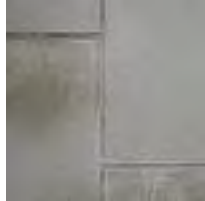

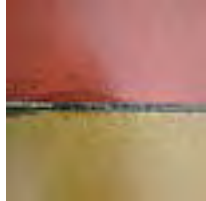


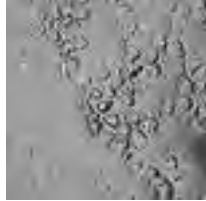
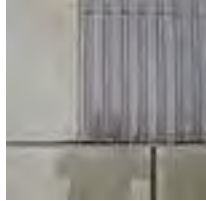
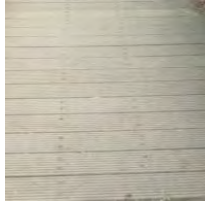



Fabric factsheets look at the **surface materials** which are used to walk, ride or drive on and their underlying construction.

The following should be considered in design:

- how contrasting fabric choices help express street [layouts](#)
- how fabric makes users feel good about the street (for example, by emphasising the place element of the street)
- how fabric choices make the street long-lasting and cost-effective to maintain
- how [sustainable drainage solutions](#) can be achieved (e.g. top right)

A summary of footway options for different streets is provided in the summary sheets in [Appendix 5](#).

Edinburgh's existing street fabric is illustrated, below.

			
			
			
			
			
Natural fabrics	Man-made fabrics	Tarmac/chip-based fabrics	Special fabric applications (SUDs, top)



## B3-2-4 Introduction to soft landscaping

”Planting, particularly street trees, helps to soften the street scene while creating visual interest, improving microclimate and providing valuable habitats for wildlife.” *Designing Streets*, p49

Soft landscaping factsheets look at to the amount, size and positioning of **trees, grass and planting**.

The following should be considered in design:

- how soft landscaping supports walking and cycling and creates nicer places, such as the Edinburgh Green Network
- what ecological function soft landscaping performs to benefit ecosystems
- what aesthetic function soft landscaping performs to benefit human health
- opportunities for soft landscaping to contribute to street structure and width/height relationships of the street



# B4 Edinburgh's Street Structure

**STREET STRUCTURE is the relationships of various elements of urban form and how they work together.**

Getting street structure right is fundamental to ensuring that design solutions help to create the best places for people. Designing Streets presents key considerations for designing new street structures which should also apply to making amendments to existing streets. These are summarised in the table (right). They require:

- establishing connected streets
- creating an urban form that establishes suitable grids and patterns and creates relationships between street widths and building heights to ensure neighbourhoods are walkable
- design solutions that draw on typologies common to Edinburgh and respond to the character and features of the area that serve to establish and reinforce interesting places
- considering the environmental quality of the street

## B4-1 Links to Designing Streets

The following table provides a summary of the objectives of Designing Streets (right) in relation to street structure

Designing Streets – street structure	Designing Streets objectives
Connections to wider networks (p19)	<ul style="list-style-type: none"> <li>• Street patterns should be fully integrated with surrounding networks to provide flexibility and accommodate changes in built and social environments</li> </ul>
Connections within a place (p20)	<ul style="list-style-type: none"> <li>• Street design should provide good connectivity for all modes of movement and for all groups of street users, respecting diversity and inclusion</li> </ul>
Block structure (p22-25)	<ul style="list-style-type: none"> <li>• The urban form should be distinctive with landmarks and vistas that provide good orientation and navigation of an area</li> </ul>
Walkable neighbourhoods (p26-27)	<ul style="list-style-type: none"> <li>• Street layouts should be configured to allow walkable access to local amenities for all street users</li> </ul>
Public transport (p28)	<ul style="list-style-type: none"> <li>• Public transport planning should be considered at an early stage in the design process</li> </ul>
Context and character (p29-30)	<ul style="list-style-type: none"> <li>• The requirements and impact of pedestrians, cycles and vehicles should be reconciled with local context to create streets with distinctive character</li> <li>• Opportunities should be taken to respond to, and to derive value from, relevant elements of the historic environment in creating places of distinctive character</li> </ul>
Orientation (p31)	<ul style="list-style-type: none"> <li>• Orientation of buildings, streets and open space should maximise environmental benefits</li> </ul>



## B4-1 Edinburgh's contribution to street design

Edinburgh is fortunate in having an extensive city structure that provides great examples of pedestrian friendly, connected, distinctive and successful streets, where local amenities are available. In significant parts of Edinburgh, however, while there may be places of interest and character, there is a poor relationship between the street and the built form and may have a lack of connectivity and permeability; this means they fail, overall, as successful streets and places.

Street design will draw on Edinburgh's recognisable street patterns and urban structures for new streets. Edinburgh has a legacy of original street fabrics and materials and furniture. Locally quarried sandstone, Caithness paving, original WHIN kerbs and granite SETTS have been retained in some streets. Features such as bollards, railings and lighting columns and lamps are characteristic of many parts of Edinburgh.

This guidance will assist in defining how to create improvements to Edinburgh's urban setting.

## B4-2 Referencing Existing Street Types

There is range of [street types](#) in Edinburgh where the scale, ratios and patterns of streets vary. These examples demonstrate good townscape relationships. [Appendix 1](#) outlines detail on the specific characteristics of these typologies, drawing on the details set out in CONSERVATION AREA CHARACTER APPRAISALS.

### Examples

**THE MEDIEVAL PATTERN** was developed in response to the links and patterns connecting the main high street (the Royal Mile) with the surrounding landscape. This pattern provides the flexibility to accommodate changes in the built environment. This pattern is typified by the High Street which is the main spine from which other connections extend; human scale CLOSERS and WYNDS which present pedestrian priority spaces or narrow routes that can just accommodate vehicles, which often include soft landscaping. Places of interest are created with market and urban squares and at cross/gate locations.

**THE GEORGIAN PATTERN** of the **New Town** exhibits a planned street structure defined by the layout of the buildings. This order restricts significant change to the urban form. This pattern is typified by the grand scale of the 'Principal Streets' and 'Cross Streets'; secondary streets accessible by vehicles and narrow mews lanes providing access to the rear of properties. Formal gardens were central to the structure, either established as terminating squares or as part of the principal street pattern as circuses or crescents. Place of interest were established as an integral part of the planned design, with buildings and statues established to terminate views.



**THE VICTORIAN AND EDWARDIAN PATTERNS**

resulted in uniform street layouts that responded to local topography and features, absorbing historic villages and settlements. They are well connected and successfully link residences with areas of amenity. A variety of street widths are defined by the varying relationships with built forms. Wide high streets are crossed by narrower terraces and rows. Wider avenues accommodate trees and narrower lanes follow natural corridors. The urban BLOCK is typical of these streets. Unique COLONY developments create a tight urban pattern with narrow streets allowing vehicular access. The front/back relationship of buildings is characteristic of this street type.

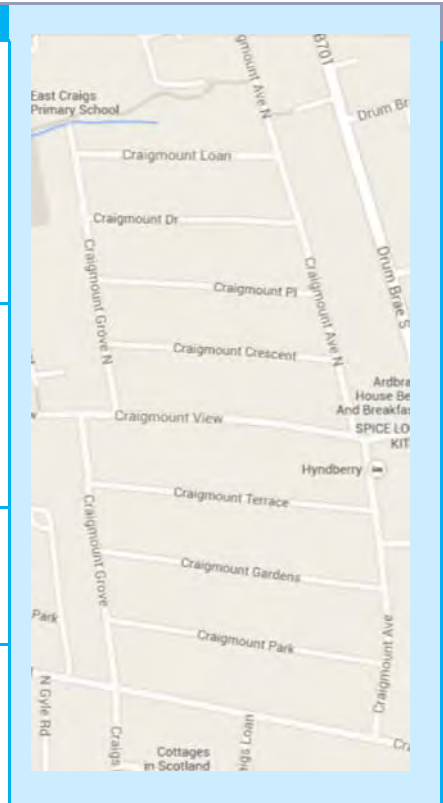
**BETWEEN WAR STREET PATTERNS** grew with a good mix of home types & tenures and well-connected permeable, street networks.

**POST WAR STREET PATTERNS** are typified by low density residential development. The streets are wide, but vary in their urban form. Some earlier arrangements, such as Craigmount (right), are connected and provide good access for pedestrians to local amenities.

**RECENT DEVELOPMENT** examples in Craigmillar and Gracemount demonstrate new street patterns and urban structures that reflect the more successful relationships exemplified by historic streets.



Craigmount Area Street Pattern case study	
<p>✓ Pedestrian access to local school/shops</p>	<ul style="list-style-type: none"> <li>Near direct routing possible, due to highly permeable grid layout</li> <li>Easy to cross roads, due to tighter corner radii at junctions</li> <li>All footways overlooked by properties, therefore feeling of security</li> </ul>
<p>✓ Public transport penetration</p>	<ul style="list-style-type: none"> <li>Layout is flexible, bus services could use any street as demand dictated.</li> <li>Permeable layout meaning services could go on to serve other destinations.</li> </ul>
<p>✓ Cycling</p>	<ul style="list-style-type: none"> <li>Compact priority junctions feel safer.</li> <li>More direct routings within neighbourhood.</li> </ul>
<p>✓ Community</p>	<ul style="list-style-type: none"> <li>All streets have pleasant environment; are well overlooked.</li> <li>Good connectivity with neighbouring areas due to permeable layout.</li> </ul>



## B5 Design Principles for each Street Type

- Apply design options to the identified street type

Each street type from [Section B2](#) is introduced by a paragraph summarising design principles. These set out the high level design considerations for the street type according to the relative importance of the various street users.

The sheets are summarised in the table overleaf which includes the areas of design where there is greatest variation between street types.

### Key

High priority	●
Medium priority	○

## How do principles vary across street types?

The balance of priorities will affect the design options chosen for each type of street.

### Variation of street design options across street types

<b>Overall design options</b>	<ul style="list-style-type: none"> <li>• Simplicity</li> <li>• Link-place balance</li> </ul>
<b><u>Street furniture options</u></b>	<ul style="list-style-type: none"> <li>• Furniture need</li> <li>• Extent/breadth of provision (numbers and types of item)</li> <li>• Specification and size of items</li> <li>• Location/position (see layout) and fixing method</li> </ul>
<b><u>Fabric options</u></b>	<ul style="list-style-type: none"> <li>• Choice of fabric and materials (including compared to existing street fabric)</li> </ul>
<b><u>Layout options</u></b>	<ul style="list-style-type: none"> <li>• Design emphasis (social/place, walking, cycling, public transport, carriageway)</li> <li>• Delineation and use of markings, separation of users and shared surface appropriateness</li> <li>• Drainage options</li> <li>• Geometries and dimensions</li> <li>• Pedestrian priority over side streets</li> <li>• Priority for on-street parking</li> </ul>
<b><u>Values</u></b>	<ul style="list-style-type: none"> <li>• Distinct</li> <li>• Inclusive</li> <li>• Sustainable</li> <li>• Legible</li> <li>• Safe</li> <li>• Local</li> <li>• Cost effective</li> </ul>

B5 Design Principles for each Street Type

OVERALL DESIGN		DESIGN EMPHASIS				LAYOUT				FURNITURE	VALUES												
Priority: High ● Medium ○	Simplicity		Link/Place balance		Environments				Shared space	Priority on-street parking				Notable furniture needs									
	Simple	Complex	Link	Place	Pedestrian	Public Transport	Cycle	Car		Social	Short-term /loading	Residents/ employees	Long term cycle & m/cycle		Pedestrian priority over side street		1 distinct	2 inclusive	3 sustainable	4 legible	5 safe	6 local	7 cost effective
<b>Strategic</b>																							
Retail		●		●	●	●	○	○	●	●	●	●	●	●	●	●							
Hi Density Res		○		●	●	●	○	○	●		●	●	●							●	●		
Employment	○	○	○	○	○	●	●	○	○						●	●							
Low Density Res	○		○	○	○	○	○	○			●									●	●	●	
No frontage	●		●				○	●												●		●	
<b>Secondary</b>																							
Retail		●		●	●	○	○	○	●	○	●		●	●	●	●			●		●		
Hi Density Res		○		●	●	○	○	○	●		●	●	●	●					●		●		
Employment	●		○	○	○	●	●	○	○							●	●	●	●				
Low Density Res	○		○	○	○	○	○	○			●				●	●	●	●	●	●	●	●	
No frontage	●		●				○	●												●		●	

B5 Design Principles for each Street Type

OVERALL DESIGN		DESIGN EMPHASIS				LAYOUT				FURNITURE	VALUES											
Priority: High ● Medium ○	Simplicity		Link/Place balance		Environments				Shared space	Priority on-street parking				Notable furniture needs								
	Simple	Complex	Link	Place	Pedestrian	Public Transport	Cycle	Car		Social	Short-term /loading	Residents/ employees	Long term cycle & m/cycle		Pedestrian priority over side street	1 distinct	2 inclusive	3 sustainable	4 legible	5 safe	6 local	7 cost effective
<b>Local</b>																						
Retail	●			●	●	○	○	○	●	●	●		●	●	●						●	
Hi Density Res	●			●	●		○			●	●	●	●	○	●		●				●	
Employment	●			○	●		○	○		●						●	●					
Low Density Res	●		○	○	○		○		●	●	●					●	●					
No frontage	●		○				○	●	○	○										●		●
<b>Service</b>																						
Retail	●			○	●		○	○	●	●	●	●				●					●	
Hi Density Res	●		○	○	○					●	●	●						●				
Employment	●		○	○	○		○	○		○						●		●	●			
Low Density Res	●		○	○	○				●							●		●				
No frontage	●		○		○	○	○	○	○	○										●		●

## B5-1 Principles Sheets

The structure of the Principles Sheets is set out in [Section B3](#). There is a sheet for each street type. The principles sheets summarise the priority street users alongside relevant design options. There are some elements that are common to all streets, which are summarised in the first sheet. Any local factors relating to the street should also be identified (discussed in [Appendix 1.8](#)).

The notes set out should usually be the starting point for design. However designs should always respond to local context and this may justify changes in the approach. Special locations are shown in [Appendix 1.8](#).

[All sections will be linked to factsheets for further information]

## Note on Car Parking Standards regarding Street Design

The following sets out the Council's current position on car parking and street design.

"PARKING STANDARDS FOR DEVELOPMENT MANAGEMENT. Approved December 2009. Produced by The City of Edinburgh Council with the assistance of Halcrow Group Ltd

### 5 Reductions in minimum / increases in maximum standards

Car parking provision below the normal minimum may be permitted for sites where:

- minimum parking provision is physically impossible but the development is desirable for other reasons; OR
- lower parking provision is deemed essential for reasons of townscape, air quality or transport impact; OR.
- the developer can justify lower provision to help manage travel in a manner consistent with other Council policies while not causing unacceptable on-street overspill; AND
- the development includes suitable provision of high quality cycle parking at ground or basement level

In this circumstance, additional contributions to public transport, pedestrian and/or cycle facilities in the vicinity and to the Car Club will usually be required. Car parking provision above maximum standards will be acceptable only where the developer can demonstrate that it will not compromise the Council's Local Transport Strategy or other Planning requirements."

## Note on road widths on strategic routes

Road widths on strategic routes are 7m, as prescribed for road closures in Chapter 8 of the Traffic Signs Manual; this relates to the clear running lane width (see [factsheet](#)).



## B5 Design Principles for each Street Type

### Structure of principles sheets

Each sheet contains a small version of the [Edinburgh Street Framework](#), illustrating by a **blue box** the position in the street framework that the street on the sheet refers to. Streets are grouped by link type, so all sheets relating to strategic links are presented first.

#### Example:

Place type	Link type	No front.	Res. low	Emp.	Res. med/hi	Shop.
<b>Strategic</b> <b>Retail</b>	Strategic					
	Secondary					
	Local					
	Service					
	Path					

Each sheet also contains a table summarising the **design emphasis** to be given to different users and design features in the design process.

#### Example:

Design emphasis	Place	Very High/ High
	Peds	Very High/ High
	Cycle	Medium*
	Public Transport	High
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	Medium
	Furniture	High

\* = Where street is part of family friendly network, cycle design priority should be high for cyclists (Appendix [X] – Map)

## Order of information

These sheets are grouped by link function and the subdivided into place function (illustrated below) in order of relative importance of link and place function for each street.

### Link function:

Main streets:

- Strategic** 
- Secondary** 

Neighbourhood streets:

- Local** 
- Service** 
- Path [to follow]**

### Place function:

Places with high numbers of pedestrians:

- Retail**
- High Density Residential**

Places with some pedestrians:

- Employment**
- Low Density Residential**

Places with low numbers of pedestrians:

- No frontage**

## B5 Design Principles for each Street Type

### Common elements

Design options that are common to all street types are shown on the right.

Walking Environment	Fabric	<ul style="list-style-type: none"> <li>Typically use Pre-Cast Concrete (PCC) Kerbing and Edging outside conservation areas, unless whinstone is currently being used</li> <li>Contrasting Grey Tactile Paving</li> <li>Utility Chambers accesses to be replaced with recessed ones where appropriate</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Minimise Signage and unnecessary furniture and cluster together, where possible, outside central walking zone</li> <li>Presumption against guardrail where appropriate, existing guardrail to be removed after a guardrail assessment has been carried out.</li> <li>Grit Bins to be provided at Strategic Locations</li> <li>Signage should be wall mounted/relocated outside walking zone</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>There should be a convenient and direct route for pedestrians</li> <li>All carriageway crossing points should be suitable for wheelchair users</li> <li>Pedestrian phases on all legs of signalised junctions where required</li> <li>Presumption against shared footways with cyclists, apart from No Frontage /Employment Streets and sections used for connection of the Family Friendly Network</li> </ul>
Cycling Environment	Fabric	<ul style="list-style-type: none"> <li>Red Chipping Asphalt</li> <li>Thermoplastic used in high risk locations</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Short Term Cycle Parking = Sheffield Stands or Cycle Hoops</li> <li>Long Term Cycle Parking = Weather protected and within a lockable building/compound</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Continue across Junction faces (Advisory Markings and Coloured Chips)</li> <li>Continue across Pedestrian Crossings Zigzags/Bus Stops (Coloured Chips Only )</li> <li>Advanced Stop Line (ASL) on all legs of signalised junctions where appropriate</li> <li>Door Zone Minimum 0.5m</li> </ul>
Public Transport Environment	Fabric	<ul style="list-style-type: none"> <li>Bus Lanes - Red Chipping Asphalt</li> <li>High level kerbs minimum 100mm upstand</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>All stops must have a Sign Plate &amp; Information Board</li> <li>All stops should have a shelter installed where appropriate</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Bus Stops 25m Bay with Clearways or Bus Boarders</li> <li>Minimum 1.5m walking zone past furniture</li> </ul>
Carriageway Environment	Fabric	<ul style="list-style-type: none"> <li>Antiskid used where appropriate 0m@20mph, 25m@30mph. High PSV stone HRA can be used as an alternative</li> <li>HRA Asphalt or SMA where appropriate</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Utility Chambers to be replaced if worn</li> <li>Traffic Signal Crossing equipment Minimum Requirements as per TSRGD</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Recommended widths specified in carriageway Width Factsheet</li> <li>Additional 0.5m each side if parked vehicles are located alongside</li> </ul>
Conservation Areas	<ul style="list-style-type: none"> <li>Within Conservation areas natural materials (eg Stone) should be considered and this should always be discussed with the <b>local neighbourhood/streetscape section</b> as early as possible in the design process Road Markings to be minimised in width Maximum width 50mm. (where permitted by TSRGD)</li> </ul>	
Trees & Landscaping	<ul style="list-style-type: none"> <li>Discussion with streetscape/Parks &amp; Greenspace to be had as early as possible in the design process</li> </ul>	
Notes	<ul style="list-style-type: none"> <li>Central Walking zone is shown as per factsheet PE-00x, Minimum Zone width to be 1.5m</li> </ul>	

## B5 Design Principles for each Street Type: Strategic Retail Streets



<a href="#">Click for index</a>		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
<b>Strategic Retail</b>	Strategic						
	Secondary						
	Local						
	Service						
	Path						

Design for retail streets **will** emphasise social spaces and the street's role in the community, the pedestrian environment and public transport. They **will** prioritise place paying close attention to delivering Values 1 and 2. Paving slabs **will** be used for footways to emphasise place and pedestrian importance. They **will** be highly complex in their requirements, and furniture, fabric and layout equally **will** be high relevance in design. General road traffic will be permitted, but not prioritised. Cyclists **will** be separated as far as possible from other road traffic. Pedestrians **will** have priority through junctions and intersections, including across side streets.

Design emphasis	Place	Very High/ High
	Pedestrians	Very High/ High
	Cycling	Medium*
	Public transport	High
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	Medium/High
Furniture	High	

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>High Quality Paving</li> <li>Driveways to match footway paving (No Break)</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>High Density of Seating – Where footway width is sufficient</li> <li>High Density of Waste Bins</li> <li>Lighting 10m columns or Wall Mounted (Preferred)</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Absolute - 3m/ Desirable 4.5m or more)</li> <li>Side Junctions to be Raised Junctions/ or continuous#</li> <li>Corner Radii Maximum = 3m</li> <li>Crossing points every 50m to 100m</li> <li>Uncontrolled Crossings – Signalised/Zebra at Strategic Points</li> <li>Consider Shared Space</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>High Density of Short Term Cycle Parking</li> <li>Longer Term parking to be provided at strategic locations</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Desirable Minimum = Advisory Carriageway</li> <li>Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Bus Shelter provided at all stops with seating/access for all</li> <li>Bus Tracker provided at all stops</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Consider Bus lanes (Peak Time along with Parking/Loading)</li> <li>Consider approaches to junctions</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> <li>Road Markings to be minimum width</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 6m minimum, desirably 7.0m or more.</li> <li>Restricted/relocated where appropriate parking to support cycle/bus facilities</li> <li>Parking/Loading – Seek to move to side streets (especially Parking)</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use encouraged to reduce the amount of open space</li> <li>Helps reduce impact of parking.</li> </ul>
<b>Notes</b>		<ul style="list-style-type: none"> <li># At junctions with local or service streets – Junctions should <u>always</u> be converted when either neighbourhood carriageway or footway is renewed. At junctions with secondary or strategic streets a typical carriageway/footway layout will generally be retained. Shared Space should be considered, especially in special locations</li> </ul>



## B5 Design Principles for each Street Type: Strategic Residential (High density) Streets



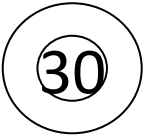
Illustrative

<a href="#">Click for index</a>		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
<b>Strategic Residential (High density)</b>	Strategic						
	Secondary						
	Local						
	Service						
	Path						

Design for high density residential streets **will** emphasise social spaces, the pedestrian environment and public transport. They **will** use layout treatments to balance movement and place. They **will** pay close attention to delivering Values 5 and 6. Street furniture such as seating, bins, cycle and motorcycle parking, and bus shelters will be highly relevant. General road traffic will be permitted, but not prioritised. Cyclists **will** be separated as far as possible from other road traffic. Pedestrians **will** have priority through junctions and intersections, including across side streets.

Design emphasis	Place	High
	Pedestrians	High
	Cycling	Medium
	Public Transport	High/Medium
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	Low
Furniture	Medium	

Walking Environment	Fabric	<ul style="list-style-type: none"> <li>Paving Flags</li> <li>Driveways to match footway paving (No Break)</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Medium Density of Seating</li> <li>Medium Density of Waste Bins</li> <li>Lighting 10m columns or Wall Mounted (Preferred)</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Absolute - 2m/ Desirable 3m or more)</li> <li>Side Junctions to be Raised Junction/ or continuous<sup>#</sup></li> <li>Crossing points approx every 100m (Protected from Parking e.g. Build out, Consider Raising)</li> <li>Corner Radii Maximum = 3m</li> </ul>
Cycling Environment	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Medium/Low Density of Short Term Cycle Parking</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Desirable Minimum = Advisory Carriageway</li> <li>Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible (Particular at Higher Traffic Volumes/ Speeds)</li> </ul>
Public Transport Environment	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Bus Shelter provided at all stops with seating/access for all</li> <li>Bus Tracker provided at all stops</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Consider Bus lanes (Part Time along with Parking/Loading)</li> <li>Consider approaches to junctions</li> </ul>
Carriageway Environment	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 6m minimum, desirably 7.0m or more.</li> <li>Restricted parking to support cycle/bus facilities</li> <li>Parking/Loading – Seek to move to side streets (especially Parking)</li> </ul>
Trees & Landscaping		<ul style="list-style-type: none"> <li>Use of Trees and Landscaping encouraged.</li> <li>Use encouraged to reducing the amount of open space</li> <li>Helps reduce impact of parking.</li> </ul>
Notes		<ul style="list-style-type: none"> <li><sup>#</sup> At junctions with local or service streets – Junctions should <u>generally</u> be converted when either neighbourhood carriageway or footway is renewed.</li> <li>At junctions with secondary or strategic streets a typical carriageway/footway layout will generally be retained. Shared Space should be considered, especially in special locations</li> </ul>



## B5 Design Principles for each Street Type: Strategic Employment Streets



		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
<a href="#">Click for index</a>	Link type	Strategic					
	Strategic Employment	Secondary					
	Local						
	Service						
	Path						

Design for employment streets **will** prioritise cycle movements, using the space available to help enable an increase in cycle journeys to work and reduce any potential for conflict with large moving vehicles, and public transport. Cyclists **will** be separated as far as possible from other road traffic. They **will** use layout treatments to balance movement and place. They **will** pay close attention to delivering Values 1 and 2.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Medium
	Public Transport	<b>High</b>
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	Low/Medium
Furniture	Medium	

Walking Environment	Fabric	<ul style="list-style-type: none"> <li>HRA Surfacing</li> <li>PCC Paving at special or Higher use locations</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Medium/Low Density of Waste Bins</li> <li>Lighting 10m columns</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Absolute – 1.5m/ Desirable 2m or more)</li> <li>Crossing points every 100m – Uncontrolled Crossings</li> <li>Corner Radii Maximum = 9m</li> </ul>
Cycling Environment	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Density of Short Term &amp; Long Term Cycle Parking dependent on off road provision (Discussion with Cycle Parking Team at an early stage)</li> </ul>
Public Transport Environment	Furniture	<ul style="list-style-type: none"> <li>Desirable Minimum = Advisory Carriageway</li> <li>Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible (Particular at Higher Traffic Volumes/ Speeds)</li> </ul>
	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Bus Shelter provided at all stops with seating/access for all</li> <li>Bus Tracker provided at all stops</li> </ul>
Carriageway Environment	Layout	<ul style="list-style-type: none"> <li>Consider Bus lanes (Part Time along with Parking/Loading)</li> <li>Consider approaches to junctions</li> </ul>
	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
Trees & Landscaping	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 6m minimum, desirably 7.0m or more.</li> <li>Restricted parking to support cycle/bus facilities</li> </ul>
	Notes	<ul style="list-style-type: none"> <li>Use of Trees and Landscaping encouraged.</li> <li>Use encouraged to reducing the amount of open space</li> <li>Helps reduce impact of parking.</li> </ul>



## B5 Design Principles for each Street Type: Strategic Residential (low density) Streets



<a href="#">Click for index</a>		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
		Secondary					
		Local					
		Service					
		Path					

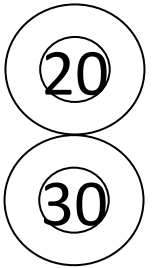
Design for low density streets **will** permit movements by all street users on an equal High basis, with no street users designed for as a priority. Lower density residential streets **will** provide fewer buildings and land uses, generate fewer pedestrians which reduces the need for a high place function.

They **will** pay close attention to delivering Values 5, 6 and 7.

Parking may be able to be provided outside of the clear carriageway width.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Medium
	Public Transport	<b>High</b>
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	Low
Furniture	Medium	

Walking Environment	Fabric	<ul style="list-style-type: none"> <li>HRA Surfacing</li> <li>PCC Paving at special or Higher use locations</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Low Density of Waste Bins</li> <li>Lighting 10m Aluminium Columns</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Absolute – 1.5m/ Desirable 2m or more)</li> <li>Crossing points approx every 200m</li> <li>Uncontrolled Crossings – Signalised/Zebra at Strategic Points</li> <li>Corner Radii Maximum = 3m</li> </ul>
Cycling Environment	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Generally no on street cycle parking is required</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Desirable Minimum = Advisory Carriageway</li> <li>Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible</li> </ul>
Public Transport Environment	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Bus Shelter provided at all stops with seating/access for all</li> <li>Bus Tracker provided at all stops</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
Carriageway Environment	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 6m minimum, desirably 7.0m or more.</li> <li>Restricted parking to support cycle/bus facilities</li> </ul>
Trees & Landscaping		<ul style="list-style-type: none"> <li>Use of Trees and Landscaping encouraged.</li> <li>Use encouraged to reducing the amount of open space</li> <li>Helps reduce impact of parking.</li> </ul>
Notes		<ul style="list-style-type: none"> <li></li> </ul>



## B5 Design Principles for each Street Type: Strategic No frontage Streets



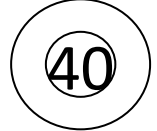
<a href="#">Click for index</a>		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
<b>Strategic No frontage</b>	Strategic						
	Secondary						
	Local						
	Service						
	Path						

Design for no frontage streets **will** generally allow motor vehicle movement to predominate, with priority for public transport where necessary (e.g. A90, A8 at A89).

They will be simple in their requirements using common standard design elements. They **will** pay close attention to delivering Values 5 and 7. Footways **will** be provided where they could be any demand for pedestrian movement, including access to public transport services from adjacent communities.

Design emphasis	Place	Very Low
	Pedestrians	Low
	Cycling	Medium
	Public Transport	<b>High</b>
	Car traffic	<b>High</b>
	Large vehicles	<b>High</b>
	Parking	Very Low
	Loading	Very Low
Furniture	Very Low	

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>HRA Surfacing</li> <li>Consider no edging with Type 1 shoulders in rural setting</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Very Low Density of Waste Bins</li> <li>Lighting 10m Aluminium Columns</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Footway provision dependent on level of traffic and whether there is significant pedestrian (and/or cycle) demand.</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>No Requirements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Desirable Minimum = Segregated or Shared Footway</li> <li>Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 6m minimum, desirably 7.0m or more.</li> <li>Restricted parking to support cycle/bus facilities</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use of Trees and Landscaping encouraged.</li> </ul>
<b>Notes</b>		Rural no frontage streets can be used for agriculture machinery and as such should be design to accommodate this equipment for access



## B5 Design Principles for each Street Type: Secondary Retail Streets



<a href="#">Click for index</a>		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
<b>Secondary Retail</b>	Strategic						
	Secondary						
	Local						
	Service						
	Path						

Design for retail streets will emphasise social spaces and the street's role in the community, the pedestrian environment including informal movements and public transport. They will prioritise place paying close attention to delivering Values 1, 4 and 6. They will use layout treatments alongside fabric and furniture treatments to balance movement and place. Street furniture such as seating, bins, cycle and motorcycle parking, and bus shelters will be highly relevant. Space for cycling, public transport, loading and short term parking will have priority over delivering high through traffic flows. Pedestrians will have priority through junctions and intersections, including across side streets.

Design emphasis	Place	High
	Pedestrians	Very High/High
	Cycling	Medium
	Public Transport	Medium
	Car traffic	Medium
	Large vehicles	Medium
	Parking	High (Short Term parking High)
	Loading	Medium/High
Furniture	Medium/High	

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>Paving Flags</li> <li>Driveways to match footway paving (No Break)</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>High Density of Seating</li> <li>High Density of Waste Bins</li> <li>Lighting 10m columns or Wall Mounted</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Absolute - 2m/ Desirable 3m or more)</li> <li>Side Junctions to be Raised Junctions/ or continuous<sup>#</sup></li> <li>Corner Radii Maximum = 3m</li> <li>Crossing points every 50m to 100m</li> <li>Uncontrolled Crossings – Signalised/Zebra at Strategic Points</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>High Density of Short Term Cycle Parking</li> <li>Low Density of Long Term Cycle Parking</li> </ul>
<b>Public Transport Environment</b>	Layout	<ul style="list-style-type: none"> <li>Desirable Minimum = Advisory Carriageway</li> <li>Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible</li> </ul>
	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Bus Shelter provided at all stops with seating/access for all</li> <li>Bus Tracker provided at all stops</li> </ul>
<b>Carriageway Environment</b>	Layout	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
<b>Trees &amp; Landscaping</b>	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 5.5m minimum, desirably 7.0m or more.</li> <li>Parking/Loading as required at strategic points – Seek to move to side streets</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
<b>Notes</b>		<ul style="list-style-type: none"> <li>Use encouraged to reducing the amount of open space</li> <li>Helps reduce impact of parking.</li> <li># At junctions with local or service streets – Junctions should <u>always</u> be converted when either neighbourhood carriageway or footway is renewed.</li> <li>At junctions with secondary or strategic streets a typical carriageway/footway layout will generally be retained. Shared Space should be considered, especially in special locations</li> </ul>

20



## B5 Design Principles for each Street Type: Secondary Residential (High density) Streets



Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
		Secondary					
		Local					
		Service					
		Path					

Design for **High** density residential streets will emphasise social spaces and the pedestrian environment. These streets may form lower frequency bus and/or cycle routes. They will use layout treatments to balance movement and place. They will pay close attention to delivering Values 4 and 6. Long-term cycle parking will be provided for residents. General road traffic will be permitted, but not prioritised, and car parking will be provided. Pedestrians will have priority through junctions and intersections, including across side streets.

Design emphasis	Place	Medium
	Pedestrians	<b>High</b>
	Cycling	Medium
	Public Transport	Medium
	Car traffic	Low
	Large vehicles	Low
	Parking	Medium
	Loading	Low
	Furniture	Medium

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>Paving Flags</li> <li>Driveways to match footway paving (No Break)</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Medium Density of Seating</li> <li>Medium Density of Waste Bins</li> <li>Lighting 10m columns or Wall Mounted</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Absolute - 2m/ Desirable +)</li> <li>Side Junctions to be Raised Junction/ or continuous<sup>#</sup></li> <li>Crossing points every 100m (Protected from Parking e.g. Build out, Consider Raising)</li> <li>Uncontrolled Crossings – Signalised/Zebra at Strategic Points</li> <li>Corner Radii Maximum = 3m</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Medium Density of Short Term Cycle Parking</li> <li>High Density of Long Term Cycle Parking</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Desirable Minimum = Advisory Carriageway</li> <li>Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible (Particular at Higher Traffic Volumes/ Speeds)</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Bus Shelter provided at all stops with seating/access for all</li> <li>Bus Tracker provided at all stops</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 5.5m minimum, desirably 7.0m +</li> <li>Parking as required at strategic points</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use encouraged to reducing the amount of open space</li> <li>Helps reduce impact of parking.</li> </ul>
<b>Notes</b>		<p><sup>#</sup> At junctions with local or service streets – Junctions should <u>generally</u> be converted when either neighbourhood carriageway or footway is renewed. At junctions with secondary or strategic streets a typical carriageway/footway layout will generally be retained. Shared Space should be considered, especially in special locations</p>



## B5 Design Principles for each Street Type: Secondary Employment Streets



Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
		Secondary					
		Local					
		Service					
		Path					

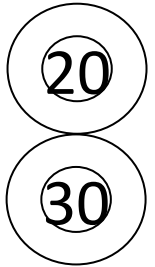
**Secondary Employment**

Design for employment streets will prioritise cycle movements, using the space available to help enable an increase in cycle journeys to work and reduce any potential for conflict with large moving vehicles, and public transport.

They will be simple streets use fabric treatments to balance movement and place, and ensure that pedestrians feel comfortable through attractive design. They will pay close attention to delivering Values 2, 3 and 3.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Medium
	Public Transport	Medium
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	Low/Medium
	Furniture	Medium

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>HRA Surfacing</li> <li>Paving Flags at Strategic Locations</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Low Density of Waste Bins</li> <li>Lighting 10m columns</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Absolute – 2m/ Desirable 2.5m or more)</li> <li>Crossing points every 100m</li> <li>Corner Radii Maximum = 6m</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Density of Short Term &amp; Long Term Cycle Parking dependent on off road provision (Discussion with Cycle Parking Team at an early stage)</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Desirable Minimum = Advisory Carriageway</li> <li>Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible (Particular at Higher Traffic Volumes/ Speeds)</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Bus Shelter provided at all stops with seating/access for all</li> <li>Bus Tracker provided at all stops</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 6m minimum, desirably 7.0m or more.</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use of Trees and Landscaping encouraged.</li> <li>Use encouraged to reducing the amount of open space</li> <li>Helps reduce impact of parking.</li> </ul>
<b>Notes</b>		<ul style="list-style-type: none"> <li></li> </ul>



## B5 Design Principles for each Street Type: Secondary Residential (low density) Streets

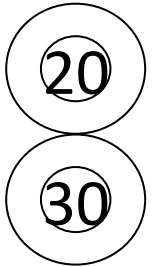


<a href="#">Click for index</a>		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
	<b>Secondary Residential (low density)</b>	Secondary					
		Local					
		Service					
		Path					

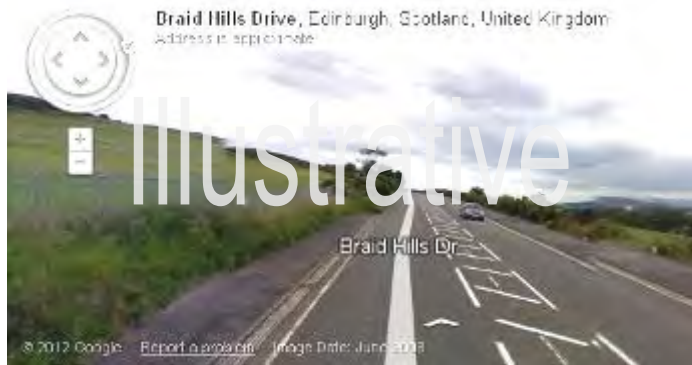
Design for low density streets will permit movements by all street users on an equal basis, with no street users designed for as a priority. There will not be a widespread place function although local design details and features will be used. They will pay attention to delivering all street values. Trees will help improve the sense of enclosure on these streets.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Medium/ <b>High</b>
	Public Transport	Medium/Low
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Medium/ <b>High</b>
	Loading	Low
Furniture	Low	

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>HRA Surfacing</li> <li>Paving Flags at Strategic Locations</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Low Density of Waste Bins</li> <li>Lighting 10m columns</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Absolute – 1.5m/ Desirable 2m or more)</li> <li>Crossing points every 100m</li> <li>Corner Radii Maximum = 3m</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Generally no on street cycle parking is required</li> <li>Desirable Minimum = Advisory Carriageway</li> <li>Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible (Particular at Higher Traffic Volumes/ Speeds)</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Bus Shelter provided at all stops with seating/access for all</li> <li>Bus Tracker provided at all stops</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 6m minimum, desirably 7.0m or more.</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use of Trees and Landscaping encouraged.</li> <li>Use encouraged to reducing the amount of open space</li> <li>Helps reduce impact of parking.</li> </ul>
<b>Notes</b>		<ul style="list-style-type: none"> <li></li> </ul>



## B5 Design Principles for each Street Type: Secondary No frontage Streets



Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
		Strategic					
		Secondary					
		Local					
		Service					
		Path					

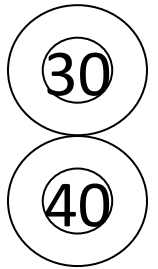
  

Secondary No frontage	
Place type	Link type

Design for no frontage streets will allow car movement to predominate.

They will be simple in their requirements using common standard design elements. They will pay close attention to delivering Values 5 and 7. Footways will be provided where they could be any demand for pedestrian movement, including access to public transport services from adjacent communities. Cycle lanes will be important where there are destinations such as rural settlements adjoining the route, carrying cyclists elsewhere.

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>HRA Surfacing</li> <li>Consider no edging with natural shoulders in rural setting</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Very Low Density of Waste Bins</li> <li>Lighting 10m Columns</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Footway provision dependent on level of traffic and whether there is significant pedestrian (and/or cycle) demand.</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>No Requirements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Desirable Minimum = Advisory Carriageway</li> <li>Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible (Particular at Higher Traffic Volumes/ Speeds)</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 6m minimum, desirably 7.3m or more.</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use of Trees and Landscaping encouraged.</li> </ul>
<b>Notes</b>		<ul style="list-style-type: none"> <li>Rural no frontage streets can be used for agriculture machinery and as such should be design to accommodate this equipment for access</li> </ul>



Design emphasis	Place	Very Low
	Pedestrians	Low/Medium
	Cycling	<b>High/Medium</b>
	Public Transport	Low
	Car traffic	<b>High</b>
	Large vehicles	<b>High</b>
	Parking	Low
	Loading	Low
	Furniture	Low

## B5 Design Principles for each Street Type: Local Retail Streets



Click for index		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
<b>Local Retail</b>	Strategic						
	Secondary						
	Local						
	Service						
	Path						

Design for retail streets **will** emphasise social spaces and the street's role in the community and the pedestrian environment. They **will** prioritise place paying close attention to delivering Values 1 and 6.

They **will** be simple streets, where seating, bins, cycle and motorcycle parking, and bus shelters will be relevant. Full shared space will be considered. General road traffic will be permitted at low speeds, but not prioritised. Space for loading and short term parking will have priority over moving traffic. Pedestrians **will** have priority through junctions and intersections, including across side streets.

Design emphasis	Place	High
	Pedestrians	Very High/ High
	Cycling	Medium
	Public Transport	Medium
	Car traffic	Low
	Large vehicles	Low/Medium
	Parking	Medium/High
	Loading	Medium
Furniture	Medium	

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>Paving Flags</li> <li>Driveways to match footway paving (No Break)</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Medium Density of Seating</li> <li>Medium Density of Waste Bins</li> <li>Lighting 10m columns or Wall Mounted (Preferred)</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Absolute - 2m/ Desirable 3m or more)</li> <li>Side Junctions to be Raised Junctions/ or continuous<sup>#</sup></li> <li>Presumption against shared footways with Cyclists</li> <li>Corner Radii Maximum = 3m</li> <li>Uncontrolled Crossings – Signalised if required</li> <li>Crossing points every 50m to 100m</li> <li>Consider Shared Space</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>High Density of Short Term Cycle Parking</li> <li>Low Density of Long Term Cycle Parking</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Desirable Minimum = Shared Carriageway</li> <li>Recommended = Advisory lanes or Separated Lanes where appropriate/feasible</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Bus Shelter provided at all stops with seating/access for all</li> <li>Bus Tracker provided at all stops</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>See common elements</li> <li>Consider use of Bus Gate</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 4.5m minimum, desirably 5.5m or more.</li> <li>Parking/Loading as required at strategic points</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use encouraged to reducing the amount of open space</li> <li>Helps reduce impact of parking.</li> </ul>
<b>Notes</b>		<ul style="list-style-type: none"> <li># At junctions with local or service streets – Junctions should <u>always</u> be converted when either neighbourhood carriageway or footway is renewed.</li> </ul>

## B5 Design Principles for each Street Type: Local Residential (High density) Streets



<a href="#">Click for index</a>		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
		Secondary					
		Local					
		Service					
		Path					
		<b>Local Residential (High density)</b>					

Design for **High** density residential streets **will** emphasise the pedestrian environment. Full shared space such as home zones will be considered.

They **will** be simple streets, where cycle and motorcycle parking will be relevant. They **will** pay close attention to delivering Values 1, 3, and 6. General road traffic will be permitted at low speeds, but not prioritised. Pedestrians **will** have priority through junctions and intersections, including across side streets.

Place	Medium
Pedestrians	<b>High</b>
Cycling	Medium
Public Transport	Low/Medium
Car traffic	Low
Large vehicles	Low
Parking	<b>High</b>
Loading	Low
Furniture	Medium

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>Paving Flags</li> <li>Driveways to match footway paving (No Break)</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Medium Density of Seating</li> <li>Medium Density of Waste Bins</li> <li>Lighting 10m columns or Wall Mounted (Preferred)</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Absolute - 2m/ Desirable 2.5m or more)</li> <li>Side Junctions to be Raised Junction/ or continuous<sup>#</sup></li> <li>Crossing points every 100m (Protected from Parking e.g. Build out, Consider Raising)</li> <li>Presumption against shared Cycle/Pedestrian footways</li> <li>Corner Radii Maximum = 3m</li> <li>Consider Shared Space especially in new streets or if problems of footway parking</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li><b>See common elements</b></li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Low Density of Short Term Parking</li> <li>High Density of Long Term Parking</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Desirable Minimum = Shared Carriageway</li> <li>Recommended = Advisory lanes or Separated Lanes where appropriate/feasible</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li><b>See common elements</b></li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Bus Shelter provided at all stops with seating/access for all</li> <li>Bus Tracker on all new streets</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>See common elements</li> <li>Option to include Bus Gate</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li><b>See common elements</b></li> </ul>
	Furniture	<ul style="list-style-type: none"> <li><b>See common elements</b></li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 4.5m minimum, desirably 5.5m or more.</li> <li>Parking/Loading as required at strategic points</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use of Trees and Landscaping encouraged.</li> <li>Use encouraged to reducing the amount of open space</li> <li>Helps reduce impact of parking.</li> </ul>
<b>Notes</b>		<ul style="list-style-type: none"> <li><sup>#</sup> At junctions with local or service streets – Junctions should generally be converted when either neighbourhood carriageway or footway is renewed.</li> </ul>

## B5 Design Principles for each Street Type: Local Employment Streets



<a href="#">Click for index</a>		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
		Secondary					
		Local					
		Service					
		Path					

Design for employment streets **will** prioritise pedestrian movements. Full shared space will be considered.

They **will** be simple streets. They **will** pay close attention to delivering Values 2 and 3.

Design emphasis	Place	Medium
	Pedestrians	<b>High</b> /Medium
	Cycling	<b>High</b> /Medium
	Public Transport	<b>High</b> (If Present)
	Car traffic	Medium/Low
	Large vehicles	Medium
	Parking	Medium
	Loading	Medium
Furniture	Low	

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>HRA Surfacing</li> <li>PCC Paving at Strategic Locations</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Low Density of Waste Bins</li> <li>Lighting 10m Aluminium Columns</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Absolute – 2m/ Desirable 2.5m or more)</li> <li>Crossing points every 100m</li> <li>Corner Radii Maximum = 3m</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Density of Short Term &amp; Long Term Cycle Parking dependent on off road provision (Discussion with Cycle Parking Team at an early stage)</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Desirable Minimum = Shared Carriageway</li> <li>Recommended = Advisory lanes or Separated Lanes where appropriate/feasible</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Bus Shelter provided at all stops with seating/access for all</li> <li>Bus Tracker provided at all stops</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 4.5m minimum, desirably 5.5m or more.</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use of Trees and Landscaping encouraged.</li> <li>Use encouraged to reducing the amount of open space</li> <li>Helps reduce impact of parking.</li> </ul>
<b>Notes</b>		<ul style="list-style-type: none"> <li>depends on density. (Offices will mean High pedestrian priority)</li> <li># As pedestrians High Priority on Family Network</li> </ul>



## B5 Design Principles for each Street Type: Local Residential (low density) Streets



<a href="#">Click for index</a>		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
<b>Local Residential (low density)</b>	Strategic						
	Secondary						
	Local						
	Service						
	Path						

Design for low density streets will prioritise pedestrian movements. Full shared space such as home zones will be considered.

They **will** be simple streets. They **will** pay close attention to delivering Values 2 and 3.

Parking may be able to be provided outside of the clear carriageway width.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Medium
	Public Transport	Low/Medium
	Car traffic	Low
	Large vehicles	Low
	Parking	Medium/ <b>High</b>
	Loading	Low
	Furniture	Low

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>HRA Surfacing</li> <li>PCC Paving at Strategic Locations</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Low Density of Waste Bins</li> <li>Lighting 10m Aluminium Columns</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Local – 1.5m/ Desirable 2m or more)</li> <li>Crossing points every 100m</li> <li>Presumption against shared cycle/pedestrian footways</li> <li>Consider Shared Space especially in new streets or if problems of footway parking</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Generally no on street cycle parking is required</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Shared Carriageway</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Bus Shelter provided at all stops with seating/access for all</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 4.5m minimum, desirably 5.5m or more.</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use of Trees and Landscaping encouraged.</li> <li>Use encouraged to reducing the amount of open space</li> <li>Helps reduce impact of parking.</li> </ul>
<b>Notes</b>		<ul style="list-style-type: none"> <li></li> </ul>



## B5 Design Principles for each Street Type: Local No frontage Streets



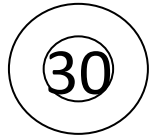
<a href="#">Click for index</a>		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
		Secondary					
		<b>Local</b>					
		Service					
		Path					

Design for no frontage streets **will** allow car movement to predominate.

They will be simple in their requirements using common standard design elements. They **will** pay close attention to delivering Values 5 and 7. Shared space such as virtual footways will be provided where they could be any demand for pedestrian movement, including access to public transport services from adjacent communities.

Design emphasis	Place	Low
	Pedestrians	Low
	Cycling	Medium
	Public Transport	Low
	Car traffic	<b>High</b>
	Large vehicles	Low
	Parking	Low
	Loading	Low
	Furniture	Low

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>HRA Surfacing</li> <li>Consider no edging with Type 1 shoulders in rural setting</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Very Low Density of Waste Bins</li> <li>Lighting 10m Aluminium Columns</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Footway provision dependent on level of traffic and whether there is significant pedestrian (and/or cycle) demand.</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>No Requirements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>No Requirements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Generally Shared Carriageway</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 4.5m minimum, desirably 5.5m or more.</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use of Trees and Landscaping encouraged. Trees can be used to break up areas of parking.</li> <li>Discussion with streetscape/Parks &amp; Greenspace to be had as early as possible in the design process</li> </ul>
<b>Notes</b>		<ul style="list-style-type: none"> <li>Rural no frontage streets can be used for agriculture machinery and as such should be design to accommodate this equipment for access</li> </ul>



## B5 Design Principles for each Street Type: Service Retail Streets



<a href="#">Click for index</a>		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
<b>Service Retail</b>	Strategic						
	Secondary						
	Local						
	Service						
	Path						

Design for retail streets will emphasise social spaces and the street's role in the community and the pedestrian environment. They will prioritise place paying close attention to delivering Values 1 and 5.

They will be simple streets. Street furniture such as seating, bins, cycle and motorcycle parking will be relevant. Full shared space will be considered. Space for loading and short term parking will have priority over moving traffic.

Design emphasis	Place	High
	Pedestrians	High
	Cycling	Medium
	Public Transport	Low
	Car traffic	Low
	Large vehicles	Low
	Parking	Medium
	Loading	High
Furniture	High	

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>Paving Flags</li> <li>Driveways to match footway paving (No Break)</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Medium Density of Seating</li> <li>Medium Density of Waste Bins</li> <li>Lighting 5-6m Columns or Wall Mounted</li> <li>Consider Shared Space</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Absolute - 2m/ Desirable 3m or more)</li> <li>Side Junctions to be Raised Junctions/ or continuous<sup>#</sup></li> <li>Presumption against shared footways with Cyclists</li> <li>Corner Radii Maximum = 3m</li> <li>Crossing points every 50m to 100m</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>High Density of Short Term Cycle Parking</li> <li>Low Density of Long Term</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Desirable Minimum = Shared Carriageway</li> <li>Recommended = Advisory lanes or Separated Lanes where appropriate/feasible (Particular at Higher Traffic Volumes/ Speeds)</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li>NA</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>NA</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>NA</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 4.5m minimum, desirably 6.0m or more.</li> <li>Parking/Loading as required at strategic points</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use encouraged to reducing the amount of open space</li> <li>Helps reduce impact of parking.</li> </ul>
<b>Notes</b>		<p># At junctions with local or service streets – Junctions should <u>always</u> be converted when either neighbourhood carriageway or footway is renewed. At junctions with secondary or strategic streets a typical carriageway/footway layout will generally be retained. Shared Space should be considered, especially in special locations</p>



## B5 Design Principles for each Street Type: Service Residential (High density) Streets



<a href="#">Click for index</a>		Place type	No. front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
		Secondary					
		Local					
		Service					
		Path					

Design for high density residential streets will emphasise the pedestrian environment. Shared space such as virtual footways will be considered.

They will be simple streets. They will pay close attention to delivering Values 4. Long-term cycle and motorcycle parking will be provided for residents. Car parking will be provided.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Low
	Public Transport	Very Low
	Car traffic	Low
	Large vehicles	Low
	Parking	Medium
	Loading	Low
Furniture	Low	

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>Paving Flags</li> <li>Driveways to match footway paving (No Break)</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Low Density of Waste Bins</li> <li>Low Density of Seating</li> <li>Lighting 5-6m Columns or Wall Mounted</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Absolute - 2m/ Desirable 2.5m or more)</li> <li>Side Junctions to be Raised Junction/ or continuous<sup>#</sup></li> <li>Crossing points every 100m (Protected from Parking e.g. Build out, Consider Raising)</li> <li>Corner Radii Maximum = 3m</li> <li>Consider Shared Space especially in new streets or if problems of footway parking</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Low Density of Long Term Parking</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Shared Carriageway</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li>NA</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>NA</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>NA</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 4.5m minimum, desirably 6.0m or more.</li> <li>Parking as required at strategic points</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use of Trees and Landscaping encouraged.</li> <li>Use encouraged to reducing the amount of open space</li> <li>Helps reduce impact of parking.</li> </ul>
<b>Notes</b>		<p># At junctions with local or service streets – Junctions should <u>generally</u> be converted when either neighbourhood carriageway or footway is renewed.</p> <p>At junctions with secondary or strategic streets a typical carriageway/footway layout will generally be retained. Shared Space should be considered, especially in special locations</p>



## B5 Design Principles for each Street Type: Service Employment Streets



<a href="#">Click for index</a>		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type						
<b>Service Employment</b>	Strategic						
	Secondary						
	Local						
	Service						
	Path						

They will be simple streets. Shared space such as virtual footways will be considered.

They will pay close attention to delivering Values 2, 4 and 5. They will be streets for all users.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Medium
	Public Transport	Low
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	High
Furniture	Low	

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>HRA Surfacing</li> <li>Paving Flags at Strategic Locations</li> <li>Whinstone Kerbs &amp; PCC Kerbs out with conservation areas</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Low Density of Waste Bins</li> <li>Lighting 5-6m Columns or Wall Mounted</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Absolute – 1.5m/ Desirable 2m or more)</li> <li>Presumption against shared footways</li> <li>Option to create Shared Space</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Medium Density of Short Term Cycle Parking</li> <li>Longer Term parking to be clustered</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Shared with Carriageway</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li>NA</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>NA</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>NA</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 4.5m minimum, desirably 6.0m or more.</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use of Trees and Landscaping encouraged.</li> <li>Use encouraged to reducing the amount of open space</li> </ul>
<b>Notes</b>		<ul style="list-style-type: none"> <li></li> </ul>

## B5 Design Principles for each Street Type: Service Residential (low density) Streets



<a href="#">Click for index</a>		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
		Secondary					
		Local					
		Service					
		Path					

Design for low density streets will emphasise social spaces and the street's role in the community, including play, and the pedestrian environment. They will pay attention to delivering Values 2 and 4.

They will be simple streets. Cycling may be relevant.

Design emphasis	Place	Medium
	Pedestrians	Medium
	Cycling	Low
	Public Transport	Very Low
	Car traffic	Low
	Large vehicles	Medium
	Parking	Low
	Loading	Low
Furniture	Low	

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>HRA Surfacing</li> <li>PCC Paving at Strategic Locations</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Low Density of Waste Bins</li> <li>Lighting 5-6m Columns or Wall Mounted</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Local – 1.5m/ Desirable 2m or more)</li> <li>Crossing points every 100m</li> <li>Consider Shared Space especially in new streets or if problems of footway parking</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Generally no on street cycle parking is required</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Generally Shared Carriageway</li> <li>Cycle Gates appropriate</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li>NA</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>NA</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>NA</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 4.5m minimum, desirably 6.0m or more.</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use of Trees and Landscaping encouraged.</li> <li>Use encouraged to reducing the amount of open space</li> <li>Helps reduce impact of parking.</li> </ul>
<b>Notes</b>		<ul style="list-style-type: none"> <li></li> </ul>

B5 Design Principles for each Street Type: Service No frontage Streets



<a href="#">Click for index</a>		Place type	No front.	Res. low	Emp.	Res. med/hi	Shop.
Place type	Link type	Strategic					
<b>Service No frontage</b>		Secondary					
		Local					
		Service					
		Path					

Design for low density streets will permit movements by all street users on an equal basis, with no street users designed for as a priority. They will be simple in their requirements using common standard design elements. They will pay close attention to delivering Values 5 and 7. Shared space such as virtual footways will be provided where they could be any demand for pedestrian movement.

Design emphasis	Place	Place
	Pedestrians	Medium
	Cycling	Medium
	Public Transport	Medium
	Car traffic	Medium
	Large vehicles	Medium
	Parking	Low
	Loading	Low
Furniture	Low	

<b>Walking Environment</b>	Fabric	<ul style="list-style-type: none"> <li>HRA Surfacing</li> <li>PCC Paving at Strategic Locations</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Low Density of Waste Bins</li> <li>Lighting 5-6m Columns or Wall Mounted</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Minimum width of footway (Absolute – 1.5m/ Desirable 2m or more)</li> </ul>
<b>Cycling Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>Generally no on street cycle parking is required</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Generally Shared Carriageway</li> <li>Cycle Gates appropriate</li> </ul>
<b>Public Transport Environment</b>	Fabric	<ul style="list-style-type: none"> <li>NA</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>NA</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>NA</li> </ul>
<b>Carriageway Environment</b>	Fabric	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Furniture	<ul style="list-style-type: none"> <li>See common elements</li> </ul>
	Layout	<ul style="list-style-type: none"> <li>Clear Width generally 4.5m minimum, desirably 6.0m or more.</li> </ul>
<b>Trees &amp; Landscaping</b>		<ul style="list-style-type: none"> <li>Use of Trees and Landscaping encouraged.</li> <li>Use encouraged to reducing the amount of open space</li> <li>Helps reduce impact of parking.</li> </ul>

20

# Section C

## Technical Street Design Manual

This Section of the Guidance develops the Street Detail section in Designing Streets setting out its detailed application in Edinburgh to create the places defined by the values set out in Section A.

## C Detailed Design Manual – the street design options

- Design must carry forward policies, values and concepts into the detail of a street.

Edinburgh has set out street detail as a series of factsheets. These provide the technical requirements for designing streets in Edinburgh in detail. Factsheets cover each element of the street environment.

Factsheets are organised by the user environments (set out in [Section B3.1](#)), and sub-divided by the design options (set out in [Section B3.2](#)). How design options vary in general terms is summarised in [Section B5](#) and [Appendix 5](#), for background information.

The factsheets cover good practice, the street types that the design options are relevant to, and alternative options for design and implementation. Some factsheets contain an **ENGINEERS' CHECKLIST** and others contain design drawings, depending on the design option.

### C-1 Factsheet Contents

<ul style="list-style-type: none"> <li>• <b>Pedestrian Environment</b>  <b>Layout</b>                      Pedestrian Zone                      Crossing                      Shared  <b>Fabric and materials</b>                      Footway                      Kerbing  <b>Furniture</b>                      Waste                      Bollards                      Traffic Signals                      Seating                      Trees &amp; Vegetation  <b>General Furniture</b> </li> </ul>	<ul style="list-style-type: none"> <li>• <b>General carriageway environment</b>  <b>Layout</b>                      General                      Intersections                      Parking &amp; Loading                      Traffic Calming                      Road Markings  <b>Fabric and materials</b>                      Surfacing  <b>Furniture</b>                      Drainage                 </li> </ul>	<ul style="list-style-type: none"> <li>• <b>Public Transport Environment</b>  <b>Layout</b>                      Bus                      Tram  <b>Fabric and materials</b>                      Public Transport Lanes  <b>Furniture</b>                      Public Furniture                 </li> </ul>
		<ul style="list-style-type: none"> <li>• <b>Cycling Environment</b>  <b>Layout</b>                      Cycle Lanes                      Transitions  <b>Fabric and materials</b>                      Cycleway Materials  <b>Furniture</b>                      Cycle Parking                 </li> </ul>

A illustrative sample of the factsheets is provided in this version:

#### Pedestrian Environment/Layout

<a href="#">Pedestrian Zones – Widths</a>	C1-1-a
<a href="#">Pedestrian Zones – Crossovers</a>	C1-1-c
<a href="#">Crossings – Zebra Crossing</a>	C1-2-a
<a href="#">Crossings – Signalised Crossing</a>	C1-2-b
<a href="#">Crossings – Uncontrolled</a>	C1-2-c
<a href="#">Shared – Home Zones</a>	C1-3-b

#### Cycling Environment/Layout

<a href="#">Cycling Lanes – On Road</a>	C2-1-a
<a href="#">Cycling Lanes – Separated Lanes (Types)</a>	C2-1-b
<a href="#">Cycling Lanes –Footway (Separated &amp; Shared)</a>	C2-1-c
<a href="#">Transitions – Bus Stops</a>	C2-2-a
<a href="#">Transitions – Joining/Leaving Carriageway</a>	C2-2-b

#### Carriageway Environment/Layout

<a href="#">Geometry – Widths</a>	C4-1-a
<a href="#">Geometry – Corner Radii</a>	C4-1-b
<a href="#">Unregulated Junction</a>	C4-2-d
<a href="#">Continuous Junction (Gateway Entrance)</a>	C4-2-e



## Pedestrian Zones – Widths

### Description

The width of the footway should be of sufficient width to accommodate activity present. The crossfall of footway can greatly affect all users. And as such requires to be sufficient to drain water during rainfall but not to an adverse of users.

### Why

Suitable widths to assist all users in comfortable use of the footway  
Greater width create places to stay/chat or play

### Checklist

The table specifies the minimum widths of footways - i.e. Pedestrian routes associated with carriageways. These widths may require to be increased to cater for high pedestrian volumes, and/or bus stops.

### Detail

- Where vehicles park at right angles to the footway, an extra 0.8m will be required to accommodate any overhang
- Though generally pedestrian areas should be protected by bollards, chocks within the parking bay, or other devices
- Headroom should normally be at least 2.6m, with a minimum of 2.3m for a distance no greater than about 10m.
- Footway should be widened to minimum widths where feasible.
- Footpaths should be in wider corridors normally constituting path and verges.
- Where paths are separated from the general road network they should be within corridors no less than 5m wide.
- These widths may require to be increased to cater for high pedestrian volumes, and/or bus stops/schools/shops

Link Type	Minimum/ Desirable									
	No frontage		Residential (low density)		Employment (non high street)		Residential (high density)		Shopping/ high street/ high density employment	
	UL	L	LM	M	H					
Strategic	3	≥3	3	≥3	3	≥3	3	≥3	3	≥5
Secondary	2	≥2	2	≥2	3	≥3	3	≥3	3	≥4
Local	2	≥2	2	≥2	2	≥2.5	2	≥2.5	2	≥3
Service	2	≥2	2	≥2	2	≥2.5	2	≥2.5	2	≥3
Path	2	≥2	2	≥2	2	≥2.5	2	≥2.5	2	≥3

### Exceptions

Footways may be reduced in width over short lengths not exceeding 3 metres to negotiate mature trees and other obstructions, but they should at no point be less than 1.4 metres wide  
Where public utilities services underlie the footway, special arrangements may be necessary at sections of reduced width to accommodate utilities.

### Footpath Widths (Off Road)

Route/Area Type	Minimum Width (m)
Minor pedestrian routes	2.0
Major pedestrian routes	3.0
Shopping Precinct	6.0
Footbridge	2.5
Underpass (2.3m headroom)	2.5

**Key Pedestrian Usage**  
 UL - Ultra Low  
 L - Low  
 LM - Low/Medium  
 M - Medium  
 H - High

## Pedestrian Zones - Crossovers

### Description

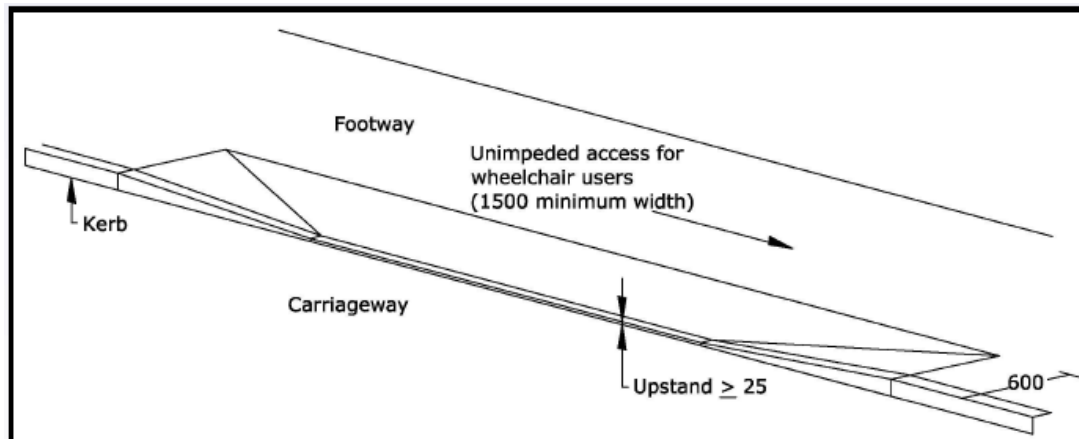
A access point across a footway/verge to gain vehicle access to property from the carriageway.

To allow access to individual driveways while keeping priority for pedestrians

### Checklist

- Where vehicular access to premises is taken across a footway, the ramped portion should be confined to that immediately adjacent to the carriageway thus emphasising the pedestrians' priority
- Must not cause a hazard for pedestrians.
- Designer should ensure that the design of vehicle crossovers clearly indicate the pedestrians and cyclist have priority over vehicles
- The short ramp adjacent to the dropped kerb also encourages a reduction in the speed of vehicles crossing the footway.

### Detail



- Rear of footway to remain level
  - Minimum width 1m
  - Recommend width 1.5m
- Ramped section of footway confined to carriageway edge - this emphasises the pedestrian priority
- 25mm Kerb Height to be maintained
- Design of crossover such that surface water run off into carriageway
- Gradient of ramp section should not exceed 1:6
- If vehicle entrance has a high usage the depth of footway construction should be increased ([Materials Factsheet](#))
- Material should match existing footway
- Where footway is narrow alternative chamfered kerbs should be used to avoid change in level of footway
- The length of reduced kerb height should be 1.8 metres greater than the width of the access and a minimum of 4.5m.

### Exceptions

- Where there is larger or busy driveway/car park access (e.g. Entrance to a busy car park), the entrance should be converted to a junction entrance ([Junction Factsheets](#))
- Where vehicle flows are high, such as at the entrance to a petrol station, tactile surfacing may be required. Such crossings must comply with current DETR guidelines.
- Tactile paving should be provide at the crossing point where material change

## Crossings – Zebra Crossing

### Description

A formal pedestrian crossing without the use of Signals or push button control. Vehicles must stop when pedestrian are waiting to cross.

### Furniture

- Belisha Beacon (Amber coloured globe atop a black and white pole) Illuminated at night.
- Set 450mm from kerb face and 500mm from tactile paving
- Required on the approaches to the crossing.

### Road Markings

- Layout as per TSM Chapter 5
- Zigzags can be reduced on exits where

### Other Key Points

- Cycle Lane surfacing should be continued through crossing (Outwith Road Studs/Stop Lines)
- Should be located close to pedestrian desire lines
- No guardrail should be installed unless required as part of guardrail assessment
- Consideration should be given to raising the crossing, this helps with pedestrian priority and making a place.

### Road Width

- $X < 10\text{m}$  – Single Stage
- $10 < X < 15\text{m}$  – Single Stage with Refuge Island
- $X > 15\text{m}$  – Zebra not suitable



### Tactile Paving

- See Tactile Factsheets for layout
- Blister paving to be used at all crossing points
- Contrasting colour to the surrounding footway to be used

### Antiskid Length

- 20mph – Not Required
- 30mph – Minimum 25metres
- 40mph – Minimum 50metres
- Risk Assessment Where required

### Bus Stops

Sited upstream of crossing  
See Bus Stop Factsheets

### Crossing Width

- Minimum – 2.8 metres
- Desirable – 3.2 metres
- Maximum – 10.0 metres

### Further Information

- Pedestrian Crossing Guidance
- Tactile paving guidance
- Factsheets (Tactile paving, d-islands, & materials)
- LTN 2/95 Design of pedestrian Crossings
- Appendix A – Note on crossings near to junctions
- The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997

# Crossings – Signalised Crossing

## Description

A signalised crossing is a formal type of pedestrian crossing with push button controls.

## Furniture

- Keep furniture to a minimum
- Cabinets sited out with pedestrian waiting area
- Vehicle Drivers require Primary & Secondary Signal head
- Primary Push Button Right hand side
- Toucan/Pegasus require 2 push buttons
- See [Furniture Factsheets](#)

## Crossing Width

### Pelican/Puffin

- Minimum – 2.8metres
- Desirable – 3.2metres
- Maximum – 10.0 metres

### Toucan/Pegasus

- Minimum -3.2metres
- Desirable – 4.0metres
- Maximum – 10.0metres

## Road Widths

- x<10m – Single Stage
- 10<x<15m – Single Stage with refuge
- X>15m – Two Stage/ Staggered

## Options

- Pelican (Pedestrian),
- Puffin (Pedestrian),
- Toucan (Pedestrian & Cyclist)
- Pegasus (Pedestrian, Cyclist & Equestrian)

## Other Key Points

- Cycle lanes surfacing should be continued through crossing (Outwith Road



### Studs/Stoplines)

- Should be located close to pedestrian desire lines – See [\(Location of Crossing guidance\)](#)
- Refer to [Guardrail Assessment](#) before installing
- Vehicle Drivers require Primary & Secondary Signal head
- Option to raise crossing

## Tactile Paving

- See [Tactile Factsheets](#) for Layout
- Blister paving to be used at all crossings
- Contrasting Colour to surrounding footway

## Road Markings

Stop Lines required

Minimise Zigzags where possible

Layout as per [Traffic Signs Manual Chapter 5](#)

## Antiskid Length

- 20mph – Not Required
- 30mph – Min 25metres
- 40mph – Min 50metres
- [Risk Assessment](#)

## Bus Stops

Sited upstream of crossing

See [Bus Stop factsheet](#)

## Further Information

- Pedestrian Crossing Guidance
- Tactile paving guidance
- Factsheets (Tactile paving, d-islands, & materials)
- LTN 2/95 Design of pedestrian Crossings
- Appenidx A – Note on crossings near to junctions
- The Zebra, Pelican and Puffin Pedestrian Crossings Regs and Gen Directions 1997

## Crossings – Uncontrolled

### Description

The most basic form of crossing is a pedestrian refuge in the form of an island in the centre of the road, often at junctions.

They are usually placed at junctions, where pedestrian normally cross the minor street to continue there journey.

Also used at strategic points on the network where there isn't a requirement to install a controlled crossing such as zebra or puffin.

Although these are subject to site constraints they can be introduced without any informal or formal consultation.

Pedestrians must wait for a suitable gap in the traffic before crossing.

### Detail

- A variety of uncontrolled crossings can allow pedestrians to stop and cross the main traffic safely.
- These include solutions that passively reduce traffic speeds and/or address the crossing as a two-stage process.
  - Installed with Refuge Island
  - Raise the surrounding carriageway
  - Buildouts (Factsheets)
- Blister paving to be used at all crossing points
- Contrasting colour to surrounding footway
- White Bars marking can be used across crossing point to avoid parking
- Can be installed with 'look left' and 'look right' road markings that also act as a parking deterrent.
- The dropped kerb should be flush with the carriageway. (maximum 6mm rounded bullnose if absolutely essential)
- The minimum width of the flush dropped kerb should be 1.8m.
- Recommended width 2.4m
- The maximum gradient of the dropped kerb approach should be 1/12.
- The flared sides should have a maximum gradient of 1 / 11.

- If the width of the footway is sufficient there should be a level area (900mm minimum width) along the rear of the dropped crossing to allow easy passage for wheelchair and mobility scooter users who are not crossing the road.



- Tactile paving should extend across the entire width of the flush dropped kerb and be used on all crossing points.
- Consideration should be given to providing tactile paving on existing dropped crossings that were installed without it, especially on A and B roads.
- The crossing points should be directly in line with each other and the length of tactile and flush drop kerb equal on both sides.
- When finding a suitable location for the crossing to be installed, consideration should be given to pedestrians' most likely route of travel.

## Shared – Home Zones

### Description

- Home Zones are residential areas featuring streets shared between pedestrians, cyclists and motor vehicles. Vehicle speeds and volumes are low, and an environment is created in which pedestrians, cyclists and vehicles have equal priority and status within the carriageway.
- High quality street environment that pedestrians can feel safe to use and hence they should be designed with people who use them in mind
- Given that Home Zones are very much tailored to the needs of local communities, it is likely that their form will vary between developments. As a consequence, it is difficult and not constructive to provide prescriptive guidance in relation to their implementation.
- A shared surface allows pedestrians and vehicles to gain access to premises via a road which is not constructed with the conventional carriageway/footway arrangement. Where such roads are proposed for residential development, they must constitute part of an overall design concept, aimed at creating a more pedestrian friendly environment.

### Why

- Create an environment where vehicle speeds are low and everyone has equal priority
- It is recommended that full involvement from the Council's planners, engineers and community development staff is included in the design process. This should mean that current best practice from schemes elsewhere in the city is taken into account, in addition to ensuring that community needs are accommodated.
- Certain sites adopting shared surface streets may be formally designated as Home Zones. Formal promotion of such schemes is required under the Transport (Scotland) Act (2001) and the Home Zones (Scotland) Regulations (2002),
- Layouts which do not conform in this respect, and merely seek to avoid the provision of footways, will not be acceptable.

### Detail

In terms of the principles, Home Zones should:

- consist only of short lengths of residential streets
- be located on streets which do not form through routes, i.e. generally only carry traffic local to and from the immediate vicinity of the zone;
- be streets where the maximum vehicle flow is less than 100 vehicles per hour;
- have a design speed close to walking/cycling speed, i.e. less than 10mph; this can be achieved through use of horizontal traffic calming, street furniture or planting and different surface types,
- The reduction of carriageway width and forward visibility can also help to achieve this design speed
- feature controls on parking, permitting parking only in designated and well-defined areas and limiting parking so that it does not dominate the street;
- feature measures to encourage social activity within the street, such as benches, play areas and street furniture;
- be clearly a different environment from a traditional street, by means of surfacing, signing and the presence of planting or street furniture;
- be designed wherever possible with community involvement, to ensure the buy-in of the main end users of the scheme; and
- take full cognisance of the needs of disabled people and vulnerable road users, where appropriate providing measures to protect users and assist with navigation through the area.
- Tailored on individual bases to needs of communities
- Distinguished from other streets by having signed entry/exit points

If these principles cannot be incorporated, it may be inappropriate for the scheme to be considered a Home Zone and more traditional layouts may be more applicable.

**Layout**

Shared surfaces should be designed so as to keep vehicle speeds low, ideally approaching walking pace. This may be achieved through use of horizontal traffic calming, street furniture or planting and different surface types. The concepts of reduced carriageway width and reduced forward visibility described earlier will also assist in meeting this objective.

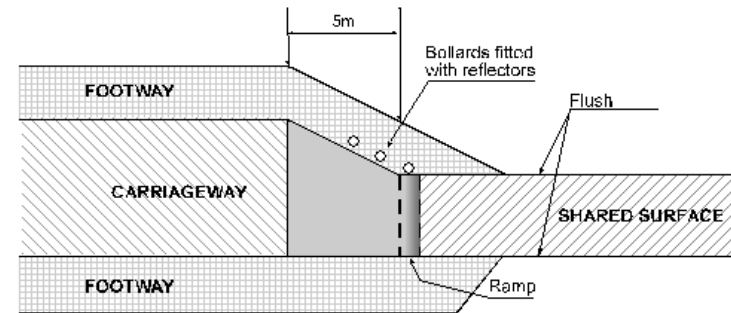
**Transitions to Shared Surfaces**

Transitions from conventional to shared surface roads should occur only at road junctions, or at locations where there is a marked discontinuity in road alignment, to draw to the attention of drivers the change in the nature of the road and the need for a different driving technique. All transitions should be further emphasised by the incorporation of the following features as detailed in Drawing 3:

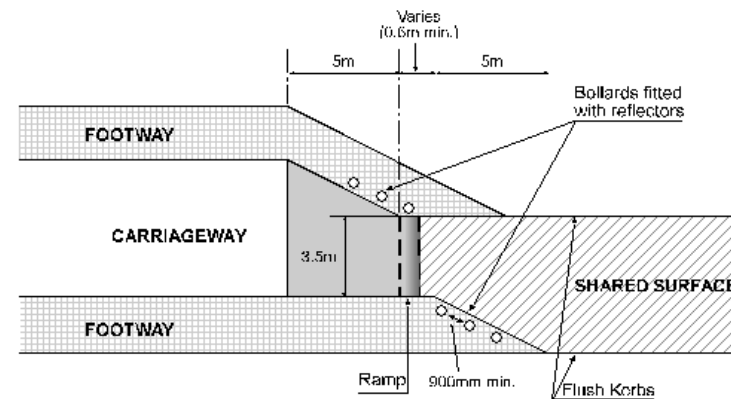
- An offset to the right in nearside kerb alignment.
- A change in the type of road surfacing.
- A ramp (usually up to footway level)
- Topographical features

**Parking**

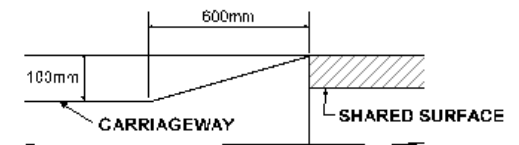
The presence of parked vehicles can be especially dangerous in that children using the shared surface may be concealed from the view of approaching drivers by them. Layout design should therefore include provision of clearly demarcated parking spaces in convenient and safe locations, and every effort should be made to discourage casual parking elsewhere on the shared surface. Parallel lay-by parking will not be appropriate for shared surface roads, except in Home Zone layouts.



(a) Transition from 5.5m wide carriageway to 3.5m wide shared surface.



(b) Transition from 5.5m wide carriageway to 5.5m wide shared surface.



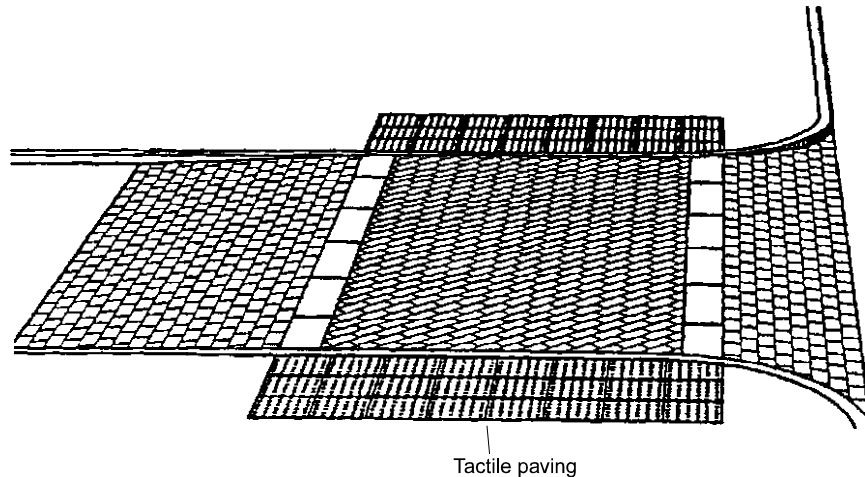
Section through ramp.

**Drawing 3 - Transitions to Shared Surface Roads**

### Materials

It is of paramount importance for road safety that all road users are continually aware of the shared nature of these roads and, to this end, shared surfaces should be paved differently from adjacent roads which are provided with separate footways.

- Block paving or alternative similar materials (e.g. setts) are the preferred materials for shared surfaces, subject to maintenance considerations.
- All materials must be approved by the Development Control (Services for Communities)
- Landscape treatment and shrub planting should not restrict intervisibility between pedestrians and vehicles.



**Drawing 4 - Raised Entry Treatment (illustrative only)**



# Cycle Lanes – On Road

## Description

On road cycle lanes are the cheapest form of provision as they are defined by road markings and signage.

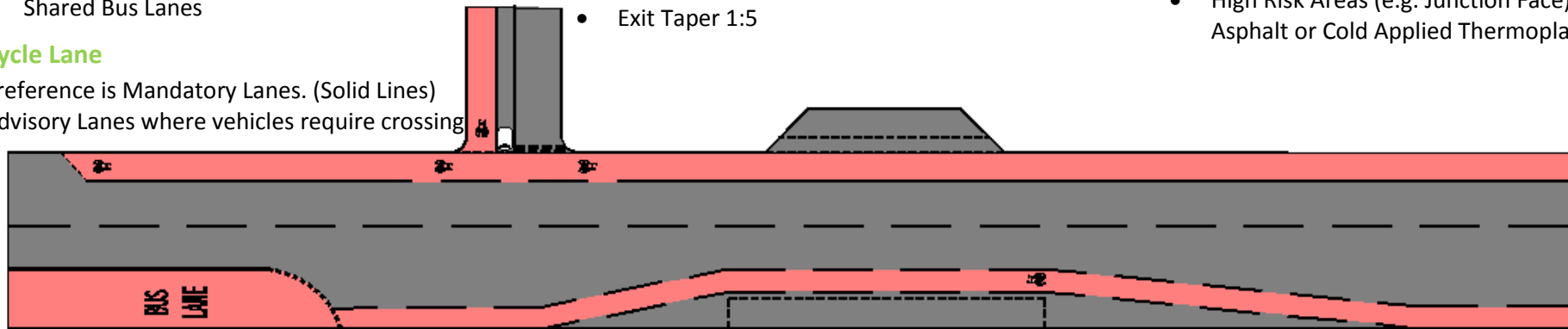
Three types of on road lanes

- Mandatory lanes
- Advisory lanes
- Shared Bus Lanes

## Cycle Lane

Preference is Mandatory Lanes. (Solid Lines)

Advisory Lanes where vehicles require crossing



## Junction Access

Reduce Radii of corner

## One Way Streets

Allow access for Cyclists contraflow.

Other options are available according to vehicle and cyclist flows and speeds

## Tapers at Parking Bays

- Entry Taper 1:10
- Exit Taper 1:5

## Lane Widths

- 2.0m Recommended Width
  - 2.25m Maximum Width
  - 1.5m Absolute Minimum
- Lanes narrower than 1.5m should not generally be provided

## Surfacing

- All cycle lanes to HRA with Red Chips
- High Risk Areas (e.g. Junction Face) Red Chipped Asphalt or Cold Applied Thermoplastic Surfacing

## Signage

Advisory Lanes - No Signage required

Mandatory Lanes - Sign Plate 959.1 at 100m intervals

## Shared Bus Lanes

- 4.5m recommended Width
- 4.25m desirable minimum
- 4.0m absolute minimum

## Regulations

Advisory No TRO required  
Mandatory TRO Required

## Buffer Zone/ Dividing Strip at Parking

- 1.0m Recommended Width
- 0.75m desirable minimum
- 0.5m absolute minimum

## Further Information

Cycling by Design, Transport Scotland, 2010  
Sustrans Design Manual

## Exceptions

Widths below 1.5m should be consulted with the cycling team and only used over short distances (e.g. Approach to junctions)

Link Type	Cycle Lanes				
	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street/ high density employment
	UL	L	LM	M	H
Strategic	Min = Advisory/ Consider = Mandatory or Separated				
Secondary	Min = Shared Carriageway/ Consider = Advisory/ Mandatory or Separated				
Local	Shared Carriageway		Min = Shared Carriageway/ Consider = Advisory/ Mandatory or Separated		
Service	Shared Carriageway				

# 'Consider' where traffic volumes are high consideration for further separation is recommended

## Cycle Lanes – Separated Lanes (Types)

### Description

On strategic routes into the city, cycle tracks are the safest solution, being preferable to cycle lanes, as the track is separated from the motorised traffic, the risk of (passing) conflicts are kept to a minimum. There is a higher risk of conflict at intersections where cycle and vehicles encounter each other. Generally cycle tracks next to carriageway are one-way (In Direction of Travel); however there may be occasion where 2-way is more appropriate such as:

- 1/ shortening the route,
- 2/ Prevents crossing movements or
- 3/ Lack of space to provide a cycle track on both sides

Attention to detail particular at intersections is very important in the design of 2 way cycle tracks

### Surfacing

All cycle lanes to HRA with Red Chips  
High Risk Areas (e.g. Junction Face) Red Chipped Asphalt or Thermoplastic Surfacing

### Buffer Zone at Parking Bays

Desirable 1m  
Absolute Minimum 0.5m ([Parking Bay Factsheet](#))

### Widths

#### Raised Hybrid Cycle Lane

Separated by half raised kerb 50mm height  
Desirable Width - 2.5m  
Minimum Width - 2.0m

#### Two Way Cycle Track

Desirable Width - 4.0m  
Minimum Width - 3.0m

#### Separated Lane Widths

##### 2-way

>4.0m Recommended Width  
3.5m Desirable Minimum  
3.0m Absolute Minimum

##### 1-way

>2.0m Recommended Width  
2.0m Desirable Minimum  
1.75m Absolute Minimum

### Positioning

- Separated Lanes should be installed along the existing kerbline to protect cyclist
- Parking Bays
  - Will be installed outside the lanes
- Bus Stops
  - See [Bus Stop Factsheet](#)

### Side Road Access at 2-way Lanes

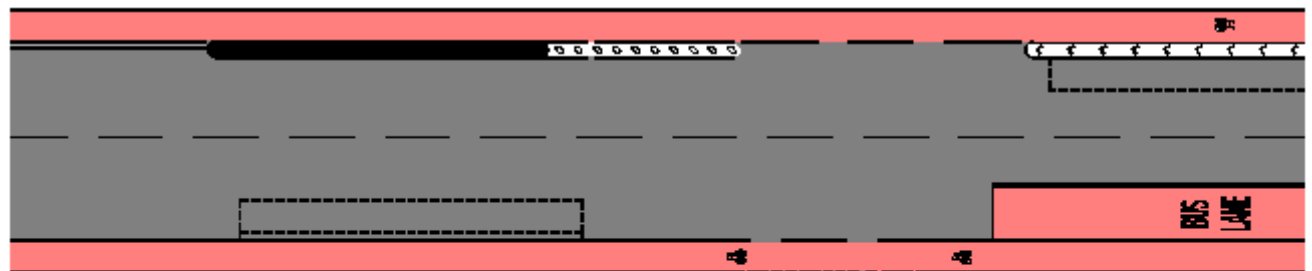
- Elephant footprints to be used
  - See [Side Junction Access Factsheet](#)

### Style of Cycle Lane

- Preferred option is to install Hybrid Lanes but other options are available, See next page

### Further Information

- [Cycling by Design, Transport Scotland, 2010](#)
- [Sustrans Design Manual](#)



Cycle Lanes					
Link Type	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street/ high density employment
	UL	L	LM	M	H
Strategic	Min = Advisory/ Consider = Mandatory or Separated				
Secondary					
Local	Shared Carriageway		Min = Shared Carriageway/ Consider = Advisory/ Mandatory or Separated		
Service	Shared Carriageway				

# 'Consider' where traffic volumes are high consideration for further separation is recommended

**Key Pedestrian Usage**

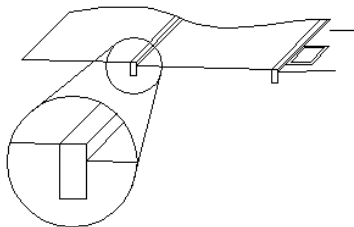
- UL - Ultra Low
- L - Low
- LM - Low/Medium
- M - Medium
- H - High

Draft for Consultation 2014

**Hard Infrastructure**

**Raised Hybrid Cycle Lane**

- Kerb Segregation from Footway & Carriageway
  - 75mm Upstand at Footway
  - 50mm upstand at Carriageway
- Drainage
  - Crossfall towards carriageway (2.5%)
  - Existing Gullies relocated in carriageway
- Return to carriageway level at junctions to allow vehicles turning to cross
- Bus Stops ([Factsheets Options](#))



**Kerb Separation Lane**

- Installed at Carriageway Level
  - 100-125mm Upstand at Footway
- Kerb Separation with 45° Splay Kerb Cycle Track
- Option 1
  - Minimum 0.25m Back to Back Kerbs (at Critical width positions)
- Option 2
  - Kerbed with separation Strip >0.75m
  - Space can be used for Street Furniture
  - Grass Verge or Asphalt Surfacing
- Drainage
  - Existing Carriageway Crossfall (2.5%)
  - Existing converted to Inlet Gullies
  - New Gullies located outside Kerb Separation
- Return to carriageway level at junctions to allow vehicles turning to cross over. (Advisory Lanes)
- Access points required where cyclist will join/leave cycle lane
- Width of lane should be sufficient to allow road cleaner access
- Bus Stops ([Factsheets](#))



**Soft Infrastructure**

**Armadillos**

- Installed at Carriageway Level
  - 100-125mm Upstand at Footway
- Separation – Road Markings/Armadillos
  - Width Required >0.75m
  - Spaced Every 3m
- Drainage
  - Existing Carriageway Crossfall (2.5%)
- Remove at junctions to allow vehicles turning to cross over. Advisory Lane required
- Width of lane should be sufficient to allow road sweeper access
- Bus Stops ([Factsheets](#))
- Can be used with Planters



## Cycle Lanes – Footway (Separated and Shared)

### Description

Used only when carriageway environment is assessed to be unsuitable for cyclists and not possible or desirable to improve on carriageway conditions

As stated in the LTS 'shared footways will only be considered where they are necessary to provide cyclists with a reasonably safe route separated from busy traffic and they form a component of a longer cycle route.

The usual preference will be for cyclists to be separated from pedestrians on a shared footway by a white line, difference in materials, or similar. However, this will not always be the preferred solution; for example, when pedestrian use is low and width is limited it may be better not to segregate

### Surfacing

- HRA Asphalt or Close Graded Macadam

### Cycle Pedestrian Segregation

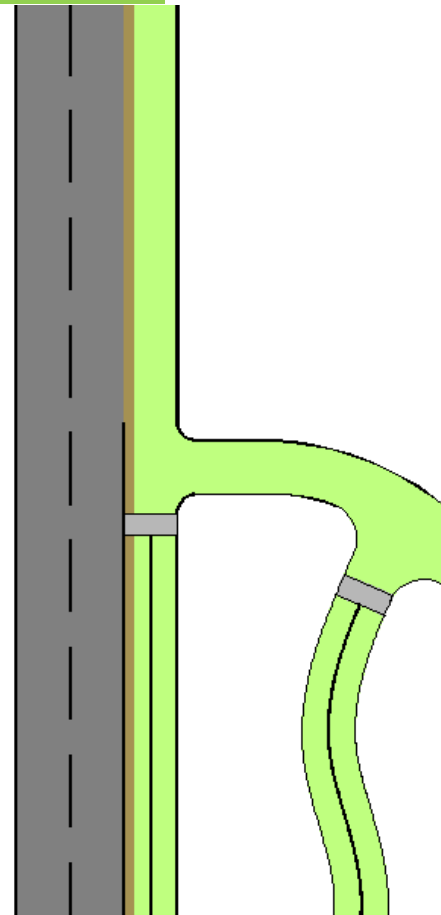
- Minimum Required 100mm Line
- Recommended 100mm Wide Raised Profile

### Separation Strip

- 0.5m Wide Strip (Antiskid)
- Along Carriageway Edge of Footway
- Tactile Paving
- Used at start of separated routes
- See [Tactile Factsheet](#) for detail

### Further Information

- [Cycling by Design, Transport Scotland, 2010 & Sustrans Design Manual](#)



### Signage

- Shared Use Signage required at start and end point & strategic locations
- Relocate signage onto lighting columns/ walls where possible

### Segregated Footway

Desirable (High Usage) 5.5m

- 0.5 Separation Strip
- 2.5m Cycle, 2.5m Pedestrian

Acceptable Minimum 4.5m

- 0.5 Separation Strip
- 2.0m Cycle, 2.0m Pedestrian

Absolute Minimum 3.5m

- 0.5 Separation Strip
- 1.5m Cycle, 1.5m Pedestrian

### Shared Use Footway

- Desired Width 4m
- Recommended Width 3.5m
- Absolute minimum width generally 2.5m
- (Shorter sections of if the sightlines are suitable)

### Other Key Points

- Minimum head room 2.7m

### Furniture

- Minimise furniture where possible.
- Relocate signage onto lighting columns/ walls where possible.
- Lighting Columns and poles to located in separation strip

Cycle Lanes (Footway Shared & Separated)					
Link Type	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street/ high density employment
	UL	L	LM	M	H
Strategic	Shared	Shared	Shared	NA	NA
Secondary	Shared	Shared	Shared	NA	NA
Local	NA	NA	NA	NA	NA
Service	NA	NA	NA	NA	NA
Path	Shared	Shared	Shared	Separated	Separated

## Transitions – Bus Stops

### Description

There is a requirement to make the interaction at bus stops safer for passing cyclist (rather than have to go out into the road, have them pass the bus on the inside)

Conflict at Bus Stops can happen in all environments including;

- 1/ Footway - Passengers waiting, alighting and entering buses
- 2/ Cycle - Pedestrians crossing cycleway to alight/enter buses
- 3/ Carriageway - Buses pulling into/away from bus stop, General Traffic & Movement

Two important factors - Stopping Buses & Crossing Pedestrians

Bus Stops are provided to allow buses pick and set down passengers quickly & convenient

These sheets show 5 options that can be used at Bus Stops dependent on what style of cycle lane is used on approach.

Establish Bus Usage/Cycle Usage profile at stop in advance of design choice.

### Option 1

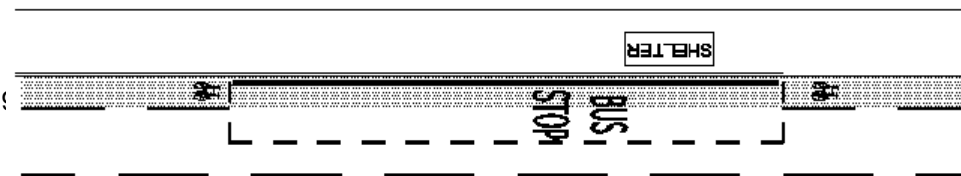
- Typical layout for a standard Bus Stop.
- High bus flow/medium cycle flow/ high pedestrian flow.

### Conflict

- Bike vs. Buses.
- Cyclist having to manoeuvre around bus into live traffic lane.

### Detail

- Cycle lane continues straight along kerb edge.
- Cycle lane markings to be curtailed through the bus stop.
- Red coloured surfacing to continue.
- Shelter & pole to be sited at front of footway.



### Option 2

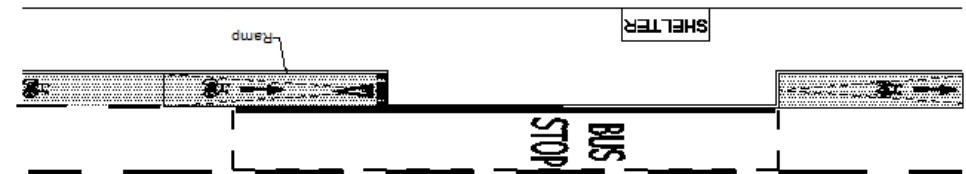
- Inline bus stop
- Low bus flow/low cycle flow/ medium pedestrian flow.

### Conflict

- Bike vs. Pedestrians.
- Waiting passengers.
- Passengers boarding/alighting bus.

### Detail

- Cycle lane continues straight along kerb edge.



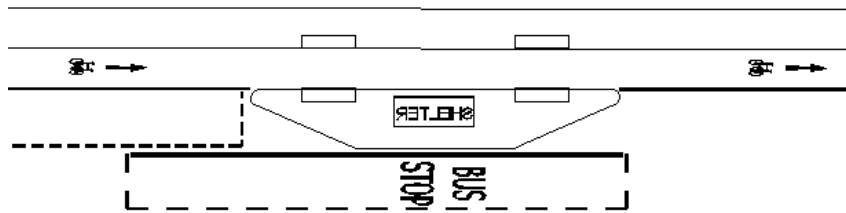
- Ramp onto shared area with pedestrians.
- Cyclist gives way to pedestrians on shared area.
- Shelter & pole to be sited at rear of footway to avoid conflict with cyclist.
- Clearly signed for cyclist to Give Way to pedestrians alighting/boarding bus.
- Shelter & pole to be sited at front of footway.

**Option 3**

- Bus Stop Floating Island.
- High bus flow/high cycle flow/ high pedestrian flow.
- Pedestrian Give Way to cyclist.

**Conflict**

- Bike vs. Pedestrians.
- Pedestrians spilling over from island onto cycle lane.



**Detail**

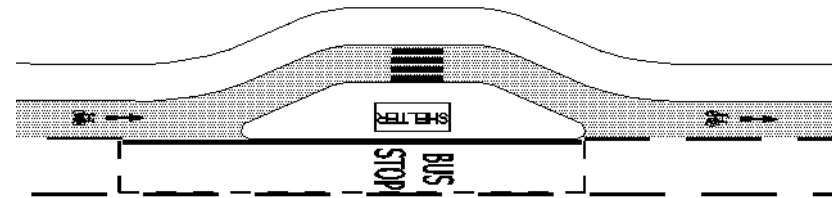
- Cycle Lane continues straight along kerb edge.
- Used where cycle lanes are separated or mandatory.
- Red Coloured Surfacing to continue through bus stop.
- Pedestrian crossing provided at either end of island.
- Can be installed along with parking/loading bays.
- Can be installed as part of a raised cycle lane.
- Shelter & pole to be sited on island.
- Island to be of suitable size to accommodate pedestrians without spilling over onto cycle lane.

**Option 4**

- Bus Stop Inline Island.
- High bus flow/medium cycle flow/ high pedestrian flow.
- Cyclist gives way at Zebra Crossing.

**Conflict**

- Bike vs. Pedestrians.
- Pedestrians spilling over from island onto cycle lane.



**Detail**

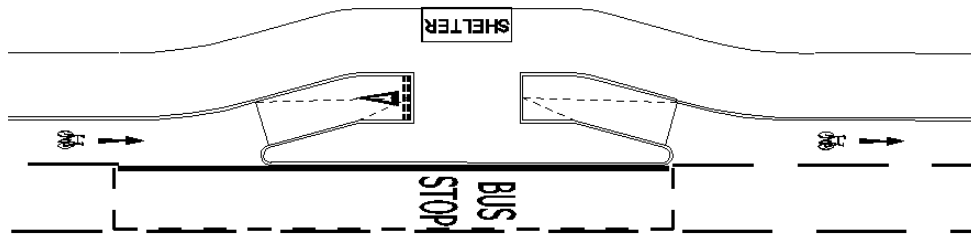
- Cycle Lane transition towards footway.
- Only suitable where sufficient width to continue footway behind cycle lane.
- Red Coloured Surfacing to continue through bus stop.
- Pedestrian crossing provided at either end of island.
- Can be installed along with parking/loading bays.
- Can be installed as part of a raised cycle lane.
- Shelter & pole to be sited on island.
- Island to be of suitable size to accommodate pedestrians without spilling over onto cycle lane.

### Option 5

- Bus Stop Inline Island.
- High bus flow/medium cycle flow/ high pedestrian flow.
- Cyclist Give way to pedestrians.

### Conflict

- Bike vs. Pedestrians.
- Pedestrians spilling over from island onto cycle lane.



### Detail

- Cycle Lane transition towards footway.
- Only suitable where sufficient width to continue footway behind cycle lane.
- Shared area to allow pedestrians to cross to island.
- Can be installed as part of a raised cycle lane.
- Ensure sufficient width to allow cycle to manoeuvre past bus stop.
- Shelter & pole to be sited at rear of footway.

## Transitions – Joining/Leaving Carriageway

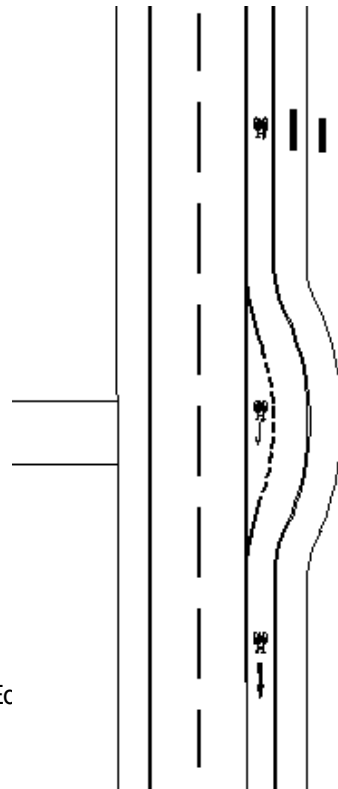
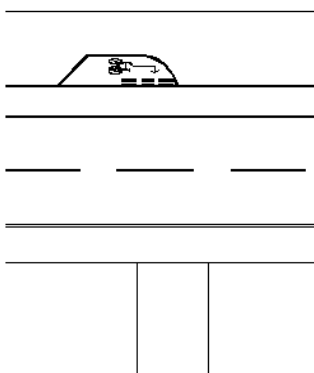
### Description

For cycle routes to be continuous/safe and easy to use; transitions between lanes/tracks have to be well designed.

### Detail

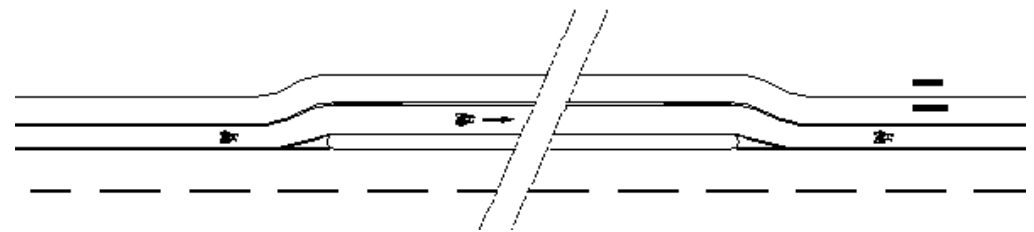
Built not to surprise anyone, with no sharp manoeuvres for cyclists  
 Should provide continuity of movement/ comfortable and safe for cyclists  
 Should not feed onto carriageway directly at junction, this should be done 10-20m prior to junction  
 Vertical transition should be a ramp of less than 5%, no abrupt edges, straight line  
 Across junction it should drop down to carriageway level or it can be raised to the table level  
 Cycle lanes should not abruptly stop, with no obvious next step in journey.

### Crossing Carriageway



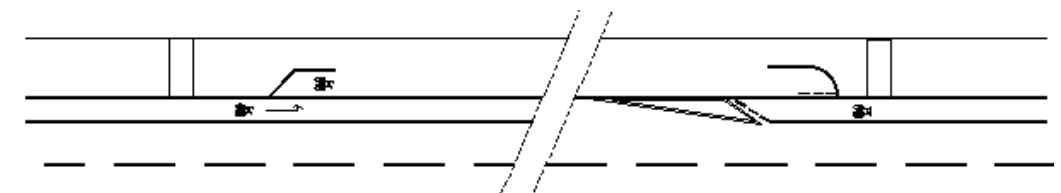
### Option 1

- Smooth transition into/out of separated section
- Can be kerbed or light separation
- Minimum 1.5m width



### Option 2

- Tactile Paving required
- Drop kerb to be flush. 0mm, to allow access to footway
- Build out protection required for rejoining carriageway





## Geometry - Widths

### Description

It is shown that carriageway width has an impact on vehicle speeds, the wider the carriageway, the higher the speeds of vehicles using it are likely to be. In line with the document values to ensure that the street environment is attractive to pedestrians and cyclists, vehicle speeds should be kept to a minimum. In turn carriageway width should also be minimised.

The carriageway is used to control the speed and layout of streets by reducing width to enhance the function of street/place instead of movement

It is important that when considering appropriate widths, all users and their needs are considered in context, rather than the adoption of standard values.

Lane widths are determined based on the following:-

- Pedestrian & Cyclist Needs,
- Volume of Traffic,
- Type of vehicle usage

### Table Notes

- Table widths are specified as Clear Widths (see below for detail).
- Table does not include additional space required for cycle lanes, on street parking or bus lanes.
- Narrower widths than those specified are permissible over short lengths, for example to form traffic calming measures.
- The above widths are based on a two lane single carriageway. Multi-lane, dual carriageways and one-way streets may feature different widths.
- When choosing carriageway width, parking and loading on the street must be considered. Where the street width is not sufficient to permit parking/loading and maintain the desired traffic flow, traffic regulation orders shall be required.
- Local reductions to 5m in off peak situations may be acceptable, if bus flows are less than 30 per hour 2-way.

<b>Key Pedestrian Usage</b>
UL - Ultra Low
L – Low
LM – Low/Medium
M – Medium
H - High

Carriageway Widths (Clear Widths)					
Link Type	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street/ high density employment
Ped Usage	UL	L	LM	M	H
Strategic	6m to 7.3m	6m to 7m	6m to 7m	6m to 6.5m	6m to 6.5m
Secondary	5.5m to 7.3m	5.5m to 7m	5.5m to 7m	5.5m to 6.5m	5.5m to 6.5m
Local	4.5m to 6.0m	4.5m to 6.0m	4.5m to 6.0m	4.5m to 6.0m	4.5m to 6.0m
Service	4.5m to 6.0m	4.5m to 6.0m	4.5m to 6.0m	4.5m to 6.0m	4.5m to 6.0m

**Design Standard**

Although the matrix defines streets as having particular functions, there can be variations within these functions in terms of traffic and usage. For example, a particular street may or may not carry buses or feature on-street parking. Given these variations, these guidelines specify a range of widths for streets. Designers should choose an appropriate width within these ranges, balancing the requirement to minimise carriageway width whilst permitting the activities of the street to be undertaken.

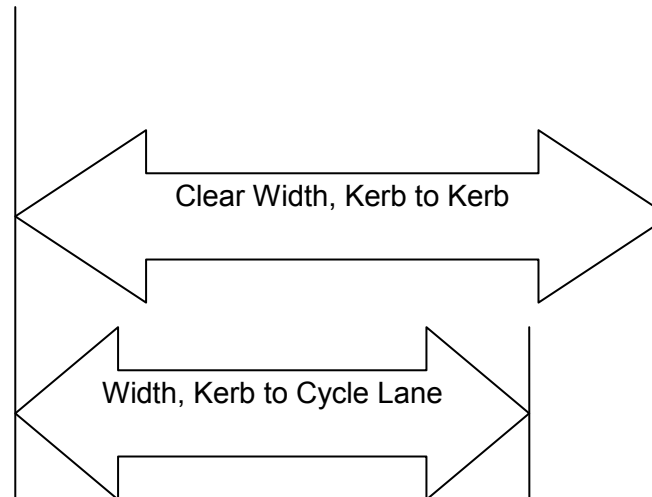
Traditional design guidance has prescribed standard widths for carriageways and footways. This ‘one size fits all’ approach can lead to layouts which fail to meet the needs of all users.

It is also important to note that the overall width and sub-division of street space has an influence on the place aspect to the street, and whether it is an attractive place for pedestrians to be. It is important to note the effect that building proximity can have on both pedestrian security and vehicle speeds.

Where upgrades/ repairs are to be carried out, streets should be narrowed where possible to allow space to be relocated for footway, cycle lanes, bus lanes, parking and street vegetation

Consequences of excessive/inadequate widths can be:

- High vehicle speeds;
- difficulty with passing buses;
- parking problems;
- pedestrian crossing difficulties; and
- insufficient space for cyclists.



**Buses**

Streets with bus routes should be suitable in width, alignment and construction.

- Minimum width for one way operation is 6m.
- Minimum width, for two-way operation, is 6.5m increasing to 7.3 metres outwith city centre.

**Traffic Calming**

- Narrow carriageways, are most effective traffic calming measures.
- Should not affect cycle lanes, or remove them, as narrow carriageways can cause conflict between slower moving cyclists and vehicles.
- Do not have to be constant widths, varying widths can create interest in the streetscape, providing informal locations for parking or street trees.
- Lightly trafficked streets can be narrowed to single lane over short distances as traffic calmed features (such as cycle bypasses and pedestrian crossing points) ([Traffic Calming](#)).

**Clear Width**

The clear width is the available width for running carriageway. This can be from kerb to kerb or in most cases between parking/loading bays or cycle lanes

- No parking or loading. Clear Width = Kerb to Kerb
- Loading allowed = Clear Width + 3.0m (2.5 vehicle width +0.5m) ([Loading](#))
- Parking allowed = Clear Width +2.5m ([Parking Bays](#))
- Cycle Lane = Clear Width + Cycle Lane Width ([Lanes](#))

# Geometry – Corner Radii

## Description

For the purposes of pedestrians, the width of the side road should be as narrow as possible to minimise the crossing distance. Similarly, the corner radius should be minimised to ensure that the crossing is as close as possible to the desire line.

The corner radius refers to the point at which two footways meet at a corner of a junction. It has a significant effect on speed at the junction.

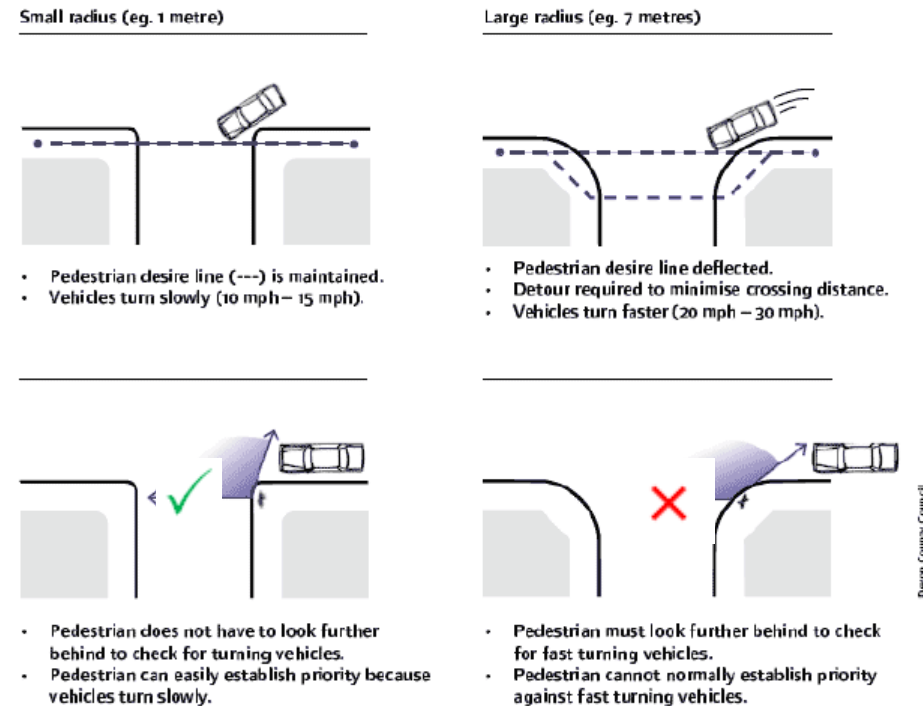
Smaller turning radii increase pedestrian safety by shortening crossing distances, increasing pedestrian visibility, and decreasing vehicle turning speed.

Large radii encourage high speed manoeuvres by motor vehicles, and make crossing side roads more difficult for pedestrians.

At road junctions, the configuration of crossing points requires a balance between the needs of pedestrians and other users. To achieve this balance, three factors need to be considered:

- corner radii;
- width of major and minor roads; and
- volume of traffic.

Corner radii specifications take into account the balance between pedestrian priority and enabling vehicles to manoeuvre safely.



		Maximum Corner Radii (m)																								
		Minor Street					Strategic					Secondary					Local					Service				
Place Type		NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE
Major Street Type	Strategic	9	6	6	3	3	9	6	6	3	3	9	6	6	3	3	9	6	6	3	3	9	6	6	3	3
	Secondary						6	6	6	3	3	6	6	3	3	3	3	3	3	3	3	3	3	3	3	3
	Local											3	3	3	3	3	2	2	2	2	2					
	Service																									

Effect of Corner Radii on Pedestrians Designing Streets

- Key
- NF Non Frontage
  - LR Low Residential
  - EM Employment
  - HR High Residential
  - RE Retail

**Detail**

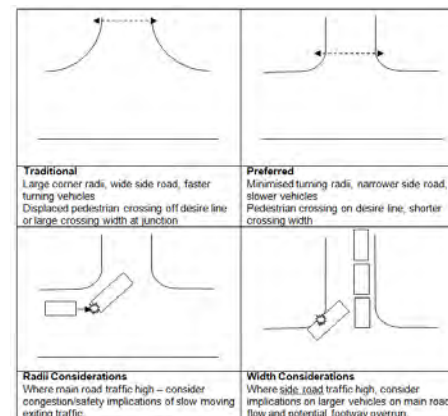
Seek to reduce radii where possible and as such reduce moving pedestrians off desire line. The length of crossings should be minimised by keeping minor street narrow as possible. This may mean that, in conjunction with small radii, larger turning vehicles may need to use the full carriageway width to turn.

- In principle this is considered acceptable, where speeds are 30mph or less and flow levels are relatively low.
- At busier junctions, consideration should be given to the major and minor road flows.
- No requirement to design for largest vehicle, if only infrequent, particularly on neighbourhood street.
- Larger vehicles can still negotiate junctions with tight radii by overrunning onto opposite side of carriageway.
- Footway can be strengthened to allow overrun of larger vehicles, if required ([Footway Materials](#)).
- When constructing junctions on strategic/secondary streets, it may be appropriate to provide over-run areas to cater for occasional large vehicles, whilst retaining a tight radius (say 3m) for cars.
- Width of the side road should be as narrow as possible, to minimise the crossing distance.
- The length of crossings should be minimised by keeping minor streets as narrow as possible ([Carriageway Widths](#)). This may mean that, in conjunction with small radii, larger turning vehicles may need to use the full carriageway width to turn. In principle this is considered acceptable, where flow levels are low. However, at busier junctions, consideration should be given to the major and minor road flows.
- Where flows are higher, there will be an increased risk of turning vehicles encountering oncoming traffic. At very busy periods, queues may form at the give way line meaning turning vehicles cause congestion or a safety hazard on the major road. Alternatively, turning vehicles may mount the footway, which is also undesirable.
- Consideration for raising the junction should be considered as per ([Junction Factsheet/s](#)).

**Exceptions**

Where a larger radii must remain, consideration should be given for a refuge island to be installed across minor road to aid pedestrians.

- A presumption should be to minimise the radii, where the maximum is to be installed, justification must be given in audit document.
- At certain locations there may be a need to widen entrances, to allow larger vehicles to enter safely.
- Minimising corner radii means that vehicles must exit the main road slower speeds.
- Beneficial to pedestrians but consideration should be given to the effect on the main road.
- Congestion may be caused where volumes of turning traffic is high.
- On higher speed roads, slow turning vehicles may increase the likelihood of rear-end shunts.
- These factors should be considered when choosing a corner radius.
- Engineering judgement should be applied and design software used to ascertain the optimum solution based on the principles above.
- Roads may be widened on their approaches to junctions, in order to keep tight corner radii, while allowing appropriate larger vehicles to turn without obstructing oncoming traffic, especially on the major road.



# Unregulated Junction

## Description

This style of junction is to be used where there are low volumes of slow traffic, such as local and service streets. It creates uncertainty due to having no priority for any street. All users have equal priority for crossing. At these junctions there are no give way markings or signage.

- Can be used as a Traffic Calming feature.
- Creates uncertainty among users leading to slower speeds.
- It can be used to help create a place.

## Regulatory Markings

- 75mm wide markings.
- Curtailed at crossing.
- (Omitted from other corners for clarity).

## Table Approach

- Maximum 1/12 Gradient.
- Sinusoidal Transitions.

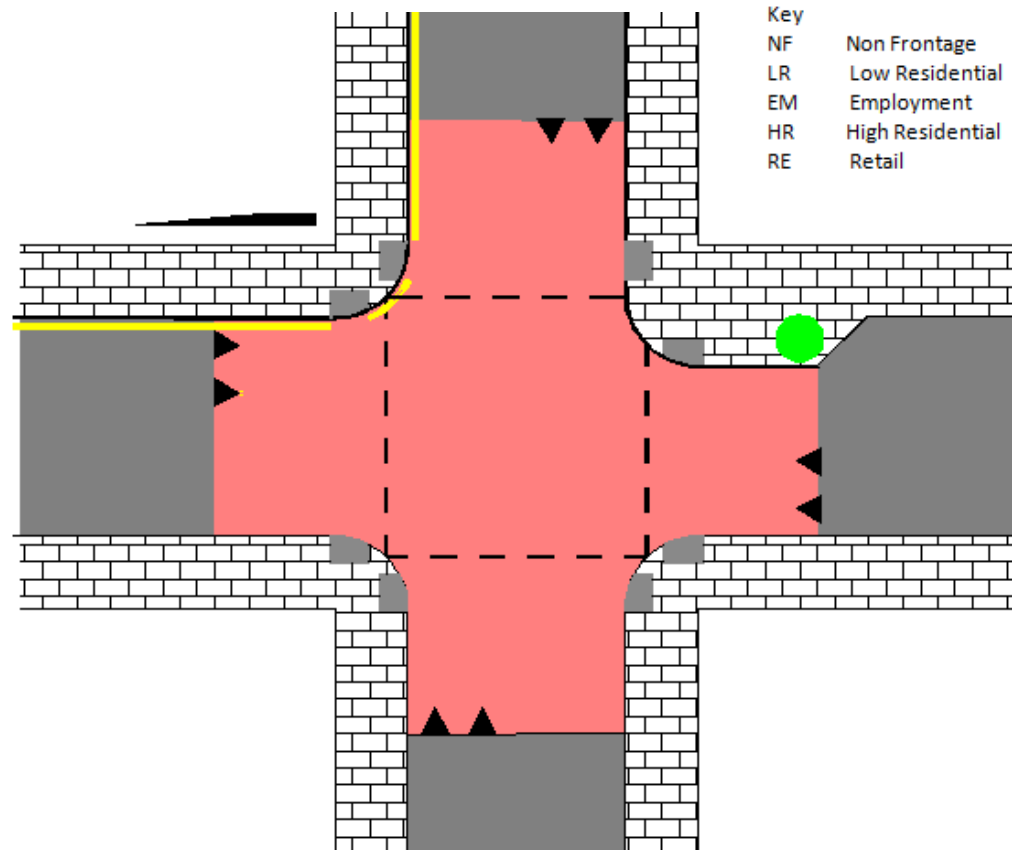
## Raised Table

- Specify different material to highlight junction.
- Unregulated junctions can be installed without table but should be highlighted by different material generally asphalt with red chips

Minor Street		Strategic					Secondary					Local					Service				
Street Style		NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE
Major Street Type	Strategic	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Secondary						NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Local											Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Service																Yes	Yes	Yes	Yes	Yes

## Drainage

- Existing gullies to be raised & replaced as part of raised table.



- Additional gullies required on approaches to junction.

## Tactile Paving

- Standard Uncontrolled Crossing
- Contrasting grey colour
- Minimum width 1.6m \*800mm Depth

[Tactile Paving Factsheet](#)

## Buildout

- This can reduce crossing width for pedestrian.
- Create public space to install trees/ seating or cycle parking

## Corner Radii

- Should be minimised, where possible, up to the maximum 3m [Radii Factsheet](#)

**Continuous Junction (Gateway Entrance)**

Minor Street		Strategic					Secondary					Local					Service				
Street Style		NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE
Major Street Type	Strategic	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	Yes	Yes	NA	NA	NA	Yes	Yes
	Secondary						NA	NA	NA	NA	NA	NA	NA	NA	Yes	Yes	NA	NA	NA	Yes	Yes
	Local											NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	Service																NA	NA	NA	NA	NA

**Description**

Priority is given to pedestrians and cyclist movement over vehicle movement.

These are to be installed along strategic walking routes in the city, where local/service streets meet strategic or secondary streets.

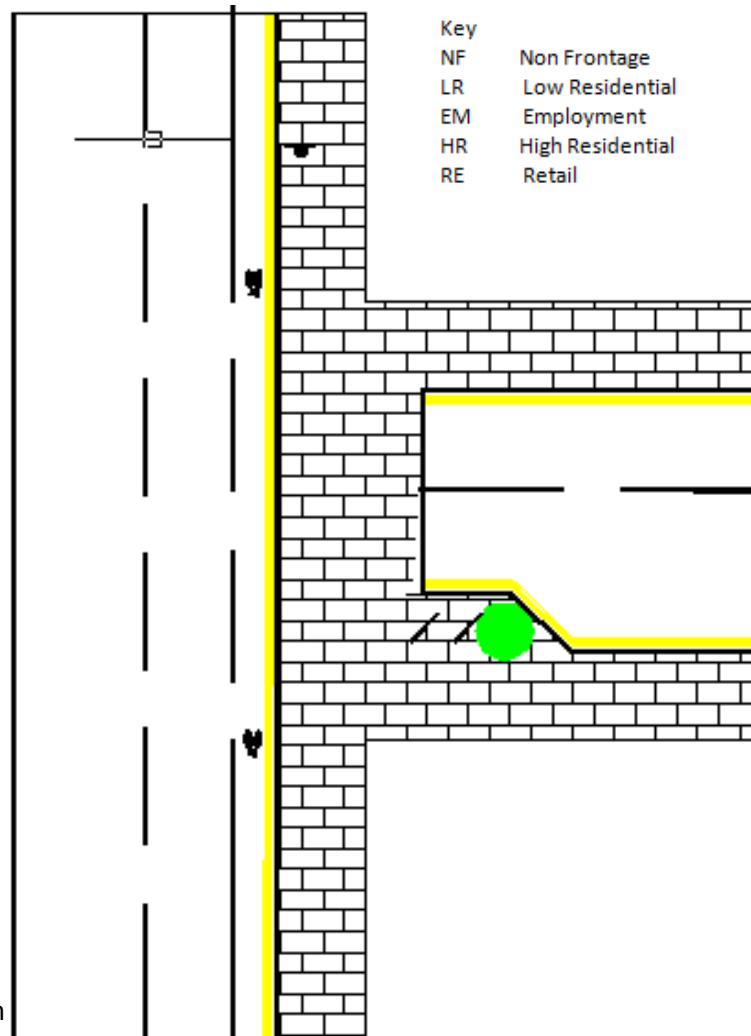
- Vehicles have to drive across footway to access minor street.
- Improves the safety conditions for pedestrian and cyclists.
- Signals to driver that they are entering a residential zone.
- It creates a sense of place and priority for the pedestrian by continuing the footway across the junction.

**Cycle Lane**

- Cyclist has priority over vehicles turning.
- See [Cycle Lane Factsheet](#) for lane detail.

**Footway Material**

- Material used should match surrounding surface, to provide a continuous footway across junction face.
- Where installed with paving flags these can be smaller 300\*300mm paving flags, with vehicle reinforced steel or granite blocks to withstand force from traffic.



Key  
 NF Non Frontage  
 LR Low Residential  
 EM Employment  
 HR High Residential  
 RE Retail

**Key Details**

- No change in level for pedestrians.
- No tactile paving required.
- Traffic must give way to pedestrians and cyclists.
- No Give Way/Stop road markings required.
- Surfacing should match existing footway.

**Drainage**

- Existing gullies to be relocated as required.

**Buildout**

- Reduce crossing width.
- Create Pedestrian Space to install Trees/ Seating or Parking.

# Section D

## Glossary and references

## D1 Glossary and references

This expands on the terminology definitions set out in [Section A1-1](#). Further terms on path construction are available in the [Paths for All glossary](#).

### D1-1 Glossary

Term	Definition
<b>ASL</b>	Advanced Stop Line (usually provided for cyclists as junctions)
<b>Carriageway</b>	Part of a road referring to the part that will technically carry the traffic. See Roads
<b>Clear width</b>	The clear width is the available width for running carriageway. This can be from kerb to kerb or in most cases between parking/loading bays or cycle lanes (see <a href="#">Geometry - Widths</a> )
<b>Conservation area</b>	Conservation Areas have a special architectural or historic interest. Councils designate conservation areas to try and protect or enhance the special characteristics of the locality. As these areas are sensitive, planning authorities would require appropriate higher standards of design and would also normally discourage demolition of buildings and features. Conservation Areas include parks, open spaces and the public realm, not just buildings
<b>Cross fall</b>	A level surface sloping to one side only, allowing water to run off in the direction of the fall.
<b>Crossover</b>	An access point across a footway/verge to gain vehicle access to property from the carriageway, to allow access to individual driveways while keeping priority for pedestrians
<b>Desire line</b>	The route people would choose to travel if given a free choice, often using a direct route
<b>DMRB</b>	Design Manual for Roads and Bridges
<b>Dropped kerb</b>	The dropped kerb is installed on the pavement. This involves the kerb stones being lowered and the pavement being ramped. Drop kerbs occur where the footpath and road surfaces are at the same level to allow unhindered movement across the kerb line, usually at vehicle crossovers and at pedestrian crossings.
<b>Flag</b>	An alternative name for paving slabs. Paving slabs or flags are larger in size than setts or cobbles. They usually range in size from 300mm upwards and are usually made from either precast concrete or natural stone.



## D1 Glossary and references

<b>Footway</b>	A path alongside a carriageway (e.g. separated by kerbing), a standalone path away from the carriageway or a shared use surface for pedestrians and cyclists. See Roads.
<b>Home zone</b>	Home Zones seek to provide a better quality of public space and enhanced street design usually incorporating pedestrian priority. They involve residents in the design process and raise awareness about street design and road safety.
<b>Horonizing</b>	The use of stone off cuts as a surfacing material in the same way as setts or cobbles. While quite large areas can be covered in this way, the material is more often used at small, awkward junctions for example at the foot of walls or in areas where pedestrians are not encouraged to walk
<b>HRA</b>	Hot Rolled Asphalt
<b>Link type</b>	See <a href="#">A1-1 Terms used in this guidance</a>
<b>Occupied space</b>	Space in the street containing street furniture, people, or stationary vehicles
<b>Path</b>	Part of the street network as defined under Roads
<b>PCC</b>	Pre-cast concrete (a type of Flag)
<b>Place type</b>	See <a href="#">A1-1 Terms used in this guidance</a>
<b>PRM</b>	A person with reduced mobility
<b>PSV</b>	Polished Stone Value (a test carried out on stones used in road surfaces for resistance to skidding)
<b>Public realm</b>	See <a href="#">A1-1 Terms used in this guidance</a>
<b>Public realm</b>	That part of the built environment to which the public have free access, such as streets, squares, and parks. Public realm issues embrace the social interaction and use of spaces as well as their servicing and management
<b>Radius (radii)</b>	The corner radius refers to the point at which two footways meet at a corner of a junction. It has a significant effect on speed at the junction. See <a href="#">Geometry – Corner Radii</a>
<b>Raised entry treatment</b>	Raised sections of the road in conjunction, located at the entrance to a side road.
<b>Road</b>	Defined by the <a href="#">Roads (Scotland) Act</a> (1984), a road is any way (other than a waterway) over

## D1 Glossary and references

	which there is a public right of passage (by whatever means) and includes the road's verge, and any bridge (whether permanent or temporary) over which, or tunnel through which, the road passes. The public right of passage may be by foot only where it is associated with a carriageway (a "footway") and where it is not so associated (a "footpath"); by pedal cycle only, or by pedal cycle and foot only (a "cycle track"); right by vehicle, other than a right by pedal cycle only (a "carriageway")
<b>SCOTS</b>	Society of Chief Officers of Transportation in Scotland
<b>Segregated</b>	A user environment that is not shared with other user types.
<b>Separated</b>	A user environment that is physically protected from other users, e.g. by a kerb or barrier.
<b>SMA</b>	Stone Mastic Asphalt (a mixture of road surfacing material)
<b>Street design</b>	Street design is the process of allocating spaces to street users, through the setting out of furniture and surfacing, to provide a layout within which users can carry out their activities. Design relates to physical quality of a street, created and influenced by the activities and uses it contains, the height and quality of the buildings fronting onto it, the materials and details of its surfaces and furniture (such as lighting, seating), trees and its width
<b>Street framework</b>	See <a href="#">A1-1 Terms used in this guidance</a>
<b>Street frontage</b>	The buildings or land running along the edge of a street, which defines the activity taking place along the street and the likely activities and movements which may occur on the street
<b>Street furniture</b>	See <a href="#">B3-2-2 Introduction to street furniture</a>
<b>Street network</b>	See <a href="#">A1-1 Terms used in this guidance</a>
<b>Street pattern</b>	Series of streets that collectively form a pattern, contributing or helping to define a group of streets
<b>Street principles</b>	See <a href="#">A1-1 Terms used in this guidance</a>
<b>Street structure</b>	See <a href="#">A1-1 Terms used in this guidance</a>
<b>Street type</b>	See <a href="#">A1-1 Terms used in this guidance</a>
<b>Sustainable urban drainage system</b>	A comprehensive way of dealing with surface water, which avoids the problems associated with conventional drainage practice, by minimising the quantity and improving the quality of water

## D1 Glossary and references

<b>(SUDS)</b>	before being discharged
<b>Tactile paving</b>	Profiled paving surface providing guidance or warning to visually impaired people
<b>Town centre</b>	Centres that provide a diverse and sustainable mix of activities and land uses
<b>Townscape</b>	The composition of the urban environment ; the combination of all the buildings, spaces and objects
<b>Traffic management</b>	Measures undertaken to control/improve traffic flow, safety and the associated environment; such as controlled road junctions, or regulating parking provision, or physical features such as pedestrian crossings and refuge islands
<b>Trunk roads and motorways</b>	Roads with higher speed motor traffic flows, little or no pedestrian activity, located on the outskirts of Edinburgh away from frontages with non-motorised access
<b>Upstand</b>	A kerb upstand is the distance between the two surfaces defined by the kerb. The kerb prevents vehicles running off the road and onto the adjacent surface
<b>User environments</b>	See <a href="#">A1-1 Terms used in this guidance</a>
<b>User priorities</b>	See <a href="#">A1-1 Terms used in this guidance</a>

## D1-2 Bibliography

<b>Title</b>	<b>Publisher</b>	<b>Year</b>
<b>MOVEMENT AND DEVELOPMENT - TRAFFIC AND TRANSPORT</b>	<b>CITY OF EDINBURGH COUNCIL</b>	<b>2000</b>
<b>ROAD CONSTRUCTION GUIDELINES FOR DEVELOPMENT CHAPTER 4</b>	<b>CITY OF EDINBURGH COUNCIL</b>	
<b>EDINBURGH STANDARDS FOR STREETS</b>	<b>CITY OF EDINBURGH COUNCIL</b>	<b>2006</b>
<b>EDINBURGH DESIGN GUIDANCE</b>	<b>CITY OF EDINBURGH COUNCIL</b>	<b>2013</b>
<b>MEASURING EDINBURGH</b>	<b>CITY OF EDINBURGH COUNCIL</b>	
<b>DESIGNING STREETS</b>	<b>SCOTTISH GOVERNMENT</b>	<b>2010</b>
<b>MANUAL FOR STREETS</b>	<b>DEPARTMENT FOR TRANSPORT (UK)</b>	<b>2007</b>
<b>MANUAL FOR STREETS 2 - WIDER APPLICATION OF THE PRINCIPLES</b>	<b>DEPARTMENT FOR TRANSPORT (UK)</b>	<b>2010</b>
<b>DESIGN MANUAL FOR ROADS AND BRIDGES</b>	<b>DEPARTMENT FOR TRANSPORT (UK)</b>	<b>1992</b>
<b>DESIGN MANUAL FOR URBAN ROADS AND STREETS</b>	<b>IRELAND DEPARTMENT OF TRANSPORT, TOURISM AND SPORT</b>	<b>2012</b>

D1 Glossary and references

<b>DESIGN GUIDE FOR NEW RESIDENTIAL AREAS</b>	<b>GLASGOW CITY COUNCIL</b>	<b>2013</b>
<b>STREETSCAPE GUIDANCE A GUIDE TO BETTER LONDON STREETS</b>	<b>TRANSPORT FOR LONDON</b>	<b>2009</b>
<b>CAMDEN STREETSCAPE DESIGN MANUAL</b>	<b>LONDON BOROUGH OF CAMDEN</b>	<b>2005</b>
<b>STREET SCENE DESIGN GUIDE</b>	<b>LONDON BOROUGH OF HOUNSLOW</b>	<b>2012</b>
<b>STREET DESIGN MANUAL</b>	<b>NEW YORK CITY DEPARTMENT OF TRANSPORTATION</b>	<b>2010</b>
<b>BETTER STREETS</b>	<b>CITY &amp; COUNTY OF SAN FRANCISCO</b>	<b>2011</b>
<b>SYDNEY STREETS DESIGN CODE</b>	<b>CITY OF SYDNEY</b>	<b>2010</b>
<b>CYCLING BY DESIGN</b>	<b>TRANSPORT SCOTLAND</b>	<b>2010</b>
<b>NATIONAL CYCLE MANUAL</b>	<b>IRELAND NATIONAL TRANSPORT AUTHORITY</b>	<b>2011</b>
<b>SUSTRANS DESIGN MANUAL</b>	<b>SUSTRANS</b>	<b>2013 DRAFT</b>
<b>DESIGN MANUAL FOR BICYCLE TRAFFIC</b>	<b>CROW</b>	<b>2007</b>
<b>RECOMMENDATIONS FOR TRAFFIC PROVISIONS IN BUILT-UP AREAS</b>	<b>CROW</b>	<b>1998</b>

D1 Glossary and references

<b>LINK AND PLACE: A GUIDE TO STREET PLANNING AND DESIGN</b>	<b>LANDOR PUBLISHING</b>	<b>2008</b>
<b>QUALITY FOR PEOPLE: A SET OF QUALITY CRITERIA FOR THE DESIGN OF PEDESTRIAN PLACES AND NETWORKS - WITH PEOPLE IN MIND</b>	<b>LARS GEMZØE, ASSOCIATE PARTNER GEHL ARCHITECTS – URBAN QUALITY CONSULTANTS</b>	<b>2006</b>

D2 Background appendices

# D2 Background appendices

# Appendices

Appendix 1 Street categories – places and links

Appendix 2 Consultation to Date

Appendix 3 Design Process Methodology

Appendix 4 Designing Streets risks

Appendix 5 Street Types summary tables

Appendix 6 Equalities



## Appendix 1 Street categories – places and links

This appendix sets out the background to the development of the street framework. How the street framework relates to other classifications of links and places in the Council is set out below. This has evolved taking into account advice in publications such as Link & Place, Designing Streets and Manual for Streets.

LINKS							
Street Design Guidance 2014	Strategic	Secondary		Local	Service	Path	
LTS 2006-2011	Strategic Network	Secondary network		Local streets and minor rural roads	Service roads and lanes, and	Cycleways	Footpaths
Reinstatement category	Strategic Route	Main distributor	District and local distributor	General access road	General access road	<i>Not covered</i>	<i>Not covered</i>
Updated pedestrian maintenance prioritisation categories	As LTS + “All A Roads”	As LTS + “All B Roads”		As LTS “All other roads streets”			

## Appendix 1 Street categories – places and links

PLACES						Additional categories
<b>Street Design Guidance 2014</b>	Retail	High Density Residential	Low Density Residential	No frontage		
<b>Updated pedestrian maintenance prioritisation categories</b> (Employs definitions used in Local Plan)	As LTS + “Central Edinburgh + Town Centres”	As LTS + “Local Centres + Neighbourhood shop units”	As LTS + “Any other urban areas”	<i>Not included</i>	As LTS + “Green Belt areas”	<i>Shopping Streets – Ultra High Pedestrian flows</i>
<b>Original LTS</b>	Shopping Streets	Tenements and Minor Shopping	Low density frontages	Main urban roads with limited frontage access	Rural roads	

Below, each category of place and link is set out, as background to the street framework.

## Places

### 1.1 Shopping/high streets

Shopping streets or segments will have a group shops along a street frontage at the ground floor level. Shopping is typically mixed with other land uses between or above them such as non-retail employment (e.g. offices), tenement flats, restaurants, offices, hotels or other types of private residence.

- In TOWN CENTRES, shopping streets will be formed by significant numbers of shops forming an important neighbourhood or citywide function
- In local centres, there will be smaller numbers of shops (from a short parade, potentially in an inlet to the main street, to perhaps only one or two at an intersection); this will provide an important community function
- In some parts of Edinburgh, shops may exist in self-contained streets such as local shopping parks or drive ins; these will be designed to provide a building line along the street frontage and promote travel by walking and cycling as the natural choice.

Appendix 1 Street categories – places and links

- *One or two shops should be treated as a local consideration (see Appendix 1.8)*

[insert cross section]
<i>Example cross section</i>

[Insert image]	
<i>Shopping streets form important parts of the community and this role will be emphasised in design through creating social spaces.</i>	<i>Shopping parks will be carefully designed to provide an active frontage and promote travel by walking and cycling as the first choice.</i>

## 1.2 Residential places - medium to high density

Residential streets will sometimes be mixed with retail and/or non-retail employment uses along a street frontage:

- multi-storey tenements
- other medium to high density housing (for example large semi-detached housing, closely-spaced TERRACES, COLONIES, or 2 to 3 storey VILLAS)

Newer high density housing developments consisting of modern apartments with different street layouts and building accesses that may depart from traditional street patterns (particularly early high rise development, see Appendix 1.8)

Buildings above five stories should be treated as a local consideration particularly in areas of multiple deprivation.

[insert cross section]
<i>Example cross section</i>

[Insert image]	
<i>Existing streets with high densities of housing are likely to feature historic architecture which will influence street furniture design choices.</i>	<i>Modern apartments will have their own street network including squares, car parking courts and enclosed facilities for cycle and motorcycle parking.</i>

### 1.3 Employment places (Non-retail)

Employment streets will have non-retail workplaces including offices or manufacturing and distribution. These are distinct from shopping streets. Types of employment street will include:

- short stretches of employment in otherwise residential locations (such as offices on the ground floor of tenement buildings)
- self-contained business or industrial parks
- streets within the urban fabric forming identified business areas

Many self-contained employment streets will be mixed use and feature both office and manufacturing or distribution; these streets will therefore carefully balance movement needs, including large vehicles, with the need to promote a pedestrian and cycle friendly environment to enable and promote these modes of travel to work and for business. Particular design approaches for streets with regular large vehicles include:

- Ghost radiuses and roundabout to allow large vehicles to pass around corners without disrupting pedestrian desire lines and to constrain carriageway widths
- Robust carriageway fabric treatments

[insert cross section]
<i>Example cross section</i>

[Insert image of business park – South Gyle or Bankhead]	[image of Fountainbridge]
<i>Employment streets will be made attractive and accessible to sustainable modes of transport in their design. To help do this, designs will avoid inactive frontages, including car parks, and buildings set back from the street.</i>	<i>Streets with offices in the main built environment of the city will reflect their land use and high levels of pedestrian movement.</i>

## 1.4 Residential places (low density)

Lower density residential streets will have their own private frontage/gardens and off-street car parking. Types of low density residential street will include:

- dwellings with fewer floors above ground, e.g. 1-2 storey
- less densely spaced family dwellings, such as semi-detached houses or bungalows

They are typically in suburban areas outside of the central areas of the city.

## 1.5 Rural and other no frontage streets

No frontage streets will be surrounded by fewer features of the built environment and will be likely to be surrounded by fields, the green belt or countryside, with potentially with a few isolated dwellings in a rural setting. They will have very few accesses from them to other streets, strategic and secondary routes often forming part of faster interurban routes.

[insert cross section]

*Example cross section*

[Insert image]

*[insert caption]*

## Links

### 1.6 Main streets

#### 1.6.1 Strategic routes

Strategic streets will accommodate a high levels of movement by all modes of travel, including a significant proportion of cross city and out-of-city movements. These cover A roads and other main streets, such as the Western Relief Road, aside from trunk roads (see Appendix 1.8).

#### 1.6.2 Secondary routes

Secondary streets will provide for moderate to high levels of movement including a significant proportion of cross-city movements, which may typically include travel by bus.



*Strategic routes will have their place function maximised where there are many pedestrians by measures such as raising the surface of the carriageway, slowing speeds, and reducing traffic management furniture. Re-routing some traffic onto alternative routes where available can help complement these measures.*



*Caption*

## 1.7 Neighbourhood streets

### 1.7.1 Local routes

Local streets will provide access, for example for local residents and employees to and from their houses and places of work, and will not normally have a through traffic function. Some local streets may have less frequent bus services using them. Such residential streets may form an important strategic role in the family-friendly cycle network [insert map]. Options for local streets are provided in Section B4 as these can vary widely substantially in street width.



*Caption*

### 1.7.2 Service routes

Service streets will typically provide access to the front of small groups of buildings such as a shopping parade or office block, or the rear of employment units or dwellings e.g. within street blocks. They will typically be a spur or offset from the rest of the street network. The streets may be used for short visits to local shops, and volumes of motorised vehicle movements are likely to be low. Together with paths, they will help increase the permeability of the street network particularly for walking and cycling. Some service routes may prohibit motorised users, and effectively form public squares.



*Caption*



### 1.7.3 Paths

Paths are a type of street that will usually excludes any form of motorised traffic. The level to which pedestrians and cyclists are separated from one another, or the latter permitted, will vary.



*Caption*

## 1.8 Local Considerations Checklist

Some key differences arise from the following situations. This will lead to departures from the standard street type design principles in the ways identified in the table:

Table – Checklist of local considerations that apply across the street framework

Local consideration	Environment affected	Street treatment affected	Key change	Factsheet reference
<b>Peripheral estates</b>	Social, walking	Fabric	Higher quality fabric than standard for key places in residential areas will help engender a sense of pride and improve social well being in the local community, as well as contributing towards increases in active travel and play. This will help improve the character and feeling of streets.	[insert reference]
<b>Conservation areas and the World Heritage Site and villages</b>	All	All	Conservation areas and the World Heritage Site are governed by controls on the look and feel of streets so that they respect their historical design details. This will impact upon the choice of fabric, the layout of the streets and the amount of furniture contained within them. Villages out with Edinburgh's urban fabric will also have a similarly traditional look and feel.	[insert reference]
<b>Distinctive buildings</b>	Social, walking	Layout, fabric	Additional space and higher quality materials will help set off local buildings and give them an appropriately respectful setting.	[insert reference]
<b>Pedestrian attractions</b>	Social, walking	All	Buildings with high numbers of pedestrians will benefit from additional space around their entrances and facilities such as cycle parking. As with distinctive local buildings, high quality/hard wearing footway fabric will be warranted.	[insert reference]
<b>Street intersections</b>	Social, walking	All	Intersections often feature high buildings and are where people naturally meet and gather together. They can have a greater amount of space than in the adjoining street network. They will provide interesting spaces including seating, vegetation, art and/or enhanced footway fabric treatments or detail.	[insert reference]
<b>Squares and pedestrianised areas</b>	Social	Layout	Pedestrianised areas will have an overriding place function. They will provide a non-transport function, such as sitting or relaxing, although will sometimes feature priority routes for through movements by foot or bike.	[insert reference]
<b>Residential streets that don't have a conventional frontage</b>	All	Layout, fabric	High-rise developments such as apartments and high-rise blocks will have a different street frontage and a non-traditional street pattern. Design will ensure that useful spaces are created around them. Car parking will not form the sole function of such spaces. High quality paths will be important to define local spaces and pedestrian and cycle routes will be legible.	[insert reference]
<b>Outside</b>	Walking	Furniture,	Consideration will be given to the use of guardrail outside schools using the Council's Guardrail	[insert

Local consideration	Environment affected	Street treatment affected	Key change	Factsheet reference
<b>schools</b>		layout	Assessment Methodology. Space for waiting children and parents will be created, and particular attention will be given to school front safety and sustainable routes to school.	[reference]
<b>Outside local shops</b>	Walking	Layout, fabric	Local shops such as shopping parades attract higher numbers of pedestrians and are locally important. They will benefit from additional space around their entrances and facilities such as cycle parking. As with distinctive local buildings, high quality footway fabric will be warranted.	[insert reference]
<b>Outside pubs</b>	Walking	Fabric	Crack resistant fabric will be used to cater for barrels.	[insert ref]
<b>Transport interchanges</b>	Walking	Layout	High pedestrian numbers can arise on an otherwise quiet streets due to the presence of bus stops or train stations. This will lead to the need for greater space for pedestrians to access buses and trams entrances to stations and if necessary wait for their transport connections.	[insert reference]

## Appendix 2 Consultation to Date

Date	Event	Attendees
<b>November 11</b>	Design Guidance Workshop	Urban Movement (John Dales)
		WSP (Keith Gowenlock)
		Halcrow
		Planning
		Development Control
		New Works
		Transport Projects
		City Centre Roads
		North Roads
		South Roads
		Roads Services
		Active Travel
		Road Safety
		Traffic Control
Parking Operations		
<b>September 13</b>	Transport Forum	Elected members
		Neighbourhood areas
		Transport users
		Lothian Buses
		Chamber of Commerce
		Bus Users Group
		Essential Edinburgh
		Federation of Small Businesses
		Ed Airport
		Transport Research Institute

Date	Event	Attendees
		Institute of Advanced Motorists Automobile Association Passenger Focus Transport Scotland Transform Scotland Taxis Sustrans Cockburn Association Equalities Transport Advisory Group SEStran NHS Lothian Living Streets Spokes Marketing Edinburgh
<b>September 13</b>	PDR Committee	Elected members (Transport & Planning)
<b>November 13</b>	Urban Design Panel	TBC

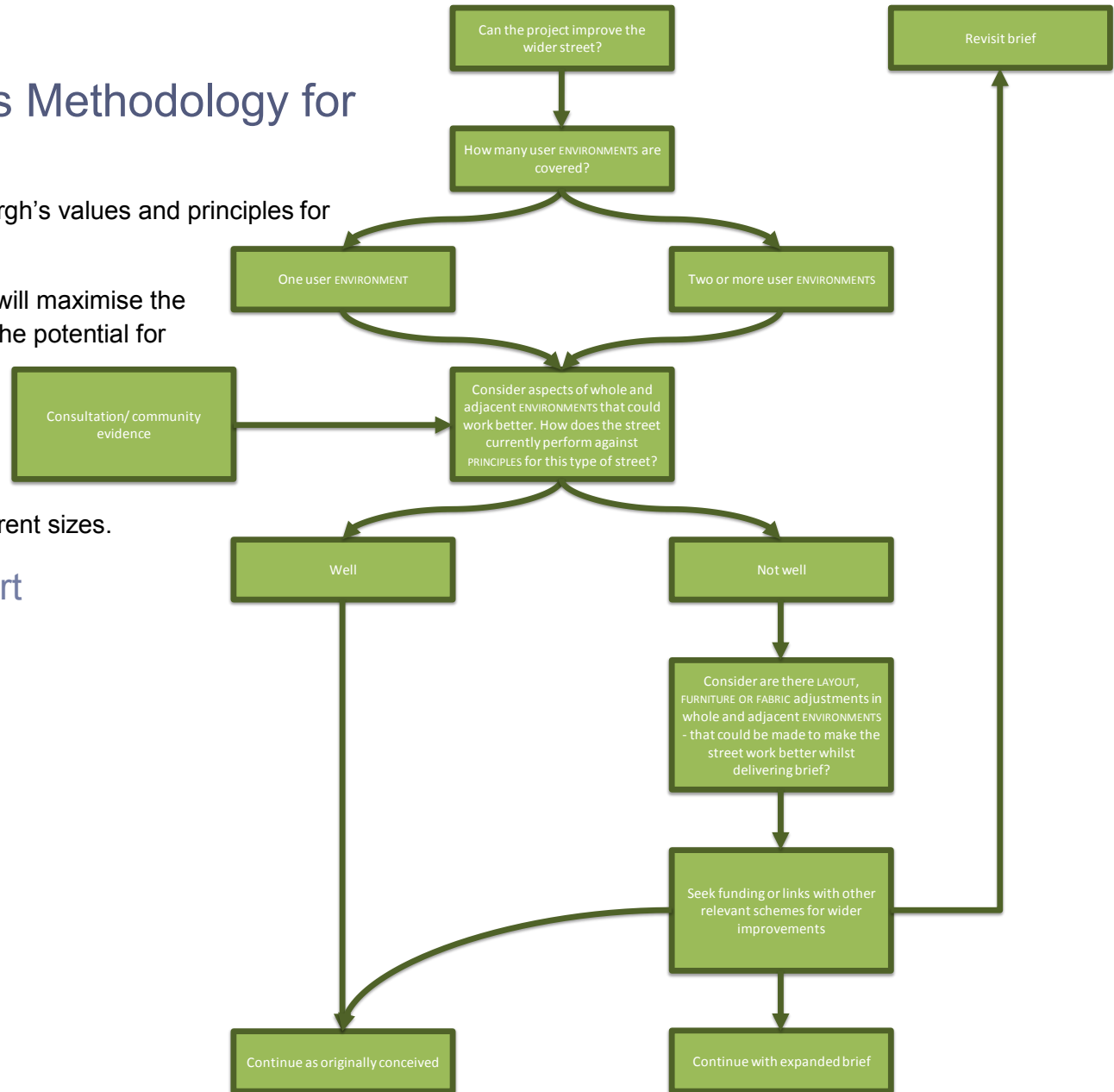
## Appendix 3 Design Process Methodology for Integrated Street Design

Projects will contribute towards delivering Edinburgh's values and principles for street design.

Integrated design is about ensuring that projects will maximise the potential of the street for all users and maximise the potential for place.

The processes for designing a project or development can be summarised in the Table overleaf. This appendix sets out the relative importance of different factors for projects of different sizes.

### Integrated street design Flow Chart (right)



/Appendix 3 Design Process Methodology for Integrated Street Design

Delivering integrated design means considering and, if appropriate:

- Extending the types of ENVIRONMENTS covered
- Extending the types of DESIGN OPTIONS used

Projects should strive to consider and if necessary cover more than one user ENVIRONMENT or types of DESIGN OPTION. At relevant stages in the process, steps will be undertaken to assess potential for integrated design within reasonable time and cost tolerances; these amendments do not necessarily need to be implemented as part of the scheme, but dialogue should be started with the community, local organisations, businesses fronting onto the scheme, or Council services to see how opportunities for integrated street improvements can be taken. Categorisation should consider not just the current role of the street but Community, Council and other stakeholder aspirations; should the project seek to change the function of the street, or of specific junctions or locations on the street, and how it works/they work?

Table: Integrating consideration of total place into projects - example

	ENVIRONMENTS					DESIGN OPTIONS		
	Socialising/ Place	Walking	Cycling	Public Transport	Carriageway	Fabric	Furniture	Layout
Total place approach	✓	✓	✓			✓	✓	✓
One environment/ option only			✓			✓		
✓ = considered and, if necessary, covered as part of project brief								

Examples include an on-road cycle route that might afford the opportunity to provide additional footway space around an intersection which runs alongside it, or replacing and relocating street furniture items such as street lighting and seating, removing redundant items such as unused poles, and creating space for community use at the same time as upgrading a footway.

### 3.1 Delivering integrated design for different sizes of project

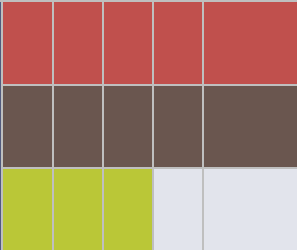
#### 3.1.1 Project Type

There are four types of project, each of which is accompanied by a summary: small, medium, and large/very large.

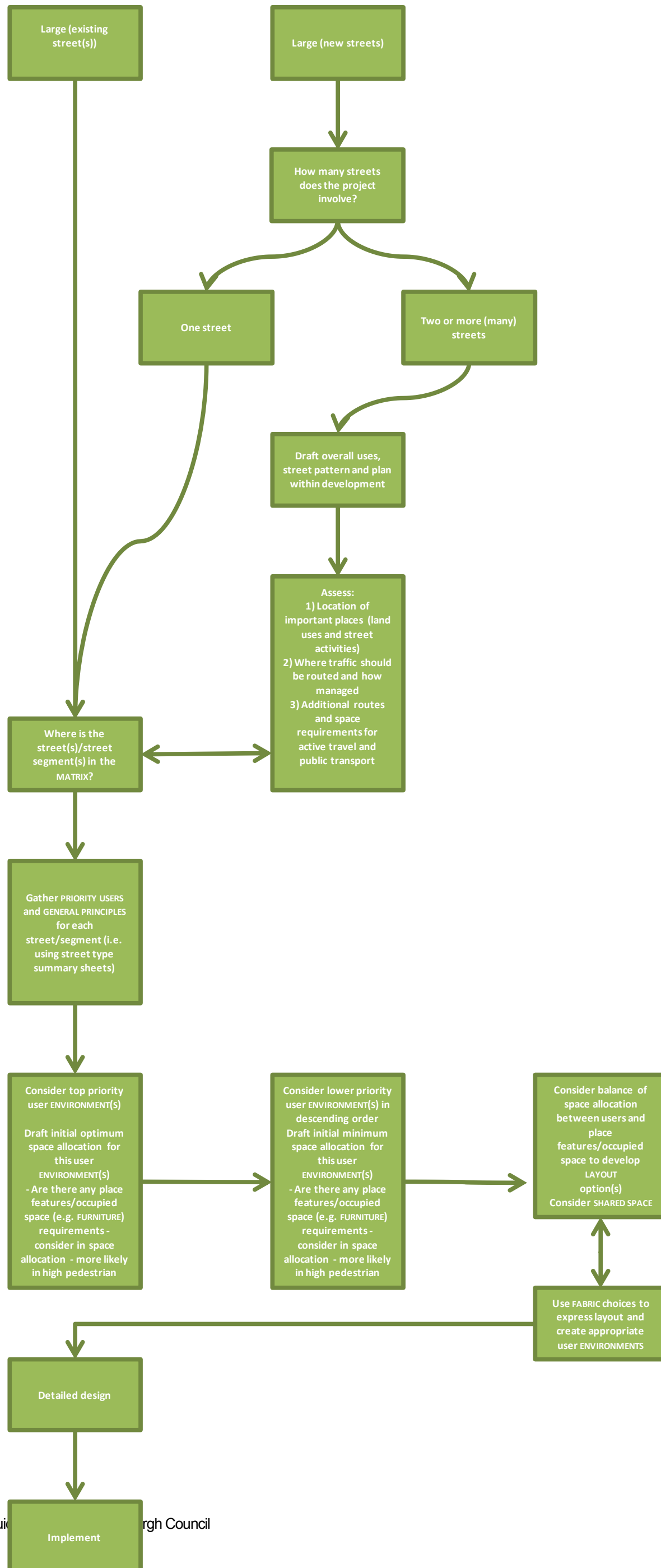
#### 3.1.2 Table – integrated design approach guidelines for different sizes of project-

Size of project	Typical extent of design work for ENVIRONMENTS, DESIGN OPTIONS, and STREET TYPES	Integrated design - guiding approach	Starting projects - Examples
SMALL		The key issue is seeing if there are any adjoining street environments that can be upgraded or any layout adjustments that can be made at the same time.	e.g. isolated projects - Dropped kerbs - Driveway crossovers - Potholes - Isolated footway repairs
MEDIUM		It is important that community input is obtained for schemes with a moderate amount of street change and money involved.	- Footway resurfacing - Road safety projects - Junction refurbishments - On-/off-road cycle schemes
LARGE		These involve an allocation of street space to priority users to come up with an overall street concept. This is most likely to happen in new developments where streets and buildings are fluid early in their planning. It is also where it is most likely that integrated design can be achieved.  <b>See flowchart overleaf.</b>	e.g. single streets  - Public realm/economic development interventions



Size of project	Typical extent of design work for ENVIRONMENTS, DESIGN OPTIONS, and STREET TYPES	Integrated design - guiding approach	Starting projects - Examples
VERY LARGE			e.g. multiple streets  - New development (e.g. housing, business)

### 3.1.2 Flow Chart for Large/Very Large Projects



## 3.2 Guidance on segmenting the street network

The categorisation of a street is applied at ground floor level. A street may be segmented into sections of one or more building unit(s); in many cases, streets will have a consistent design along a longer section. Distinctive buildings and local shops are examples of areas of particular design emphasis discussed in Appendix 1.8 where short areas of distinctive street design may be warranted as a local design consideration.

One side of a street may be categorised differently to its opposite side; this is a positive design response that may allow a street to make best use of environmental conditions, such as sun or shade, or to provide additional space for land uses that only exist on one side of the street, such as pubs or restaurants.

Figure – street segmentation along a **street**; each **segment** may have an individual place type and design options (based on Link & Place)

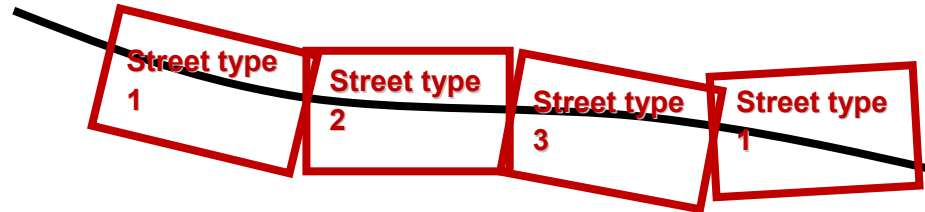
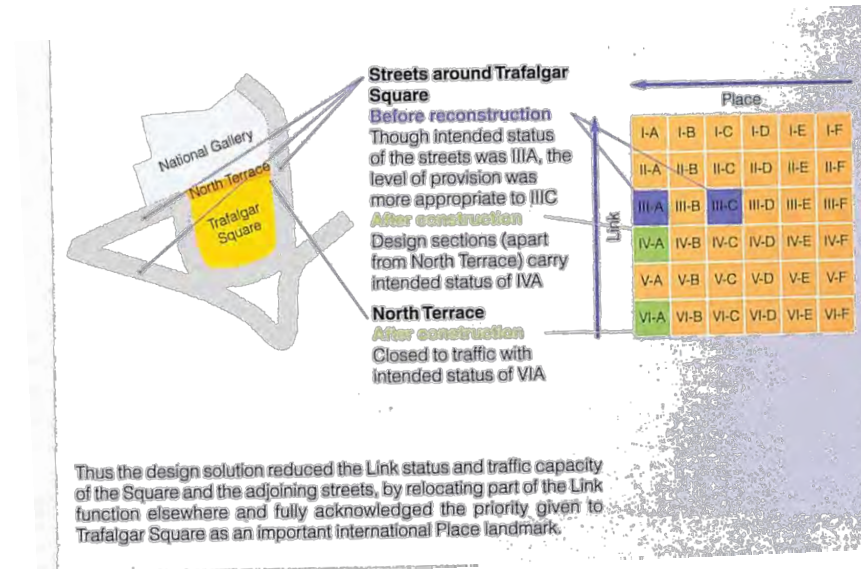


Figure – example of a street change resulting from link and place analysis (Source: Link & Place)



### 3.3 Respond to local context

Streets may also impose design criteria on their adjacent streets; for example, a land use with a high reliance on large vehicles may affect the design of neighbouring residential streets if it relies on these for access. These factors are illustrated in the example, overleaf.

*Figure - Examples of where street design will need to respond to local context on short sections of street (overleaf).*

/Appendix 3 Design Process Methodology for Integrated Street Design



Distinctive building frontage with possible distinctive street fabric needs



Higher story apartment frontage creating different layout needs to surrounding lower density housing and tenements, e.g. provision of parking



Local shopping parade with the opportunity for quality social space to be created on a short section of residential street around an intersection



Local bus company with access needs affecting design of adjacent local residential streets

## Appendix 4 Designing Streets risks

# Annex Technical questions and answers

## What is the legal and technical context?

A complex set of legislation, policies and guidance applies to the design of streets. There is a tendency among some designers and approving authorities to treat design guidance as hard and fast rules because of the mistaken assumption that to do otherwise would be illegal or counter to a stringent policy. This approach is wrong. It restricts innovation, and leads to standardised streets with little sense of place or quality. In fact, there is considerable scope for designers and approving authorities to adopt a more flexible approach on many issues. It is, therefore, Scottish Government policy in *Designing Places* and *Designing Streets* to encourage street design which engenders place and quality.

By copying a standard example without due consideration, designers abrogate their own professionalism. When doing so, they still retain responsibility for the design, as it is their decision to copy a standard example which has been produced by individuals who may never have seen the site in question, and which may therefore not be suitable.

The following comprise the various tiers of instruction and advice:

- ▶ the legal framework of statutes, regulations and case law
- ▶ government policy
- ▶ government guidance
- ▶ local policies
- ▶ local guidance
- ▶ design standards
- ▶ evidence and research base and the concept of 'evidence-based design'

The Westminster and Scottish Parliaments and the Courts have established the legal framework. In this respect, certain aspects of transport are reserved to Westminster in terms of the *Scotland Act 1998*<sup>51</sup>. For example, this includes the provisions which are the subject matter of the *Road Traffic Act 1988*<sup>52</sup>, namely traffic signs and speed limits.

The Scottish Government develops policies aimed at meeting various objectives which roads and planning authorities are directed to follow. *Designing Places* and *Designing Streets* are such policies. It also issues supporting guidance to help authorities implement these policies, including the guidance in this document.

Evidence-based design has been developed as a concept within recent years. A distinction needs to be drawn between policies, guidance and practices that are, in essence, rule of thumb and that reflect simply a continuation of a conventional approach, and those that are based on science, statistics and designed experimental studies, and regularly challenged to ensure that they are relevant to modern needs and conditions. *Designing Streets* is supported by an evidence base.

Within this overall framework, road and planning authorities have considerable leeway to develop local policies and standards, and to make technical judgements with regard to how they are applied. Other bodies also produce advisory and research material on which they can draw.

## What is the risk and liability?

Concerns around risk and liability frequently lead to the rigid application of standards that can stifle design-led, contextual approaches. Roads authorities have often applied a very cautious approach in order to avoid potential liability in the event of damage or injury.

This over-cautious approach is ill-advised, and restricts innovation and responses to local context. Recent case law has established that drivers are primarily responsible for their own safety and although road authorities have a general duty under Section 39 of the Road Traffic Act 1988 to promote safety, this does not create a duty of care.

A major concern expressed by some road authorities when considering more innovative designs, or designs that are at variance with established practice, is whether they would incur a liability in the event of damage or injury.

This can lead to an over-cautious approach, where designers strictly comply with guidance regardless of its suitability, and to the detriment of innovation. This is not conducive to creating distinctive places that help to support thriving communities.

In fact, imaginative and context-specific design that does not rely on conventional standards can achieve high levels of safety. The design of Poundbury in Dorset, for example, did not comply fully with standards and guidance then extant, yet it has very few reported accidents. This issue was explored in some detail in the publication *Highway Risk and Liability Claims 2009*.

Claims against road authorities relate almost exclusively to alleged deficiencies in maintenance. Claims for design faults are extremely rare. The duty of the road authority to maintain the road is set out in the *Roads (Scotland) Act 1984*, and case law has clarified the law in this area.

The courts in Scotland have adopted a cautious approach when considering the duty of care potentially owed by roads authorities. Merely because a roads authority has powers, this does not generally open up the authority to liability. The circumstances in which roads authorities have been held liable in damages have been very restricted. The restrictive approach has also been adopted in circumstances where the risk of an accident may well be foreseeable. (See *Murray v Nicholls* and *Bennett v J Lamont & Sons*).



The Scottish line of authority has been recently reinforced by the House of Lords in the case of *Gorringe v. Calderdale MBC* (2004). A claim was made against a highway authority in England ('roads' authority in Scotland) for failing to maintain a 'SLOW' marking on the approach to a sharp crest. The judgement confirmed a number of important points which were that:

- ▶ the authority's duty to 'maintain' covers the fabric of a highway, but not signs and markings;
- ▶ there is no requirement for the road authority to 'give warning of obvious dangers' and natural road hazards; and
- ▶ drivers are 'first and foremost responsible for their own safety'.

A handful of claims for negligence and/or failure to carry out a statutory duty have been made under section 39 of the *Road Traffic Act 1988*, which places a general duty on road authorities to promote road safety. In connection with new roads, Section 39 (3)(c) states that road authorities 'in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use'.

The *Gorringe v. Calderdale* judgment made it clear that *Section 39 of the Road Traffic Act 1988* did not create a duty of care and, therefore, does not form the basis for a liability claim.

Advice to road authorities on managing their risks associated with new designs is given in Chapter 5 of *Highway Risk and Liability Claims (2009)*. In summary, this advises that authorities should put procedures in place that allow rational decisions to be made with the minimum of bureaucracy, and create an audit trail which could subsequently be used as evidence in court.

Suggested procedures include the following key steps:

- ▶ set clear and concise scheme objectives;
- ▶ work up the design against these objectives; and
- ▶ review the design against these objectives through a quality audit.

### Balanced decisions

A suggested framework from *Highway Risk and Liability Claims (2009)* which accords with those set out in *Designing Streets* is:

Vision – there should be an overall vision for an area that reflects local and national policy and, where appropriate, the views of the local community

Objectives/Purpose – there should be a robust understanding of what the scheme is intended to do. This will normally include balancing:

- ▶ movement and place;
- ▶ risk and opportunity; and
- ▶ ensuring sustainability.

Design – this should be worked up against the objectives

Quality audit – this is a review of the design against the objectives set

## What are the issues regarding disability discrimination?

Road and planning authorities must comply with the Disability Equality Duty under the *Disability Discrimination Act 2005*. This means that in their decisions and actions, authorities are required to have due regard to six principles, which are to:

- ▶ promote equality of opportunity between disabled persons and other persons;
- ▶ eliminate discrimination that is unlawful under the 2005 Act;
- ▶ eliminate harassment of disabled persons that is related to their disabilities;
- ▶ promote positive attitudes towards disabled persons;
- ▶ encourage participation by disabled persons in public life; and
- ▶ take steps to take account of disabled persons' disabilities, even where that involves treating disabled persons more favourably than other persons.

Those who fail to observe these requirements will be at the risk of a claim. Not only is there an expectation of positive action, but the duty is retrospective and local authorities will be expected to take reasonable action to rectify occurrences of non-compliance in existing areas.

The Disability Rights Commission (DRC) has published a *Statutory Code of Practice on the Disability Equality Duty*<sup>53</sup> and it has also published specific guidance for those dealing with planning, buildings and the street environment.

## What are the adoption and maintenance issues?

### Key considerations

- ▶ The quality of the environment created by new development needs to be sustained long after the last property has been occupied. This requires good design and high-quality construction, followed by good management and maintenance.
- ▶ Authorities are encouraged to adopt a palette of suitable local and natural materials which allow for more creative design whilst being practical to maintain.
- ▶ Resource efficiency and sustainability should be addressed through the use of appropriate materials and systems including SUDS.
- ▶ The inclusion of planting (in particular street trees) is encouraged within the street environment.

### Roads adoption – legal framework

Provision of roads for new developments is controlled and consented by the local roads authority through the Roads Construction Consent (RCC) process, governed by Section 21 of the *Roads (Scotland) Act 1984*. For the purposes of adoption, all streets are deemed to be roads under this Act.

Under the terms of the RCC, having first secured technical approval of the designs from the local authority, the developer is obliged to construct roads over which there is a public right of passage to an agreed standard. Expenses will be payable by the developer to the roads authority to cover its reasonable costs in inspecting the construction of the works and associated testing.

*The Roads (Scotland) Act 1984* sets out the obligations of the developer to construct the roads and maintain them for a set period of normally 12 months. Following the satisfactory discharge of these obligations, the new roads can be offered to the roads authority for adoption. If the road is adopted, it will in the future be maintainable by the roads authority.

### Road Bond Security

Where Roads Construction Consent is granted relative to roads associated with housing development, the granting of the consent will require the deposit of sum or surety (Roads Bond) sufficient to meet the cost of constructing the road. The purpose of this bond is to enable the roads authority to meet the cost of constructing or completing the construction of the roads, should the developer fail in his responsibility to do so under the terms of the granted RCC.

Before any roads works commence on such a housing development, the developer will normally be required to have both the Roads Construction Consent and the Roads Bond in place.

Thus, before any construction begins, the developer will normally be required either:

- ▶ to secure the payment of the estimated cost of the road works under the requirements of the *Roads (Scotland) Act 1984*; or
- ▶ to make an agreement with the road authority under terms of the Act and provide a Bond of Surety.

### Private streets

Where a developer wishes streets to remain private, some roads authorities have incorporated conditions into the planning approval to require the developer to design, construct and to make arrangements for the future maintenance of the new streets to a standard acceptable to the authority. This agreement may still require the submission and approval of an RCC under the terms of Section 21 of the Act.

### Landscape features adoption

Maintenance arrangements for all planted areas should be established at an early stage, as they affect the design, including the choice of species and their locations. The approval and maintenance of proposed planting within the road boundary will be required to comply with Sections 50 and 51 of the *Roads (Scotland) Act 1984*.

Alternatives to formal adoption may require innovative arrangements to secure long-term landscape management. These may include the careful design of ownership boundaries, the use of covenants and annual service charges on new properties.

### What is adoptable?

The roads authority has considerable discretion in exercising its powers as to whether to grant a Roads Construction Consent under Section 21 of the Act.

A roads authority can be required to adopt a road constructed in accordance with an RCC. The streets put forward for adoption must be constructed to the agreed standard and will be subject to a 12 month period of use as a road whilst being maintained to the agreed standard by the developer.

Roads authorities have tended to only adopt streets that serve more than a particular number of individual dwellings or more than one commercial premises. Two to three dwellings is often set as the lower limit, but some authorities have set figures above this.

### Design standards for Road Construction Consent

Roads authorities are now encouraged to take a flexible approach to road adoption in order to allow greater scope for designs that respond to their surroundings and create a sense of place. It is recognised, however, that roads authorities will need to ensure that any future maintenance liability is kept within acceptable limits.

One way of enabling designers to achieve local distinctiveness without causing excessive maintenance costs will be for roads authorities to develop a limited palette of special materials and street furniture. Such materials and components, and their typical application, could, for example, be set out in local design guidance and be adopted as a planning policy.

Clear cases must be made where the adoption of designs are sought that differ substantially from those envisaged in a local authority's design guide or *Designing Streets*. Developers should produce well-reasoned design arguments in relation to this.

Roads authorities would normally be expected to adopt:

- ▶ residential streets, combined footways and cycle tracks;
- ▶ footways adjacent to carriageways and main footpaths serving residential areas;
- ▶ Home Zones and level surface streets;
- ▶ land within visibility splays at junctions and on bends (in some cases);
- ▶ street trees;
- ▶ any verges and planted areas adjacent to the carriageway;
- ▶ structures, i.e. retaining walls and embankments, which support the road or any other adoptable area;
- ▶ street lighting;
- ▶ gullies, gully connections and road drains and other road drainage features;
- ▶ on-street parking spaces adjacent to carriageways; and
- ▶ service strips adjacent to level surface streets.

## Private management companies/factors

Any unadopted communal areas will need to be managed and maintained through private arrangements. Typical areas maintained in this way include communal gardens, shared off-street car parking, shared cycle storage, communal refuse storage and composting facilities and sustainable energy infrastructure.

## Approval processes for new streets

The design and approval of new streets is governed by both planning and roads legislation. The design process must therefore recognise both sets of requirements. *The Roads (Scotland) Act 1984* is the primary legislation for new roads, and all new roads must receive RCC under Section 21 of that Act prior to construction. Previous practice applied by most local authorities dictates that the formal RCC approval process only starts with the granting of planning permission, or at least with the agreement of the final planning layout. The process thus results in a 2-stage (planning and roads) approval process that not only significantly extends the overall statutory approval process and delays commencement of development construction but, by more rigid application of engineering requirements at this 2nd stage, can lead to a dilution of overall design quality.

Street design requires an integrated approach to approval, involving collaboration between planning officers and RCC engineers. In this way, roads colleagues will be satisfied with the fundamentals of the development proposal, and can approve it in principle concurrent with the granting of planning permission. RCC engineers will have an important role to play as consultees in the planning application process. It is as a consultee that the roads authority can ensure that an appropriate 2-stage approach is adopted. The roads authority should be satisfied that sufficient information has been provided with the planning application to ensure that a subsequent RCC reflecting the design will not alter the details approved under the planning permission. These discussions should take place as early as possible – before a layout is worked up and a planning application submitted. It is important that any principles that have been agreed at this point in the design process are not revisited later, unless there has been a significant change in circumstances.

Planning policies should set the overall benchmark for the design quality of any new development, which includes the new streets as a key part of the public realm. This is why local authorities should have specific planning policies on street design ideally within the development plan, or as Supplementary Planning Guidance (SPG). Planners and road engineers should work together to ensure policies are up to date and allow for the most appropriate street patterns.

The flow chart contained in Part 3 of this document shows how a more integrated system should operate, and the key design decisions which would need to be taken, and signed off, at each stage.

## Adoption of SUDS

Adoption issues will need to be clarified at an early stage in the design process, with the likely adopting authorities; Scottish Water, local authority and potential private bodies. The amendments to Section 7 of the *Sewerage (Scotland) Act 1968* published within *SUDS for Roads*, focus on adoption of SUDS at a regional level by encouraging a collaborative approach to shared systems between local authorities and Scottish Water. It is important for a continuous, team-based approach to this matter.

## Appendix 5 Street Types summary tables

Street types exist because the functions and users vary across different streets. Some of these factors that vary the greatest between different types of street are summarised in the street matrices below for each user environment.

Examples:

<b>Social environment</b>	<ul style="list-style-type: none"><li>• Overall demand for place features</li></ul>
<b>Walking environment</b>	<ul style="list-style-type: none"><li>• Fabric: Footway</li><li>• Furniture: e.g. Seating</li></ul>
<b>Cycling environment</b>	<ul style="list-style-type: none"><li>• Layout: Cycle lanes</li></ul>
<b>Public transport environment</b>	<ul style="list-style-type: none"><li>• Furniture: Bus shelters</li></ul>
<b>Carriageway environment</b>	<ul style="list-style-type: none"><li>• Layout: Carriageway width</li></ul>

The table in Section B5 of the main document summarises the key elements of design policy for each street type. Again, this table highlights the design aspects with the greatest variation between different street types.

## 5.1 Social environment

Place importance **will** be very high in shopping streets. Socialising places **will** be of higher quality, with more frequent and more sizeable provision where there are more pedestrians.

*Table:*  
**Overall demand for place features**

	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	Very Low	Low		High	Very High
Secondary		Medium	NA	Medium	High
Local Service					

## 5.2 Walking environment

Paving flags **will** be used in shopping streets and high density residential street where there are higher numbers of pedestrians. Asphalt **will** be used for footways in other streets.

*Table:*  
**Fabric - Footway**

	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	Asphalt with white chips			Paving Flag/ Asphalt with white chips	Paving Flag
Secondary					
Local Service					

## Appendix 5 Street Types summary tables

Seating **will** be provided in shopping streets and in other streets where there are higher number of pedestrians and on preferred pedestrian routes. In general, other furniture provided for pedestrian comfort will follow this trend.

*Table:  
Furniture -  
Seating  
provision*

	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	Very Low	Low	Low	Medium	Very High
Secondary	NA	Very Low			High
Local			Very Low	Low	Medium
Service					

### 5.3 Cycling environment

No specific cycle lanes will be provided on quieter streets. Advisory cycle lanes will be provided (as a minimum) on strategic and secondary streets.

*Table:  
Layout -  
Cycle Lanes*

	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	Min = Advisory/ Consider = Mandatory or Separated				
Secondary					
Local	Shared Carriageway				
Service					

# 'Consider' where traffic volumes are high consideration for further separation is recommended

## 5.4 Public transport environment

Larger bus shelters **will** be provided where there are public bus routes on shopping, high density residential and employment streets.

Minimum Requirements - May change due to – 1/ footprint available, 2/ Special Place (Interchange), 3/ Specialist Style Shelter

<i>Table:</i> <b>Furniture - Bus Shelters</b>	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	2 Bay		3 Bay	4 Bay	
Secondary	Not Required				
Local	NA				
Service	NA				

# Discussion with Public Transport team required to agree style/type

## 5.5 Carriageway environment

Carriageways on Strategic streets **will** be at least 6m wide. Carriageway widths on other streets **will** be reduced to a minimum. Where the street is a bus route, the carriageway **will** be an absolute minimum width of 6.25m.

- Two way main vehicle lane width (m)
- Widths do not include space for cycle lanes, bus lanes & on street parking or loading
- Narrow widths permissible over short lengths, e.g. introduce traffic calming

<i>Table:</i> <b>Layout - Carriageway Width</b>	No frontage	Residential (low density)	Employment (non high street)	Residential (high density)	Shopping/ high street
Strategic	6.0 - 7.3	6.0 - 7.0			
Secondary	5.5 - 7.3	5.5 - 7.0			
Local	4.5 - 6.0				
Service	4.5 - 6.0				

## Appendix 6 Equalities

The guidance is subject to an ongoing human rights and equalities assessment. Initial findings from internal workshops are summarised below.

### Human Rights - positives

RIGHTS	WHERE GOOD STREET DESIGN CONTRIBUTES
RIGHT TO HEALTH	<ul style="list-style-type: none"> <li>• NEW PUBLIC SPACES, INCLUDING GREENERY AND WATER</li> <li>• ACTIVE TRAVEL</li> <li>• URBAN GYMS</li> <li>• ACCESS TO HEALTH FACILITIES</li> <li>• BECALMED PUBLIC REALM</li> <li>• HAPPY STREETS</li> </ul>
RIGHT TO INDIVIDUAL, FAMILY AND SOCIAL LIFE	<ul style="list-style-type: none"> <li>• PROVISION OF SEATING AND RESTING PLACES/'TALKSCAPES'</li> <li>• FREEDOM OF ASSOCIATION WITH ETHICAL/ENVIRONMENTALLY (UN-)FRIENDLY LIFESTYLES AND TRANSPORT CHOICES</li> <li>• PROVISION OF TOILETS</li> <li>• WALKING AND CYCLING GROUPS AND ACTIVITIES</li> </ul>
RIGHT TO LEGAL SECURITY	<ul style="list-style-type: none"> <li>• SIGNAGE AND MARKINGS SHOWING REGULATIONS, E.G. PARKING, SPEED, LANES</li> </ul>
RIGHT TO PHYSICAL SECURITY	<ul style="list-style-type: none"> <li>• SAFER PLACES THROUGH LAYOUT AND LIGHTING</li> <li>• DECREASED CONFLICTS AND INCREASED RESPECT BETWEEN STREET USERS – ALL TRANSPORT MODES CATERED FOR AND NORMALISED</li> </ul>



Issues for attention

RIGHTS	EXAMPLE ISSUES
<p><b>RIGHT TO HEALTH</b></p>	<ul style="list-style-type: none"> <li>• <b>POLLUTION – NOISE, AIR, WHITE LIGHT, WATER</b></li> <li>• <b>PROXIMITY OF MOTORISED TRAFFIC TO BUILDINGS AND NON-MOTORISED USERS, INCLUDING EFFECTS OF REDISTRIBUTION OF TRAFFIC</b></li> <li>• <b>STRESS AND RAGE</b></li> <li>• <b>LINKS TO RIGHT TO STANDARD OF LIVING</b></li> </ul>
<p><b>RIGHT TO LIFE</b></p>	<ul style="list-style-type: none"> <li>• <b>SHARED STREETS, MATERIALS CHOICES, TACTILE PAVING, GUARD RAILING</b></li> <li>• <b>STREET MAINTENANCE AND IMPROVEMENT REGIME</b></li> </ul>
PROTECTED CHARACTERISTICS	EXAMPLE ISSUES
<p><b>AGE DISABILITY PREGNANCY</b></p>	<ul style="list-style-type: none"> <li>• <b>GRADIENTS, COLOURS, AUDIBLE SIGNALS, CONTRASTS, TACTILE TREATMENTS</b></li> <li>• <b>STOPPING AND RESTING PLACES, SPACE FOR BABIES AND EQUIPMENT</b></li> </ul>
<p><b>SOCIO-ECONOMIC DISADVANTAGE</b></p>	<ul style="list-style-type: none"> <li>• <b>WALKING AND CYCLING OPPORTUNITIES FOR FREE/CHEAP TRAVEL</b></li> </ul>



# EDINBURGH **STREET DESIGN** GUIDANCE

# Planning Committee

10.00 am, Thursday, 27 February 2014

## Supplementary Guidance: City Centre Retail Core

Item number	5.2
Report number	
Wards	11 - City Centre

### Links

Coalition pledges	<a href="#">P15</a>
Council outcomes	<a href="#">CO7</a> , <a href="#">CO8</a> , <a href="#">CO19</a> , <a href="#">CO21</a>
Single Outcome Agreement	<a href="#">SO1</a> , <a href="#">SO4</a>

### Mark Turley

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# Executive summary

## Supplementary Guidance: City Centre Retail Core

### Summary

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The purpose of this report is to seek Committee approval of finalised Supplementary Guidance (SG) for the City Centre Retail Core. The SG will guide the balance of uses in the City Centre Retail Core. It will be used to determine planning applications for the change of use of shop units to non-shop uses.

### Recommendations

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It is recommended that the Committee:

- 1) approves the finalised Supplementary Guidance for the City Centre Retail Core;
- 2) agrees to submit an Article 4 Direction to Scottish Ministers for approval that restricts the Change of Use from Class 3 to Class 2 within the City Centre Core Frontage; and
- 3) agrees that policy ERC1 of the Supplementary Guidance only be implemented once Scottish Ministers have approved the Article 4 Direction.

### Measures of success

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The vitality and viability of the City Centre Retail Core is preserved and enhanced.

### Financial impact

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There are no direct financial impact arising from this report. The costs of publishing the SG will be met from existing budgets.

### Equalities impact

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The impacts of this report in relation to the Public Sector Equalities Duty and the ten key areas of rights have been considered. The report has no significant direct impact on the Council's three equalities duties. The SG will have positive impacts on rights. The process of preparing the SG enhanced the rights of participation, influence and voice by allowing people to participate in the formation of policy. The Guidance will enhance the rights to health, physical security and standard of living by ensuring the right mix of shop uses and non-shop uses within the city centre which will enhance vitality and viability. Physical security will also be enhanced as the right balance of shop uses and non-shop uses will help ensure activity at street level, aiding natural surveillance. The SGs will have no negative impacts on the ten key areas of rights.

## Sustainability impact

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The proposals in this report will:

- reduce carbon emissions because they support the city centre which provides a centralised service in a sustainable location, reducing the need for travel;
- increase the city's resilience to climate change impacts because supporting the city centre reduces the need to travel further afield for services;
- help achieve a sustainable Edinburgh because the city centre is a place for social and economic interaction, and fostering its vitality and viability will protect its identity within our communities;
- help achieve a sustainable Edinburgh because it supports the city centre where many businesses choose to locate; and
- help achieve a sustainable Edinburgh because it promotes the continued use of shop units in beneficial use.

## Consultation and engagement

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Pre-draft consultation on the Supplementary Guidance took place at a workshop attended by key stakeholders in June 2012. It focussed on shopping uses in the City Centre Retail Core and informed the City Centre Retail Core draft SG.

Consultation on the draft SG took place from 17 June until 9 August 2013 with a workshop held on Wednesday 19 June for key stakeholders. The draft SG was also available on-line and in public libraries.

## Background reading / external references

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- [Summary Report from Shopping Uses in the City Centre Workshop, June 2012](#)
- [Summary](#) note of City Centre SG consultation responses August 2013
- [Report to Planning Committee](#), Local Development Plan – [Proposed Local Development Plan](#) and Development Plan Scheme (19 March 2013)
- [Annual Review of Guidance report](#) to Planning Committee (28 February 2013)
- Edinburgh Local Development Plan [Main Issues Report](#) (October 2011)
- [Report to Planning Committee](#), Supplementary Guidance: City Centre Retail Core and Tollcross Town Centre – drafts for consultation (16 May 2013)
- [Report to Transport and Environment Committee](#), Building a Vision for the City Centre – Consultation Outcome (29 October 2013)

## Supplementary Guidance: City Centre Retail Core

### 1. Background

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- 1.1 The Proposed Local Development Plan was approved on 19 March 2013. It requires supplementary guidance (SG) to be prepared for each town centre, including the City Centre Retail Core. This new approach was consulted on in the Main Issues Report and set out in the report on the Annual Review of Guidance to Planning Committee on 28 February 2013.
- 1.2 Statutory SG is prepared under Section 22 of the Planning etc (Scotland) Act 2006.
- 1.3 Finalising the SG for the city centre means it can be considered as a material consideration in the determination of planning applications for the change of use of shop units. Once adopted, it will form part of the statutory development plan. It is intended to review the guidance every two years to take account of changes of use over time.
- 1.4 SG for Tollcross Town Centre was finalised in December 2013. The full programme is attached at Appendix 1.

### 2. Main report

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#### **Draft SG Content and Consultation**

- 2.1 The draft SG was approved for consultation by Planning Committee in May 2013. Consultation took place from 17 June until 9 August 2013 when the draft was available on-line and in local libraries for comment. Stakeholders were invited to a workshop on the SG content on 19 June 2013.
- 2.2 The draft SG proposed allowing food and drink uses in the City Centre Core Frontage in shop units, provided they could safely accommodate outdoor seating and if the unit was under 300 sq m gross. This change in policy supported the wider vision and objectives in Building a Vision for the City Centre to enhance pedestrian space by creating defined activity spaces such as cafes with outdoor dining on the north side of Princes Street.

- 2.3 The draft SG proposed that subsequent changes of uses of food and drink units to financial, professional or other services (e.g. banks, betting offices etc) would **not** be permitted. This can only be achieved by obtaining an Article 4 Direction from Scottish Ministers to restrict the Permitted Development Rights that would usually allow food and drink units to change to financial, professional services without express planning permission.

The Primary Frontages in the City Centre Retail Core continued in the draft SG to allow the change of use to non-shop use, provided the resulting proportion of non-shop units did not exceed one third and no more than four consecutive non-shop uses.

- 2.4 Despite generating considerable public interest, only six responses were received to the draft SG. A schedule of these is attached at Appendix 2. They express an overall support for the suggested change to allow food and drink uses in the City Centre Core Frontage. Comments centred on:
- the feasibility of creating meaningful and safe outdoor seating areas in respect of pedestrian flows and whether this would put operators off; and
  - that the 300 sq m size restrictions may be too small for the majority of operators and would not allow operators to cluster.
- 2.5 Other comments expressed the view that the Primary Shopping Frontage policy is too restrictive for Shandwick Place, Castle Street and Queensferry Street.

### **Finalised Supplementary Guidance**

- 2.6 The finalised SG is attached at Appendix 3. There are several changes from the draft SG to take account of issues coming to light during the consultation.
- 2.7 As in the draft, the SG allows food and drink uses to be introduced in the City Centre Core Frontage. However, the finalised SG has a higher size restriction to allow for changes of use in shop units under 500 sq m gross. The SG will provide the opportunity for outdoor seating rather than making it a mandatory requirement.
- 2.8 These changes are made for the following reasons:
- to increase the number of eligible units as the case-by-case assessments of whether outdoor seating can be safely accommodated will result in some units becoming ineligible as they are judged unsuitable due to their location, proximity to a pedestrian crossing, street furniture, bus stops etc; and
  - to allow some larger units for those operators interested in a larger floor area.

- 2.9 A further change in the finalised SG from the draft is the removal of the Primary Shopping Frontage policy from Shandwick Place, Castle Street, and Queensferry Street. This should provide a more flexible approach to the change of use of shop units in these areas and give the opportunity to allowing these areas to play a different role in supporting the city centre with a greater mix of uses.
- 2.10 Following on from the draft SG, prior to the implementation of the policy permitting food and drink in parts of the City Centre Core Frontage (ERC1), an Article 4 Direction will be sought from Scottish Ministers to bring future changes of use of food and drink units to financial, professional or other services under planning control.
- 2.11 Once the SG is finalised, all other parts of it can be used immediately as a material consideration and be used day-to-day when determining applications. When the LDP is adopted, the SG can be adopted and it will form part of the development plan. At that point, planning applications will be expected to accord with it.

### **3. Recommendations**

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- 3.1 It is recommended that the Committee:
- 1) approves the finalised Supplementary Guidance for the City Centre Retail Core;
  - 2) agrees to submit an Article 4 Direction to Scottish Ministers for approval that restricts the Change of Use from Class 3 to Class 2 within the City Centre Core Frontage; and
  - 3) agrees that policy ERC1 of the Supplementary Guidance only be implemented once Scottish Ministers have approved the Article 4 Direction.

**Mark Turley**

Director of Services for Communities



## Links

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<b>Coalition pledges</b>	P15 - Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors
<b>Council outcomes</b>	CO7 - Edinburgh draws in new investment in development and regeneration CO8 - Edinburgh's economy creates and sustains job opportunities CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.
<b>Single Outcome Agreement</b>	SO1 - Edinburgh's economy delivers increased investment, jobs and opportunities for all SO4 - Edinburgh's communities are safer and have improved physical and social fabric
<b>Appendices</b>	1. Supplementary Guidance for Town Centres: Outline Preparation Programme at January 2014 2. Responses to Consultation Draft 3. Supplementary Guidance: City Centre Retail Core

**Appendix 1 : Supplementary Guidance for Town Centres  
Outline Preparation Programme at January 2014**

<b>Title</b>	<b>Stage*</b>	<b>Indicative Date</b>
<i>Early 'pilot' cases</i>		
Tollcross	Draft	May 2013
	Finalised	December 2013
City Centre Retail Core	Draft	May 2013
	Finalised	Feb 2013
<i>2nd Batch</i>		
Corstorphine	Draft	Feb 2014
	Finalised	Aug 2014
Gorgie/Dalry	Draft	Feb 2014
	Finalised	Aug 2014
Leith/Leith Walk	Draft	Spring 2014
	Finalised	End 2014
<i>3<sup>rd</sup> Batch</i>		
Morningside/Bruntsfield	Draft	Autumn 2014
	Finalised	Spring 2015
Nicolson St/Clerk St	Draft	Autumn 2014
	Finalised	Spring 2015
Portobello	Draft	Autumn 2014
	Finalised	Spring 2015
Stockbridge	Draft	Autumn 2014
	Finalised	Spring 2015

\* Supplementary Guidance cannot be formally adopted and issued as part of the development plan until the related Local Development Plan (LDP) has been adopted.

## **Appendix 2: City Centre Retail Core Draft Supplementary Guidance – Schedule of Responses**

### **Grouped Summary with Council Responses**

#### **ERC1**

General support for change to allow Class 3.

Some concerns over feasibility of creating meaningful outdoor seating areas in respect of pedestrian flows, bylaws on drinking in public and whether it will put top operators off. 300 sqm size restrictions viewed by many as too small for the majority of operators and likely only to attract cafes. Rents on Princes Street are also too high to attract most operators. This policy does not allow for operators who like to cluster and nor does it address the distinction between the strong retail offer on east Princes Street as opposed to west Princes Street where footfall is dropping. Some feel all restrictions on Princes should be dropped.

**Council Response** – The City Centre Neighbourhood team will consider the feasibility of creating safe outdoor seating on a case by case basis. The policy in the finalised will SG will offer an opportunity for class 3 to accord with the City Centre Vision and create a more lively atmosphere on all of Princes St. The finalised SG increases the unit size to 500 sq m. This will increase the number of eligible units that can safely accommodate outdoor seating and allow some larger units for those operators interested in a larger floor area.

#### **ERC2**

This policy is too restrictive for Shandwick Place, Castle Street and Queensferry Street. They should be removed and covered by ERC3. Castle Street is suited to Class 3 with outdoor seating. Could remove this whole policy and replace with ERC3.

**Council Response** – The finalised SG removes the Primary Frontage designation from these streets.

#### **ERC3**

General support but Queensferry Street and Shandwick Place should be covered with this policy or removed altogether. Suggest removing criterion (a) to assist Shandwick Place.

**Council Response** – The finalised SG removes the Primary Frontage designation from these streets.

<b>Respondent</b>	<b>Summary of response</b>
<b>Comprehensive Design Architects</b>	<ul style="list-style-type: none"> <li>• 300 sq m is too small a unit size for the majority of requirements</li> <li>• Casual dining operators generally prefer being in a “cluster”</li> <li>• Many leisure/ food operators are unable to afford current rents on Princes Street</li> <li>• Serious concerns over feasibility of creating meaningful seating areas to the length of Princes Street and suggest a “Legion” type analysis of pedestrian flows be undertaken (an Arup software) to clarify the widths required to create a safe pedestrian environment.</li> </ul>
<b>Scottish Beer and Pub Association</b>	<ul style="list-style-type: none"> <li>• Support the proposals in ERC1, ERC2 and ERC3.</li> <li>• Highlight that a change is also needed to Edinburgh’s Licensing Board Statement of Licensing Policy to match up.</li> <li>• Suggested outdoor pavement areas require a review to current Council provisions for this and bylaws on drinking in public.</li> <li>• Suggest a further relaxation of ERC3 by removing Queensferry Street and Shandwick Place from the policy area to allow innovation by the market in regenerating these locations which are increasingly dominated by leisure activity.</li> </ul>
<b>Essential Edinburgh</b>	<ul style="list-style-type: none"> <li>• Supports plan to relax the usage on Princes Street from retail only.</li> <li>• The 300 sq m size restriction will exclude all mainstream restaurants and the resulting coffee shops will not provide the evening “buzz” that is part of the strategy.</li> <li>• Limiting the number of non retail outlets in a row stops the development of a “cluster” of restaurants.</li> <li>• Making outdoor seating a condition is limiting the potential for the street to develop – why would we turn down a top operator just because they were not interested in cafe style seating outside.</li> <li>• Suggest running with no restrictions to the change to food and drink for a period of two years and then review. Too many restrictions will slow progress or divert investment elsewhere.</li> </ul>

<p><b>Prichett Planning for BAM Properties</b></p>	<ul style="list-style-type: none"> <li>• Insufficient justification provided for restricting the size of class 3 or keeping to class 3 only.</li> <li>• The size threshold will only allow small units to change use which is unlikely to attract operators who could animate the street in the evening or provide destinations in themselves to diversify activity along the street.</li> <li>• Allowing uses which fully utilise entire buildings or a mix of uses throughout the building should be encouraged, particularly where these would diversify use and attract a variety of users and occupiers.</li> <li>• Suggest a full relaxation to the retail biased policy along Princes Street is required. It should allow applications for changes of use to be considered on their merits instead of prescribing limited allowable changes only to food and drink.</li> <li>• The Supplementary Guidance should emphasise and build upon the distinction between the core retail areas in the east and the western end of Princes. It should enhance the retail strengths of the eastern end whilst at the same time encouraging a greater variety of uses particularly in the western end.</li> </ul>
<p><b>GVA for Essel Securities plc</b></p>	<ul style="list-style-type: none"> <li>• Supports a more flexible approach relating to retail within the City Centre Retail Core but do not believe there is sufficient flexibility.</li> <li>• There are very limited Class 3 users who could afford the rents on Princes Street.</li> <li>• Allowing change of use to Class 3 units on Princes Street only is not allowing flexibility elsewhere in the city centre.</li> <li>• There is a need to encourage footfall from the east of the city centre to the west end which has seen a drop in footfall and a decline in popularity of the retail pitch.</li> <li>• Suggest streets such as Castle Street lend themselves to Class 3 uses, with outdoor seating and council should focus a less restricted policy and take each case on its merits.</li> <li>• The size limit is very restrictive and most restaurants would require over 350 sqm. Only cafes are likely to find 300 sqm suitable and most cafes could not afford the rent.</li> </ul>

	<ul style="list-style-type: none"> <li>• Policy ERC2 remains too restrictive for Shandwick Place, Castle Street, and Queensferry Street. These are now considered by the market as outwith the retail core and would function better with a greater mix of uses. They should be removed from the primary frontage altogether. Frederick Street and Hanover Street are stronger retailing streets and would respond well to the policy.</li> <li>• Policy ERC3 seems fair. Suggest Shandwick Place, Castle Street and Queensferry Street could be included in ERC3 or the Council could look at removing ERC2 completely and consider ERC3 to cover the rest of the retail core.</li> </ul>
<p><b>GVA for Town Centre Securities plc</b></p>	<ul style="list-style-type: none"> <li>• Supports a more flexible approach relating to retail within the City Centre Retail Core but do not believe there is sufficient flexibility.</li> <li>• Allowing change of use to Class 3 units on Princes Street only is not allowing flexibility elsewhere in the city centre.</li> <li>• There is a need to encourage footfall from the east of the city centre to the west end which has seen a drop in footfall and a decline in popularity of the retail pitch.</li> <li>• Suggest streets such as Shandwick place lend themselves well to Class 3 uses, with outdoor seating and council should focus a less restricted policy and take each case on its merits.</li> <li>• The size limit is very restrictive and most restaurants would require over 350 sqm. Only cafes are likely to find 300 sqm suitable and most cafes could not afford the rent.</li> <li>• Policy ERC2 remains too restrictive streets such as Shandwick Place are now considered by the market as outwith the retail core and would function better with a greater mix of uses.</li> <li>• ERC2 continued focus on quantitative justifications for changes of use along so-called Primary Frontages such as Shandwick Place is inappropriate because it takes no account of high vacancy rates on the street, does not allow for a local perspective on what is happening at street level and it is contrary to the Guidance's suggestion that policy will be relaxed.</li> <li>• Policy ERC3 seems fair. Suggest Shandwick Place be included in ERC3 or the Council look at removing ERC2 and cover the rest of the retail core with ERC3.</li> <li>• Suggest removing criterion (a) from ERC3 to reduce the weight given to quantitative , non-contextual justifications in change of use applications. This would improve the market situation for Shandwick Place.</li> </ul>



**Appendix 3**

# **City Centre Retail Core**

**Supplementary Guidance**

**27 February 2014**



## Introduction

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The Council is committed to ensuring that the City Centre Retail Core continues to serve those who live, work, visit and shop there. One way it does this is by guiding when a shop unit can change from a shop use to another use suited to a Retail Core. This document sets out when the Council will give planning permission for changing the use of a shop unit across the City Centre Retail Core area.

## City Centre Retail Core

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The City Centre Retail Core spans from Princes St to parts of George Street, west to Shandwick Place and East to the St James Centre (see map below). A mix of uses currently exists including shops, offices, cafes and bars. **Where a unit is used as a shop it is necessary to get planning permission from the Council to change to another use.**

The continued existence of a variety of shops is seen as critical to the health of the City Centre. However, there are also benefits in allowing shops to change to other uses that preserve and enhance the City Centre's vitality and viability. It is therefore felt that, in certain circumstances on Princes St, permitting a change of use to a cafe/ restaurant use would enhance pedestrian space on the City Centre Core Frontage by creating defined activity space through cafes/ restaurants with outdoor seating. Subsequent changes of use from Food and drink units to financial, professional or other services will not be permitted, subject to the approval of an Article 4 direction by Scottish Ministers.

To prevent non-shop uses that detract from the streets' liveliness, changes to uses such as residential and light industry are not acceptable. New cafes and restaurants must not lead to an unacceptable impact on living conditions for nearby residents.

**What is a shop unit?** Premises opening directly onto the street and designed primarily for shop use. In some locations the shop unit can be above street level or at basement level but still have direct access and be visible from the street.

**What is a shop use?** A unit used for the sale of goods (not hot food), e.g. post office, sale of tickets, travel agency, cold food for consumption off the premises, hairdressing, funeral parlour, launderette or dry cleaners.

All where the sale, display or service is principally to visiting members of the public.

(These types of use are grouped together and collectively called Class 1 Shops)



## **Types of non-shop uses**

Changing a shop to non-shop use is known as a “change of use” and will always require an application for planning permission.

The non-shop uses which the Council will consider a change to are:

Professional Offices - lawyers, accountants, estate agents, health centres, surgeries of dentists, doctors and vets.

(These types of use are grouped together and collectively called Class 2 Financial, professional and other services)

Food and Drink consumed on premises - restaurant, cafe, snack bar (not a public house or hot food take-away).

(These types of use are grouped together and collectively called Class 3 Food and Drink)

## **Policies**

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### **ERC 1: City Centre Core Frontage (Princes Street)**

Planning permission will be granted for new shop units meeting the criteria in policy Ret 1 or for the reinstatement to shop use. Proposals for the change of use of shop units on the Retail Core Frontage (defined on the map) to non-shop uses will only be permitted when:

- a) the proposal is for a change of use to Class 3 Food and Drink use;
- b) it is in a location that can safely accommodate outdoor pavement seating; and
- c) the change of use applies to a shop unit floor area of under 500 square metres (gross).

### **ERC 2: City Centre Primary Frontage**

In the City Centre Primary Frontages (defined on the map), the change of use of a shop unit to a non-shop use will be permitted provided:

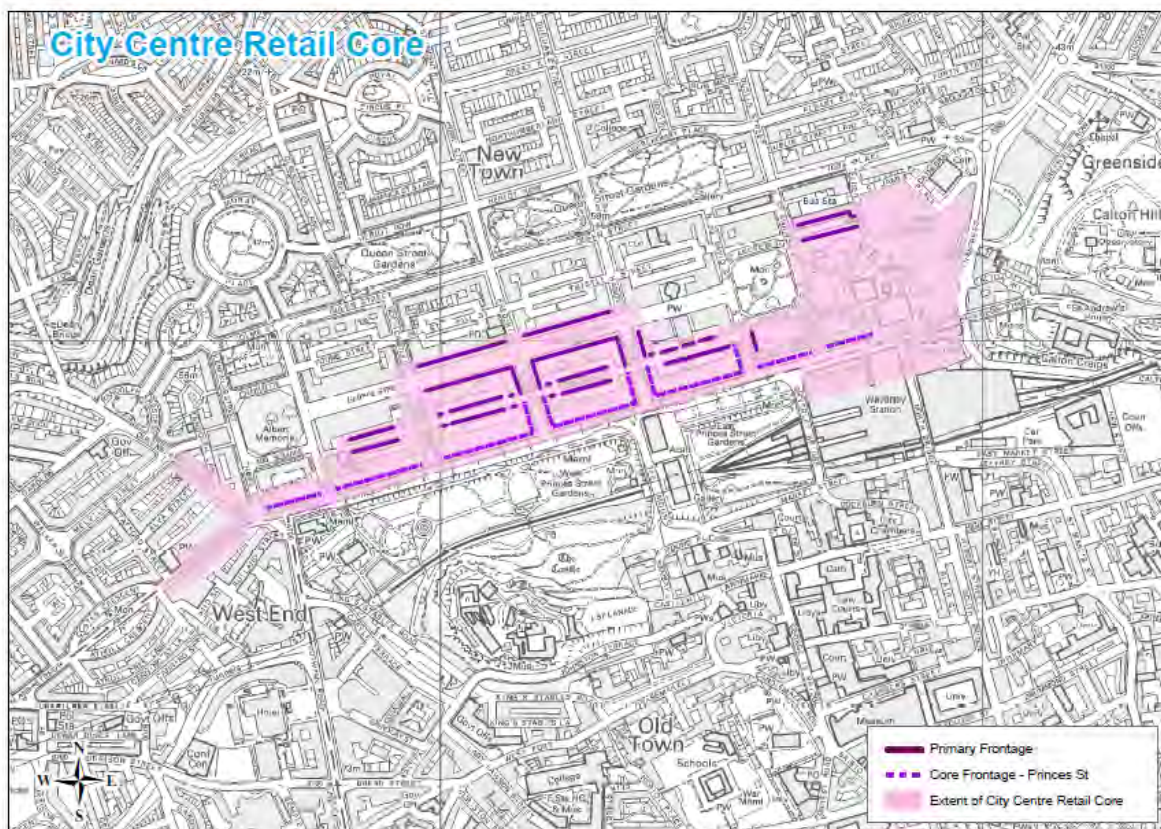
- a) as a result of permitting the change of use, no more than one third of the total number of units in the frontage will be in non-shop use; and
- b) permitting the change of use, would not result in four or more consecutive non-shop uses; and
- c) the proposal is for an appropriate commercial or community use which would complement the character of the City Centre Retail Core and would not be detrimental to its vitality or viability.

### ERC 3: Elsewhere in the City Centre Retail Core

Elsewhere in the City Centre Retail Core, the change of use of a shop unit to a non-shop use will be permitted provided:

- a) permitting the change of use would not result in four or more consecutive non-shop uses; and
- b) the proposal is for an appropriate commercial or community use which would complement the character of the City Centre Retail Core and would not be detrimental to its vitality or viability.

#### Finalised Supplementary Guidance Map



#### Core Frontages

10-147 Princes St

South St David Street

#### Primary Frontages

133a-167 Rose Street

68-2-2 Rose Street

77-131 Rose Street

106a-160 Rose Street

37-73 Rose Street

50-104 Rose Street

3-25 Rose Street

2-40 Rose Street

30-70 George Street 71-109 George Street	72-102 George Street	33a-69 George Street
6a-18 Frederick Street 21-31 Frederick Street	20-36 Frederick Street	3a-19 Frederick Street
2-24 Hanover Street 35-51 Hanover Street	28-56 Hanover Street	3-31 Hanover Street
6-19a South St Davids Street	1-15 Multrees Walk	16-27 Multrees Walk

# Planning Committee

10.00am, Thursday, 27 February 2014

## Supplementary Guidance: Corstorphine Town Centre and Gorgie/Dalry Town Centre – Drafts for Consultation

<b>Item number</b>	5.3
<b>Report number</b>	
<b>Wards</b>	Corstorphine/Murrayfield Sighthill/Gorgie Fountainbridge/Craiglockhart

### Links

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<b>Coalition pledges</b>	<a href="#">P15</a>
<b>Council outcomes</b>	<a href="#">CO7</a> , <a href="#">CO8</a> , <a href="#">CO19</a> , <a href="#">CO21</a>
<b>Single Outcome Agreement</b>	<a href="#">SO1</a> , <a href="#">SO4</a>

### Mark Turley

Director of Services for Communities

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# Executive summary

## Supplementary Guidance: Corstorphine Town Centre and Gorgie/Dalry Town Centre – Drafts for Consultation

### Summary

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The purpose of this report is to seek Committee approval of draft Supplementary Guidance (SG) for Corstorphine Town Centre and Gorgie/Dalry Town Centre for consultation. When approved in finalised form, the SGs will be used to guide the balance of uses in town centres and be used to determine planning applications for the change of use of shop units to non-shop uses in each town centre.

### Recommendations

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It is recommended that the Committee:

1. approves the draft Supplementary Guidance for Corstorphine Town Centre for consultation; and
2. approves the draft Supplementary Guidance for Gorgie/Dalry Town Centre for consultation.

### Measures of success

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The vitality and viability of the Corstorphine Town Centre and Gorgie/Dalry Town Centre are preserved and enhanced.

### Financial impact

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There are no direct financial impacts arising from this report. The costs of printing and publishing the draft SGs will be met from existing budgets.

### Equalities impact

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The impacts of this report in relation to the Public Sector Equalities Duty and the ten key areas of rights have been considered. The SGs will have no negative impacts on the three equalities duties with regard to the eight protected characteristics. In terms of the ten key areas of rights, the SGs will enhance the right to health by encouraging people to travel short distances to use local services. The right to participation, influence and voice will be enhanced through consultation events which will allow the public to comment on the draft SGs. Standard of living will be enhanced by ensuring the right mix of shop uses and non-shop uses with each town centre which will enhance vitality and viability. Physical security will also be enhanced as the right balance of shop uses and non-shop uses will help ensure activity at street level, aiding natural surveillance. The SGs will have no negative impacts on the ten key areas of rights.

## Sustainability impact

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The proposals in this report will:

- reduce carbon emissions because it supports town centres which provide local services close to where people live, thus reducing the need to travel;
- increase the city's resilience to the predicted impacts of climate change because providing a good mix of services in town centres will reduce the need to travel;
- help achieve a strong, healthy and just society as the right mix of shop and non-shop uses will help meet the diverse needs of local communities. Proposals will also look to foster social inclusion as town centres are places for social interaction;
- help achieve a healthy and resilient economy because they support town centres where a wide variety of local businesses choose to locate; and
- help achieve a sustainable Edinburgh because they promote the continued use of shop units in beneficial use.

## Consultation and engagement

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Pre-draft engagement took place with members of the relevant Community Councils and the relevant neighbourhood teams for each town centre. Engagement with the public was undertaken in the form of an online survey. The survey sought the views of people who live, work and use Corstorphine town centre or Gorgie/Dalry town centre.

Once approved, consultation on the two drafts will take place for a minimum period of eight weeks. The draft SGs will be available online and further engagement events will take place. Engagement events will take the form of drop-in sessions for the public and local businesses. Other key stakeholders within each town centre will also be consulted including Neighbourhood Partnerships and Community Councils.

## Background reading / external references

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- [Report to Planning Committee](#), Local Development Plan – [Proposed Local Development Plan](#) and Development Plan Scheme (19 March 2013)
- [Annual Review of Guidance report](#) to Planning Committee (28 February 2013)
- Edinburgh Local Development Plan [Main Issues Report](#) (October 2011)

## Supplementary Guidance: Corstorphine Town Centre and Gorgie/Dalry Town Centre – Drafts for Consultation

### 1. Background

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- 1.1 The Proposed Local Development Plan (LDP) was approved on the 19 March 2013. Policy Ret 8 requires supplementary guidance (SG) to be prepared for Edinburgh's eight town centres, as well as the City Centre Retail Core. This new approach was consulted on in the Main Issues Report and set out in the report on the Annual Review of Guidance to Planning Committee on 28 February 2013.
- 1.2 Statutory SG is prepared under Section 22 of the Planning etc (Scotland) Act 2006.
- 1.3 When the SGs are approved in finalised form, they will be capable of being material considerations in the determination of planning applications for the change of use of shop units. When the LDP is adopted, the SGs will form part of the statutory development plan. It is intended to review the guidance every two years to take account of changes of use over time.
- 1.4 SG for Tollcross Town Centre was finalised in December 2013. The full programme is attached at Appendix 1.

### 2. Main report

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#### Process – both town centres

- 2.1 Survey work was carried out in both town centres through site visits. The uses of all shop units within the town centre boundaries of Corstorphine and Gorgie/Dalry were recorded on these site visits.
- 2.2 Pre-draft engagement was carried out at meetings with members of Corstorphine Community Council in October 2013 and Gorgie/Dalry Community Council in December 2013. Meetings also took place with the West and South-west local neighbourhood teams at their managers' meetings as well as with the Town Centre Co-ordinator for each town centre.

- 2.3 Pre-draft engagement with the public was carried out in the form of an online survey for both town centres. This can be found in Appendix 2 along with the responses received. The survey sought the public's views on the types of shops currently in the town centre, what alternative uses would be suitable for the town centre, areas in the town centre where it was felt shop uses should be protected and where it was felt non-shop uses should be allowed in the town centre. A link to the surveys was published on the Council's website and the survey was publicised through Planning's twitter account and the twitter accounts for the West and South-West neighbourhood teams. The survey was also circulated to stakeholders such as Community Councils. The surveys ran for a four week period from 21 November 2013 to 20 December 2013 with 24 responses received for Corstorphine and 19 responses received for Gorgie/Dalry. These responses have helped to inform the draft guidance that has been produced.
- 2.4 Taking into account the lessons from the two pilot projects, and advice at meetings with neighbourhood teams, it was felt that a survey was an appropriate method of gathering public views at this stage, to avoid 'consultation fatigue'.

### **Corstorphine Town Centre**

- 2.5 The draft SG for Corstorphine Town Centre is attached as Appendix 3. The guidance permits shops (Class 1), financial professional or other services (Class 2), food and drink establishments (Class 3) and any other appropriate commercial or community facility within the boundary of Corstorphine Town Centre.
- 2.6 Restrictions on changes of use are proposed along two sections of St John's Road where shops (Class 1) will not be able to change to another use. This approach has been taken to prevent a loss of shop units where shop uses are well complemented by non-shop uses (243-295B St John's Road) and to preserve a retail centre at the 'gateway' of the town centre when people enter the town centre coming out of the city (109-163 St John's Road). The latter frontage, which is predominately in shop use, is complemented by service uses (Class 2) such as banks, solicitors and estate agents and restaurants (Class 3) on its opposite frontage.
- 2.7 Responses to the online survey varied on whether shop uses should be protected or not. Some responses stated that shop uses should be protected from change of use along the entire length of St John's Road with others suggesting non-shop uses would be appropriate and that vacant units should be filled with any appropriate use.
- 2.8 It is also proposed to extend the current town centre boundary to include 162-172 St John's Road. From pre-draft engagement, it was felt that this location was considered part of the town centre, although it is not within the current town centre boundary.



### **Gorgie/Dalry Town Centre**

- 2.9 The draft SG for Gorgie/Dalry Town Centre is attached as Appendix 4. The guidance permits shops (Class 1), financial professional or other services (Class 2), food and drink establishments (Class 3) and any other appropriate commercial or community facility within the boundary of Gorgie/Dalry Town Centre.
- 2.10 Restrictions to changes of use are proposed on Dalry Road where larger units will not be allowed to change use from a shop. Other restrictions on changes of use are proposed for two frontages on Dalry Road and one frontage on Gorgie Road. It is proposed that non-shop uses will be permitted on these frontages if no more than one third of the frontage is in non-shop use. The frontages where one third of the frontage can be in non-shop use were selected because they are mainly in shop use with other uses complementing shops. This approach is a continuation of how policy for non-shop uses on designated primary frontages in town centres was implemented through the Edinburgh City Local Plan.
- 2.11 It is felt this restriction will help maintain a good balance of shop uses and non-shop uses within the town centre. Furthermore, from the online survey responses it was found that a number of respondents felt there was currently a decent mix of shop uses and non-shop uses. Responses also highlighted that conversion of shops to residential use should not be supported.

### **Further Consultation**

- 2.12 Consultation on the draft SGs will take place prior to their report for finalisation and before they can be used as a material consideration in determining planning applications. The following groups and organisations will be consulted: Ward Members, Community Councils, other community groups and organisations present in each town centre, Neighbourhood Partnerships, commercial property letting agents, parent councils and student councils of local schools and local residents and businesses.
- 2.13 The draft SGs will be available in local libraries and online for comment for a minimum eight week period. Public engagement events are proposed for residents and local businesses. These engagement events will take the form of drop-in sessions which will be held in community facilities located within each town centre.

### 3. Recommendations

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- 3.1 It is recommended that the Committee:
1. approves the draft Supplementary Guidance for Corstorphine Town Centre for consultation; and
  2. approves the draft Supplementary Guidance for Gorgie/Dalry Town Centre for consultation.

### Mark Turley

Director of Services for Communities

### Links

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<b>Coalition pledges</b>	P15 Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors
<b>Council outcomes</b>	CO7 Edinburgh draws in new investment in development and regeneration CO8 Edinburgh's economy creates and sustains job opportunities CO19 Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm CO21 Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.
<b>Single Outcome Agreement</b>	SO1 Edinburgh's economy delivers increased investment, jobs and opportunities for all SO4 Edinburgh's communities are safer and have improved physical and social fabric
<b>Appendices</b>	Appendix 1: SG Programme Appendix 2: Town Centre Survey and Summary of Responses to Survey Appendix 3: Supplementary Guidance: Corstorphine Town Centre – Draft for Consultation Appendix 4: Supplementary Guidance: Gorgie/Dalry Town Centre – Draft for Consultation

**Appendix 1: Supplementary Guidance for Town Centres  
Outline Preparation Programme at January 2014**

<b>Title</b>	<b>Stage*</b>	<b>Indicative Date</b>
<i>Early 'pilot' cases</i>		
Tollcross	Draft	May 2013
	Finalised	December 2013
City Centre Retail Core	Draft	May 2013
	Finalised	Feb 2013
<i>2nd Batch</i>		
Corstorphine	Draft	Feb 2014
	Finalised	Aug 2014
Gorgie/Dalry	Draft	Feb 2014
	Finalised	Aug 2014
Leith/Leith Walk	Draft	Spring 2014
	Finalised	End 2014
<i>3<sup>rd</sup> Batch</i>		
Morningside/Bruntsfield	Draft	Autumn 2014
	Finalised	Spring 2015
Nicolson St/Clerk St	Draft	Autumn 2014
	Finalised	Spring 2015
Portobello	Draft	Autumn 2014
	Finalised	Spring 2015
Stockbridge	Draft	Autumn 2014
	Finalised	Spring 2015

\* Supplementary Guidance cannot be formally adopted and issued as part of the development plan until the related Local Development Plan (LDP) has been adopted.

## Appendix 2: Town Centre Survey and Summary of Responses to Survey

\*Note: The same survey description and questions were used for both town centres.

### Shop Unit Questionnaire

The City of Edinburgh Council Planning Service is examining the use of shop units within...Town Centre. We would like to hear your views below on achieving the right mix of shopping units and units for other uses in.... This could be cafes and restaurants, offices, hot-food takeaways etc

This is the first stage in producing a document tailored to...which will be used to grant or refuse planning permission for changes of the use of shop units.

1. What are your thoughts on the types of shops in...?

2. Are there any other uses you would like to see in...?

Cafes/Restaurants

Offices

Hot-food takeaways

Public houses

3. Do you think there are any parts of...where shop units should be protected only for use as shops?

4. Are there any areas of...where shop uses should be allowed to change to other uses?

## Summary of Responses to Survey

### Corstorphine

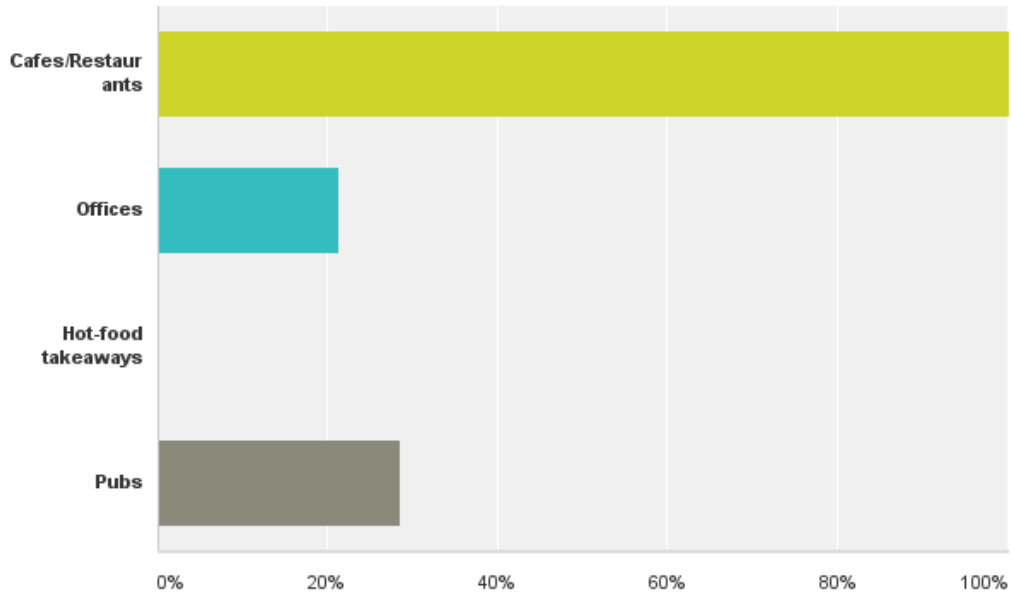
**Q1:** What are your thoughts on the types of shops in Corstorphine?

Responses
Good. I like the mix and especially like the charity shops and their contribution to recycling and re-using.
Not enough variety.
Too many charity shops
Far too many charity shops. Don't need any more hot food takeaways either. Plenty of cafes/restaurants and pubs already. Question 2 should have an 'other' option - and if there was this option. I'd suggest the area needs a DIY store.
Lots of vacant units, particularly in the block where Woolworths and Spar used to be. This is now almost completely empty (5-6 units). There is nowhere to park.
We appear to be getting more fast food and supermarket outlets than are really needed
No classic shops just charity shops, hairdressers, pubs and takeaways...no wonder people don't shop in the village anymore! Keys be mire like Stockbridge or Morningside specialist shops that draw customers
Limited. No independent fish or vegetable shops or butchers. Few gift or card shops. Lots of hairdressers/beauty shops and charity shops.
Too many fast food and charity shops
I think that there is currently quite a good mix of shops with, given the current economic climate, relatively few vacant units. I have heard other comments bemoaning the number of charity shops; however, I feel that the number in Corstorphine is not excessive and fulfil an important role in terms of providing a service, opportunities for social enterprise, and raising much needed funds for the charities involved.
I think Corstorphine should try to replicate the successes of Stockbridge. This would include bars, restaurants, bistros along with local shops such as delis, bakers, etc. There are too many bookmakers, cheque clearing and charity shops.
Unfortunately, the main street in Corstorphine, St John's Road, has been decimated by lack of parking, demise of Woolworths and of course the opening of Tescos. Unfortunately I do not see how it can recover.
Many empty shops in the area unfortunately. Lack of local independents and many chains (Scotmid, Sainsbury's, Greggs, Lloyds etc) or charity shops.
Corstorphine, as a shopping location, died off years ago with the influx of charity shops and coffee shops. There is nothing unique or "local" to the shops and therefore no reason to shop there apart from the fact that I live here.
Good variety for small village. Enough takeaways. More cafés would be nice. More NICE pubs.
The shops, and shopping area, are downtrodden, and bring the mood of the area down.
Too many coffee shops (not full restaurants) and charity shops
Limited and not enough variety. Too many takeaways.
Too many charity shops and takeaways. Just about the right number of cafés. Some smaller shops and restaurants would be most welcome but it would be difficult to attract them as probably cannot compete with Tesco and Wetherspoons!

**Q2:** Are there any other uses you would like to see in Corstorphine?

**Q2 Are there any other uses you would like to see in Corstorphine?**

Answered: 14 Skipped: 5



**Q3:** Do you think there are any parts of Corstorphine where shop units should be protected only for use as shops?

Responses
No
Yes. St. John's Road.
Main thoroughfare i.e. main bus routes
Under tenements.
No.
Not particularly.
All along St John's Road
Generally the area from Drumbrae to just beyond Clermiston Road.
No
No
Yes, the stretch between station road and the corner of feather hall road.
No
St John's Road would be a good area to reserve for shops only.

More should be done to revitalise the shop variety
Yes main strip along St John's Rd
No
No
The whole of St Johns Road should be for shops. Concern is that these shops are expensive to rent. Would like to see Pop Ups to allow new businesses to develop and bring variety to the area.
No, just fill the units.

**Q4:** Are there any areas of Corstorphine where shop uses should be allowed to change to other uses?

Responses
Yes but not to offices. Should allow more cafés, restaurants and pubs.
Not on St John's Rd.
None
Where Woolworths used to be and further along towards the Drum Brae as well.
The only change worthwhile would be to bars/restaurants as there is too little parking in the area to support offices.
Yes ... if changing to office type facilities
No
No
Any, there are probably too many units
Yes, provided they are cafes/restaurants or pubs; not hot-food takeaways (as I think the area is already well-serviced in this type of establishment) or offices.
Possibly the nearer you get to Tesco/PC world
Yes St John's Road
Not sure
No areas should be allowed
Not on main strip. ie. where Eneco is now also side streets, above current shops
No
Any - better full of something than empty
Dependent on whether they would bring value to the area. I Citizens advice.
I don't see why not.

## Gorgie/Dalry

**Q1:** What are your thoughts on the types of shops in Gorgie/Dalry?

Responses
I don't mind the mixture that is there at the moment. It is actually quite a growing shopping street/specialized food (Thai) and nice restaurants. Should be more of those
Don't rip the heart out of these areas. NO PERMISSION should be given for change of use for any of the shops, restaurants etc. that are already in existence.
Too many unwelcoming pubs & tattoo parlours.
Nice selection of restaurants. Would like to see a butcher and fishmonger. Most shops are food shops or charity shops there isn't a large selection for other shopping.
Too many foreign shops and takeaways. While we have a large influx of Eastern Europeans living here now, having polish or whatever shops means i can't use them as things sold are not in English so I have no idea what they are. Also language barrier a problem sometimes. As for takeaways, we are trying to encourage healthy options, not kebabs and burgers.
Fewer charity shops. More coffee shops+offices. Replacement for sports shops like Run & Become
It's okay. There's a Chinese supermarket now which is good. I like the charity shops and Gorgie City Farm. More cafés would be great.
Too many "debt" shops like cash converters, Ramsdens etc
Gorgie/Dalry has a distinctive feel which is rare in Edinburgh, a "lo-fi" community feel without being overwhelmed by cafes or chains. I like this. Some of the shops cater to a specific ethnic minority group and it is important that they continue to do so. Gorgie/Dalry has a strong ethnic mix and should be celebrated more for this. It seems like most of the shops are run & staffed by members of the community (with a few chain exceptions) which is great, and should also be encouraged. For me, the only two things really missing from the area are: a decent, family-friendly pub, more green spaces.
There are some great shops and some small ones that are not at the same standard as the rest. In general, the variety is quite good, but it is always sad when you have to see a small local shop being shut...
Generally poor quality of shops in the area, dominated by takeaways and cash for gold.
Overall a good balance of types of shops. There are now 2 e-cigarette shops in Gorgie and I do not think anymore are needed, especially so close to a school
There is a reasonable mix of units but it is not an area I would think about as a shopping 'destination'. It would be good to see more start up units / artists workshops and specialist shops that could make Gorgie stand out from the competition and encourage people to travel specifically to the area. We live in Shandon which is close to Gorgie but the only shopping we would do in the area would be for things that can be carried on foot that we cannot purchase nearer to home, because it is impossible to drive (or travel by bus) from Shandon to Gorgie since the road priorities changed (It is not possible to turn down Robertson Avenue or turn right at the bottom of Armillan Avenue). This means that we very, very rarely just happen to be passing through Gorgie / Dalry. A review of the road priorities and access from the south side would I believe be worth considering when reviewing the economic impact and opportunities for different types of use in the area.

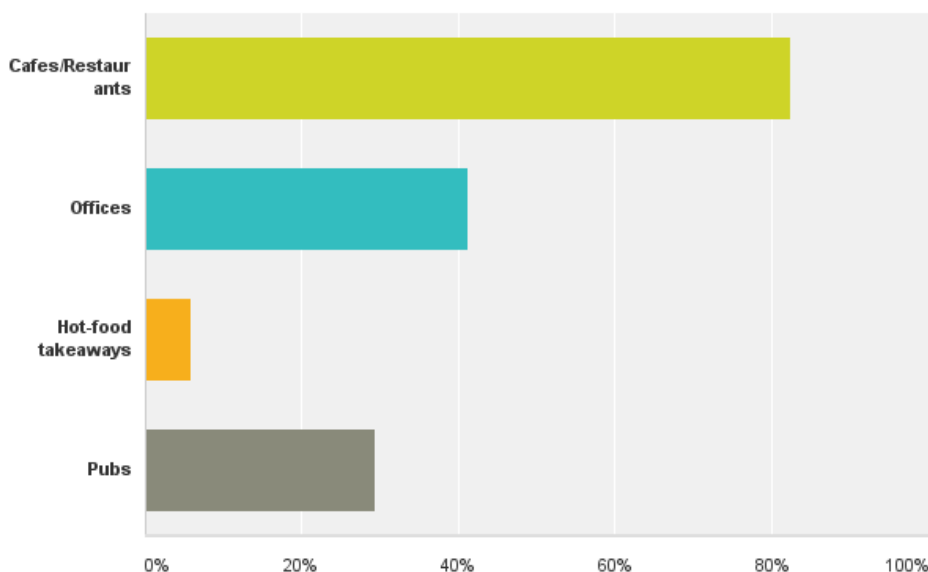


There are enough shops of all kinds in GD, as well as all kinds of supermarkets.
Dalry doesn't have a good mix but Gorgie is better. Dalry could do with Green grocer, butcher etc - i.e. normal shops but has a lot of cafes/restaurants already.
They are mostly nothing special, but the food shops and cafes give a good community feel to the area and are well used.
Gorgie is predominantly better than Dalry. I hate the fact that so many shops are being allowed to be converted to flats. Whilst I appreciate there is difficulty in letting the shops it's sucking the life and character from the area. The flats also end up looking very full, and dingy. Because they are at street level they become very dirty looking from the general street stoor and leave the area looking uncared for.
Dalry especially could do with a fish shop and bandleader or craft shop. Gorgie could do with haberdashery and craft shop also a few restaurants that open in the evenings.
I visit Dalry Road more than Gorgie. Dalry has an ok mix - good Coop and good range of different charity shops (BHF, Bethany) plus an independent off-licence (Appellation). Gorgie City Farm cafe is excellent. Overall I think a few more high-quality coffee shops would be good, and smaller retail food shops. We especially need more grocers with affordable fruit and veg- like the one on Argyle Place near the Meadows.
It would be nice to see a better mix of shops, currently most shops appear run down. Perhaps not for this survey but opening times of shops like the butchers are limited evening opening may lead to increased used. There are too many takeaways. It would be nice to see more cafes, restaurant and pubs but careful consideration would need to be given to avoid the addition if the poor quality cafes and bars currently in Gorgie
There's a good mix but it's disappointing so many on Dalry Rd opposite cemetery have been turned into flats
Gorgie has a great mix of shops and is especially well known for the vast amount of independent stores. Yes there is a Scotmid and a recently opened Morrisons
More speciality and smaller shops especially Delis and health food shops
Beginning of Dalry Road (nr Haymarket) and Gorgie Road has a fairly good variety of shops. Too many Cash Generator/ Ramsdens type shops offering payday loans.

**Q2:** Are there any other uses you would like to see in Gorgie/Dalry?

**Q2 Are there any other uses you would like to see in Gorgie/Dalry?**

Answered: 17 Skipped: 7



**Q3:** Do you think there are any parts of Gorgie/Dalry where shop units should be protected only for use as shops?

Responses
No
Every single shop unit should be protected. The former shop units on Dalry Road between Ardmillan Terrace and Murieston Crescent Lane are a disgrace. They are a bunch of badly converted shops made into flats. They're mismatched and filthy in appearance. They should NEVER have been given permission for conversion.
Shops should be protected along all of Dalry Road (including cafe's and restaurants)
There is no way any of the shops should be turned into flats. The flats opposite the cemetery are hideous they destroy the look of the road and should be made back into shop units.
Whole area has gone so downhill that you could put a super prison there and it would make no difference. The whole area needs to be looked at before this.
Dalry Road to Aldi
No
Yes. Too many have been lost such as Gorgie end of Dalry Road

I think a proportion should definitely be protected. I don't think there are any specific parts though. Perhaps 40% should be protected as shops. But I also think there should be one or two units protected as 'pop-up shops', enabling short-term business projects to run for six months with limited start-up costs and then pass to another user - successful projects could then take on a longer lease somewhere else with greater investment.
Don't think so.
Not sure
No
I think it is important that it remains predominantly a retail area but a mix of uses would be good along the length. I would have thought that some of the shop units near the Sainsbury's Aldi area might be better used for office accommodation, retaining a majority of the shops on the route from Robertson Avenue to Ardmillan Terrace?
No, but they should not be converted into flats or used for more licensed premises.
If a shop closes down (i.e. baker, green grocer, butcher, fish monger) and there is no other of its type nearby, then it would be good to give priority to that type of shop. Might make sense to have a core protected area within each of Dalry and Gorgie. If no takers to run as shops then I think the rates are probably too high as there is a high population so should be good place for business.
Yes
Yes, between Lidl on Dalry Road along to the junction of Gorgie Road at Ardmillan. Far too many converted shops in this section. Looks dirty and dingy.
Yes I would object to any of the present shops used or empty being turned into housing especially ones on the main roads
Depends what the proposal is for changing them. I'd rather have empty shops converted into housing than stay empty, but not more takeaways.
Not sure.
Yes: all the remaining shops should stay shops.
Gorgie Rd in its entirety from the junction with Dalry rd to the foot of Robertson avenue should all be kept as retail units or for commercial lease. They in my opinion should NOT be converted into flats
Small units on some side streets eg West Park Place
There should be a rule that if a shop has been converted to a flat or boarded up and used for storage, then there can't be similar next door. Make them spread out.

**Q4:** Are there any areas of Gorgie/Dalry where shop uses should be allowed to change to other uses?

Responses
Probably everywhere should be allowed if there is demand for such.
There are already a couple of premises in the heart of the shopping area on Gorgie Road which appear to still have shop frontages but are 'blocked off' and being used as some sort of private clubs/meeting places. Can't figure out why that's allowed either. They should all be kept as shops or café-type operations.
See above.
None, see answer above!
Yes all over. Far too many takeaways. Are we not trying to be a healthy nation?
Not so much
Yes. As long as it is for cafés or pubs. Anywhere is fine.
No - too many have already been lost. Is there many empty shops in Gorgie / Dalry? No there isn't
This should be on a case-by-case basis, rather than a blanket ban/encouragement.
I'm not sure - the variety looks good at the moment. There's plenty of choice for everyone's needs.
Not sure
No opinion.
I don't know enough to comment but see suggestion to answer 3. I would be wary of there being more pubs in the area and of introducing any uses that would be unsuitable for the children coming out of Tynecastle.
See above.
Ok to change a supermarket to non-shop if it means that local small shops would stand more chance. OK if use still serves community in some way (e.g. a community space that could be used for farmers market on Saturday and clubs/keep fit/coffee mornings etc on other days). I think defining a core area and not allowing non-shops within that core would be sensible.
Maybe at each end, away from the main hub
No too much of it already
Shops should stay as they are in all parts of the area
-
Not sure
No
Not in my opinion as it has killed off the community at the Gorgie rd end of Dalry rd opposite the graveyard. There used to be a whole street of shops there but now they are sadly gone

Depends on the building, but not on the main road

The section of Dalry Road opposite the cemetery already has most of the shops converted to flats. This leaves the end stretch of Dalry Rd looking very bleak and dismal. This is also true as you continue on to Gorgie Road, with shops there also now converted to flats. Gorgie Dalry is already a densely populated residential area, with many developments being built or planned. Surely a better option for empty shops is to encourage businesses to stay open/ open up by giving grants or tax relief.



## Appendix 3

# Supplementary Guidance: Corstorphine Town Centre – Draft for Consultation

### Introduction

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Corstorphine Town Centre is one of Edinburgh's eight town centres. Within these centres the Council is committed to ensuring they continue to serve those who live, work, visit and shop there. One way it does this is by producing guidance setting out when a shop unit can change from a shop use to another use suited to a town centre.

This document sets out when the Council will give planning permission for changing the use of a shop unit in Corstorphine Town Centre. It is prepared in accordance with Policy Ret 8: Alternative Use of Shop Units in Defined Centres of the [Proposed Local Development Plan](#) and applies to all units within the town centre. It is intended to frequently review this guidance (potentially every 2 years).

## Corstorphine Town Centre

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Corstorphine Town Centre area is shown on the map below. A mix of uses currently exists within the town centre including shops, cafes and pubs. It is proposed in this document to extend the town centre boundary to include 162-172 St John's Road because the facilities in this location are used by the local community and the area feels physically part of the town centre although it is not within the current boundary.

Ensuring that Corstorphine Town Centre has a variety of shops is important in maintaining it as a destination for shopping. It is proposed to restrict changes of use at 243-295B St John's Road to ensure a balance of uses and at 109-163 St John's Road to create a retail centre complemented by non-shop uses at the entrance to the town centre. However, there are also benefits in allowing shops to change to non-shop uses that complement shop uses and make the best of the town centre's accessible location for the local community. Allowing non-shop uses may also help to address vacancies which have arisen due to the economic downturn and changing behavioural patterns in shopping such as an increase in online shopping. It is therefore felt that, in certain areas, permitting a change of use to a service use such as an office, a cafe/restaurant use would enhance the town centre. Pub and hot-food takeaway uses will also be considered if these are felt to be appropriate for a certain location in the town centre.

**Where a unit is used as a shop it is necessary to get planning permission to change to a non-shop use.**

To prevent non-shop uses that detract from the streets' liveliness, changes to uses such as residential and light industry will not be permitted.

**What is a shop unit?** Premises opening directly onto the street and designed primarily for shop use. In some locations the shop unit can be above street level or at basement level but still have direct access and be visible from the street.

**What is a shop use? What is a shop use?** A unit used for the sale of goods (not hot food), e.g. post office, sale of tickets, travel agency, cold food for consumption off the premises, hairdressing, funeral parlour, launderette or dry cleaners.

All where the sale, display or service is mainly to members of the public.

(These types of use are grouped together and collectively called Class 1 Shops)

## Types of non-shop uses

Changing a shop to non-shop use is known as a “change of use” and will always require an application for planning permission.

The non-shop uses which the Council will consider a change to are:

*Service Uses* – lawyers, accountants, estate agents, health centres, surgeries of dentists, doctors and vets. (These types of use are grouped together and collectively called Class 2 Financial, professional and other services. Other services may also include tanning salons, betting shops and pawn brokers).

*Food and Drink consumed on premises* – restaurant, cafe, snack bar (not a public house or hot food take-away).

(These types of use are grouped together and collectively called Class 3 Food and Drink).

*Pubs* – Sale and consumption of alcoholic beverages on premises

*Hot-food takeaways* – Consumption of hot-food off premises.

Some changes of use are allowed without planning permission, for example, a cafe (Class 3) being turned into a shop unit (Class 1).

[The Scottish Government Circular 1/1998](#) contains guidance on use classes



## Policies

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**CT 1:** Planning permission will not be granted for the change of use of a shop unit to a non-shop use the following frontages:

- 109-163 St John's Road
- 243-295B St John's Road

**CT 2:** Elsewhere within the defined Corstorphine Town Centre the change of use from shop use to a non-shop use will be permitted provided the proposal is:

- a) Class 2 – Financial, professional or other services
- b) Class 3 – Food and drink uses
- c) An appropriate commercial or community use which would complement the character of the centre and would not be detrimental to its vitality and viability

## Other Relevant Information

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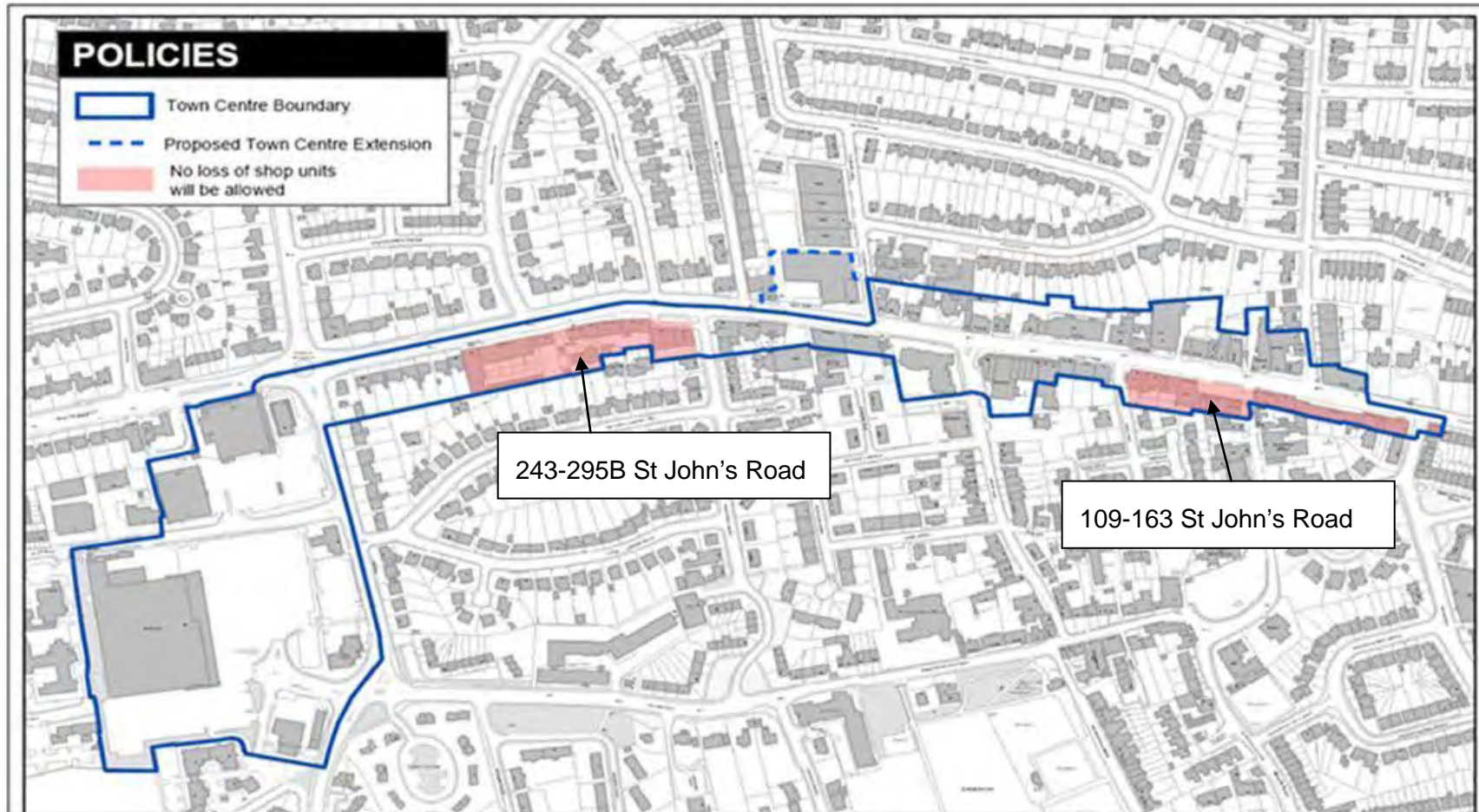
Other relevant policies in the [Proposed Local Development Plan](#) include:

- Ret 2: Town Centres – generally supports shop uses in town centres.
  - Ret 10: Food and Drink Establishments
  - Hou 7: Inappropriate Uses in Residential Areas
- These policies consider the impact of proposals on nearby residents
- [Guidance for Businesses December 2012](#)

Any proposals for food and drink, pub and hot-food takeaway uses will also be assessed against the criteria in policies Ret 10: Food and Drink Establishments and Hou 7: Inappropriate Uses in Residential Areas.

This document deals with the principles of changes of use for planning purposes. Food and drink, pub and hot-food takeaway uses will often require other consents and are subject to separate controls by licensing for alcohol, hours of operation and outdoor pavement seating. For more information on these see the Council's website on the [One Door Approach](#) to development consents, the Council's [Guidance for Businesses December 2012](#) or contact the [Business Gateway](#).

## Policies Map





## Appendix 4

# Supplementary Guidance: Gorgie/Dalry Town Centre – Draft for Consultation

### Introduction

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Gorgie/Dalry Town Centre is one of Edinburgh's nine town centres. Within these centres the Council is committed to ensuring they continue to serve those who live, work, visit and shop there. One way it does this is by producing guidance setting out when a shop unit can change from a shop use to another use suited to a town centre.

This document sets out when the Council will give planning permission for changing the use of a shop unit in Gorgie/Dalry Town Centre. It is prepared in accordance with Policy Ret 8: Alternative Use of Shop Units in Defined Centres of the [Proposed Local Development Plan](#) and applies to all units within the town centre. It is intended to frequently review this guidance (potentially every 2 years).

## **Gorgie/Dalry Town Centre**

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Gorgie/Dalry Town Centre area is shown on the maps below. A mix of uses currently exists within the town centre including shops, cafes and pubs.

Ensuring that Gorgie/Dalry Town Centre has a variety of shops is important in maintaining it as a destination for shopping. To ensure the town centre remains a destination shopping, restrictions are proposed on four frontages. Larger units at 98-128 Dalry Road currently in shop use will not be allowed to change to a non-shop use. The frontages where one third of the frontage can be in non-shop use were selected to ensure a balance of uses on these frontages which are mainly in shop use with other uses complementing shops. However, there are also benefits in allowing shops to change to non-shop uses that complement shop uses and make the best of the town centre's accessible location for the local community. Allowing non-shop uses may also help to address vacancies which have arisen due to the economic downturn and changing behavioural patterns in shopping such as an increase in online shopping. It is therefore felt that, in certain areas, permitting a change of use to a service use such as an office, a cafe/ restaurant use would enhance the town centre. Pub and hot-food takeaway uses will also be considered if these are felt to be appropriate for a certain location in the town centre.

**Where a unit is used as a shop it is necessary to get planning permission to change to a non-shop use.**

To prevent non-shop uses that detract from the streets' liveliness, changes to uses such as residential and light industry will not be permitted.

**Where a unit is used as a shop it is necessary to get planning permission from the Council to change to another use.**

To prevent non-shop uses that detract from the streets' liveliness, changes to uses such as residential and light industry will not be permitted.

**What is a shop unit?** Premises opening directly onto the street and designed primarily for shop use. In some locations the shop unit can be above street level or at basement level but still have direct access and be visible from the street.

**What is a shop use?** A unit used for the sale of goods (not hot food), e.g. post office, sale of tickets, travel agency, cold food for consumption off the premises, hairdressing, funeral parlour, launderette or dry cleaners.

All where the sale, display or service is principally to visiting members of the public.

(These types of use are grouped together and collectively called Class 1 Shops)

## Types of non-shop uses

Changing a shop to non-shop use is known as a “change of use” and will always require an application for planning permission.

The non-shop uses which the Council will consider a change to are:

*Service Uses* – lawyers, accountants, estate agents, health centres, surgeries of dentists, doctors and vets. (These types of use are grouped together and collectively called Class 2 Financial, professional and other services. Other services may also include tanning salons, betting shops and pawn brokers).

*Food and Drink consumed on premises* – restaurant, cafe, snack bar (not a public house or hot food take-away).

(These types of use are grouped together and collectively called Class 3 Food and Drink).

*Pubs* – Sale and consumption of alcoholic beverages on premises

*Hot-food takeaways* – Consumption of hot-food off premises.

Some changes of use are allowed without planning permission, for example, a cafe (Class 3) being turned into a shop unit (Class 1).

[The Scottish Government Circular 1/1998](#) contains guidance on use classes.

## Policies

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**GD 1:** Planning permission will not be granted for the change of use of a shop unit to a non-shop use on the following frontage:

- 98-128 Dalry Road

**GD 2:** Planning permission will not be granted for the change of use of a shop unit to a non-shop use on the following frontages if there is more than one third of the frontage in non-shop use:

- 194-256 Gorgie Road
- 15-65 Dalry Road
- 18-78 Dalry Road

**GD 3:** Elsewhere within the defined Gorgie/Dalry Town Centre the change of use from shop use to a non-shop use will be permitted provided the proposal is:

- a) Class 2 – Financial, professional or other services
- b) Class 3 – Food and drink uses
- c) An appropriate commercial or community use which would complement the character of the centre and would not be detrimental to its vitality and viability

## Other Relevant Information

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Other relevant policies in the [Proposed Local Development Plan](#) include:

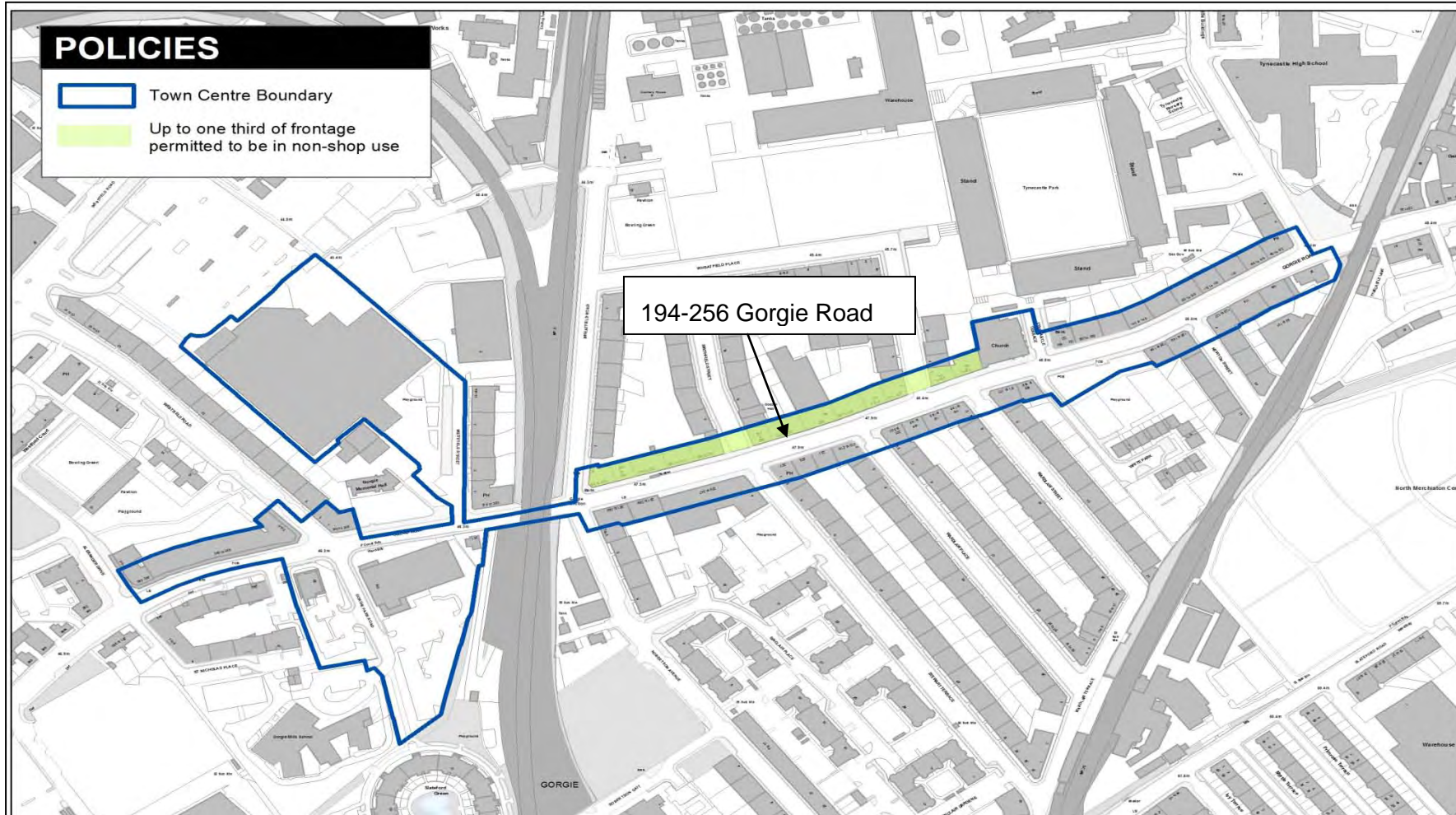
- Ret 2: Town Centres – generally supports shop uses in town centres.
  - Ret 10: Food and Drink Establishments
  - Hou 7: Inappropriate Uses in Residential Areas
- } These policies consider the impact of proposals on nearby residents
- [Guidance for Businesses December 2012](#)

Any proposals for food and drink, pub and hot-food takeaway uses will also be assessed against the criteria in policies Ret 10: Food and Drink Establishments and Hou 7: Inappropriate Uses in Residential Areas.

This document deals with the principles of changes of use for planning purposes. Food and drink, pub and hot-food takeaway uses will often require other consents and are subject to separate controls by licensing for alcohol, hours of operation and outdoor pavement seating. For more information on these see the Council's website on the [One Door Approach](#) to development consents, the Council's [Guidance for Businesses December 2012](#) or contact the [Business Gateway](#).

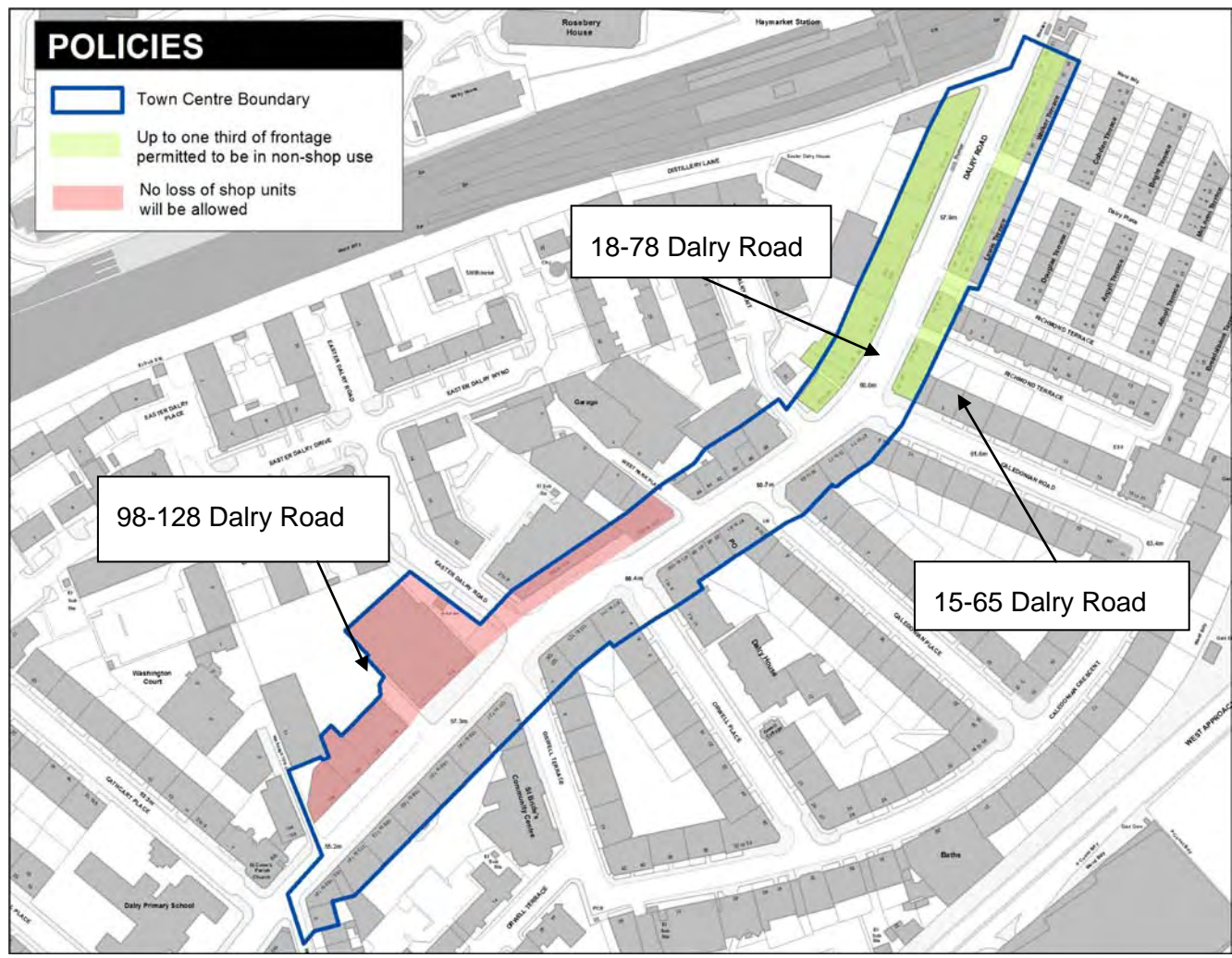
# Policies Maps

## Gorgie





# Dalry



# Planning Committee

10.00am, Thursday, 27 February 2014

## Developer Contributions and Affordable Housing Guidance – finalised version

Item number	5.4
Report number	
Wards	All

### Links

Coalition pledges	<a href="#">P8</a> , <a href="#">P17</a> , <a href="#">P18</a> ,
Council outcomes	<a href="#">CO7</a> , <a href="#">CO19</a> , <a href="#">CO22</a> ,
Single Outcome Agreement	<a href="#">SO1</a> , <a href="#">SO4</a>

### Mark Turley

Director Services for Communities

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# Executive summary

## Developer Contributions and Affordable Housing Guidance – finalised version

### Summary

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Following the approval of the Proposed Local Development Plan (LDP March 2013) the Council's approach to developer contributions and affordable housing has been revised. The purpose of this report is to seek the Committee's approval of finalised guidance on Developer Contributions and Affordable Housing (Appendix 2) and agreement to use it as a material planning consideration.

### Recommendations

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It is recommended that the Committee approves the finalised guidance on Developer Contributions and Affordable Housing (Appendix 2) and agrees to use it as a material planning consideration.

### Measures of success

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A measure of success is an efficient and effective approach to land use planning, which ensures that new developments are suitably served by supporting infrastructure, while ensuring that they are not burdened by overly onerous requirements that may prohibit development taking place.

### Financial impact

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There are no direct financial impacts arising from this report. Indicative costs for infrastructure and other actions set out within the finalised guidance are taken from the Proposed Action Programme. These are subject to change as the LDP proceeds to adoption in 2015. The first adopted Action Programme will be reported to the Planning Committee within three months of the adoption of the LDP itself. It will also be reported to the Corporate Policy and Strategy Committee to inform the corporate capital investment programme as appropriate.

### Equalities impact

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An Equalities and Rights Impact Assessment has been carried out. There is no equalities impact arising from this report.

## Sustainability impact

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The impact of this report in relation to the Climate Change (Scotland) Act 2009 Public Bodies Duties has been considered, and the outcomes are summarised below:

- The proposals in this report will have a positive impact on carbon emissions because the report deals with the application of policy in relation to developer contributions. Development Plans set out policy which aims to reduce carbon emissions from new developments (ensuring best location in terms of policy on transport, design, open space and education) and the policy implements this.
- The proposals in this report will have a positive effect on the city's resilience to climate change impacts because the report deals with the application of policy in relation to developer contributions. Development Plans set out policy which aims to reduce carbon emissions from new developments (transport, design, open space and education) and the policy implements this.
- The finalised guidance will help achieve a sustainable Edinburgh because it aims to implement policy relating to development contributions and affordable housing, ensuring that infrastructure is delivered to make sustainable places and the development of affordable housing.
- The finalised guidance will help achieve a healthy and resilient economy by ensuring that the housing, economic and mixed use proposals within development plan are delivered.
- The finalised guidance will have no impact directly on natural resources, although it implements development plan policy that aims to use resources efficiently and protect biodiversity.

## Consultation and engagement

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Draft guidance was published for a period in which interested parties could make representations either supporting it or seeking change. That period ran for eight weeks from 19 August 2013. Discussion with relevant Council services also took place during the consultation period. A summary of responses to the consultation is provided in Appendix 2 and summarised below.

## Background reading / external references

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**[Circular 3/2012](#)** – Planning Obligations and Good Neighbour Agreements

**Edinburgh City Local Plan** – January 2010 ([www.edinburgh.gov.uk/eclp](http://www.edinburgh.gov.uk/eclp))

**Rural West Edinburgh Local Plan** (Altered June 2011) ([www.edinburgh.gov.uk/rwelp](http://www.edinburgh.gov.uk/rwelp))

**Proposed Local Development Plan** – [Report to Planning Committee 19 March 2013](#)  
([www.edinburgh.gov.uk/localdevelopmentplan](http://www.edinburgh.gov.uk/localdevelopmentplan))

**Local Development Plan: Aims & Delivery** – [Report to Corporate Policy & Strategy Committee 4 December 2012](#)

**Developer Contributions and Affordable Housing – draft for consultation** – [Report to Planning Committee 3 October 2013.](#)

**Edinburgh Public Realm Strategy**, December 2009

**Public Realm Strategy: Annual Review 2011/12** – [Report to Planning Committee 1 March 2012](#)

[Developer Contributions and Affordable Housing](#), guidance, May 2011

**Economic Resilience Action Plan**, [report to full Council, 16 October 2008](#)

## Developer Contributions and Affordable Housing Guidance – finalised version

### 1. Background

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- 1.1 On 24 February 2011, Committee agreed that a suite of planning guidance should be consolidated and targeted at user groups. The consolidation into six pieces of guidance is almost complete:
- Developer Contributions and Affordable Housing Guidance (approved May 2011, draft revised guideline approved for consultation May 2013, revised finalised version appended to present report)
  - Guidance for Businesses (approved December 2012)
  - Guidance for Listed Buildings and Conservation Areas (approved December 2012)
  - Guidance for Householders (approved December 2012)
  - Edinburgh Design Guidance (approved May 2013)
  - Streetscape Design Guidance (consultative draft ready for Committee approval)
- 1.2 On 19 March 2013, Committee approved the proposed Edinburgh Local Development Plan (LDP). The LDP sets out a new policy approach to developer contributions and infrastructure provision linked closely with the proposed Action Programme.
- 1.3 On 16 May 2013, Committee agreed to revise the approach currently being taken in relation to developer contributions for tram and noted that a full review of the overall approach to developer contributions, in light of the proposed Local Development Plan, was to be carried out.
- 1.4 On 3 October 2013, Committee agreed draft guidance on Developer Contributions and Affordable Housing for consultation purposes.

## 2. Main report

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### **Proposed Local Development Plan (March 2013) and Action Programme approach**

- 2.1 The Proposed Local Development Plan (LDP March 2013) sets out a new approach to developer contributions and infrastructure provision linked closely with the Proposed Action Programme. Policies DtS1 (Developer Contributions) and DtS2 (Retrospective Developer Contributions) require developer contributions from any development if:
1. It will have a net impact on infrastructure capacity; and
  2. It is necessary to mitigate that impact by providing additional capacity or otherwise improving existing infrastructure.
- 2.2 The Action Programme sets out the actions required to help mitigate the impact of strategic and planned growth and to deliver the proposals identified within the Plan. Following the approval of the Proposed Local Development Plan the policy approach to developer contributions and infrastructure has been reviewed to reflect the proposed LDP and Action Programme approach.

### **Draft Guidance (October 2013)**

- 2.3 Draft guidance on Developer Contributions and Affordable Housing was approved by Committee on 3 October 2013 for consultation purposes. The draft guidance set out the contributions that developers will be required to make in order to ensure that the necessary mitigation is delivered with new development. Developer contributions will only be required where they are necessary, proportionate and directly related to the impact(s) of the development.
- 2.4 For the housing, economic and mixed use developments listed within the Plan, the draft guidance set out the contributions which will be secured towards actions identified within the Action Programme. These included road and junction improvements, public transport provision and school facilities. The draft guidance outlined Action Programme 'Contribution Zones' within which legal agreements will be used to secure developer contributions towards infrastructure improvements which are needed to mitigate development across a wide area.
- 2.5 In addition to the requirements set out within the Action Programme, the draft guidance also set out where it may be necessary to secure the delivery of other improvements in order to facilitate new development in the city. This included affordable housing provision, local transport improvements, open space and public realm.

### **Publicity and Engagement**

- 2.6 The draft guidance was published for a period in which interested parties could make representations either supporting it or seeking change. That period ran for eight weeks from 19 August to 13 December 2013. The following groups and organisations were consulted: the key agencies, neighbouring authorities, house builders, development industry, amenity bodies, and community organisations. Discussion with relevant Council services also took place during the consultation period.
- 2.7 24 responses were received to the consultation. These included responses from the key agencies: Historic Scotland, Scottish Natural Heritage, and Transport Scotland as well as two community councils, Grange and Liberton and Gilmerton. Responses were also received from the Archdiocese of St Andrews and Edinburgh, Homes for Scotland, SEStran, SportScotland, and Spokes as well as 15 housing developers, landowners and housing associations.
- 2.8 The responses received are summarised in Appendix 1. The majority of responses supported the guidance in principle with respondents recognising the strategic approach taken by the guidance, which will allow for development to be proactively planned for. Additionally, respondents recognised that the guidance could help provide a degree of certainty to developer contributions as well as enhancing transparency. However, respondents highlighted a number of issues, which are summarised below, with the Council's response and proposed changes, if required.

### **Prematurity**

- 2.9 A number of respondents replied to the consultation highlighting that the publication of the guidance was premature to the publication of the revised LDP. This is in respect of additional housing allocations which may follow from the supplementary guidance to the SDP and the requirement for cross-boundary contributions for trunk road infrastructure.
- 2.10 In this regard, the Council published the Proposed LDP in March 2013 as its plan-led response to housing development pressures facing the city. It includes a revised policy context for funding infrastructure provision (Policies DtS 1 and 2). A number of applications for major housing developments are currently being progressed by developers and landowners. It is therefore appropriate for the Council to provide the detailed guidance on how the new policy context will be applied to those applications in time for them to be determined by the sub-committee, following the revision of the LDP.
- 2.11 The Action Programme includes some actions relating to trunk road junctions, but in most cases the actions are to safeguard any land needed through the Development Management process. Additional actions, including those for cross-boundary strategic transport contributions, will be included as part of future editions of the Action Programme.



## **Delivery and funding**

- 2.12 Respondents were supportive of the fact that the Council recognises that the development industry alone may not always be able to front-fund all infrastructure and that they will have a financial role to play, i.e. other forms of funding will be required. However, respondents requested certainty that the Council will deliver the necessary infrastructure and forward fund where this is consistent with the vision and strategy of the plan. In this regard, the concerns of the respondents are recognised within the guidance, and in order to facilitate delivery of infrastructure associated with planned development in the LDP, corporate working arrangements have been established to ensure that all service areas take account of the LDP proposals (see [Report to Corporate Policy and Strategy Committee](#), 4 December 2012).

## **Viability**

- 2.13 Respondents requested that the guideline should clearly explain how land and abnormal costs will be factored into overall developer contribution levels. The finalised guidance now clarifies the Council's approval with regard to viability.

## **Education Contributions**

- 2.14 Respondents queried whether the calculation to determine education contributions was in accordance with the Circular. The responses highlighted that any contribution should be based on the population generated by a development and not on 'an area' basis. Respondents preferred the calculation to be based on a rate per unit with different rates for flats and houses included. In this regard, the calculation has been revised in the final guidance and now uses flats and houses as multipliers with the hectare calculation being used as 'safety net' to ensure that low density schemes that produce a high number of children still make an appropriate contribution.
- 2.15 The finalised guideline is provided in Appendix 2, with, where possible, the change outlined above highlighted. Minor changes have been made to the layout, and technical corrections made to the guidance where required.

## **Next Steps**

- 2.16 Once finalised, this guidance will be used to interpret relevant policy in the adopted Edinburgh City Local Plan and Rural West Edinburgh Local Plan, and the emerging Local Development Plan.
- 2.17 Following the finalisation of the SDP SG and approval of the revised LDP, it is the intention for the Annexes of the guidance to be reviewed and replaced as appropriate. To help facilitate this, items with potential to change when the

revised LDP and Action Programme are reported (e.g. generic costs, nature of individual infrastructure actions) are in annexes which can be monitored and updated at least annually, with each updated Action Programme.

### 3. Recommendations

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- 3.1 It is recommended that the Committee approves the finalised guidance on Developer Contributions and Affordable Housing (Appendix 2) and agrees to use it as a material planning consideration.

#### Mark Turley

Director of Services for Communities

### Links

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<b>Coalition pledges</b>	<b>P8:</b> Make sure the city's people are well-housed, including encouraging developers to build residential communities, starting with brownfield sites. <b>P17:</b> Continue efforts to develop the city's gap sites and encourage regeneration. <b>P18:</b> Complete the tram project in accordance with current plans.
<b>Council outcomes</b>	<b>CO7:</b> Edinburgh draws new investment in development and regeneration. <b>CO19:</b> Attractive places are well maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. <b>CO22:</b> Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
<b>Single Outcome Agreement</b>	<b>SO1:</b> Edinburgh's economy delivers increased investment, jobs and opportunities for all. <b>SO4:</b> Edinburgh's communities are safer and have improved physical and social fabric.
<b>Appendices</b>	1.Summary of consultation responses 2.Draft Developer Contributions and Affordable Housing



**Summary of Consultation Responses (responses grouped by issue)**

1. General Principle of Approach and use of Contribution Zones
2. Transition Arrangements
3. Special Considerations / Agreement Mechanics
4. Annex 2a – Education
5. Annex 2b – Tram
6. Annex 2c - Strategic Transport
7. Annex 2d - Strategic Public Realm
8. Annex 3a - Affordable Housing
9. Annex 3b - Transport and Public Realm
10. Annex 3c - Open Space

**1. General Principle of Approach**

Responses

- Scottish Natural Heritage , SESTran, Transport Scotland, Grange Community Council, Liberton & District CC
- Barratts / David Wilson Homes, Cruden Homes, Haliday Fraser Munro, Hallam Land Management, Homes for Scotland, IBG, Mactaggart & Mickel, Persimmon Homes, Port of Leith Housing Association, Stewart Milne, Taylor Wimpey, Wallace Land and Investment, West Craigs Ltd

<b>Issue</b>	<b>The Council's Response</b>
<p><b>Prematurity</b></p> <ul style="list-style-type: none"> <li>• It is premature to publish draft guidance in light of the revision to the Proposed Local Development Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• The Council published the Proposed LDP in March 2013 as its plan-led response to housing development pressures facing the city. It includes a revised policy context for funding infrastructure provision (Policies DtS 1 and 2). Representations on those policies mostly seek assurance that the tests of the relevant Circular will be met by the Council, but do not challenge the principles of the new policy context. It is therefore a significant material consideration. A number of applications for major housing development are currently being progressed by developers and landowners. It is appropriate for the Council to provide the detailed guidance on how the new policy context will be applied to those applications in time for them to be determined by the sub-committee following the revision of the LDP. As part of the revision of the LDP, it is the intention for the Annexes of the guidance to be reviewed and</li> </ul>

APPENDIX 1 – Summary of Consultation Responses

Issue	The Council's Response
<p><b>Circular 3/2012</b></p> <ul style="list-style-type: none"> <li>• Critically important that policy adheres to Circular 3/2012 (tests and new net impact).</li> <li>• The extent to which the use of Planning Agreements has been extended beyond the scope of the tests of Circular is queried. The Council should prove that a detriment is being created, including a direct relationship between developments in the proposed zones and their impacts, and therefore the necessary mitigation.</li> </ul>	<p>replaced as appropriate.</p> <ul style="list-style-type: none"> <li>• In preparing this guideline, the Council has had regard to the Circular and is satisfied that the approach being taken is consistent with the Circular.</li> <li>• The use of planning agreements has not been extended beyond the scope of the Circular. The mitigation measures identified through the Action Programme have been derived from assessment of the impacts arising from the land releases set out in the Local Development Plan. Infrastructure requirements arising from the policies and proposals within the LDP have been assessed within the Transport and Education Appraisals (March 2013). The revised LDP will be accompanied by similar assessments.</li> </ul>
<p><b>Action Programme</b></p> <ul style="list-style-type: none"> <li>• The annual update of AP, with monitoring of changes to infrastructure and costs is crucial. A rolling timetable of the update to the AP should be published. The Proposed AP currently lacks information to assess the financial implications. There should have been an update to the AP with the consultation. The AP should contain details of how new mechanisms will be added or whether public consultation will be undertaken.</li> <li>• AP is a moving target which makes figures in guidance inappropriate. Costs may shift dramatically between land purchase and obtaining planning consent/signing a section 75 agreement.</li> </ul>	<ul style="list-style-type: none"> <li>• Arrangements for reporting future editions of the Action Programme will be set out in the relevant Committee reports. The accompanying reports for each Action Programme will summarise the main changes from the previous one, and the reasons for any additional actions or changes to actions. Action Programmes are a statutory requirement to set out the actions necessary to deliver LDPs and SDPs. The Plans themselves are subject to consultation and engagement, as are applications for individual developments. An additional level of consultation is unnecessary.</li> <li>• Applicants affected by the inclusion of an action and subsequent proposals for a S.75 agreement can challenge its reasonableness by appeal.</li> </ul>
<p><b>Use of Contribution Zones</b></p> <ul style="list-style-type: none"> <li>• Broadly accepted as a strategic and proactive approach on the grounds that it may provide a degree of certainty as well as enhancing transparency. Potential for to proactively plan for</li> </ul>	<ul style="list-style-type: none"> <li>• Noted</li> </ul>

APPENDIX 1 – Summary of Consultation Responses

Issue	The Council's Response
<p>future development.</p> <ul style="list-style-type: none"> <li>• Queried the process to identify future Contribution Zones? I.e. would there be a consultation period?</li> <li>• Why have zones if contributions will be taken both in and outside of the zone? Should they be fixed? The words 'or near to' should be clarified or removed.</li> </ul>	<ul style="list-style-type: none"> <li>• Future contribution zones will be identified within the relevant action programme. As noted above applications can appeal the reasonableness of a contribution required to an action programme action.</li> <li>• Contribution zones drawn for simplicity and ease of use. In some cases a development site may lie within a zone, but have its vehicular access from a different road unrelated to relevant action(s). In such cases, it may be unreasonable to apply the contribution zone. In other cases, a site might lie outwith, but is accessed from a route which relates to the relevant action and is of a scale which has a demonstrable impact. It should be noted that the contribution zone approach allows later developments which benefit from the capacity provided by an earlier intervention to contribute to paying off any borrowing needed. This will help spread the cost of infrastructure enhancements more equitably between developments of different time periods.</li> </ul>
<p><b>Delivery and funding</b></p> <ul style="list-style-type: none"> <li>• Supportive of the fact that the Council recognises that the development industry alone will not be able to front fund all infrastructure and that they will have a financial role to play, i.e other forms of funding (capital receipts from school estate disposals / infrastructure fund in a similar manner to other councils)</li> <li>• Certainty that once they have paid any contribution it is the Council who then takes the responsibility for the delivery of the necessary infrastructure. Council needs to forward fund where this is consistent with the vision and strategy of the plan. Payment of up front contributions is not justified unless the Council is committed to forward fund and deliver.</li> <li>• Cumulative impact of the obligations required will render some</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> <li>• This is recognised. New corporate arrangements have been established to ensure that all service areas take account of the LDP proposals.</li> <li>• The guidance makes clear in the Special Considerations/Agreement Mechanics section that where a development cannot bear the cost of the</li> </ul>

APPENDIX 1 – Summary of Consultation Responses

Issue	The Council's Response
<p>developments non-viable / repercussions on site layout</p>	<p>necessary contributions the Council look at alternative funding mechanisms. However, it is also made clear that if a viability argument is accepted it does not mean that permission will be issued. It may be that a scaled down development or refusal is the appropriate approach.</p>
<p><b>Cross boundary strategic transport contributions</b></p> <ul style="list-style-type: none"> <li>Requirement to address boundary issues between authorities. Requires a collaborative approach and an agreed process needs to be developed. Suggest that the Council does not finalise the guidance until such time as the work has been progressed as to it being able to inform the guidance. This may require a further consultation.</li> </ul>	<ul style="list-style-type: none"> <li>The contributions zones identified within in the proposed Action Programme (March 2013) are for transport interventions identified as essential to allow the new housing proposals in the LDP to proceed. Those interventions were identified in the Transport Appraisal which accompanies the Proposed LDP and which was prepared with input from Transport Scotland. Those interventions do not include upgrades to trunk road junctions. The Action Programme includes some actions relating to trunk road junctions, but in most cases the actions are to safeguard any land needed through the Development Management process. Additional actions, including those for cross- boundary strategic transport contributions, can be and will be included as part of future editions of the Action Programme.</li> </ul>
<p><b>Effective Consultation</b></p> <ul style="list-style-type: none"> <li>Consultation does not provide alternative options; query whether this really meets the criteria for effective and proper consultation.</li> </ul>	<ul style="list-style-type: none"> <li>The revised policy context for funding infrastructure provision (LDP Policies DtS 1 and 2) has previously been considered through the preparation of the LDP, including at MIR stage. There is no requirement for non-statutory planning guidance to set out alternative options.</li> </ul>
<p><b>Community Involvement</b></p> <ul style="list-style-type: none"> <li>Early consultation with Community Councils affected by the proposed development should be built into the Guidance. Planning Concordat does not seem to be referred to in the Draft.</li> </ul>	<ul style="list-style-type: none"> <li>These references are not necessary in this guidance. Early consultation is covered by the PAN process for major developments. In addition, community groups and individuals have the opportunity to comment on planning applications when they are lodged. It is a planning authority's role to assess whether a development will give rise to a need for infrastructure enhancements, and whether a financial contribution is appropriate. In doing so a planning authority must meet the tests of the relevant Circular.</li> </ul>

## 2. Transitional Arrangements

Responses:

- Homes for Scotland, Liberton & District CC
- Persimmon Homes

Issue	Response
<p><b>Use of Guidance</b></p> <ul style="list-style-type: none"> <li>• Confusion on whether the draft guidance is to be applied by Development Management from now or whether it will be used only once approved by Committee.</li> </ul>	<ul style="list-style-type: none"> <li>• The situations in which the guideline will be used in advance of adoption of the LDP are set out within the Transitional Arrangements section of the guidance.</li> </ul>
<p><b>Appeals</b></p> <ul style="list-style-type: none"> <li>• it is not clear how the advice in the guidance will apply to appeals</li> </ul>	<ul style="list-style-type: none"> <li>• The guidance sets out the detail of the Council's approach to infrastructure delivery and provides further detail on how policies will be interpreted. It will therefore be a material consideration in determining planning applications and/or appeals.</li> </ul>

## 3. Special Considerations / Agreement Mechanics

Responses

- Homes for Scotland, Liberton & District CC
- Barrats / David Wilson Home, Cruden Homes, Haliday Fraser Munro, Hallam Land Managements, Persimmon Homes, Stewart Milne, Wallace Land & Investment

Issue	Response
<p><b>Viability</b></p>	



APPENDIX 1 – Summary of Consultation Responses

<ul style="list-style-type: none"> <li>Should clearly explain how land and abnormal costs will be factored into overall developer contribution levels. It is limiting to only have regard to viability. Cost of cumulative contributions must also be taken into account. Should include a standard set of financial viability parameters with a worked example in final version.</li> </ul>	<ul style="list-style-type: none"> <li>Where it can be demonstrated that these are such abnormally high site preparation costs the requirement to make a contribution may be varied or even waived. These costs could include remediation of contamination or unusual infrastructure requirements, but not normally the cost of land purchase. These costs cannot be set out as a standardised set of financial parameters as each site situation is dealt with individually. Additional text has been added to the finalised guidance to clarify this.</li> </ul>
<p><b>Use of S75 Agreements</b></p> <ul style="list-style-type: none"> <li>Use of planning conditions or section 69 agreements is supported as more efficient alternative.</li> </ul>	<ul style="list-style-type: none"> <li>The guidance highlights that with regards to developer contributions, Section 75 agreements will normally be required, however, it is accepted that other arrangements may be made where smaller contributions are to be paid up-front.</li> </ul>
<p><b>Payments</b></p> <ul style="list-style-type: none"> <li>Flexibility over agreeing timescales for payments is supported. A Mix of tariff and lump sum payments may be necessary, contributions linked to annual sales on a tariff basis and paid annually in arrears.</li> <li>Holding funds for other actions in a Contribution Zone a site lies within does not conform to Circ 1/2010, Para 19, other actions which emerge after a site is complete clearly cannot be related to the impact of that development. A time limit should be placed upon how long the council can retain funds without spending them on works.</li> </ul>	<ul style="list-style-type: none"> <li>A revised 'Model Agreement' is being prepared to reflect the revised guidance. The Council will seek payments in good time in order to allow infrastructure to be in place when it is required.</li> <li>The Council has set out the actions required to support new development in these areas. It is unlikely that actions will be changed dramatically but it may be that some revision is required in the light of circumstances on the ground e.g. windfall development within a Contribution Zone that necessitates new actions or revisions to existing actions to address increased cumulative impact. In any case, the agreements entered into will provide time limits for using contributions and for returning them in they are not spent in time.</li> </ul>

**4. Action Programme Requirements - Annex 2a – Education**

Responses:

APPENDIX 1 – Summary of Consultation Responses

- Archdiocese of St Andrew’s and Edinburgh, Homes for Scotland, Liberton & District CC, sportscotland
- Barrats / David Wilson Homes, Cruden Homes, Dunedin Canmore, Hallam Land Management, IBG, Mactaggart & Mickel, Persimmon Homes, Stewart Milne, Taylor Wimpey, Wallace Land & Investment, West Craigs Ltd

Issue	Response
<p><b>Calculating contributions – approach</b></p> <ul style="list-style-type: none"> <li>• Use of hectares not in accordance with the circular, should be based population generated and not on ‘an area’ basis. No link to the impact created by the development. Preferred option is that of a rate per unit. Attempts to take account of population and housing densities. Different rates for flats and houses should be included.</li> <li>• Figures are based on the higher level of density within LDP. If net developable areas are increased through detailed design developer cannot be penalised by paying additional sums.</li> <li>• Hybrid of gross area and net developable area which means the amount of development that can be obtained on a site is overestimated.</li> </ul>	<ul style="list-style-type: none"> <li>• The calculation to determine the education contributions has been revised. The guidance now uses both a rate per unit (flats and houses) and the hectare calculation being used as safety net to ensure that low density schemes that produce a high number of children still make an appropriate contribution.</li> <li>• The capacity assessments set out in the Revised Environmental Report take account of known site constraints, and provide leeway for unknown constraints and the masterplanning process to come up with schemes which meet density and housing mix policies and contribute to placemaking. The assumed capacity ranges are relatively low and will result in mostly low rise housing rather than flatted development. An even lower density approach would not represent good use of land and infrastructure, and would lead to unnecessary need for further greenfield housing land release.</li> <li>• Developable area used is established in Revised Environmental Report assessments. If additional capacity turns out to be possible, the consequences for infrastructure will need to be assessed again.</li> </ul>
<p><b>Calculating contributions - cost &amp; evidence of school provision</b></p> <ul style="list-style-type: none"> <li>• Factoring in cost of land</li> <li>• Insufficient evidence of school costs. A detailed school</li> </ul>	<ul style="list-style-type: none"> <li>• The cost of land for providing a school will be determined through the Action Programme process. This cost will be factored into the developer contributions required, in a way that would not prejudice the developer providing the land and taking into account for any potent shortfall the Council.</li> <li>• Costs of providing new schools and school extensions are with the LDP</li> </ul>

APPENDIX 1 – Summary of Consultation Responses

<p>specification and cost breakdown should be provided. i.e benchmark of £2,500 per m<sup>2</sup> for building new schools. Costs are excessive being significantly higher than in the 2011 approved guidance. Viability is questionable if a contribution of c£10,000 per residential unit is sought.</p> <ul style="list-style-type: none"> <li>• School capacity and comprehensive catchment review / rationalisation of the school estate should be used to part offset the cost of new school provision.</li> </ul>	<p>Education Appraisal (March 2013). The appraisal used previous feasibility studies to assess the proposed works to schools required and to set a benchmark.</p> <ul style="list-style-type: none"> <li>• Noted, reports on school capacity and catchments to Education, Children and Families Committee on this matter will be taken into account when updating the LDP Action Programme.</li> </ul>
<p><b>RC Primary provision</b></p> <ul style="list-style-type: none"> <li>• Provision of primary school places for baptised RC pupils is already proving problematic in SE Edinburgh.</li> </ul>	<ul style="list-style-type: none"> <li>• A strategic assessment of the education infrastructure required to support the proposed LDP housing growth is set out within the Education Appraisal (March 2013). Within South East Edinburgh, the Education Appraisal identifies that the new housing sites are expected to generate an additional 47 Roman Catholic primary pupils. The two existing Roman Catholic schools, are operating with high occupancy rates; however, this is in part due to attendance by non Roman Catholic baptised children. It is considered that existing schools will be able to accommodate these additional pupils provided that management controls are applied to primary 1 in take to give priority to baptised Roman Catholics.</li> </ul>

**5. Annex 2b – Tram**

Responses:

- Barrats / David Wilson Homes, Dunedin Canmore, Mactaggart & Mickel, Taylor Wimpey, West Craigs Ltd

Issue	Response
<ul style="list-style-type: none"> <li>• Contributions for the future possible completion of Phase 1a should be replaced with contributions to specified and achievable public transport improvements in the short to</li> </ul>	<ul style="list-style-type: none"> <li>• This matter was considered by Committee last year and will be revisited in due course. However, at the current time the policy will continue to apply.</li> </ul>

APPENDIX 1 – Summary of Consultation Responses

medium term.	
<ul style="list-style-type: none"> <li>The level of contribution refers to distance from a tram zone. As the distance from a stop is the advantage to the site, the calculation should be done on that basis.</li> </ul>	<ul style="list-style-type: none"> <li>This is not a new policy and it is not considered appropriate to revise this approach in this way. The objective of the policy is to mitigate the impact of development on the transport network. If the tram does not serve this purpose, despite the calculation matrix, exceptions can be made.</li> </ul>
<ul style="list-style-type: none"> <li>Seek clarification that tram contributions will not be sought from developments in South East Edinburgh.</li> </ul>	<ul style="list-style-type: none"> <li>The LDP safeguards land for a tram line to the south east of the city, however there are no plans for this line at the current time.</li> </ul>
<ul style="list-style-type: none"> <li>If contributions are no longer being sought for sections of the tram line that are now not proceeding, any contribution paid thus far should be returned with interest.</li> <li>A clear statement as to the legal basis for seeking retrospective contributions should be provided.</li> <li>Table 2 should be included to allow calculations to be made.</li> </ul>	<ul style="list-style-type: none"> <li>The Council's position is that the terms of these agreements will be followed.</li> <li>It would not be the Council's position to provide legal opinions we have received</li> <li>Noted and amended.</li> </ul>

**6. Action Programme Requirements - Annex 2c Strategic Transport**

Responses:

- Homes for Scotland, Liberton & District CC, Spokes Transport Scotland
- Barrats / David Wilson Homes, Cruden Homes, Dunedin Canmore, Hallam Land Management, IBG, Mactaggart & Mickel, Taylor Wimpey West Craigs Ltd

<b>Issue</b>	<b>Response</b>
<p><b>Assessment</b></p> <ul style="list-style-type: none"> <li>The problems identified are presenting themselves at present. They should not be considered as a direct consequence of the proposed development. The works fail to comply with the circular.</li> </ul>	<ul style="list-style-type: none"> <li>The Actions required to mitigate the impact of planned development within the LDP have been established through the LDP Transport Appraisal, as well as the West Edinburgh Transport Appraisal, and the North Edinburgh Transport Action Plan. The guidance therefore complies with circular 3/2012.</li> </ul>
<p><b>Calculating contributions – approach</b></p> <ul style="list-style-type: none"> <li>Proposed tariff based on the cumulative cost is generally acceptable subject to the final sum being agreed and</li> </ul>	<ul style="list-style-type: none"> <li>Noted</li> </ul>

APPENDIX 1 – Summary of Consultation Responses

<p>reasonable in terms of scale or kind for the improvements. Use of per unit is appropriate albeit a sqm basis would be more precise.</p> <ul style="list-style-type: none"> <li>• Scale and kind of contributions can only be assessed once a development proposal has been submitted. Increased importance should be given to site specific transport assessments rather than pre-empting them with the guidance.</li> </ul>	<ul style="list-style-type: none"> <li>• The finalised guidance sets out the approach to deal with strategic-level contributions, developers will still be required to provide a TA or a Transport Statement to identify site specific actions.</li> </ul>
<p><b>Strategic Transport Contribution Zones</b></p> <ul style="list-style-type: none"> <li>• Attributing the whole cost of measures to the proposed developments is too simplistic and potentially ignores general traffic growth and the impact of trip generation from out-of-zone development. Approach could lead to certain developers paying excessive amounts while other sites stall and windfall sites coming forward within area will not be accounted for.</li> <li>• Must be clear where the boundary is and where requirements start and stop.</li> </ul>	<ul style="list-style-type: none"> <li>• The reasonableness of disregarding the impact of those parts of a development which lie outwith the boundary of the contribution zone will be considered on a case-by-case basis.</li> <li>• Contribution zones have been drawn for simplicity and ease of use. In some cases a development site may lie within a zone, but have its vehicular access from a different road unrelated to relevant action(s). In such cases, it may be unreasonable to apply the contribution zone. In other cases, a site might lie outwith a zone, but is accessed from a route which relates to the relevant action and is of a scale which has a demonstrable impact.</li> </ul>
<p><b>Cycling</b></p> <ul style="list-style-type: none"> <li>• The current use of transport contributions, to widen or enlarge junctions, runs counter to CEC Transport policies of priority for active travel. Contributions should focus on the Cycle City Network, Family-Friendly Network (FFN), in the Active Travel Action Plan (ATAP), as well as on cycle routes close to the developments.</li> <li>• Transport-related contributions should reflect the city's target of 15% of journeys to work by 2020. A similar percentage of Developer Contributions should be allocated for cycling.</li> </ul>	<ul style="list-style-type: none"> <li>• The Proposed LDP safeguards a number of potential off-road cycle routes. These cycle safeguards focus on the routes identified by transport policies.</li> <li>• Development sites will be expected to contribute to identified cycle infrastructure. This infrastructure forms one part of the modal share of a development site which also includes road and public transport infrastructure.</li> </ul>

APPENDIX 1 – Summary of Consultation Responses

<ul style="list-style-type: none"> <li>• Concept of 'Contribution Zones' (including the Tram Zone) to collect contributions for off-site cycle paths.</li> <li>• Provision of external links to connect to the wider network will be challenging where 3<sup>rd</sup> party land is involved.</li> </ul>	<ul style="list-style-type: none"> <li>• As specific, timebound projects to implement these emerge, there is potential to add contribution zones for those projects which are demonstrated to have significant benefits which would mitigate any net transport impact of potential developments.</li> <li>• Noted. The requirements for 3<sup>rd</sup> party land to facilitate development will be identified within the relevant Action Programme and the Council will facilitate with delivery where required.</li> </ul>
<p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Should be made clear that development other than residential use will contribute to strategic transport contributions.</li> </ul>	<ul style="list-style-type: none"> <li>• Both residential and commercial development is potentially subject to a policy. A matrix similar to tram to establish cost per unit/cost per sqm retail or office will be established.</li> </ul>

**7. Action Programme Requirements - Annex 2d Strategic Public realm**

Responses

- Homes for Scotland
- Barrats / David Wilson Homes, Hallam Land Management, Stewart Milne, Taylor Wimpey

Issue	Response
<ul style="list-style-type: none"> <li>• Not clear how any contribution for public realm could be readily attributed in scale and kind to any development. Public realm contributions are inappropriate as it is argued that developers through planning gain, open space requirements, play areas, homes, roads improvements are already contributing to improved public realm.</li> </ul>	<ul style="list-style-type: none"> <li>• A new process is being developed which will help set priorities for public realm investment. The methodology is being developed and will be reported to Committee in due course. This section in the finalised guidance will be updated following the approval of the methodology.</li> </ul>

APPENDIX 1 – Summary of Consultation Responses

<ul style="list-style-type: none"> <li>• Need to re-consult on the draft guidance following review of the public realm contributions.</li> </ul>	<ul style="list-style-type: none"> <li>• The development of the public realm strategy will form the basis of its own reports to Committee and will be consulted upon as appropriate.</li> </ul>
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**8. City-wide requirements - Annex 3a Affordable Housing**

Responses

- Liberton & District CC
- Barrats / David Wilson Homes, Dunedin Canmore, Mactaggart & Mickel, Wallace land and Investment

<b>Issue</b>	<b>Response</b>
<ul style="list-style-type: none"> <li>• Recommend that the impact of other developer contributions is considered in relation to affordable housing. Planning gain charges to Affordable Housing projects should be reconsidered.</li> </ul>	<p>Housing, whether within an affordable tenure or not, still requires supporting infrastructure. For this reason it has been a long standing policy of the Council to treat affordable housing projects in the same way as other housing developments.</p>

**9. City-wide requirements - Annex 3b - Transport and public realm**

Responses

- Liberton & District CC, SNH
- Barrats / David Wilson Homes, Dunedin Canmore, Mactaggart & Mickel, Persimmon Homes, Taylor Wimpey

<b>Issue</b>	<b>Response</b>
<p><b>City wide requirements</b></p> <ul style="list-style-type: none"> <li>• Sites located with a Contribution Zone should not be required to contribute to city-wide requirements. This will lead to an inconsistent and potentially unfair approach.</li> <li>• Requirements should be presented at pre-application stage, with confirmation of costs set out within the processing agreement.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted. Clarification has been made in the guidance to the requirements for site specific contributions for local improvements and those strategic contributions to be identified as part of the Public Realm strategy. The guidance has been amended from 'city wide' to 'site specific'.</li> <li>• Noted and agreed.</li> </ul>

APPENDIX 1 – Summary of Consultation Responses

<p><b>Cycling</b></p> <ul style="list-style-type: none"> <li>• Cycling and open space should be considered together. This would meet requirements of policy test 2 of circular 3/2012.</li> <li>• First line should be amended by inserting “and pedestrian, cycle and public transport” between the words “road” and “network” in the first line and “and pedestrian and cycle” between the words “off road” and “links”.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted. Encouragement of walking and cycling is at the heart Council proposals to promote more sustainable travel. Much of Edinburgh’s cycling network also forms part of its green network (abandoned railway alignments, paths along river banks and the canal towpath) and considered to be open space.</li> <li>• Agreed and amended</li> </ul>
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**10. City-wide requirements - Annex 3c - Open Space**

Responses

- Liberton & District CC, sportscotland
- Barrats / David Wilson Homes, Dunedin Canmore, Mactaggart & Mickel, Persimmon Homes, West Craigs Ltd

<b>Issue</b>	<b>Response</b>
<ul style="list-style-type: none"> <li>• Factoring charges for affordable housing units as part of a larger housing development can be prohibitive for tenants on low incomes.</li> <li>• Should make it clear that the off-site provision should be in sufficiently close proximity to funding development.</li> <li>• Where a development proposal will lead to the loss of an outdoor sports facility and compensation is being provided, then that compensation should be clearly related to the replacement sports facility, and should NOT go into a wider pot. Failure to take this approach would not be compliant with SPP.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted</li> <li>• LDP Policies and the approved Open Space Strategy set out the policies and strategy which ensure that contributions taken towards open space provision go towards identified actions. These actions are identified with regards to the relevant OSS standards and / or identified need.</li> <li>• Noted. The guidance links to the Open Space Strategy, which identifies the priorities for improvement. The Open Space Strategy is due to be reviewed in 2015.</li> </ul>



APPENDIX 1 – Summary of Consultation Responses

<ul style="list-style-type: none"><li>• Bullet point should be added: <i>Public parks can be provided as part of the wider land holdings of a site, potentially outwith the site allocation, if nearby and within land controlled by developers. CEC should be obliged to adopt any park land.</i></li></ul>	<ul style="list-style-type: none"><li>• Noted. Not agreed. Provision of open space should be provided as part of the development site, if required by the Council's standards, or as a contribution towards identified off-site improvements within the Council's Open Space Strategy. There should be adequate arrangements for ongoing management and maintenance, these can either be factoring on behalf of the council, or adoption. The Council will only adopt significant open space if financial contributions towards ongoing revenue costs are provided.</li></ul>
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## **DEVELOPER CONTRIBUTIONS AND AFFORDABLE HOUSING GUIDANCE**

### **Finalised Version – October 2013**

## **CONTENTS**

### **INTRODUCTION**

- Who is this guidance for?
- What does it do?
- Transitional arrangements
- How does it relate to other guidance?

### **GUIDANCE**

- Part 1 – Affordable Housing
- Part 2 - Action Programme Requirements
  - *Action Programme Contribution Zones*
  - *Retrospective Contributions*
- Part 3 – Site Specific Requirements

### **SPECIAL CONSIDERATIONS**

### **AGREEMENT MECHANICS**

### **AUDIT AND REVIEW PROCEDURES**

### **ANNEXES**

- Annex 1 – Affordable Housing
- Annex 2 - Action Programme Contribution Zone Requirements
  - 2a – Education
  - 2b – Strategic Transport Infrastructure
  - 2c - Tram
  - 2d – Strategic Public Realm Improvements
- Annex 3 – Site Specific requirements
  - 3a - Transport and Public Realm
  - 3b - Open Space

# DEVELOPER CONTRIBUTIONS AND AFFORDABLE HOUSING GUIDANCE

February 2013

## INTRODUCTION

### Who is this guidance for?

This guidance applies to all new development throughout Edinburgh. More detailed guidance on the circumstances in which policies apply is provided in the following sections.

### What does it do?

This guidance interprets policies in the Edinburgh City Local Plan (ECLP, 2010) and the Rural West Edinburgh Local Plan (2006, altered 2011). It also applies to new applications for sites identified within the Proposed Local Development Plan (March 2013).

Relevant ECLP Policies:

- Policy Hou 7 – Affordable Housing
- Policy Com 2 – School Contribution
- Policy Tra 2 – Planning Agreements
- Policy Tra 3 – Tram Contributions
- Policy Des 3 – Development Design
- Policy Des 7 – New Pedestrian Routes in the City Centre
- Policy Ca 1 – The Central Area

The Rural West Edinburgh Local Plan (2006, altered 2011) Policy Imp 2 Planning Agreements (read in conjunction with Schedule 2 of the Action Plan) sets out equivalent policy provision.

This guidance also refers to contributions towards open space. The relevant local plan policies are interpreted in the Council's Open Space Strategy (2010).

Relevant Proposed LDP Policies

- Policy DtS1 (Developer Contributions)
- Policy DtS2 (Retrospective Developer Contributions)
- Policy Des 8 – Public Realm and Landscape Design
- Policy Env 18 – Open Space Protection
- Policy Env 20 – Open Space in New Development
- Policy Hou 6 – Affordable Housing
- Policy Hou 3 – Private Open Space in Housing Development

This guidance takes account of Circular 3/2012 and other relevant government advice on contributions and legal agreements.

## TRANSITIONAL ARRANGEMENTS

This guidance will be used to interpret relevant policy in the adopted Edinburgh City Local Plan and Rural West Edinburgh Local Plan, and the emerging Local Development Plan. The guidance will be reviewed in the light of any changes to the development plan or the review of the Action Programme.

### How does it relate to other guidance?

This document is part of a suite of non-statutory planning guidance: *(insert images of suite of guidance documents in final draft)*

## GUIDANCE

This guidance sets out the contributions that developers will be required to make in order to ensure that necessary mitigation is delivered with new development, and that the housing, economic and mixed use developments listed within the LDP are delivered.

### Part 1 - Affordable Housing

Planning permission for residential development, including conversions, consisting of 12 or more units should include provision for affordable housing amounting to 25% of the total number of units proposed. For proposals of 20 or more dwellings, the provision should normally be on-site. Whenever practical, the affordable housing should be integrated with the market housing. The detail of how developers will be expected to deliver this is provided in Annex 1.

### Part 2 – Action Programme Requirements

For the housing, economic and mixed use developments listed within the Plan, the Council has identified the necessary infrastructure requirements in the Action Programme. The circumstances in which contributions towards the Action Programme will be required are set out below in Part 1 – Action Programme Requirements and in **Annex 1**.

For proposals listed in tables 2 - 5 of the Proposed LDP ( ) and shown on the proposals map, or that fall within a contribution zone, planning permission will be granted subject to legal agreements being secured towards the relevant actions within the Council's Action Programme.

The Action Programme sets out actions to help mitigate the impact of strategic and planned growth and to deliver the proposals identified within the LDP. For the proposals listed within the Plan, contributions will be secured towards actions identified within the Action Programme. These include road and junction improvements, public transport provision and school facilities.

Infrastructure requirements or priorities may be revised through the Action Programme process and the contributions required will reflect this. The Action Programme will be updated annually to take account of any changing circumstances and to include further details, where available, on each action.

In the case of sites not identified within the plan, the net impact on infrastructure capacity will be assessed. If it is necessary to mitigate that impact by providing additional capacity above and beyond the actions identified within the Action Programme, the Council will consider whether a legal agreement can be used to mitigate those impacts. These identified infrastructure requirements may be added to the actions in the Action Programme.

The Council will always ensure that contributions are proportionate to the impacts arising from any new development and used to mitigate those impacts. Where any development proposal is likely to give rise to unacceptable impacts it should be noted that planning permission may be refused

### **Contribution Zones**

The Action Programme identifies road, tram, school and public realm infrastructure improvements which are needed to support development across a wide area. Each of these actions has an identified Contribution Zone within which legal agreements will be used to secure developer contributions. Where development is proposed on the edge of, or near to an Action Programme Contribution Zone, the Council will assess whether or not a contribution towards the Action Programme is appropriate.

Payment of contributions will be linked to the Action Programme requirements and index linked to the BICS All in Tender Price Index with a base date of 2012.

### **Education Contribution Zones**

The education infrastructure requirements to meet this growth from the planned development sites within the LDP are set out in the current Action Programme (X) and in Annex 2a. For any residential proposal the following calculations shall be made:

$(\text{Number of Houses} \times \text{House Tariff}) + (\text{Number of Flats} \times \text{Flats Tariff}) = \text{Contribution Value 1}$

And

$\text{Number of Hectares} \times \text{Cost per Hectare} = \text{Contribution Value 2}$

The higher of the two contribution values shall be the contribution sought in relation to any residential development proposal.

Notes:

- House Tariff - is calculated using the 'child product' for a house (established through the Education Appraisal). This is used to calculate the percentage of pupils coming from houses in any identified site based on the proportion of flats and houses set out in the Education Appraisal and the percentage of the cost of schools attributable to the houses. The cost identified is then divided by the number of houses to give the cost per house.
- Flats Tariff - is calculated using the 'child product' for a flat (established through the Education Appraisal). This is used to calculate the percentage of pupils coming from flats in any identified site based on the proportion of flats and houses set out in the Education Appraisal and the percentage of the cost of schools attributable to those flats. The cost identified is then divided by the number of flats to give the cost per flats.
- Cost per Hectare – is calculated by dividing the total cost of schools by the number of hectares attributable to identified sites.
- The purpose of also using the Cost per Hectare to provide a contribution is to ensure that any proposals that are below the density levels anticipated also make an appropriate contribution to the cost of providing school capacity.

### Transport Contribution Zones

The transport infrastructure requirements from the planned development sites within the LDP are set out in the current Action Programme (Tra 1-24 ) and in **Annex 2b**.

Contributions will be calculated using a tariff based on the **cumulative cost of the actions per unit**.

### Tram

Where the proposed tram network will help to address the transport impacts of a development, a contribution will be sought towards its construction and associated public realm works.

### Strategic Public Realm

Where a strategic public realm action has been identified within the Public Realm Strategy, which will help address the public realm requirements of a development, a contribution will be sought towards its construction.

### Retrospective Contributions

Developer contributions will continue to be sought towards the construction of infrastructure identified in the Action Programme, after the construction works are completed and until the associated borrowings have been repaid. Where the Council intends to borrow money to deliver infrastructure improvements and then recover, either in part or full, this money through continuing to seek contributions from

developers, the details of the amount being borrowed will be identified in the Action Programme.

### **Part 3 – Site Specific Requirements**

In addition to the requirements set out within the Action Programme, there are a number of site specific requirements for which contributions will also be sought. Further guidance is provided in below and in Annex 3.

In addition to the Action Programme Requirements, it may be necessary to secure the delivery of other site specific improvements in order to facilitate new development in the city. Developer contributions will only be required where they are necessary, proportionate and directly related to the impact(s) of the development.

Where any development proposal fails to meet any other LDP policy requirements or is likely to give rise to unacceptable impacts, the Council will consider whether a legal agreement can be used to mitigate those impacts or offset any failure in order to comply with policy. However, it should be noted that in cases where it is not possible to do so, planning permission may be refused.

#### *Transport and public realm*

All development that has an impact on the road network or off road, cycle and pedestrian links will be required to make contributions to ensure that these impacts are satisfactorily mitigated. This will be assessed on a case by case basis taking account of Action Programme improvements, where applicable. Detailed guidance is provided in Annex 3b.

#### *Open Space*

Where development proposals are unable to deliver any required open space as part of the development, or involve loss of open space, contributions will be sought to deliver improvements off-site. The circumstances in which contributions will be sought are set out in Annex 3c.

### **SPECIAL CONSIDERATIONS**

Where it can be demonstrated that there are such abnormally high site preparation costs that addressing the provisions of this guideline threatens the financial viability of developing the site, the requirement to make a contribution towards physical and social infrastructure may be varied or even waived.

Such costs could include remediation of contamination or unusual infrastructure requirements, but not normally the cost of land purchase. It is accepted that for a development to be viable an appropriate site value needs to be achieved by the landowner and an appropriate return for the developer, taking account of market conditions and risk, needs to be achieved. However, developers should take account of the Council's policies in bidding for land. The Council will not accept over-inflated land values as a reason for reducing contribution requirements.

The level of any reduced requirement will be based upon an appraisal of the relevant financial information, which must be made available to the Council. However, if it is not financially viable to meet the requirements of this guideline it may be that the development proposal will be refused.

Alternatively, it may be that in order for development in a particular location to be approved with a lower level of contribution, the scale or intensity of the development itself may have to be reduced, if alternative means of funding necessary infrastructure cannot be identified.

## **AGREEMENT MECHANICS**

The Annexes attached to this guideline provide further advice on the way in which contributions are calculated. Once these requirements are agreed, the timescales for delivery will be agreed between the Council and the applicant. A Section 75 agreement will normally be required, although other arrangements may be made where smaller contributions are to be paid up front.

The Council needs to ensure that contributions are received in good time to allow necessary infrastructure to be delivered in step with new development. However, the Council appreciates that the timings of payments may have implications in terms of project cash flow and will take this into account in agreeing terms. In the interests of facilitating such discussions, the Council has prepared a Model Legal Agreement, which can be downloaded from the Council's website.

It is anticipated that planning applications will be submitted and construction started at varying timescales. Whilst collecting cumulative contributions, the Council may apportion monies received to deliver the infrastructure needed to support the first phases of development on the ground. Developers will be required to demonstrate that a site can proceed in the short term prior to the delivery of other infrastructure projects that the site would be expected to contribute to.

Within Contribution Zones, any remaining contributions will be held and be put towards other actions within the contribution zone that the site lies within as and when required. Future iterations of the Action Programme will provide details of the phasing and delivery of the infrastructure needed to support strategic growth.

## **AUDIT AND REVIEW PROCEDURES**

This guidance will be reviewed as part of the development plan process and will be revised in the light of any changes to the development plan or the review of the Action Programme, Affordable Housing Provision, site-specific transport requirements, the Public Realm Strategy or Open Space Strategy.

In addition, on-going assessment will be carried out to ensure that policies are only applied where it is necessary to do so and revisions to this guidance will be made accordingly. Applicants also have the statutory right to apply to the Council for the modification or discharge of a Section 75 agreement.



## **Annex 1 – Affordable Housing**

*This section in the published guidance will incorporate guidance and practice note from 2011 guideline, with technical updates as required.*

## Annex 2a - Education Contribution Zones

### Assessing the requirements

The education infrastructure capacity requirements to meet growth from the planned development sites within the LDP are set out in the current Action Programme. These actions have been established by the LDP Education Appraisal (March 2013)

### Generic costs of education infrastructure

*(costs at July 2013) Note these are recently updated costs from C&F and are not in the March 2013 Education Appraisal.*

<b>Primary School</b>	
Primary school extension	£270,000 per class
New single stream primary school	£5.64 Million* 2,400 sq m with a working capacity of 210 pupils + 20/20 nursery
New double stream primary school	£8.70 Million* 3,700 sq m with a working capacity of 420 pupils+ 40/40 nursery
New three stream primary school	£11.52 Million* 4,900 sq m with a working capacity of 630 pupils + 60/60 nursery
<b>Secondary School</b>	
Large Secondary school extension	Indicative cost of £2.5million per 100 pupils generated

\*Excludes any land acquisition costs and/or any site specific and/or abnormal costs which are to be established through the LDP Action Programme.

### Education Infrastructure Contributions

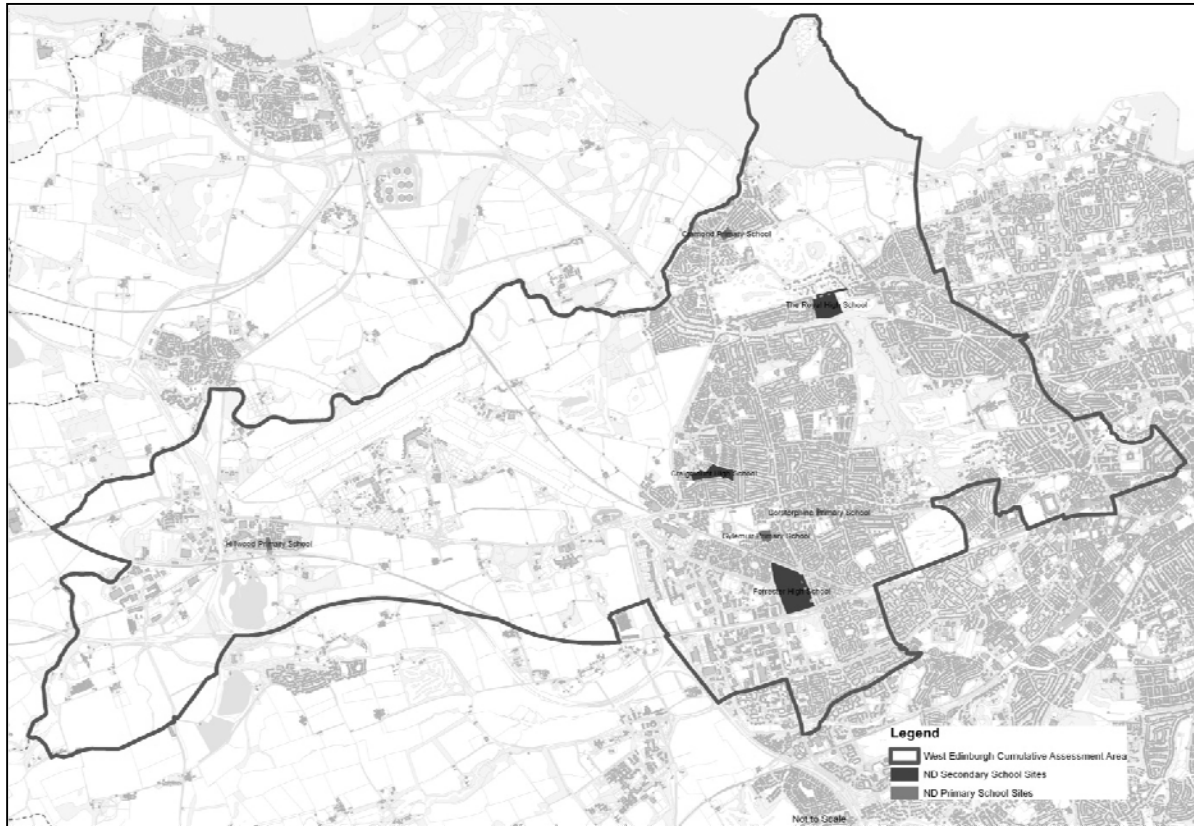
The education infrastructure requirements to meet growth from the planned development sites within the LDP are set out in the current Action Programme (page x). Contributions towards these actions will be calculated using:

*Note: this is to be amended by to include an additional option to calculate contributions per house*

Cumulative cost of Education Contribution Zone Actions / hectare (ha) of developable area
---

### Contribution Zones

## West Education Contribution Zone



### Developable Areas

Maybury	50
Cammo	20
International Business Gateway (equivalent in mixed use development)	8
Edinburgh Park / South Gyle (equivalent in mixed use development)	14
<b>Total</b>	<b>92 ha</b>

### Cost of education infrastructure actions

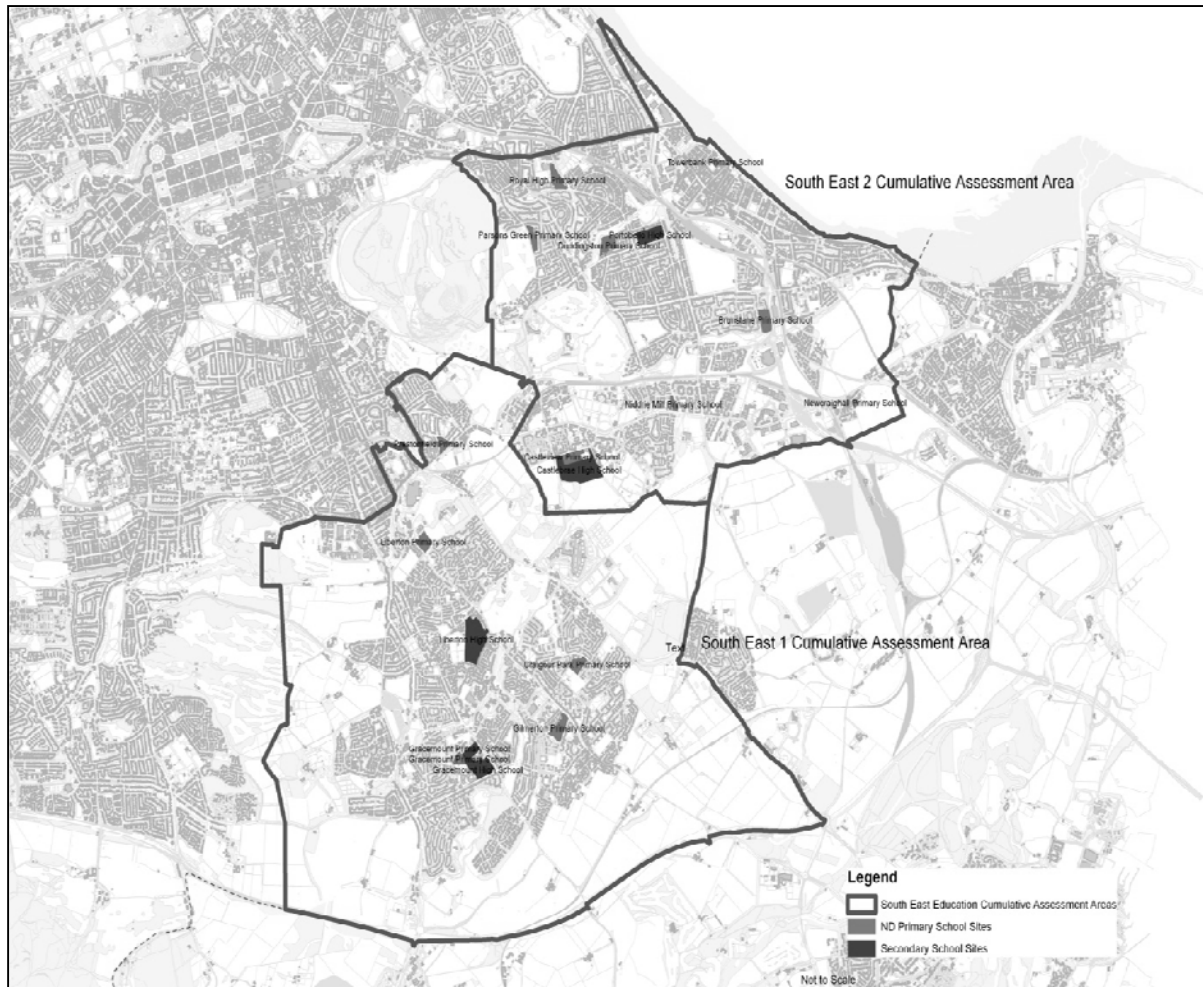
<b>Primary School Requirements</b>	<b>Indicative Cost</b>
ND New 14 class Maybury Primary School	£8,700,000
ND 2 class extension to Gylemuir Primary school	£540,000
RC 1 class extension to Fox Covert Primary school	£270,000
<b>Secondary School Requirements</b>	<b>Indicative Cost</b>
Extension to Forrester High School from 900 to 1,300 pupils	£10,000,000
<b>Total</b>	<b>£19,510,000</b>

**Cost per hectare (ha) of developable area**

Total cost of education infrastructure actions	£19,510,000
Total Developable Area	92 ha
<b>Cost/ ha</b>	<b>£212,065</b>

**Cost per house table to be added**

## South East Education Contribution Zones



### South East Education Contribution Zone 1

#### Developable Areas

Broomhills	17
Burdiehouse	10
Gilmerton Dykes road	2
Gilmerton Station road	14
The Drum	5
Moredunvale	2
<b>Total</b>	<b>50</b>

#### Action Programme Requirements

Primary School Requirements	Indicative Cost
ND New 7 class Broomhills Primary	£5,640,000
ND New 7 class Gilmerton Station Road Primary	£5,640,000
Secondary School Requirements	Indicative Cost
Option 1	

ND Extension to Liberton High School from 850 to 950 pupils	£2,500,000
ND Extension to Gracemount High School from 650 to 750 pupils	£2,500,000
Option 2	
ND Extension to Gracemount High School from 650 to 850 pupils	£5,000,000
<b>Total</b>	<b>£15,000,000</b>

### Cost per hectare (ha) of developable area

Total Cost of education infrastructure actions	£16,280,000
Total Developable Area	50
<b>Cost/ ha</b>	<b>£325,600</b>

\* Excludes land costs and or any site specific or abnormal costs, which will be established through the LDP Action Programme and factored into relevant legal agreements.

### South East Education Contribution Zone 2

The education actions relating to the two housing developments at Newcraighall are included in the current Action Programme. Planning permission has been approved, subject to legal agreements, which would include contributions towards education infrastructure. There are currently no other cumulative actions for this Contribution Zone.

## Annex 2b - Strategic Transport Contribution Zones

The road infrastructure capacity requirements to meet growth from the planned development sites within the LDP are set out in the current Action Programme. These actions have been established by the LDP Transport Appraisal (March 2013). Additional actions may come from other studies such as WETA or NETAP.

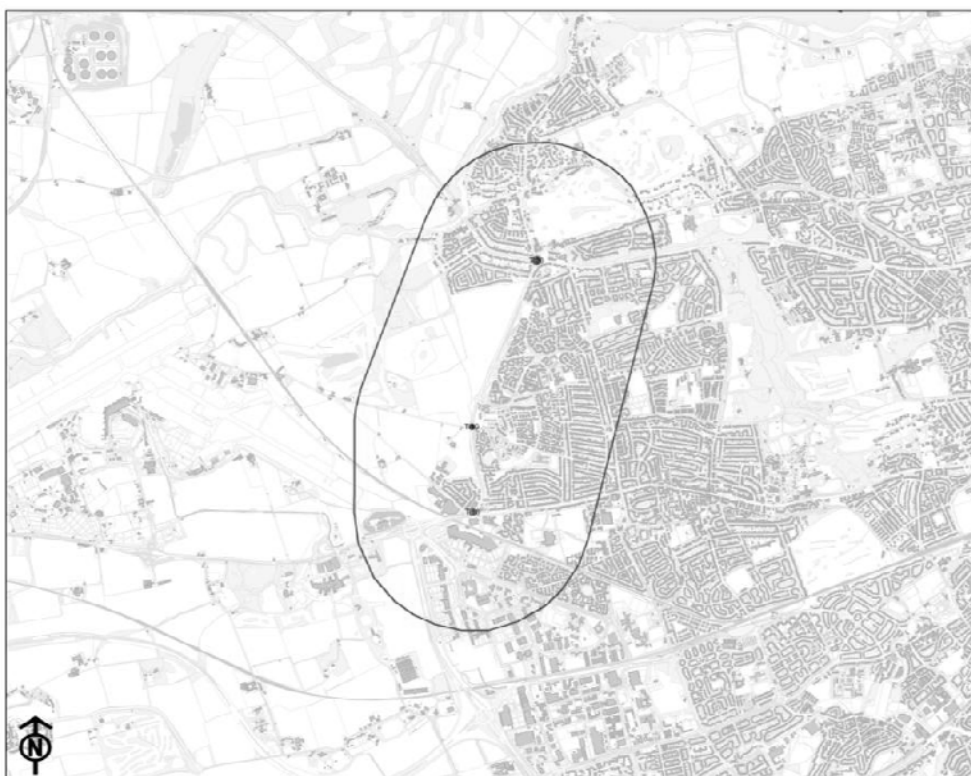
### ***Transport Infrastructure Contributions***

The transport infrastructure requirements to Contributions towards these actions will be calculated using:

Cumulative cost of Transport Contribution Zone Actions / unit of development

### ***Contribution Zones***

#### **Maybury / Barnton Strategic Transport Contribution Zone**



#### **Units to be delivered within contribution zone**

Maybury	1000
Cammo	500
International Business Gateway	300

Edinburgh Park / South	450
<b>Total</b>	<b>2250</b>

**Cost per unit of development**

Total Cost of Actions(as set out in the Action Programme)	£2,000,000
Minimum unit total	2250
<b>Cost/ unit</b>	<b>£888.89</b>

\*Work to establish cost of junction improvements is underway. The figures included within the tables are an estimate.

**Burdiehouse / Gilmerton Crossroads Strategic Transport Contribution Zones**



**Burdiehouse**

**Units to be delivered within contribution zone**

Broomhills	425
Burdiehouse	250
<b>Total</b>	<b>675</b>

Cost per unit of development



Total cost of actions	£500,000
Minimum unit total	675
<b>Cost / unit</b>	<b>£444,44</b>

### Gilmerton Crossroads

Gilmerton Dykes road	50
Gilmerton Station road	350
The Drum	125
<b>Total</b>	<b>525</b>

Cost per unit of development

Total cost of actions	£500,000
Minimum unit total	525
<b>Cost / unit</b>	<b>£952.38</b>

### NOTES

- The infrastructure requirements have been calculated using the mean traffic impact possible from each development (see Transport Appraisal for method)
- The costs have been calculated using the minimum number of units proposed. If the unit numbers go up, the traffic impact can still be accommodated in the infrastructure action; however the price per unit will go down.

## **Annex 2c - Tram**

This guidance applies to all new developments requiring planning permission within 750 metres of the proposed tram lines as shown in the plan below, and throughout the city to major developments.

In relation to Phase 1A of the project the Council has taken the decision to construct the tram. As part of the funding strategy money has been borrowed against future contributions from developers. Given the amount of public money to be spent and the fact that many developers have already contributed towards the project this approach is considered appropriate. The Council in constructing the tram network is providing a necessary piece of transport infrastructure to allow future development to proceed.

### **Scheme Principles**

A. All developments should make an appropriate contribution towards the construction costs of the tram system and associated public realm to ensure the necessary transport infrastructure is in place in time to take account of the impacts of these new developments in the City. Contributions will be sought, where they are required, in an appropriate, transparent and equitable manner.

B. Such contributions shall be used for construction of the tram system, the infrastructure and street furniture associated with tram, road and pavement surfacing within the tram corridor, and improvements to existing or new public spaces or circulation routes adjacent to tram stops where these will help to integrate tram into the established city activity networks or facilitate movement between a new development and tram stops.

C. The level of contribution required depends on the following factors:

- i. type of development,
- ii. walking distance from tram route,
- iii. size of development.

D. The level of contribution will be calculated as follows:

- i. Firstly from Table 1 below establish scale-factor (1-15) by type of and size (GEA) of development proposed.
- ii. Secondly, choose appropriate zone within which the development lies. Determination of the zone will be based on the shortest walking distance between any part of the site and the nearest edge of the agreed tram corridor. If the development lies within different zones, the zone closest to the tram will be used. Sites within 250 metres are Zone 1; sites lying between 250 metres and 500 metres are Zone 2; sites lying between 500metres and 750 metres are Zone 3. (The Plan below gives an indication of these Zones).

- iii. Thirdly, using the Zone appropriate to the particular development, move along Table 2 to the column numbered as the scale factor obtained from Table 1. The figure shown is the amount in £'000s to be contributed towards the tram project by that particular development.
- iv. Fourthly, the contribution, once agreed, will be index-linked from the date of agreement until date of payment on the basis of the BCIS All-in Tender Price Index.

E. Proposals for change of use will normally be expected to provide a contribution. Changes of use or subdivision falling below the thresholds shown in Table 1 will not normally be expected to provide a contribution.

F. Where development proposals are in excess of Tables 1 and 2, these tables will be applied on a pro rata basis to calculate the minimum level of contribution required.

G. Major developments outwith the defined zones will also be considered for their relationship to the proposed tram system and may be required to make a contribution, especially where a step change in transport infrastructure is required. In such cases, the Transport Assessment submitted with the application should address fully the potential role which could be played by tram in absorbing the transport impacts of the development.

H. The construction of the tram system infrastructure (Phase 1A) commenced in 2008. This guideline will continue to apply to developments taking place after the tram project becomes a fully committed project and after the tram becomes operational. The Council has borrowed £23M to fund the construction of the tram system and intends to repay this amount through developer contributions. This guideline will continue to apply in relation to development along the tram route until the amount of borrowing, including costs, highlighted above has been repaid. This provision relates to Phase1A of the construction of the tram route as shown in the plan below.

I. Policy Exemptions are as follows:

A Small developments falling below the thresholds shown in the Table will not be expected to provide a contribution unless they are clearly part of a phased development of a larger site. In such cases the Council will seek to agree a pro-rata sum with the applicant.

B In the event of a developer contributing land towards the development of the tram system, the amount of the contribution required under this mechanism may be reduced. Each application will be considered on its individual merits, taking into account factors such as the value of the land, its condition, and the location of existing and proposed services.

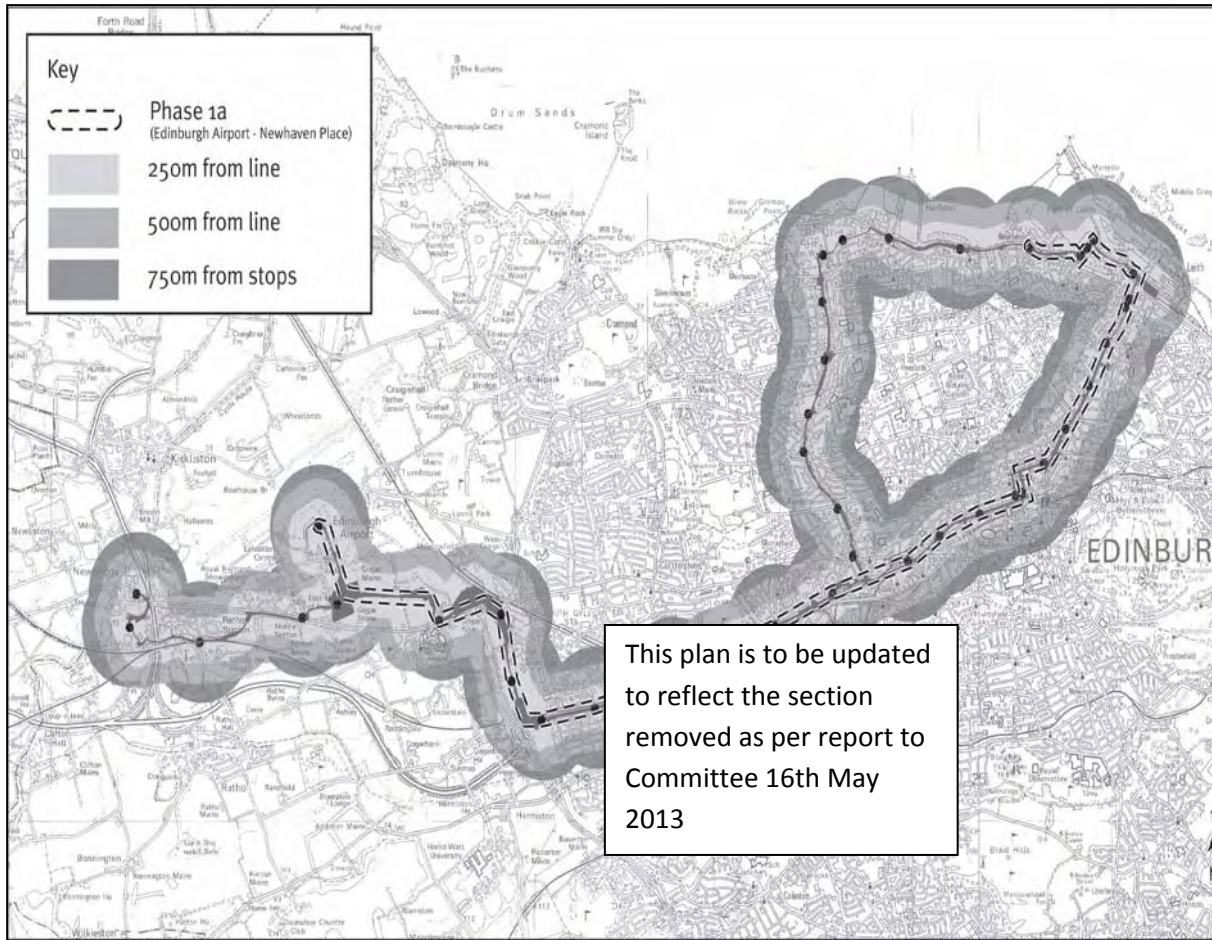


Table 8

Tram Developer Contribution - Calculations

TABLE 1 - IDENTIFICATION OF SCALE FACTOR															
PROPOSALS BY LAND USE (sqm or External Floor Area)															
scale factor	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Retail (sqm)	250	500	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	6,000	7,000	8,000	9,000+
Offices (sqm)	499	999	1,499	1,999	2,499	2,999	3,499	3,999	4,499	4,999	5,999	6,999	7,999	8,999	9,000+
Residential (units)	5-19	20-34	35-69	70-104	105-139	140-174	175-209	210-244	245-279	280-314	315-349	350-384	385-419	420-459	460+
Pubs and Restaurants (sq m)	100	200	500	800	1,100	1,400	1,700	2,000	2,300	2,600	2,900	3,200	3,500	3,800	4,100+
Business Park (sq m)	399	499	799	1,099	1,399	1,699	1,999	2,299	2,599	2,899	3,199	3,499	3,799	4,099	9,000+
Industry (sq m)	250	500	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	6,000	7,000	8,000	9,000+
Warehousing (sq m)	499	999	1,499	1,999	2,499	2,999	3,499	3,999	4,499	4,999	5,999	6,999	7,999	8,999	14,000+
Hotels (bedrooms)	5-9	10-24	25-40	41-60	61-75	76-90	91-105	106-120	121-135	136-150	151-165	166-180	181-195	196-210	211+
Hospitals/Residential Institutions (sq m)	1000	1,500	3,000	4,500	6,000	7,500	9,000	10,500	12,000	13,500	15,000	16,500	18,000	19,500	21,000+
Non-residential Institutions (sq m)	1,499	2,999	4,499	5,999	7,499	8,999	10,499	11,999	13,499	14,999	16,499	17,999	19,499	20,999	21,000+
Medical/Health Services (sq m)	200	300	600	900	1,200	1,500	1,800	2,100	2,400	2,700	3,000	3,300	3,600	3,900	4,200+
Multiplexes (sq m)	299	599	899	1,199	1,499	1,799	2,099	2,399	2,699	2,999	3,299	3,599	3,899	4,199	7,000+
Other Leisure Uses (sq m)	250	500	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000+
	499	999	1,499	1,999	2,499	2,999	3,499	3,999	4,499	4,999	5,499	5,999	6,499	6,999	9,500
	1000	1,500	3,000	4,500	6,000	7,500	9,000	10,500	12,000	13,500	15,000	16,500	18,000	19,500	21,000+
	1,499	2,999	4,499	5,999	7,499	8,999	10,499	11,999	13,499	14,999	16,499	17,999	19,499	20,999	21,000+

Larger Developments will be negotiated separately (The application of these tables on a pro rata basis, will be used as a starting point.)

Tram table 2 to be added in printed version

Notes

The amount of contribution attributable to any development will depend on the exact size of the development (sqm/number of units, etc). This table provides the range of financial contribution in each scale factor, which relates to the range of development sizes in each scale factor shown in the map in Annex 1. This table is provided to

assist in calculating the level of contribution that will be sought. The exact amount will be confirmed during the planning application process.

## **Annex 2d - Strategic Public Realm Improvements**

The Edinburgh Public Realm Strategy was approved by the Planning Committee in December 2009. It set out objectives for the delivery of public realm within Edinburgh and identified a list of public realm project priorities.

Transport & Environment Committee on the 4 June agreed that the strategy should be reviewed. The rationale for the review is reflected in the following:

- completion of the tram project in the City Centre in 2014 provides a unique opportunity for the Council and its partners to consider further improvements, and improved connections, to places and spaces in the city centre;
- The council's review of Street Design Guidance to reflect the requirements of Designing Streets, Government Policy on street design;
- Proposed changes to developer contribution arrangements and the Action Programme approach, due to be reported as a draft for consultation to Planning Committee in October 2013.
- Competing demands on a limited Council resource for public realm projects

A new process is therefore being developed which will help set priorities for public realm investment. Projects will be assessed against a limited number of high level criteria to produce a priority list. By setting out the criteria and a simple scoring system, transparency will be ensured. This process also needs to complement the approach used to determine priorities for the footway and carriageway capital programme.

The methodology will be reported to Committee in due course. This Annex will be updated following the approval of the methodology.

## Annex 3a - Transport and Public Realm

### Assessing the Requirement

The Council will consider the condition and capacity of the road and pedestrian, cycle and public transport network and the existing access arrangements in relation to any proposal. Each application will be considered on its individual merits, taking into account these factors and any identified Action Programme Requirements. Where a Transport Assessment is necessary this will be used to inform decisions on the need for supporting infrastructure.

The following infrastructure requirements will be used as a checklist to be considered in connection with any development proposal. While it is not exhaustive, this provides a clear starting point for discussions between developers and the Council.

### General Transport Requirements

Whether or not there is a requirement for major improvements it is likely that the surrounding network will require upgrading to accommodate the development proposal.

The Council is currently developing an updated and comprehensive Street Design Guidance, a requirement of the Scottish Government Policy, Designing Streets, which requires local street design guidance to be developed to inform the policy agenda at a local level. The Street Design Guidance will set out a hierarchy of street types seeking to define the type of improvements and quality of improvements expected. A range of new approaches to street design and maintenance will be sought, including provision for improved sustainable urban drainage solutions.

Unless otherwise stated these requirements apply in principle to all development types. The types of improvements required are as follows:-

#### *1. Road Improvements (Carriageway and Footways)*

Where new access arrangements are required to service a new development, the Council will seek improvements to footways and carriageways adjacent to the new development. These should be designed as an integral part of the proposals for on-site external space.

#### *2. Traffic Signals*

New development often changes travel patterns and can place new demands on the road network. As a result the installation of new traffic signals or controlled pedestrian crossings, or significant upgrading/refurbishment of existing installation, is often required. Exceptionally, minor upgrading or reprogramming will suffice.

#### *3. Traffic Calming Measures*

The introduction of new development often generates the need for traffic calming measures, which may include new shared surfaces approaches and more traditional interventions such as speed bumps, pinch points and new signage.

#### *4. Cycle/Pedestrian Routes*



Developers are required to provide safe and accessible cycle/pedestrian routes and connections to existing cycle networks/public transport. These may be segregated or on road facilities.

*5. Bus Stops/Shelters/Real Time Information/Bus Boarders/Buildouts/Bus Priority*  
New and upgraded facilities are often required to deal with added demand on public transport created by new development and/or can be a means of offsetting the traffic implications of a development by improving the public transport offer.

#### *6. Car Sharing Scheme*

Car sharing schemes such as the City Car Club provide a more sustainable option to individual car ownership and is often required where full parking provision cannot be provided or it is undesirable to do so. The provision of City Car Club spaces or equivalent car sharing scheme along with a contribution towards vehicles is often required.

#### *7. Traffic Regulation Orders (TROs)/Stopping-up Orders*

Where the Council needs to promote Orders to facilitate development, developers are required to meet the Council's administration costs in addition to paying for the infrastructure to support the TRO. This could include bollards at a road closures or yellow lines and signage.

### **Transport Indicative Costs Tables**

*Indicative table of costs and applicability (prices at February 2009)*

The purpose of this table is to provide developers with an indication of the costs involved in meeting the transport infrastructure requirements set out above. The requirements and costs will vary from site to site, and developers are expected to provide and meet, in full, the cost of all external works identified in the Transport Assessment and/or through the planning process. A guarantee cannot be given as to the actual costs arising from the assessment of individual proposals. Early discussion with the Council is encouraged. The tables below set out the costs of specific items of infrastructure for information.

<b>Table 20 - TRANSPORT REQUIREMENTS</b>		
<b>Infrastructure Requirement</b>	<b>Applicability</b>	<b>Cost</b>
Road Improvements (Carriageway and Footways)	This requirement will apply in principle to all developments.	The developer will be required to carry out these works. The costs can vary significantly depending on the extent of works and the materials required.
Traffic Signals	This requirement will apply in principle to all developments.	The cost will vary depending on what is required. A single

		pedestrian crossings costs approximately £50,000 whereas signalling a four arm junction costs approximately £250,000. There may also be design costs to be met.
Traffic Calming Measures	Where any new development is likely to increase traffic movements on surrounding residential streets this will be a requirement.	The developer will normally be required to provide these improvements. A traffic calming feature costs approximately (road hump or cushion) costs approximately £2000 per feature and they are required at 80 metre intervals. An entrance treatment for a 20mph zone costs £5000.
Cycle Routes	This requirement will apply in principle to all developments.	In addition to providing cycle routes/facilities on roads within new developments developers will be required to fund external links to connect with the wider cycle network. The developer will normally be required to provide these improvements. The estimated cost for such works is in the region of £50,000 per kilometre to be provided.
City Car Club (or CAR SHARING SCHEME)	This requirement will apply in principle to all developments.	For 3-7 Units £7000 and one parking space on road (prospectively adopted). For 8-15 Units £12,500 and two parking spaces on road (prospectively adopted). For 16-50 Units £18,000 and three parking spaces on road (prospectively adopted). Over 50 units will be individually assessed.

		City Car Club contributions will entitle the first purchaser of every residential unit to one year's free membership. Office and other commercial development will be individually assessed.
Traffic Regulation Orders/Stopping-up Orders	All development potentially	Approximately £2,000 per Order required.

## **Annex 3b - Open Space**

### **Open Space – Contributions to Improvements**

Local policies set out requirements for provision of open space in new housing development (Policy Hou 3 in the ECLP and LDP) and other development (Policy Os 3 in ECLP, Policy Env 20 in LDP), and identify the limited circumstances in which loss of open space will be permitted (ECLP Policies Os 1 and 2, LDP Policies Env 18 and 19).

The Council's Open Space Strategy sets out analysis and actions which helps interpretation of those policies. Contributions towards the actions identified in the Strategy will be sought where the above requirements for new open space are not to be met fully within a development site or where development involves loss of open space and the relevant policies require off-site enhancement or provision of open space.

### **Open Space – Ongoing Maintenance**

Where development will establish new publicly accessible open space, there should be adequate arrangements for ongoing management and maintenance. These can be:

- Factoring on behalf of the private landowner(s)
- Adoption by the Council

In the case of adoption by the Council, this will result in an additional maintenance burden which the Council will need to pay for using its revenue budget. The Council will only adopt a significant open space if financial contributions towards these ongoing revenue costs are provided.

The cost of this will depend on the size and quality of the open space. Some open space features cost more to maintain per unit area than others. If a developer is interested in transferring an open space to the Council by adoption, early discussion of the landscaping proposals with the Council's Parks and Greenspace service is advised.

# Planning Committee

10.00am, Thursday, 27 February 2014

## Annual Review of Guidance

Item number 5.5

Report number

Wards

### Links

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Coalition pledges [P15](#),

Council outcomes [CO8](#), [CO16](#), [CO18](#), [CO19](#),

Single Outcome Agreement [SO1](#), [SO4](#)

### Mark Turley

Director Services for Communities

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# Executive summary

## Annual Review of Guidance

### Summary

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This report advises the Committee of changes in guidance in 2013 and those intended for the coming year.

This report also seeks approval for limited updates to two consolidated guidelines – Guidance for Businesses and the guidance on Listed Buildings and Conservation Areas.

### Recommendations

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It is recommended that the Committee:

- 1) notes progress in consolidating and updating guidance to users of the planning service (Appendix 1); and
- 2) approves updates to two frequently-used guidelines (Appendix 2).

### Measures of success

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Planning guidance is easier to understand for applicants and other stakeholders in the planning process.

### Financial impact

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There is no direct financial impact arising from this report. The costs of publishing the updated guidance will be met from existing budgets.

### Equalities impact

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The impact of this report in relation to the Public Sector Equalities Duty and the ten key areas of rights has been considered. The report has no significant direct impact on the delivery of the Council's three equality duties. However, the review of individual guidelines could in due course have an impact, and so each will be subject to an assessment. The appended updates to certain guidelines may have a positive impact on standards of living, by including improved controls on noise impacts of certain uses.

## Sustainability impact

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The impact of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties has been considered, and the outcome is summarised below.

- This report and the updates it recommends will have no impact on carbon emissions because it relates to a programme of consolidating guidance.
- This report and the updates it recommends will have no impact on the city's resilience to climate change because it relates to a programme of consolidating guidance, and the updates it recommends have no impact on the issue of climate change.
- This report will help achieve a sustainable Edinburgh because the review of guidance will not directly promote social justice, but several of the guidelines covered do.
- This report will help achieve a sustainable Edinburgh because it includes an update which clarifies elements of the Guidance for Businesses, which should make it easier for small businesses to understand and meet the Council's requirements.
- This report will have a positive impact on environmental stewardship because the updated guidance it covers will be published in electronic-only format, reducing the use of paper.

## Consultation and engagement

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Individual guidelines which have been fully revised are reported and published in consultative draft form. Consultation responses are taken into account when the guidelines are amended prior to final approval and use.

This report seeks approval for limited updates to two guidelines. These updates have not been subject to formal consultation, however, they relate to either clarifications or existing practice. As such, it is appropriate to publish the updated editions of the relevant guidelines without consultation.

## Background reading / external references

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Annual Review of Guidance, [Report to Planning Committee](#), 28 February 2013

Edinburgh Local Development Plan, [Proposed Plan](#), March 2013.

[www.edinburgh.gov.uk/planningguidelines](http://www.edinburgh.gov.uk/planningguidelines)

[www.edinburgh.gov.uk/supplementaryguidance](http://www.edinburgh.gov.uk/supplementaryguidance)

## Annual Review of Guidance

### 1. Background

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- 1.1 In 2011 the Planning Committee set a structure and programme for consolidating non-statutory topic guidance. The intention is that the new structure will be more user-friendly, and will help people understand the Council's expectations before proposals are formulated and submitted as applications. The previous annual review report ([28 February 2013](#)) includes diagrams which illustrate this conceptually.
- 1.2 The most frequently-used consolidated guidelines were approved in late-2012 to mid-2013. Early feedback on their use is now available and indicates that updates are necessary. Their scope is relatively limited and approval for these updates is sought in this report, instead of a series of separate reports for each guideline.
- 1.3 As well as covering non-statutory guidance on topics, this report provides an overview of progress in the preparation of supplementary guidance.
- 1.4 Current and draft non-statutory guidance can be viewed online at [www.edinburgh.gov.uk/planningguidelines](http://www.edinburgh.gov.uk/planningguidelines) . Emerging supplementary guidance can be viewed at [www.edinburgh.gov.uk/supplementaryguidance](http://www.edinburgh.gov.uk/supplementaryguidance) .

### 2. Main report

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#### Changes to guidance in 2013

- 2.1 Appendix 1 shows the current suite of guidance. Changes to non-statutory guidance in 2013 were as follows:
  - Guidance for Businesses – limited update to refer to 'short stay commercial leisure apartments'
  - Edinburgh Design Guidance – approved in final form
  - Developer Contributions and Affordable Housing – consultation draft with major revisions to reflect new policies in Local Development Plan (LDP)
  - Advertisements, Sponsorship and City Dressing – approved in final form
  - Communications Infrastructure – limited update to style and renamed



## **Actions for 2014 and beyond**

- 2.2 Appendix 1 also indicates which guidelines are due to be reviewed and potentially revised in 2014. These changes are:
- Guidance for Householders – review section on dormer windows, to reflect recent practice and take account of appeal decisions.
  - Street Design Guidance - draft new guideline, which will consolidate and eventually supersede several pieces of guidance.
  - Student Housing – full review and potential revision informed by monitoring of three years of its use and analysis of census data.
  - Housing in Multiple Occupation – full review to reflect changes in LDP and changes in licensing system.
  - Development in the Countryside and Green Belt – full review and updates to reflect policy in LDP.
  - Review and potential updating of the Edinburgh Design Guidance following at least one full year of use (i.e. post May 2014)
  - Limited updates to:
    - Guidance for Businesses
    - Guidance on Listed Buildings and Conservation Areas
- 2.3 In addition, it is proposed to make minor amendments to two of the existing consolidated guidelines. The changes are in response to feedback on the use of the guidelines in the first year which indicates that some clarification is necessary. In particular, there is a need to be more precise on what the Council will permit and when permission is necessary. The guidelines are set out in Appendix 2 for the Committee's approval and are summarised below.
- 2.4 Guidance for Businesses – clarification of use classes, updates on use of conditions relating to noise and clarification of guidance on shopfronts.
- 2.5 Listed Buildings and Conservation Areas – clarification of guidance on replacement windows and doors.
- 2.6 It is intended to publish the updated guidelines electronically as a 2014 edition, with a small number printed to distribute to libraries. Community Councils will be notified of the update, and it will be publicised through other channels (e.g. Twitter and the Planning blog).

## **Supplementary Guidance**

- 2.7 The above sections of this report deal with the Council's non-statutory guidance, which provides advice on interpretation of the development plan.
- 2.8 The Planning etc. (Scotland) Act 2006 introduced scope for a different, statutory type of guidance. Called 'Supplementary Guidance', it will form part of the development plan when formally adopted. There are certain procedural

requirements for its preparation and it must only provide further information or detail in relation to identified policies or proposals in a local or strategic development plan.

- 2.9 The Proposed LDP (March 2013) devolves policies on change of use in town centres down to individual supplementary guidance documents. This allows much more local engagement than is practicable in the LDP process.

The individual documents can have more detail, and potentially be prepared on a faster cycle, which allows them to respond to emerging issues like longstanding vacant units and site opportunities.

- 2.10 Appendix 1 identifies those town centres for which emerging supplementary guidance has been prepared so far. Separate reports provide more detail. The Proposed LDP pilots the use of supplementary guidance to plan out a specific location, at Edinburgh BioQuarter. This pilot will be monitored, along with experience in use of supplementary guidance elsewhere in Scotland, to inform future LDPs.

- 2.11 It should be noted that until the LDP is adopted, finalised supplementary guidance is not part of the development plan, but can be used as a material consideration in the determination of relevant planning applications.

### **3. Recommendations**

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- 3.1 It is recommended that the Committee:
- 1) notes progress in consolidating and updating guidance to users of the planning service (Appendix 1); and
  - 2) approves updates to two frequently-used guidelines (Appendix 2).

**Mark Turley**

Director of Services for Communities

## Links

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<b>Coalition pledges</b>	P15 Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors
<b>Council outcomes</b>	CO8 Edinburgh's economy creates and sustains job opportunities CO16 Well-housed – People live in a good quality home that is affordable and meets their needs in a well-managed neighbourhood CO18 Green – We reduce the local environmental impact of our consumption and production CO19 Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm
<b>Single Outcome Agreement</b>	SO1 Edinburgh's economy delivers increased investment, jobs and opportunities for all SO4 Edinburgh's communities are safer and have improved physical and social fabric
<b>Appendices</b>	Appendix 1 – Status of Development Plan and Guidance Appendix 2 – Updates to Guidance

**Status of Development Plan and Guidance**

Title	Status and Date	Comment
<b>Development Plan</b>		
Strategic Development Plan	Approved June 2013	Supplementary Guidance on housing allocations available as draft.
Edinburgh City Local Plan	Adopted January 2010	
Rural West Edinburgh Local Plan	Adopted June 2006	Alteration adopted June 2011
<b>Emerging Development Plan</b>		
Edinburgh Local Development Plan	Proposed Plan Mar 2013	Representations available online. Some policies can now be referred to as material considerations
<b>Supplementary Guidance</b>		
City Centre Retail Core	Draft May 2013	<i>Due to be finalised in February 2014</i>
Tollcross Town Centre	Finalised December 2013	Use as material consideration
Edinburgh BioQuarter & South East Wedge Parkland	Finalised December 2013	Pilot area SG. Use as material consideration
Corstorphine Town Centre	<i>Draft February 2014</i>	
Gorgie/Dalry Town Centre	<i>Draft February 2014</i>	
Remaining five town centres (Leith/Leith Walk, Morningside/Bruntsfield, Nicolson St/Clerk St, Portobello, Stockbridge)	2014 - 16	Aim to have drafted and consulted upon all by adoption of LDP. Proceed in alphabetical order
<b>Non-statutory Guidance</b>		
<b>Consolidated Guidelines</b>		
Guidance for Householders	Approved Dec 2012	Guidance on dormers to be reviewed in 2014
Guidance for Businesses	Approved Dec 2012	<i>Minor updates in February 2014 informed by monitoring feedback</i>
Listed Buildings & Conservation Areas	Approved Dec 2012	
Edinburgh Design Guidance	Approved May 2013	Review after 1 year's use.
Street Design Guidance	<i>Draft February 2014</i>	
Developer Contributions & Affordable Housing	Draft August 2013	<i>Due to be finalised in February 2014</i>
<b>Edinburgh Standards</b>		
Edinburgh Standards for Streets	Approved 2006	Will be superseded when Street Design Guidance finalised
<b>Transport guidance</b>		
Parking Standards	Approved 2009	To be reviewed after Street Design Guidance
Movement and Development	Approved 2000	Will be superseded when Street Design Guidance finalised
Bus Friendly Design Guide	Approved 2005	
Tram Design Manual	Approved 2006	Retain until no longer needed
<b>Other non-statutory guidance</b> (alphabetical order)		
Advertisements, Sponsorship & City Dressing	Approved Dec 2013	Updated with consultation.
Art in Public Places	Approved 1998	Under review
Communications Infrastructure	Approved Dec 2013	Minor updates
Development in the Countryside & Green Belt	Approved 2008	Will be reviewed to fit with LDP
Housing in Multiple Occupation	Approved 2006	Will be reviewed to fit with LDP
Open Space Strategy	Approved 2010	Second Audit due in late 2014
Student Housing	Approved 2010	To be reviewed in 2014 – informed by analysis of new Census data
Sustainable Lighting Strategy for Edinburgh	Approved 2012	Some sections relevant to Development Management.

*Italics* - due to be reported to same Committee meeting as Annual Review.  
Excludes non-statutory area guidance: masterplans, development briefs etc.

## Updates to Guidance

### Guidance for Businesses

Page 7

#### Changing a Residential Property to a Commercial Use

Replace:

*In some cases it may be appropriate to impose planning conditions in order to protect residential amenity. Such conditions are likely to relate to:*

- *Hours of operation*
- *Insulation*
- *Noise from plant, machinery or equipment*
- *Ventilation*
- *Parking*

With:

*If a proposal has the potential to result in impacts then these should be addressed at the outset so they can be considered by the case officer. Examples of information that may be required include:*

- *An acoustic report if there is potential for noise impact.*
- *Details of ventilation systems if the application has the potential to create odour problems, and details of the noise impact of any proposed ventilation system.*
- *Details of any plant and machinery*
- *Details of attenuation measures if structure-borne and air-borne vibrations will occur.*

Reason for change: The conditions stated are in the main un-enforceable. As such recent practice has been to require information on noise from the applicant at the outset of their application. The new wording reflects that practice.

#### Changing to a Food or Drink Use

Page 8:

Amend section entitled 'What does this chapter cover?' to read:

*Uses such as:*

- *Restaurants and cafes (Class 3)*
- *Hot food takeaways (Sui Generis)*

- *Cold food takeaways which are classed as a shop (Class 1)*
- *Public Houses (Sui Generis)*
- *Class 7 uses (hotels and hostels) licensed or intending to be licensed for the sale of alcohol to persons other than residents or persons other than those consuming meals on the premises i.e. with a public bar*

Amend section entitled 'Changing a shop to Class 3 use or a hot food takeaway' to include addition words (**in bold**):

*Planning permission is required for a change of use from a shop **to a hot food takeaway** or to a Class 3 use such as a cafe or restaurant.*

Reason for change: to improve clarity and precision

Page 9

### Hot Food Takeaways

Insert additional text at end of section:

*Where a restaurants trade is primarily in-house dining but a minor element is take-away food then this still falls within the Class 3 use. Where take-away is a minor component of the business it will not require planning permission.*

Reason for change: to improve clarity and precision

Page 18

### Altering a Shopfront

Replace:

*Boxes housing the blind projecting from the frontage will not be acceptable.*

With:

*Boxes housing blinds and canopies that project from the building frontage will not be acceptable.*

Reason for change: to improve clarity and precision

### Miscellaneous

Minor typographical errors and references will be amended, and the opportunity will be taken to replace some images with better quality versions.

## Listed Buildings and Conservation Areas Guidance

### Windows and Doors

Page 26

Amend second sentence in box as follows:

*Planning permission will **not** be required where replacement or altered windows and doors will not match the existing in design, material, size, opening mechanism or proportion **meet the following requirements.***

Amend first sentence in explanatory text as follows:

*Replacement windows and doors on all elevations of unlisted properties in conservation areas ~~should~~ **must** match original proportions, appearance, materials and opening method.*

Reason: to provide clearer advice on what the Council will permit, and when permission is necessary.

# Planning Committee

10am, Thursday, 27 February 2014

## Digital Advertising

Item number	5.6
Report number	
Wards	City-wide

### Links

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Coalition pledges	<a href="#">P40</a>
Council outcomes	<a href="#">CO19</a>
Single Outcome Agreement	<a href="#">SO4</a>

### Mark Turley

Director of Services for Communities

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# Executive summary

## Digital Advertising

### Summary

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This report responds to a request by the Committee following its consideration of revised Edinburgh Planning Guidance on Advertising, Sponsorship and City Dressing at its meeting of 5 December 2013. The Committee asked that the following matters be considered and a report prepared that:

- summarises the current guidelines on digital advertising and the procedures of the application process;
- specifies the number of applications submitted to and approved for digital adverts in the City;
- provides information from appropriate health professionals on the effect of digital advert screens could have on the eyesight of people, especially young people; and,
- service procedures and guidance adopted in other cities.

Legislation and guidance at national and local level does not address digital advertising *per se*; it is treated as part of general advertising. The revised Edinburgh Planning Guidance on Advertising, Sponsorship and City Dressing does however acknowledge its acceptance in principle in town and commercial centres and at established advertising locations, although within the World Heritage Site digital advertising is restricted to small format displays integral to bus shelters. The process for assessing an express advertisement consent application that proposes digital forms of advertising does not differ from that to assess a non-digital proposal.

Since the beginning of 2013 the Council has received four applications proposing the installation of digital advert display units into existing large format hoardings; three of these have been granted consent and one has yet to be determined.

NHS Public Health consultants are not aware of any research or empirical data that confirms whether or not exposure to digital forms of advertising can have a detrimental effect on a person's eyesight, young or old.

The introduction of digital advertising displays containing movement and motion is not widespread in the UK. There are locations in London, in particular Piccadilly Circus, where full motion advertisements have been allowed, and other major urban centres where digital advertising has been introduced, however for the most part digital advertising to date is in a small format (6-sheet) that is integral to items of street furniture, principally bus shelters.

## Recommendations

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It is recommended that the Committee:

1. Notes the contents of this report, in particular that, through a trial of small format digital advertising units, a process is in place to assess the impacts of digital advertising on amenity and public safety.

## Measures of success

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- The protection of Edinburgh's amenity from inappropriate large and small format digital advertisements;
- The maintenance of public safety by ensuring that digital advertisement proposals are appropriately sited and conform to the terms of their consent and industry standards.

## Financial impact

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There are no financial impacts arising from this report.

## Equalities impact

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The purpose of this report is to describe planning regulations relating to digital advertisements and to identify relevant research and experiences of assessing digital advertisement applications elsewhere in the UK. The report does not introduce new policy considerations or procedures and as such will not result in any infringement of rights.

## Sustainability impact

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This report does not introduce new policy considerations or procedures in the assessment of express advertisement consent applications. The impacts of such will be assessed through the formal applications process.

## Consultation and engagement

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The purpose of this report is to respond to specific issues raised by the Committee on aspects of digital advertising. No formal consultation or engagement exercise has been undertaken in responding to the issues raised. Council officers have liaised informally with the NHS public health consultants and with those conducting a trial of small format digital advertising display units in Edinburgh. Their responses are discussed in the main body of this report.

## Background reading / external references

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- Report to the Planning Committee dated 5 December 2013 Edinburgh Planning Guidance: [Advertisements Sponsorship & City Dressing](#);
- [Minute of the Planning Committee of 5 December 2013 - item 5](#);
- [Digital Large Format Roadside Code](#) dated January 2011: Outdoor Media Centre;
- Investigating Driver Distraction: Transport Research Laboratory dated 12 May 2010 (available on request).

## Digital Advertising

### 1. Background

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- 1.1 Outdoor media companies are exploring the use of digital advertising in a variety of forms in a number of cities in the UK, principally London and Edinburgh. In time, the industry expects the use of static and moving digital images to promote goods, services and events to become the norm. The use of digital advertising allows adverts to be displayed that are relevant to their location, time specific, frequently changed and managed remotely. In Edinburgh, a trial of small format digital advertising is taking place in two locations on bus shelters in Princes Street and at a third location in Morningside. The trial is assessing the impact of frequently changing adverts, the use of moving images at a varying speeds and the promotion of public service information on visual amenity and public safety. The trial is due to run until autumn 2014.
- 1.2 In addition, a number of large format digital advert panels have recently been erected or installed into existing structures, one of which has recently displayed adverts containing moving imagery utilising an intense level of illumination contrary to the terms of its consent and industry protocols. In so doing the operation of this particular advert panel has given rise to concerns that, if not appropriately regulated, digital adverts could have an adverse effect on visual amenity, public safety and potentially be harmful to people's eyesight.
- 1.3 This report provides an update on the findings of the digital advertising trial, describes the background to the granting of planning permission and express advertisement consent to large format digital adverts in the City and considers in general terms the impact of digital adverts on public safety, including the eyesight of people, especially young people.

### 2. Main report

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#### **The Control of Digital Forms of Advertising**

- 2.1 The Town & Country Planning (Control of Advertisements) (Scotland) Regulations 1984, and subsequent amendments, do not make reference to digital forms of advertising. All advertisement proposals, including digital formats, are assessed on their individual merits and considered for their impact on visual amenity and public safety, including road safety. Local authorities cannot exercise control over the content of advertisements; this is a matter for the Advertising Standards Agency. Local authorities do however have the ability to control the intensity and colours of illumination used in all adverts and have

powers under the Roads (Scotland) Act 1984 to instruct that adverts be removed or in the case of digital adverts switched off if they are considered to be hazardous to road users.

2.2 At its meeting of 5 December 2013, the Committee approved revised Edinburgh Planning Guidance on Advertisements, Sponsorship and City Dressing. The full decision of the Committee is attached at Appendix 1. The guidance addressed for the first time the introduction of digital forms of advertising in the City. The guidance notes that conventional means of advertising is acceptable in principle in defined town centres, other commercial centres and at established advertising locations, provided that there will be no adverse impact on visual amenity and public safety, and, inasmuch that the regulations do not differentiate between digital and non-digital forms of advertising, it too will be acceptable in principle. In addition, and worthy of note, the guidance states that digital advertising within the World Heritage Site will normally only be acceptable as an integral part of City's street furniture, principally bus shelters.

2.3 In addition to the Control of Advertisement regulations and the Council's guidance, the Outdoor Media Centre (OMC), the trade and marketing body for the outdoor advertising industry (formerly the Outdoor Advertising Association), has in place a [voluntary code for digital large format roadside advertising](#) (published in January 2011). The code reflects planning regulations in place throughout the UK and states that:

- there shall be no moving images, animation, video or full motion images displayed unless consent has been granted for such displays;
- digital roadside billboards/hoardings shall not change more frequently than every 5 seconds unless consent has been granted for such displays;
- the luminance level of a digital roadside billboards shall comply with the Institute of Lighting Engineers Technical Report No's 5 (2003);
- Roadside digital displays will [in Scotland] conform to the 5 'Standard Conditions' specified in Schedule 1 of the Town & Country Planning (Control of Advertisements)(Scotland) Regulations 1984.<sup>1</sup>

### Digital Adverts in Edinburgh

2.4 Since the beginning of 2013 the Council has received four applications for the erection of large format digital advertising hoardings, including the modification of existing hoardings to incorporate digital display panels. The advertising sites are located at:

1. **Gorgie Road:** the hoarding is situated between 341 Gorgie Road and a railway bridge to the west of Robertson Avenue (ref: 13/00110/ADV). The application proposed the replacement of an existing 'paper and paste'

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<sup>1</sup> The standard conditions address: the maintenance and safety of an advertising site, the removal of the advert at the expiry of a consent, securing the consent of the landowner before works commence and ensuring that adverts do not obscure road traffic, or any other, signs so as to render hazardous the use of any road, rail, waterway or airfield. Without prejudice to the power of planning authorities to impose conditions the standard conditions apply without notice to the display of all advertisements.

hoarding to a digital unit and received consent in February 2013. The advert is operated by Primesight Ltd.

2. **Wheatfield Road:** the 'letter box' hoarding is situated adjacent to a Sainsbury's supermarket car park (ref: 13/00583/ADV). The application proposed the replacement of an existing 'paper and paste' hoarding with a digital advert panel of the same size and received consent in April 2013. The advert is operated by the Forrest Group.
3. **Croall Place, Leith Walk:** the 'portrait' hoarding sits immediately adjacent to the gable end of a tenement building close to the Shrub Place development opportunity site (ref: 13/00692/ADV). The application proposed the installation of a digital advert panel within the existing frame of the hoarding and received consent in April 2013. The advert is operated by the Forrest Group.
4. **Seafield Road:** the Forrest Group proposes to replace an existing 'paper and paste' 'portrait' hoarding with a digital advert panel (ref: 13/04703/ADV). The existing hoarding sits immediately adjacent the gable end of a tenement building overlooking a retail warehouse car park. The application has yet to be determined. The present advert hoarding is operated by the Forrest Group.

In addition, advertisement consent was granted at 80b George Street, occupied by Hollister, in December 2011, to install video screens immediately behind the shop window. The screens stream live pictures from California. Despite concerns that the display of images containing movement and motion may cause road safety problems this has not been the case and the display has become part of the active streetscene.

- 2.5 The digital advert hoardings at Gorgie Road and Wheatfield Road have operated without complaint or concern since their installation. The adverts displayed have been static and the intensity of illumination used has been in accordance with industry standards set out in the OMC voluntary code. The operation of the digital advert panel at Croall Place however has given rise to complaints from members of the public and is of concern to both the Planning and Transport services, principally due to its impacts on visual amenity and road safety. Until recently the screen was operating beyond the hours approved, i.e. after 11.00pm and did not comply with the OMC voluntary code in terms of the intensity of illumination being used and the display of adverts containing movement and motion. These issues were brought to the attention of the screen's operator, following which the screen is now being operated in accordance with its consent. The intensity of illumination has also been reduced and adverts incorporating movement and motion have been withdrawn to accord with the OMC voluntary code.
- 2.6 The installation of digital adverts panels is becoming increasingly popular with outdoor media companies and those wishing to advertise. To date, the digital panels have for the most part displayed static adverts, notwithstanding their

ability to display moving imagery. None of the applications referred to above specifically sought, or seek, consent for the display adverts containing movement and motion. The OMC voluntary code is clear that there should be no moving images, etc. unless consent has been granted for such. In general where an advert hoarding currently exists there is no objection in principle in planning terms to its replacement with a digital advertising panel. The introduction of such is unlikely to be any more visually intrusive than a conventional 'paper and paste' hoarding. Indeed in most circumstances the appearance of digital panels will be an improvement on that of a conventional hoarding given the finishes employed, the absence of external light fittings and poorly maintain posters. The important issue, as demonstrated by the Croall Place advert, is for digital panels to be operated within the terms of their consent and in accordance with industry standards. In circumstances where this is not the case, the Council, as roads authority, has a range of powers at its disposal to ensure that adverts are not hazardous to road users.

### **Large Format Digital Advertising**

2.7 Roadside advertising is a common sight on urban roads. Research<sup>2</sup> suggests the presence of advertising increases mental workload and changes the profile of eye fixations, drawing attention away from the driving task. The Transport Research Laboratory conducted a study in 2010 using a driving simulator and integrated eye-tracking system to compare driving behaviour across a number of experimental advertising conditions. 48 participants took part in a trial through which three factors were examined: advert type, position of adverts and exposure duration to adverts. The results indicated that when passing advert positions:

- drivers spent longer looking at video adverts;
- glanced at video adverts more frequently;
- tended to show greater variation in lateral lane position with video adverts;
- braked harder on approach to video adverts; and
- drove more slowly past video adverts.

The findings of the trial indicate that video adverts caused significantly greater impairment to driving performance when compared to static adverts.

### **Trial of Small Format (6-sheet) Digital Advertising**

2.8 With Clear Channel, the provider of the City's bus shelters, the Council has been undertaking a trial of 6-sheet (small format) digital advertising. The advert panels form part of two bus shelters on Princes Street, located outside Jenners and Debenhams's department stores, and a third outside Marks & Spencer food store on Morningside Road. The adverts displayed have contained a variety of

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<sup>2</sup> Investigating Driver Distraction: the effects of video and static advertising. Transport Research Laboratory 12.05.2010. Authors: Chattington, Reed, Basaick, Flint & Parkes / ISBN No's: 978-1-84608-867-4

commercial images containing movement and motion at varying speeds. Within each one minute cycle the Council has had the opportunity to display public service information, e.g. the Council's 'Be prepared for Winter' campaign and promotion of Christmas and Hogmanay celebrations. The intention of the trial is to assess the acceptability of digital advertising from a planning and transport perspective, to convey public information in a new and innovative ways, and to inform the award of a new advertising contract later in the year. The Council is seeking to appoint an advertising partner through which it will secure new bus shelters, a number of which are expected to incorporate digital advertising display units, and a pedestrian wayfinding system.

- 2.9 In December 2013, Clear Channel commissioned an independent road safety study to consider the impacts of small format digital advertising containing movement and motion at the sites referred to above. Clear Channel has made the study available to the Council and is happy for its general conclusions to be brought to the attention of the Committee. The study notes and concludes:

#### Background

- advertising with motion has been in existence for a long time, e.g. Piccadilly Circus since the 1960's;
- 'distraction' on public roads has long been accepted e.g. Blackpool Illuminations, external Christmas lighting;
- in Edinburgh, advertising sites have incorporated changing images via rotating prisms or conveyor e.g. West Approach Road to the rear of Fountain Park;
- research / studies agree that while roadside digital display advertising does create an environment where driver distraction can occur, there does not appear to be any evidence, at present, that it has a statistically significant effect on road accidents.

#### Princes Street

- use of the street is restricted and is mostly used by drivers of buses and taxis. Given these circumstances it is considered that most drivers will be regular users and familiar with the route, as such the level of distraction by the digital display units is minimal.

#### Morningside Road

- the volumes of road and pedestrian traffic using the street are such that the digital advert display unit was often partially obscured to southbound traffic by opposing northbound traffic and that there did not appear to be any adverse effect on driver or pedestrian behaviour.

#### General Observations

- some adverts contained within the advertising cycle only included small and subtle elements of animation that would most likely only be noticed by pedestrians;

- display units at the trial sites contained adverts on a 10 second cycle. Based on an approach speed of 30mph (13m/s) and allowing for a stopping sight distance of 90m, a driver has approximately 8 seconds from identifying the sign to passing it. Therefore the amount of animation contained within that timeframe may be minimal and would allow for one transition from one advert to another to be observed;
- given the degrees at which movement and motion can be set within each unit, a decision could be made at individual sites as to which adverts would be suitable e.g. close to junctions a lower level of movement and motion could be used than that used at 'mid-block' locations.

## Conclusions

- features on or close to the road network that are not related directly to the management of traffic have the potential to distract all road users – the more unusual the feature the greater the potential for driver distraction;
- advertising and driver distraction has been the subject of research for many years ... while the concept of driver distraction is widely acknowledged, the links between the two and the role advertising plays in traffic accidents and road safety in general is inconclusive;
- limited studies into the effects of digital display advertising show no statistically significant link between advertising and road traffic accidents. In the absence of clear evidence there is no specific reason not to install roadside digital display units;
- a review of the trial sites in Edinburgh indicates that the level of distraction observed on site was relatively low, especially within a busy city centre context;
- even when the level of movement and motion was at its highest, the small format advertising displays did not present an overly conspicuous roadside feature to passing drivers and that with an appropriate choice of adverts and range of movement and motion within each cycle would most likely have little or no impact of passing traffic;
- the findings of the study in relation to road safety only relate to small format displays at city centre locations;
- similarly, findings and conclusions from the Edinburgh trial do not necessarily apply to large format roadside digital displays which by virtue of their size would introduce a range of issues that would require further and careful consideration;
- in order to assess the suitability of individual sites to carry digital forms of advertising a formalised assessment / audit process should be undertaken.

2.10 As part of the study commission a Small Format Roadside Digital Display Unit Assessment Checklist has been developed to allow Clear Channel and transport specialists to assess the suitability of candidate digital advertising sites. A copy of the checklist has been provided and is presently being considered by the Head of Transport, although it is not intended that further sites be added to the trial at the present time.



## **Experience Elsewhere**

- 2.11 The findings and conclusions described above reflect guidance and best practice prepared by Transport for London (TfL) in 2013. The guidance states that digital roadside advertising is not inherently unsafe but should be operationally managed in accordance with the site specific constraints. The use of a consistent method of assessment is advocated to assess the appropriateness of a location and the level of risk in a methodical rather than subjective manner. Control over digital roadside advertising across the TfL estate is secured by special condition, with more careful management in higher risk locations. As a minimum, the OMC roadside digital code must be complied with. Finally, the guidance states that not all sites will be appropriate for advertising, but with appropriate controls, digital advertising should be no more or less acceptable than traditional forms of advertising e.g. backlit panels, paper and paste, vinyl, etc.

## **Effects of Digital Advertising on Eyesight**

- 2.12 While there has been considerable research into the impact of traditional forms of roadside advertising on road safety, there is little research or empirical data available on the impact of advertising on a person's eyesight, even less in respect of digital forms of advertising. The research that does exist has almost exclusively been undertaken from the perspective of an advertiser and methods that can be employed to secure the attention of passing motorists and in so doing extend the reach of the message or product to a wider audience. In general and as one would expect, transport specialists and researchers acknowledge that the presence of advertising increases mental workload and changes the profile of eye fixations, drawing attention away from the driving task.

## **Conclusions**

- 2.13 As noted in the OMC voluntary code, the advent of relatively affordable digital technology is changing the delivery of information in a variety of formats; cameras, phones, televisions, radios, newspapers, etc. The appearance of digital advertisements in a variety of formats throughout the country's urban areas is simply the latest manifestation of this technology. Digital advertising will be one of the main growth areas for outdoor media companies over the next few years as the industry seeks to adapt traditional hoardings for the digital era.
- 2.14 Research indicates that video adverts cause significantly greater impairment to driving performance when compared to static adverts. In Edinburgh, experience of digital advertising has been limited to a small number of large format hoardings and a trial of small format display units on bus shelters in established advertising locations. Apart from one large format hoarding at Croall Place these have operated without complaint or concern to the Planning and Transport

services. Action has been taken to ensure that the advertising hoarding at Croall Place operates within the terms of its consent and industry standards.

- 2.15 With regard to the small format digital advertising trial, a study has been undertaken to assess the impact of digital adverts containing movement and motion on driver and pedestrian behaviour. The study has concluded that with an appropriate choice of adverts and a range of movement and motion within each cycle of advertisements these would most likely have little or no impact of passing motorists or pedestrians. The study, assessment checklist and research undertaken by TfL, provides the Council with a body of information that will be invaluable in assessing the acceptability digital advertising proposals throughout the city.
- 2.16 It has not been possible to identify research or empirical data that confirms a link between digital forms of advertising and poor eyesight, although it is generally acknowledged that the presence of advertising increases mental workload and changes the profile of eye fixations, drawing attention away from the driving task.

### **3. Recommendations**

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- 3.1 It is recommended that the Committee:
1. Notes the contents of this report, in particular that, through a trial of small format digital advertising units, a process is in place to assess the impacts of digital advertising on amenity and public safety.

**Mark Turley**

Director Services for Communities

## Links

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<b>Coalition pledges</b>	P40 - Work with Edinburgh World Heritage and other stakeholders to conserve the city's built heritage.
<b>Council outcomes</b>	CO19 - Attractive places and well maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards in the maintenance of infrastructure and public realm.
<b>Single Outcome Agreement</b>	SO4 - Edinburgh's communities are safer and have improved physical and social fabric.
<b>Appendices</b>	1. Edinburgh Planning Guidance: Advertisements Sponsorship and City Dressing – Minute of the Planning Committee 5 <sup>th</sup> December 2013

## **Appendix 1: Edinburgh Planning Guidance: Advertisements Sponsorship and City Dressing – Minute of the Planning Committee 5<sup>th</sup> December 2013**

Approval was sought for the revised Edinburgh Planning Guidance: Advertisements, Sponsorship and City Dressing.

### **Decision**

1) To approve the revised Edinburgh Planning Guidance: Advertisements, Sponsorship and City Dressing.

2) The Director of Services for Communities to Further report on digital advertising to the February meeting of the Committee, the report to include:

- The current guidelines for digital advertising and the procedures of the application process
- The number of applications submitted and the number granted
- Information from appropriate health professionals on the effect the screens for this type of advertising could have peoples eyesight especially young persons
- Procedures and guidance adopted by other cities

# Planning Committee

10.00am, Thursday 27 February 2014

## Planning for older people in Edinburgh

Item number	5.7
Report number	
Wards	City Wide

### Links

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Coalition pledges	<a href="#">P8</a>
Council outcomes	<a href="#">CO13</a> , <a href="#">CO16</a> , <a href="#">CO19</a> , <a href="#">CO21</a> , <a href="#">CO22</a>
Single Outcome Agreement	<a href="#">SO2</a> , <a href="#">SO4</a>

### Mark Turley

Director of Services for Communities

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# Executive summary

## Planning for older people in Edinburgh

### Summary

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This report responds to the following motion by Councillor Mowat which was passed by the Planning Committee on 23 October 2013:

*Committee notes that demographic changes are one of the greatest pressures facing the Council and asks for a report detailing how the needs of the increasing numbers of older people can be taken into consideration as part of the planning process, what the impacts for development are and whether there is a need to include the Health and Social Care Department of the Council as a statutory consultee, to ensure we are meeting the needs of older people when determining planning applications.*

It reviews existing planning policy and concludes that this currently supports the development of housing and other forms of development for older people as part of mixed sustainable communities.

The development management process is also examined, there being no identified benefit in including Health and Social Care as a consultee when determining planning applications.

### Recommendations

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It is recommended that Committee:

- 1) Notes that the current planning process adequately addresses the needs of older people;
- 2) Notes that these issues will continue to be monitored as part of the ongoing work on the local development plan;
- 3) Agrees that there is no requirement to include Health and Social Care as a consultee when determining planning applications; and
- 4) Agrees that this report discharges the motion by Councillor Mowat.

### Measures of success

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The needs of the growing number of older people are adequately addressed through the planning process.

## Financial impact

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The contents of this report will have no impact on Council budgets.

## Equalities impact

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The recommendations in this report have the potential to enhance the life of older people in the city through improvements to the built environment, age being one of the identified protected characteristics in the Equality Act 2010.

## Sustainability Impact

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The proposals in this report will help achieve a sustainable Edinburgh because the development of housing and related development for older people is encouraged as part of mixed sustainable communities.

## Consultation and engagement

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Consultation has taken place with Health and Social Care regarding Councillor Mowat's motion.

## Background reading / external references

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[Planning Committee 23 October 2013 – Minutes](#)

[Census 2011-Population, age structure and household overview. Initial findings from first release of Census data at local authority level, March 2013.](#)

[Future Demographic Change in Edinburgh 2012.](#)

[Scottish Parliament Finance Committee: Inquiry into the impact of demographic change and ageing population on public finances](#)

[Edinburgh City Local Plan 2010.](#)

[Rural West Edinburgh City Local Plan 2006.](#)

[Developing Urban Housing Final Report, Jan 2005.](#)

[Edinburgh Local Development Plan Proposed Plan 2013.](#)

[Edinburgh Design Guidance.](#)

[Edinburgh Standards for Streets.](#)

[Council's City Housing Strategy 2012-2017.](#)

[The Building \(Procedure\) \(Scotland\) Amendment Regulations 2007 .](#)

[Council and committee report writing and committee template information pack](#)

[November 2012.](#)

[Live Well in Later Life, Edinburgh's Joint Commissioning Plan for Older People 2012-22](#)

[Strategic Development Plan Supplementary Guidance on Housing Land](#)

[Planning Committee Report, 23 October 2013.](#)



## Planning for older people in Edinburgh

### 1. Background

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- 1.1 On 23 October 2013, the Planning Committee passed the following motion by Councillor Mowat:

*Committee notes that demographic changes are one of the greatest pressures facing the Council and asks for a report detailing how the needs of the increasing numbers of older people can be taken into consideration as part of the planning process, what the impacts for development are and whether there is a need to include the Health and Social Care department of the Council as a statutory consultee, to ensure we are meeting the needs of older people when determining planning applications.*

- 1.2 The number of older people is expected to grow significantly over the next 25 years in Edinburgh according to figures released by Records of Scotland (previously GROS).
- 1.3 This report reviews relevant planning policies in existing and emerging development plans.
- 1.4 It also examines the current development management process for dealing with planning applications which affect older people and examines whether there is a need to include the Council's Health and Social Care (H&SC) as a consultee.

### 2. Main report

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#### **Growth of older people**

- 2.1 Edinburgh has a relatively youthful population. The 2011 Census shows that in the last ten years the total number of older people has remained fairly stable. There has been a slight reduction in the 65-74 year old age group, which can be explained in part by post-retirement out-migration in this age group. However, there has been an increase in the number of people aged over 75, and particularly those aged 85+.

- 2.2 However, the number of older people in Edinburgh is expected to increase dramatically in future years (although this is not likely to be as great as in Scotland as a whole). It is mainly a result of the post-war baby boom i.e. due to people born during the 1950s and 60s reaching old age. Details of these trends are set out in Appendix 1. They are expected to have implications for a range of public services in years to come, including planning.

### **Council Initiatives**

- 2.3 The Council is involved in a number of initiatives aimed at improving the lives of older people in the city (see Appendix 2). The planning process supports these initiatives in a number of ways (see Appendix 3).

### **Policy Issues**

- 2.4 A number of development plan policies are considered relevant, most of which relate to housing and access.
- 2.5 The 'older age group' is made up of people who are economically, socially and physically quite diverse and for this reason it is difficult to respond to their needs in planning policy terms. Many older people are living longer and are in better health than previously, some remaining economically active until quite late in life. However, the ageing population will also mean an increase in the number of frail older people living with long-term conditions, disabilities and complex needs who have specific requirements in terms of mobility and accessibility.
- 2.6 In terms of the physical environment over which the planning system can have an influence, it may be argued that the needs and aspirations of older people are no different to those of the general population. In common with other age groups, many want to live in communities which contain good quality housing, a range of facilities, are located in pleasant surroundings and which are readily accessible by public transport.
- 2.7 Broadly speaking, policies in the existing and emerging development plan meet the needs of older people at present to the extent that they support the provision of housing and other facilities within existing communities which is largely where it is required.
- 2.8 The Council also works closely with NHS Lothian in preparing its development plans to ensure that strategic planning for health services takes account of areas for urban growth and new development.

### **Housing**

- 2.9 Housing is arguably the most important consideration for older people who generally spend more time inside their homes. Safety and security are important

considerations, particularly for the more frail elderly people, their homes offering both.

- 2.10 Many people occupy housing which in later years becomes unsuitable for a number of reasons. It may, for example, be too large to maintain and heat, include a garden which can no longer be maintained and perhaps most importantly of all be located some distance from shops, health and other community facilities.
- 2.11 An increasing number of older people are choosing to remain in their own homes, as under-occupied properties, rather than move elsewhere. This is partly through choice as many older people prefer to remain in a community with which they are familiar, close to friends and family. Another reason why older people are reluctant to move is that many have worked hard all their lives to repay mortgages on properties in the case of those who are owner-occupiers.
- 2.12 A further problem in Edinburgh is the fact that much of the existing and more recent housing takes the form of medium and high density flatted development. According to the 2011 Census, the city has in fact the second highest proportion of flats in Scotland (60.3%) only Glasgow having a higher proportion. However, as people age, they are often less mobile and able to climb stairs in order to access their property. At present, Building Standards only require a lift to be installed in residential properties above 4 storeys.
- 2.13 For some the lack of accommodation available is a deterrent to downsizing, many avoiding traditional retirement housing for a variety of reasons. Although some providers are submitting schemes which are more bespoke, the varied needs of the older people can make it difficult for the market to respond. The Council's City Housing Strategy 2012-2017 notes the lack of specialist housing for older age groups in the city, citing funding shortages as a major constraint.
- 2.14 A particular issue for specialist providers of housing for older people is the high cost of land. This can make developing low density forms of housing suitable for older people and incorporating communal facilities within some types of retirement housing, uneconomic. In addition, demand for retirement housing tends to be greatest in or near to facilities in town centres where land also tends to be more expensive. This problem is exacerbated in Edinburgh where land values are traditionally high, limiting site availability for specialist developers.
- 2.15 This raises the question of whether the planning system could or should intervene in what is primarily a market led system. With regard to site allocations, this is unlikely to be an effective approach, the main reason being that landowners are unlikely to agree to their sites being identified in this way and there is no guarantee that they would come forward anyway. An exception might be the allocation of publicly owned land.

- 2.16 The increase in older people may lead to an increased demand for care homes. The Local Development Plan (LDP) does not have a specific locational policy on care homes as the number of applications received in recent years has been very low. Any proposals will be considered on their merits, taking into account the impact on residential amenity, traffic, servicing, etc.

### **Other Infrastructure**

- 2.17 Aside from housing, some thought should also be given to the provision of infrastructure generally to support the needs of older people.
- 2.18 Access is a key issue for older people, many of whom have mobility difficulties. In general, the older population is more reliant on public transport, partly because ill health often prevents them from driving. Proposed housing sites in the LDP have been selected on the basis that they have relatively good accessibility by public transport, and many of the site briefs include provision for new service uses, e.g. shops, units which could be used by GPs, etc.
- 2.19 New proposals are therefore being well located in relation to public transport and local facilities including shopping, health services, public open space and community services. In preparing site briefs, the Council has had regard to these facilities and services. This involves a co-ordinated approach, involving external bodies such as NHS Lothian.
- 2.20 Within the public realm, many older people use wheelchairs, walking sticks and walkers and therefore find it harder to move. Some have visual and hearing problems. Therefore, dropped kerbs and good quality paving can make a major difference to their mobility. Badly designed street furniture can be a further problem for some older people - there can be too much of it or it may be poorly positioned. Advice in both the [Edinburgh Design Guidance \(EDG\)](#) and [Edinburgh Standards for Streets](#) (which will shortly be replaced by the Street Design Guidance) encourages good design for those with mobility problems, including older people.
- 2.21 The EDG currently restricts single aspect flats to 50% of a proposed development. However, this type of accommodation may be suited to the needs of older people and a review of policy is under consideration. This would enable more dwellings to be provided in each block and as a result make it more economic for developers to install lifts.

### **Development Management Process**

- 2.22 The development management process includes a number of requirements aimed at improving the built environment for older people.
- 2.23 As a proportion of the total number of planning applications submitted, the Council deals with relatively few which contain 'older people' or a similar term in

the development description or state in supporting documentation that they will be occupied by this age group. For example, only five such applications were submitted for determination in 2013 for a range of accommodation types including nursing homes, care homes and more independent forms of housing. The same number of applications was determined by the Council during this period.

- 2.24 The Council does not differentiate in its handling of planning applications which provide for older people. Neither is there a separate use class for 'housing for older people'.
- 2.25 There is no requirement for the planning authority to notify H&SC regarding planning applications involving older people. However, the possibility of including H&SC as a non-statutory consultee has recently been discussed. It was agreed that such a process was not necessary. This is partly because, as stated, Planning receives few applications which raise specific issues for older people. However, some informal discussions have been held between the two regarding design and access for older people, H&SC having been consulted on the possible changes to the EDG referred to in paragraph 2.19 above.

### **Conclusion**

- 2.26 To conclude, the Council's planning policies support the needs of older people by encouraging the development of mixed sustainable communities. However, this is an issue which will continue to be monitored as part of the ongoing work on the local development plan. There is no requirement to regularly consult with H&SC on planning applications.

## **3. Recommendations**

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- 3.1 It is recommended that Committee:
- 1) Notes that the current planning process adequately addresses the needs of older people;
  - 2) Notes that these issues will continue to be monitored as part of the ongoing work on the local development plan;
  - 3) Agrees that there is no requirement to include Health and Social Care as a consultee when determining planning applications; and
  - 4) Agrees that this report discharges the motion by Councillor Mowat.

**Mark Turley**

Director of Services for Communities

## Links

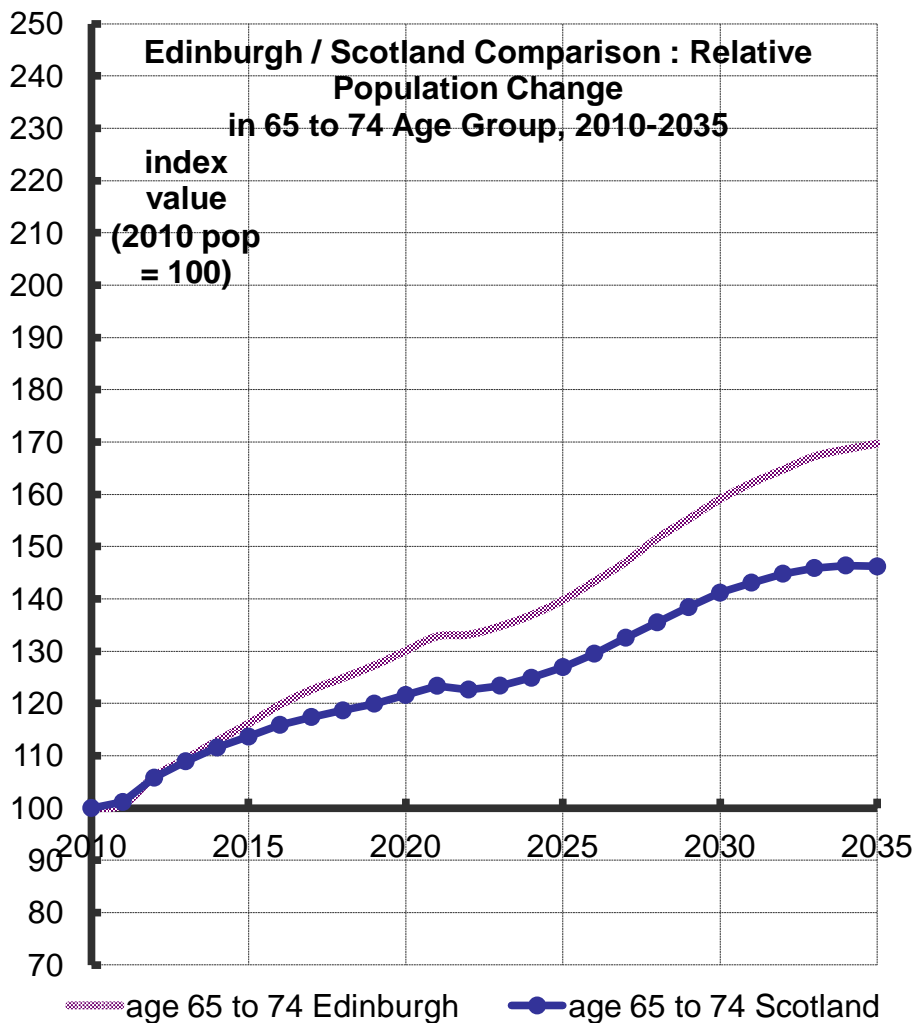
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<b>Coalition pledges</b>	P8 Make sure the city's people are well-housed, including encouraging developers to build residential communities, starting with brownfield sites.
<b>Council outcomes</b>	<p>CO13 People are supported to live at home.</p> <p>CO16 Well-housed – People live in a good quality home that is affordable and meets their needs in a well managed. Neighbourhood</p> <p>CO19 Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO21 Safe –Residents, visitors and businesses feel that Edinburgh is a safe city.</p> <p>CO22 Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p>
<b>Single Outcome Agreement</b>	<p>SO2 Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health.</p> <p>SO4 Edinburgh's communities are safer and have improved physical and social fabric</p>
<b>Appendices</b>	<p>Appendix.1: Population Trends</p> <p>Appendix 2: Council Initiatives</p> <p>Appendix 3: Planning Process</p>

## Appendix 1: Population Trends

- 1.1 The most up to date information on population trends are the 2010- based population projections produced by National Records of Scotland (previously GROS). It must however be remembered that these are only estimates and should be viewed with a certain amount of caution.
- 1.2 The projections show that the number of older people (aged 65+) in Edinburgh is expected to increase by 48,600 over the next 25 years, a proportional increase of 70%. Approximately half of this increase or 24,000 is expected to take place towards the end of this period i.e. between 2025 and 2035.
- 1.3 **Numerically, the greatest increase in older people is expected to be in the recently retired group (aged 65-74).** Over the next 25 years, this age group is likely to increase from 34,000 in 2010 to nearly 57,700 in 2035 i.e. by 23,600 or 70%. This increase is higher than the Scottish average of 46% (see Fig 1).

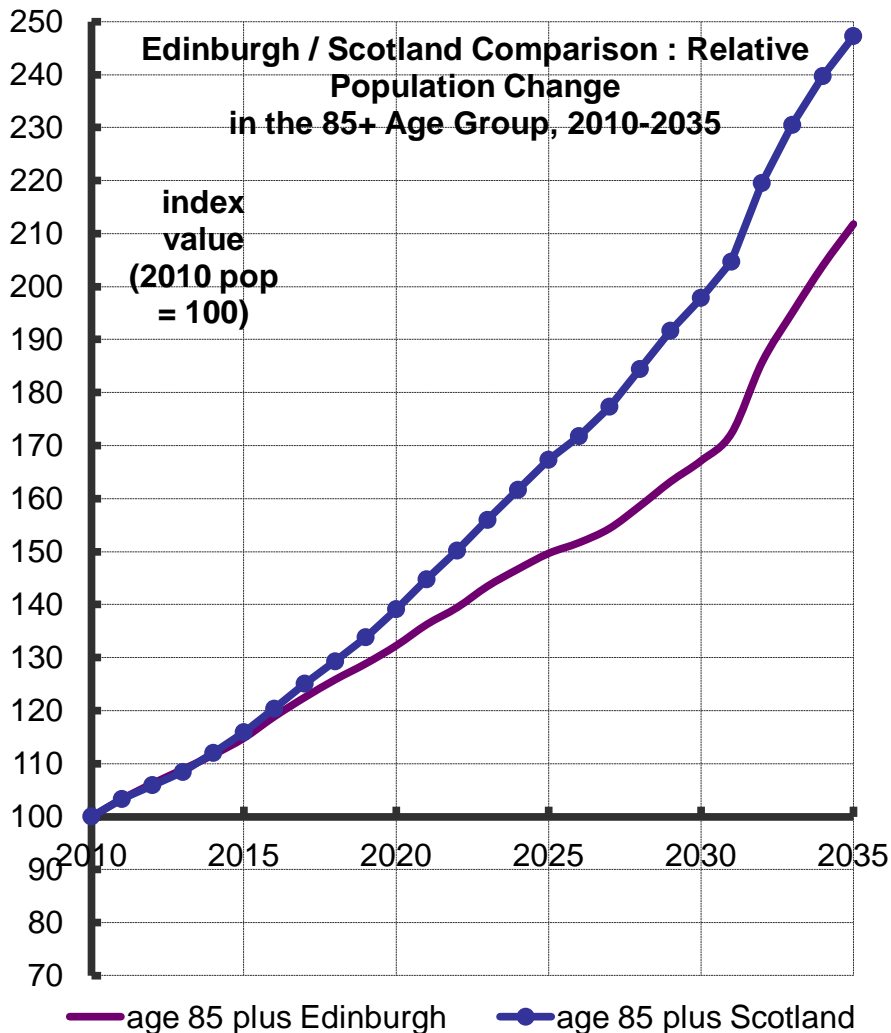
**Fig 1: Age 65 to 74**



- 1.4 However, the **greatest proportional change is projected in older people i.e those aged 85+.** Over a 25 year period the numbers in this age group will more than double, increasing from 10,400 in 2010 to 22,000 in 2035, an increase of

111% (see Fig 2). The growth for Scotland as a whole is even higher with an average increase of 147%.

**Fig 2: Age 85+**



- 1.5 Over the same period, there will be an increase in the number of **older residents living alone** as single person households. Such households may require specially adapted housing and/or assistance in the form of help from carers. The number of people living alone aged 85 or over is projected to more than double. The number is expected to increase from 5,500 aged 84 in 2010 to 11,700 by 2055 (an increase of around 250%).
- 1.6 The result of people living longer due to healthier lifestyles earlier in life is that there is likely to be a greater proportion of people in the older age groups, with long-term health conditions. The number of **frail older people** i.e. those with long-term conditions, disabilities and long-term needs e.g. dementia and or physical disabilities that require some degree of support either in their own homes or in other forms of housing is expected to increase.



## Appendix 2: Council Initiatives

- 2.1 In Edinburgh, '**A City for All Ages**' has been the Council's overarching and long-term strategy for the social and economic inclusion of older people since 2000. The strategy deals with all aspects of older people's lives to enable social inclusion, reduce discrimination and provide better opportunities and services for older people.
- 2.2 In May 2011, the Council agreed a new approach to the strategy involving "mainstreaming" or increasing the integration of a number of priorities across the range of city strategies. Significantly, apart from a review of Council sheltered housing, none of the priorities refer to the provision of housing for older people more generally.
- 2.3 '**Live Well in Later Life, Edinburgh's Joint Commissioning Plan for Older People 2012-22**' refers to the fact that housing for older people is a priority.
- 2.4 The Council is participating in an inter-disciplinary consortium bid to research the impact of the built environment on older people is aimed at achieving the first priority in 'A City for All Ages'. The project, that is being undertaken by the University of Edinburgh and Heriot- Watt University, is looking at how places can be designed collaboratively to make mobility easy, enjoyable and meaningful for older people. The Planning and Building Standards Service is involved in the research and will contribute to its development and implementation.
- 2.5 The Council has submitted an application to the Mayor's Challenge, a competition run in Europe by Bloomberg Philanthropies, with the support of Eurocities. Edinburgh is competing with a number of other cities in Europe in a bid to become a '**Dementia Friendly City**', the first prize being 5 million euros. The closing date for applications was 31 January 2014.

### **Appendix 3: Planning Process**

- 3.1 **Policy Hou 2 (Housing Mix) of the Edinburgh City Local Plan (ECLP) 2010** supports the provision of a mix of house types and sizes to meet the needs of different groups, including older people. The aim of this policy is to encourage the development of communities which are inclusive, socially diverse, self-supporting. The local plan housing policies were informed by a study referred to as **'Developing Urban Housing Final Report' (Jan 2005)** which identified ways in which high density development could meet the housing needs of a variety of different households. Good design is considered to be the key to providing such development and a number of local plan policies encourage this in relation to the built environment.
- 3.2 The **Edinburgh Design Guidance** interprets the development plan in relation to design as non statutory guidance. Several sections may be referred to in relation to older people. Section 2.6 on adaptability is concerned with ensuring that buildings are designed to meet the needs of different occupiers, including older people. Creating level access so that buildings can be used by all and ensuring there is sufficient space for changing needs are particularly relevant to the needs of this group. Section 2.7 encourages a mix of uses in order to create vibrant and interesting places to live for people of all ages which are readily accessible. Finally, section 2.10 supports Policy Hou2 in the ECLP (referred to above) with regard to housing mix and size.
- 3.3 Similarly, the **Edinburgh Local Development Plan (LDP) Proposed Plan 2013** includes the same housing mix policy. It also encourages sustainable mixed uses which are accessible by public transport
- 3.4 The **Rural West Edinburgh Local Plan 2006** includes a policy on nursing homes (H 10) although these are also occupied by younger age groups as well as older people.
- 3.5 Certain applications for planning permission must be accompanied by a statement explaining the design principles and concepts that have been applied and how issues relating to access for those with mobility problems to the development have been dealt with.
- 3.6 **Access statements** are critical to making the new built environment better for those with impaired mobility, including older people. In these the Council requires applicants to have regard to policies relating to access in the development plan. It also says that any specific issues which might affect access to the development for these groups should be addressed. This should also explain how the applicant's policy approach adopted in relation to access fits into the design process.
- 3.7 Similarly design can help to improve the built environment for older people in many ways e.g. by making places safer and more secure. **Design Statements**, which set out the principles determining the design and layout of the development proposal are required for all major developments and local developments in sensitive

locations such as in the World Heritage Site, conservation areas or within the curtilage of listed buildings.

- 3.8 In 2007, revisions to **Scottish Government Building Regulations** introduced a range of measures to improve accessibility and ease of use in new homes. The majority of the good practice guidance identified by the 'Lifetime Home' standards is now incorporated and embedded within these regulations and the supporting documents, (Scottish Government Building Standards, 2009, Standard 3.11). Building regulations apply to all new domestic buildings, across both private and public sectors and all tenures. In the case of housing, the aim is to ensure that this is both more accessible and better suited to adaptation to address the varying needs of householders over time, including during old age.
- 3.9 The **Equality Act 2010** sets out a public sector equality duty which requires the Council to proactively consider equality in all aspects of its work. The Act identifies a set of protected characteristics, the relevant one being age. Equalities and Rights Impact Assessments are undertaken for all committee reports. These identify the likely implications of any planning policy or proposal for older people from an equalities perspective.

# Planning Committee

10am, Thursday, 27 February 2014

## Proposed Renaming of 35 metres of Cambridge Street and 35 metres of Grindlay Street to McCrae's Place

Item number	6.1
Report number	
Wards	City Centre (Ward 11)

### Links

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Coalition pledges	<a href="#">P44</a>
Council outcomes	<a href="#">CO19</a>
Single Outcome Agreement	<a href="#">SO4</a>

### Mark Turley

Director of Services for Communities

Contact: Barry Dugan, Street Naming Officer

E-mail: [barry.dugan@edinburgh.gov.uk](mailto:barry.dugan@edinburgh.gov.uk) | Tel: 0131 529 4081

# Executive summary

## Proposed Renaming of 35 metres of Cambridge Street and 35 metres of Grindlay Street to McCrae's Place

### Summary

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The purpose of this report is to seek the Committee's approval for the renaming of the sections of Grindlay Street and Cambridge Street located in front of the Usher Hall and fronting Lothian Road to McCrae's Place.

This request is as a result of an application from the Lord Provost's office to commemorate the centenary of the formation of the 16<sup>th</sup> Royal Scots (McCrae's Battalion) in 1914.

This is a departure from the Council's usual street naming procedure, as set out in the Statutory Addressing Charter guidelines, as the Council normally only considers renaming as a result of new development, or where there are public safety issues. However, in the circumstances, and with no re-addressing impact on neighbouring properties, it is considered an acceptable proposal.

### Recommendations

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It is recommended that 35 metres of Cambridge Street and 35 metres of Grindlay Street be renamed McCrae's Place.

### Measures of success

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The use of the name contributes to the commemoration of a significant piece of Edinburgh's history, in line with Council guidelines.

The location is more clearly defined with the use of a single name.

### Financial impact

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The cost of renaming including new signage (cast aluminium) will be met from the existing budget.

### Equalities impact

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No impact was identified in terms of equalities and human rights.

## Sustainability impact

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No sustainability impact was identified.

## Consultation and engagement

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Consultation was carried out with the City Centre Neighbourhood Partnership, the local Ward Councillors and the public via the local press in accordance with street naming and numbering procedures.

The Usher Hall was also contacted as it would be the only property potentially affected.

## Background reading / external references

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Statutory Addressing Charter for the City of Edinburgh Council 2013

[http://en.wikipedia.org/wiki/George\\_McCrae\\_\(politician\)](http://en.wikipedia.org/wiki/George_McCrae_(politician))

<http://www.scotlandinoils.com/clan/Clan-MacRae.html>

Some background information has been provided by Colonel Robert Watson of the Royal Scots Regimental Museum and Heritage Committee.

## Proposed Renaming of 35 metres of Cambridge Street and 35 metres of Grindlay Street to McCrae's Place

### 1. Background

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- 1.1 A request has been received from the Lord Provost's office to rename sections of Cambridge Street and Grindlay Street to commemorate the centenary of the formation of the 16<sup>th</sup> Royal Scots (McCrae's Battalion).
- 1.2 The area in question has undergone change over the last few years with the pedestrianisation of the area directly in front of the Usher Hall.
- 1.3 Historically the Usher Hall has always been numbered into Lothian Road. In terms of current practice and procedure, this is incorrectly addressed as all properties should be addressed into the street from which they take access. Prior to the redevelopment and pedestrianisation, vehicular and pedestrian access was from Cambridge and Grindlay Street. This is an historical anomaly which has remained.
- 1.4 Appendix 1 contains a location plan showing the existing streets with the proposed area to be renamed highlighted.

### 2. Main report

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#### History of the Name

- 2.1 Sir George McCrae was a self-made Edinburgh business man, who made his mark in the textile trade. He became a member of Edinburgh Town Council in 1889. He was the City Treasurer and Chairman of the Finance Committee from 1891–1899 and also served as a Justice of the Peace.
- 2.2 In 1899, Robert Wallace, the sitting Liberal MP for Edinburgh East, died causing a Parliamentary by-election. George McCrae was selected as the Liberal candidate and held the seat over his Liberal Unionist challenger with a majority of 1,980 votes.
- 2.3 In 1909, after a successful career as MP for Edinburgh East, he resigned from the House of Commons to take up a position in Scottish government service, accepting the appointment of Vice-President of the Scottish Local Government Board. He was knighted in 1908.

- 2.4 Sir George McCrae played a prominent role in the City's Volunteer and, from 1908, Territorial Force. Initially joining the 3rd Edinburgh Rifle Volunteers, later renamed the 4th and then the 6th Battalion. The Royal Scots, as a private, in 1878. By 1914 he held the rank of Colonel. Soon after the outbreak of the Great War, and before the introduction of conscription in 1916, he determined to raise a new battalion of volunteers.
- 2.5 On 27 November 1914 he gave the following speech at the Usher Hall-
- “This is not a night for titles: I stand before you humbly as a fellow Scot, nothing more and nothing less. You know I don’t speak easily of crisis. But that is what confronts us. I have received permission from the War Office to raise a new battalion for active service. It is my intention that this unit will be characterised by such a spirit of simple excellence that the rest of Lord Kitchener’s army will be judged by our standard. Furthermore, with the agreement of the authorities, I have undertaken to lead the battalion in the field. I would not – I could not – ask you to serve unless I share the danger at your side. In a moment I will walk down to Castle Street and set my name to the list of volunteers. Who will join me?”*
- 2.6 Within seven days over 800 men had signed up to what became the 16th Battalion: The Royal Scots. More locally, it was known as 'McCrae's' or 'The Sportsman's' battalion. The former because he not only raised it, but then commanded it through to November 1916, including at Contalmaison in the Battle of the Somme in July that year. The latter because among the initial volunteers were at least 30 professional footballers from a number of clubs including, the majority of the Heart of Midlothian team.

### **Consultation and Responses**

- 2.7 Consultation was carried out with the City Centre Neighbourhood Partnership and the local Ward Councillors in accordance with street naming and numbering procedures. The consultation period gave the three Ward Councillors 28 days to consider the proposal, with a note that no reply would be an assumption of support.
- 2.8 Two of the three Ward Councillors responded indicating their support. There was no response from the City Centre Neighbourhood Partnership.
- 2.9 In accordance with Section 97 of the Civic Government (Scotland) Act 1982, the proposed change was advertised in the Edinburgh Evening News on 11 November 2013. Comments concerning the proposal were invited to be lodged within 28 days of that date. No representations were received during the consultation period.



- 2.10 As all properties should be addressed into the street from which they take access, the Usher Hall was informed of the proposal, and offered the option of being readdressed into McCrae's Place. They have confirmed that their preference is to remain addressed into Lothian Road. This would mean no properties would use the new McCrae's Place address.

### Summary

- 2.11 This is a departure from the Council's usual street naming procedure, as set out in the Statutory Addressing Charter guidelines, as the Council normally only considers renaming as a result of new development, or where there are public safety issues. However, in the circumstances, and with no re-addressing impact on neighbouring properties, it is considered an acceptable proposal.

## 3. Recommendations

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- 3.1 It is recommended that the Committee agrees to the proposed renaming of 35 metres of Cambridge Street and 35 metres of Grindlay Street as McCrae's Place.

### Mark Turley

Director of Services for Communities

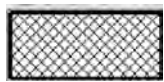
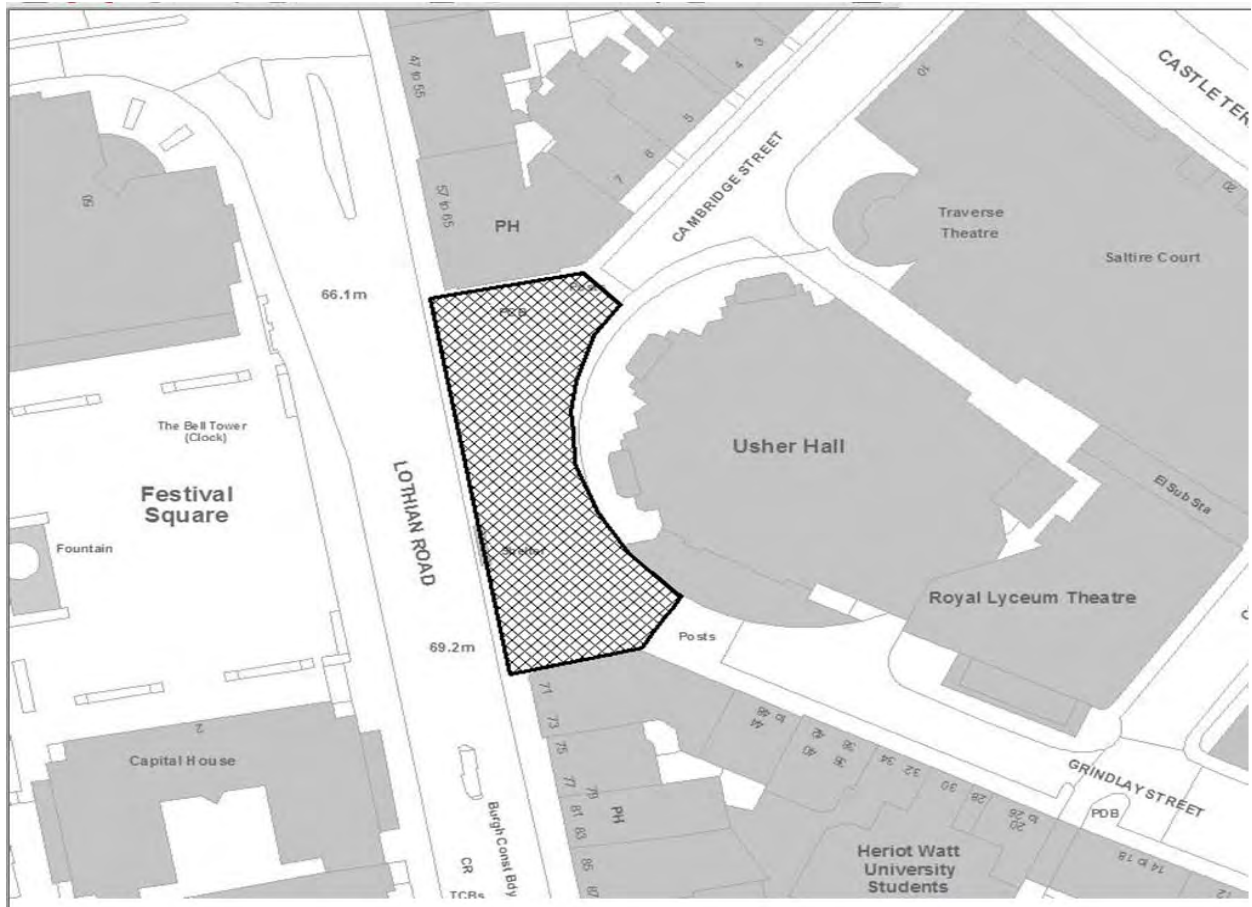
### Links

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<b>Coalition pledges</b>	P44 Prioritise keeping our streets clean and attractive
<b>Council outcomes</b>	CO19 Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards
<b>Single Outcome Agreement</b>	SO4 Edinburgh's communities are safer and have improved physical and social fabric
<b>Appendices</b>	Appendix 1 - Location Plan

# APPENDIX 1

## Location Plan



Proposed area to be renamed

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# Planning Committee

10.00am, Thursday, 27 February 2014

## Edinburgh Urban Design Panel: Fourth Progress Report

Item number	6.2
Report number	
Wards	All

### Links

Coalition pledges	<a href="#">P15</a> , <a href="#">P17</a> , <a href="#">P28</a> , <a href="#">P40</a>
Council outcomes	<a href="#">CO19</a> , <a href="#">CO26</a>
Single Outcome Agreement	<a href="#">SO4</a>

### Mark Turley

Director of Services for Communities

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# Executive summary

## Edinburgh Urban Design Panel: Fourth Progress Report

### Summary

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The purpose of this report is to summarise the findings from the annual review of the Edinburgh Urban Design Panel's work and seek Committee's approval for some minor changes aimed at improving the effectiveness of the Panel.

### Recommendations

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It is recommended that Committee:

- 1) Notes the reviews the Panel has carried out and the range of issues covered;
- 2) Agrees minor changes to the Panel's working as set out in its Remit, Functions and Roles;
- 3) Agrees that a distinction continues to be made between proposals that are reviewed by the Panel and those that are reviewed by Architecture and Design Scotland (A+DS);
- 4) Notes that a meeting of Scotland's local authority design review panels that Panel representatives attended and was held on 15 January 2014; and
- 5) Records its appreciation of the voluntary contribution made by existing Panel members to the design review process.

### Measures of success

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The Council continues to ensure Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards of urban design.

### Financial impact

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There is no financial impact arising directly from this report.

### Equalities impact

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The Edinburgh Urban Design Panel aims to raise both the quality of the built environment in Edinburgh and the profile of design within the city. It does this through reviewing development proposals at a pre-planning application stage as well as planning policies and guidance that have an urban design impact. Though facilitated by the Council, it is separate from it.

The Panel helps to enhance health by supporting the creation of attractive urban environments. This can have health benefits – for example by encouraging people to walk. The Panel helps to enhance standards of living through supporting the creation of attractive urban environments and through supporting housing that is well designed.

The Panel helps productive and valued activities by supporting the economic development of the city by encouraging its physical development. This helps to create jobs – e.g. in construction. The Panel helps to support rights of the individual and for family and social life by the supporting the creation of good quality housing and urban environments. The Panel supports rights of identity, expression and respect by considering all who will be using the built environment.

In relation to advancing equality of opportunity, The Panel supports this by considering all who will be using the built environment. Panel reviews have considered the age of people, disability, gender, pregnancy and maternity in relation to issues of safety and ease of moving around. This approach helps to eliminate discrimination, harassment, victimisation and other prohibited conduct. The Panel helps to foster good relations by promoting the integration of new development with existing developments within the city.

## **Sustainability impact**

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The Edinburgh Urban Design Panel aims to raise the quality of the built environment in Edinburgh. This helps make Edinburgh a more sustainable city by creating an environment that can endure.

The proposals in this report will help achieve:

- a socially sustainable Edinburgh through the Panel's support in providing design advice on new housing developments across Edinburgh;
- an economically sustainable Edinburgh through supporting the development of the city; and,
- an environmentally sustainable Edinburgh because the Panel supports environmental good stewardship.

Although established by the Planning Committee, the Edinburgh Urban Design Panel is independent of the Council. It is free to form its own views. Therefore, it is not bound by the Council's Sustainability Policies.

## **Consultation and engagement**

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In preparing this report, the Panel itself was consulted.

There have been no consultations with the wider community about the workings of the Panel during the past year. In previous reviews, consultation with users of the Panel has been included.

In relation to the development proposals that the Panel reviews at pre-application stage, the community is consulted via formal community consultation during the Proposal of Application Notice (PAN) period.

In relation to Council policy and guidance that the Panel reviews at draft stage, this is consulted on with the community before being finalised

## **Background reading / external references**

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The Edinburgh Urban Design Panel's website: [www.edinburgh.gov.uk/eudp](http://www.edinburgh.gov.uk/eudp)

Architecture and Design Scotland's Design Forum website:  
[www.ads.org.uk/designforum](http://www.ads.org.uk/designforum)

## Edinburgh Urban Design Panel: Fourth Progress Report

### 1. Background

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- 1.1 The Edinburgh Urban Design Panel was constituted by the Planning Committee with an agreed remit, function, roles of members, and principles of conduct. The aim of the Edinburgh Urban Design Panel is to contribute constructive advice which can be used by design teams, planners and developers to develop proposals in a positive way. It also imparts advice on relevant Council policy and guidance. It does this by providing design reviews. For each review, a written report is provided to presenters to the Panel and to planning officials.
- 1.2 The Panel is made up of a range of member organisations including consultees to the Planning process, academics, and professional bodies who each send representatives to its meetings. Details of the member organisations are set out in Appendix 3. The Panel is a voluntary body and its members or their organisations are not paid for their contribution.
- 1.3 Though the Panel was set up by the Council, it is independent of it. It is free to form its own views.
- 1.4 The Panel met for the first time in March 2009. Since then it has carried out 93 individual reviews. 79 of these reviews were for development proposals and these were carried out at the pre-application stage. The remainder of the reviews related to planning and design policies and guidance at draft stage.
- 1.5 Once planning applications are made, the Panel's reports and background information are made publicly available. These can be viewed at the Panel's webpage: [www.edinburgh.gov.uk/eudp](http://www.edinburgh.gov.uk/eudp). Panel reports are also included in reports to Planning Committee and to the Development Management Sub-Committee.
- 1.6 It is part of the Panel's role to undertake a review of its effectiveness each year. Progress reports have been made to Planning Committee in February 2010, August 2011 and February 2013. In all cases, Panel members had taken part in workshop discussions which resulted in recommendations being made to the Planning Committee.
- 1.7 The Panel conducted its latest yearly review on 11 December 2013.

### 2. Main report

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- 2.1 This Panel's 2013 yearly review concentrated on four aspects:
  - The types of project the Panel has reviewed in 2013 and the nature of resulting Panel reports;

- A reflection on its remit, functions and roles;
- Its relationship with Architecture and Design Scotland's (A+DS) Design Forum service; and,
- How the Panel compares to other local authority review panels in Scotland.

2.2 The report of this meeting is contained in Appendix 1.

### **Panel reviews and reports**

2.3 Statistical analysis was carried out on the Panel's reviews. This is contained in Appendix 2.

2.4 The Panel has carried out 20 reviews during 2013. This is the same as the yearly average. 19 of these reviews were for developments that have resulted, or are expected to result, in planning applications.

2.5 The analysis shows that the Panel has reviewed a wide range of development proposals including housing, mixed use, office / commercial, retail, student housing, and other types of buildings. This mix is broadly reflective of the range of planning applications that are made.

2.6 There is a marked increase in the number of reviews of housing proposals. The trend is expected to continue with similar or rising numbers of housing proposals being reviewed in 2014.

2.7 The range of issues that the Panel has covered are similar to those covered in previous years. These include:

- The approach to design, including advice to design teams and the Council;
- The surroundings and context for the proposals;
- The proposed use;
- The design of the buildings – both at strategic and detailed levels;
- Movement, transport, parking etc;
- Landscape design;
- Street design;
- Security and community safety; and
- Residential amenity.

2.8 The frequency with which issues are raised has gone up. This is a positive development and shows that, on average, the Panel is going into more depth in its reports than it has in previous years.



## **The Panel's remit, function and roles**

- 2.9 Panel members reflected on the Panel's remit, functions and roles.
- 2.10 It was found that, generally, these are working well.
- 2.11 In relation to Panel discussions and the advice provided, it was recognised that Panel discussions can be wide ranging and as a result no single line of advice may emerge. This period for open discussion was seen as essential in order that proposals can be fully understood and that different opinions about proposals can be explored by the Panel.
- 2.12 In some instances it has not been possible for the Panel to reach a consensus on the advice provided. Seeking "*to reach consensus on the advice to be provided and explain a rational for*" it is one of the Panel's functions (see item 8 of its functions in Appendix 3). It was agreed that while it may not always be possible to reach a consensus on all issues, that this aim should remain.
- 2.13 Where differences of opinion exist, the practice of expressing these as "*on the one hand ... and on the other ...*" is seen as reasonable.
- 2.14 For clarification, it was agreed that the following italicised text should be inserted so that item 10 of its remit, function and roles should read: "*agree key priorities and provide written advice which summarises the discussions held at the Panel meeting*".
- 2.15 The planning issues papers provided by the Council in advance of the Panel's meetings are seen as extremely useful in providing the planning context. The Panel stressed the importance that these papers cover the full range of issues (including policies) that would be used to determine the application – particularly where the proposal may be contrary to any of these. This recommendation is incorporated into the Revised Remit, Function and Roles of the Edinburgh Urban Design Panel (Appendix 3).
- 2.16 The practice of reviewing proposals early is generally supported by the Panel. Seeing projects at an early stage offers the best opportunity for developers / design teams to take on board the advice of the Panel. This is because of the lesser commercial pressure / commitment that may exist in the earlier stages of a project in comparison with later stages.
- 2.17 A revised version of the Remit, Functions and Roles of the Edinburgh Urban Design Panel is contained in Appendix 3. This reflects the proposed changes.

## **Relationship with A+DS Design Forum service**

- 2.18 A+DS's Design Forum service reviews two types of projects: National and Strategic Projects (NSP); and Locally Significant Projects (LSP). Planning Committee (28 February 2013) agreed to define a separate category of development that the Panel would not review but that A+DS would. This is known as Locally Significant Development (A+DS category). The word development, rather than projects, has been used to reflect that this is a different category of development to the complex and significant development categories.

Currently there are six developments within the city that A+DS is engaged with and of these, two follow the creation of the new category. These are:

- Royal Hospital for Sick Children / Department of Clinical Neurosciences (reviewed through A+DS Health programme)
- Royal Edinburgh Hospital (reviewed through A+DS Health programme)
- Craighouse
- Boroughmuir High School (National and Strategic Project due to its funding)
- Broomhills local development plan housing site (following creation of new category)
- Cammo local development plan housing site (following creation of new category)

2.19 The Panel agreed that a distinction should continue to be made between projects so that these are reviewed by either A+DS or the Panel.

2.20 The definition of Locally Significant Development (A+DS Category) is: *“Development that would significantly change the character of large area of the city through its scale or because of the sensitivity of the environment upon which the change is proposed. Examples of this type of development would be for master plans for more than 500 dwellings and major developments within areas of great landscape value.”* Given the distinction has only been made since the start of 2013 and appears to be operating reasonably well, it was agreed that this definition should remain for the forthcoming year.

2.21 The Panel members suggested that capital projects that the Council is developing should have the potential to be reviewed by A+DS. This is the case where these meet either of A+DS's categories of NSP or LSP projects.

### **Comparison with other local authority review panels in Scotland**

2.22 Including the Edinburgh Urban Design Panel, there are 5 local authority design review panels operating in Scotland. The others are in Glasgow, Inverness, Aberdeen City and Shire, and Fife.

2.23 A meeting, hosted by A+DS of the Glasgow, Inverness, Aberdeen City and Shire and Edinburgh Panels was held on 15 January 2013. This meeting was also attended by officials from some other Scottish local authorities who are interested in setting up design review panels of their own.

2.24 Edinburgh's Panel was represented by 4 panel members as well as its chair and secretary.

2.25 The meeting explored issues of the Panels' practice and procedures in relation to one another and their relationship to A+DS.

- 2.26 Edinburgh's process of yearly review followed by a report to the Council's Planning Committee is unique among Scotland's design review panels. This process helps refine, and keep up to date, the Panel's practices.
- 2.27 The Panel's website is more fully developed than other websites, containing direct access to all Panel reports and presenters' pre meeting papers once the proposals become planning applications. Only Edinburgh and Aberdeen City and Shire Panels' websites contain detailed remit, functions and roles for public view. The Edinburgh Urban Design Panel's website helps ensure the Panel's activities are carried out transparently.
- 2.28 The Edinburgh Urban Design Panel and its remit, functions and roles were used as a model that informed the development of the Aberdeen City and Shire Design Review Panel.

### 3. Recommendations

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It is recommended that Committee:

- 1) Notes the reviews the Panel has carried out and the range of issues covered;
- 2) Agrees minor changes to the Panel's working as set out in its Remit, Functions and Roles;
- 3) Agrees that a distinction continues to be made between proposals that are reviewed by the Panel and those that are reviewed by Architecture and Design Scotland (A+DS);
- 4) Notes that a meeting of Scotland's local authority design review panels that Panel representatives attended and was held on 15 January 2014; and
- 5) Records its appreciation of the voluntary contribution made by existing Panel members to the design review process.

### Mark Turley

Directory of Services for Communities

### Links

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**Coalition pledges**

P15 - Work with public organisations, the private sector and social enterprise to promote Edinburgh to Investors.

P17 – Continue efforts to develop the city's gap sites and encourage regeneration.

P28 – Further strengthen our links with the business community by developing and implementing strategies to promote the economic well being of the city.

P40 – Work with Edinburgh Wold Heritage Trust and other stakeholders to conserve the city's built heritage.

**Council outcomes** CO19 – Attractive Places and Well Maintained – Edinburgh

remains an attractive city through the development of high quality buildings and places and the delivery of high standards.

CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.

**Single Outcome Agreement**

SO4 - Edinburgh's communities are safer and have improved physical and social fabric

**Appendices**

1. Report of the Edinburgh Urban Design Panel – Panel's Yearly Review – 2013
2. Statistical Analysis of the Panel's Reviews.
3. Revised Remit, Functions, Roles and Procedures of the Edinburgh Urban Design Panel (27 February 2014)

# Appendix 1

## **Report of the Edinburgh Urban Design Panel – Panel’s Yearly Review – 2013**

# EDINBURGH URBAN DESIGN PANEL

## Panel's Yearly Review - 2013

REPORT  
of meeting held at  
the City Chambers  
on 11 December 13

### Presenters

David Leslie	Chair – City of Edinburgh Council	Johnny Caddel	Architecture + Design Scotland
Jill Malvenan	Architecture + Design Scotland	Marion Williams	The Cockburn Association
Ben Rainger	EAA	Donald Canavan	EAA
Pavlina Koeva-Ratcheva	EAA	Sole Garcia Ferrari	ESALA
Steven Robb	Historic Scotland	Robert Bainsfair	Landscape Institute Scotland
Charles Strang	RTPI in Scotland	David Givan	Secretariat – City of Edinburgh Council
Susan Horner	Secretariat – City of Edinburgh Council	Francis Newton	Secretariat – City of Edinburgh Council

### Apologies

Andrew MacIver	Napier University	Harry Smith	Heriot Watt University
Stephen McGill	Lothian + Borders Police	Adam Wilkinson	Edinburgh World Heritage

## Executive Summary

This report summarises the discussion and recommendations arising at the Edinburgh Urban Design Panel's Yearly Review of 2013. The Panel has continued to carry out urban design reviews for development proposals across the city. The range of issues covered by these reports has increased in comparison with the average of previous years. Generally subject to some minor changes, the remit, functions and roles of the Panel as currently practiced, are working well. The distinction between projects reviewed by the Panel and those reviewed by Architecture and Design Scotland should remain. Representatives of the Panel will meet colleagues from other Scottish local authority design review Panels in January.

## Main Report

### 1 Introduction

- 1.1 The Edinburgh Urban Design Panel was constituted by the Council's Planning Committee with a remit, functions, roles, and principles of conduct. The Panel met for the first time in March 2009 to undertake design reviews of major development proposals and planning policies of urban design significance to the City.
- 1.2 It is part of the Panel's role to undertake a review of its effectiveness each year. Progress reports have been made to Planning Committee in February 2010, August 2011 and February 2013. At its yearly review, the Panel has workshop discussions which result in recommendations being made to Planning Committee.
- 1.3 The review at the end of 2012 resulted in a distinction being made between the types of proposals it will review and the type that will be engaged with by Architecture and Design Scotland's Design Forum service. That yearly review also recommended changes to the way the Panel constructs its reports with increased emphasis being put on summarising points and in stating aspects of proposals that the Panel supports.
- 1.4 The 2013 yearly review which this report summarises concentrated on four aspects:
  - A review of the types of projects the panel has reviewed in 2013 and the nature of resulting Panel reports;
  - A reflection on the Remit, Functions and Roles of the Panel; and,
  - The Panel's relationship to Architecture and Design Scotland's (A+DS) Design Forum service
  - How the Panel Compares to other local authority design review panels in Scotland.
- 1.5 In addition, in preparation for the year ahead, as part of the 2013 yearly review, led by Ken Tippen, Group Leader in the Council's Development Planning function, the Panel

undertook an awareness raising exercising which explored the issues of the Strategic and Local Developments Plans processes and the implications for housing land supply.

## **2 2013 Panel Reviews**

- 2.1 This year, the Panel carried out 20 reviews. This is the same as the yearly average. 19 of these reviews were for developments that have resulted or are expected to result in planning applications.
- 2.2 The range of issues that the Panel has covered similar to those covered in previous years. The frequency with which issues are raised however has gone up. This is a positive development and shows that, on average, the Panel's is going into more depth in its reports than it has in previous years.
- 2.3 Of development types, there is a marked increase in the number of reviews of housing proposals. This trend is expected to continue with similar or rising numbers of housing proposals being reviewed in 2014.

## **3 Remit functions and roles**

- 3.1 Generally, it appears the remit, functions and roles of the Panel are working well.
- 3.2 It is important that those presenting to the Panel are provided with clear advice in both the summing up and the written report. In relation to this, it is acknowledged that the Panel's discussion immediately following presentations can be wide ranging – and therefore no singular advice may emerge. This period is essential in order that proposals can be fully understood and that different opinions about proposals can be explored by the Panel.
- 3.3 The summary section of the meeting is also essential. This enables the Panel to give weight to the issues it has raised.
- 3.4 In relation to the Panel's function of seeking "to reach a consensus on the advice to be provided", this should remain.
- 3.5 Where differences of opinion exist, the practice of expressing these as "*on the one hand ... and on the other ...*" is seen as a reasonable way of articulating these.
- 3.6 In order for clarification, it was agreed that the following italicised text should be inserted so that item 10 of its remit, roles and function should read: "*agree key priorities and provide written advice which summarises the discussions held at the Panel meeting*".

## **4 Relationship with A+DS Design Forum**

- 4.1 A+DS's Design Forum service review 2 types of projects: National and Strategic Projects (NSP); and, Locally Significant Projects (LSP). Planning Committee (28 February 2013) agreed to define a separate category of development that the Panel would not review but that A+DS would. This is known as Locally Significant Development (A+DS category). Currently there are 6 developments within the city that A+DS is engaged with and of these, 2 follow the creation of the new category. These are:
- Royal Hospital for Sick Children / Department of Clinical Neurosciences (reviewed through A+DS Health programme)
  - Royal Edinburgh Hospital (reviewed through A+DS Health programme)
  - Craighouse
  - Broughmuir High School (National and Strategic Project due to its funding)
  - Broomhills local development plan housing site (following creation of new category)

- Cammo local development plan housing site (following creation of new category)

4.2 It was agreed that a distinction should continue to be made between projects so that these are reviewed by either A+DS or the Panel.

4.3 The definition of Locally Significant Development (A+DS Category) is: *Development that would significantly change the character of large area of the city through its scale or because of the sensitivity of the environment upon which the change is proposed. Examples of this type of development would be for master plans for more than 500 dwellings and major developments within areas of great landscape value.* It was agreed that this definition should remain for the forthcoming year.

4.4 It is suggested that capital projects that the Council is developing should have the potential to be reviewed by A+DS. This is the case where these meet either of A+DS's categories of NSP or LSP projects.

## **5 Comparison with other local authority design review panels**

5.1 Including the Edinburgh Urban Design Panel, there are 5 local authority design review panels operating in Scotland. The others are in Glasgow, Inverness, Aberdeen City and Shire, and Fife.

5.2 Each of these has a different remit and functions to the Edinburgh Urban Design Panel.

5.3 A meeting, hosted by A+DS, will be held in January to allow each of the Panels to meet and share experience.

5.4 The key outcomes of this should be reported to Planning Committee.

## **6 Recommendations**

6.1 The Panel recommends the key findings of its review – as set out in this report – are reported to Planning Committee in February 2014. These include:

- Noting the reviews the Panel has carried out and the range of issues covered;
- Making minor changes to improve the Panel's workings in relation to its Remit Functions and Roles;
- Continuing to make a distinction between the types of proposals reviewed by A+DS and those reviewed by the Panel
- Retaining the definition of Locally Significant Development as agreed by Planning Committee in February 2013.
- For representatives of the Panel to meet with colleagues from other local authority design review panels in January 2014 and share experience and for any key outcomes to be reported to Planning Committee.

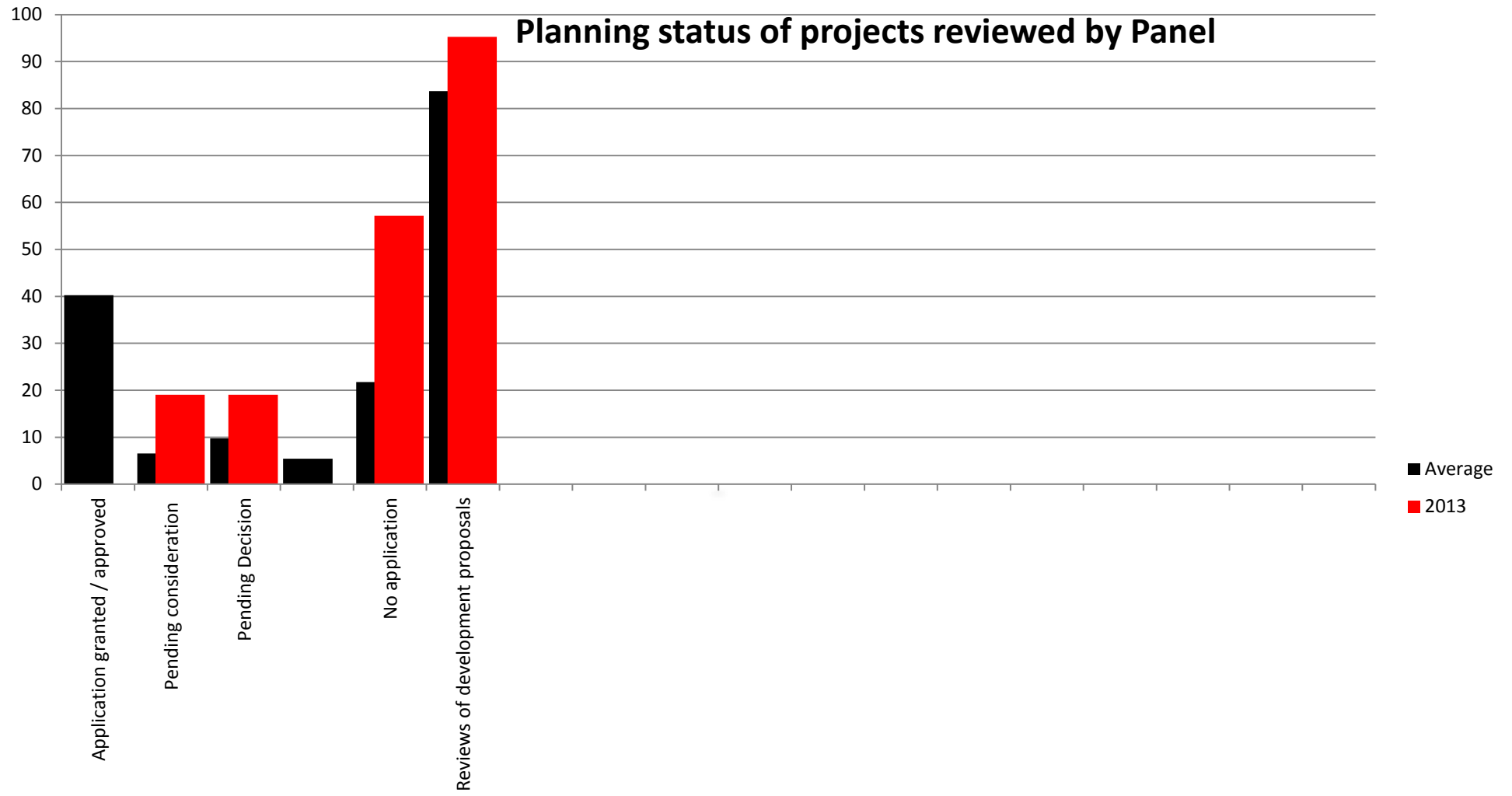


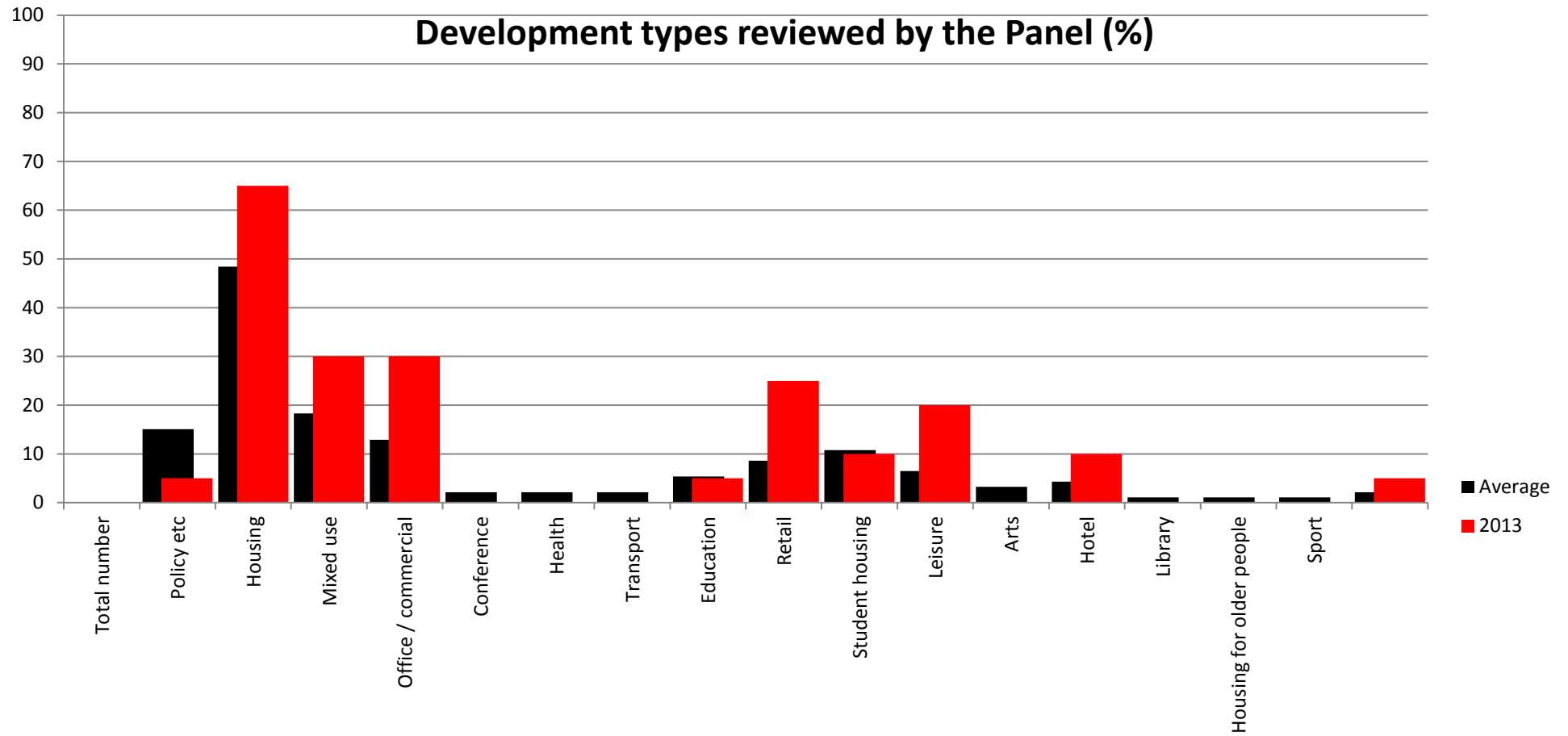
# Appendix 2

## Statistical Analysis of the Panel's Review



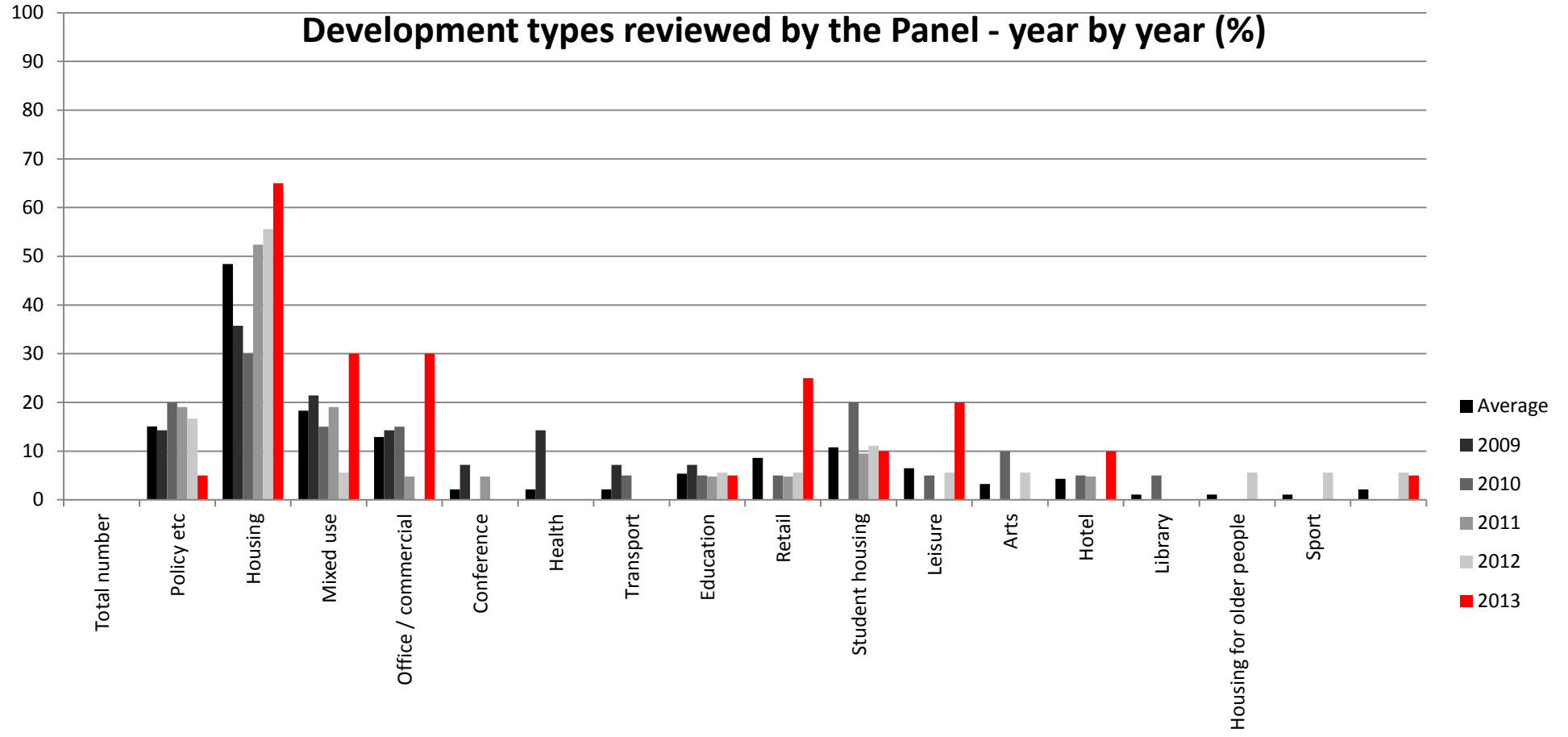


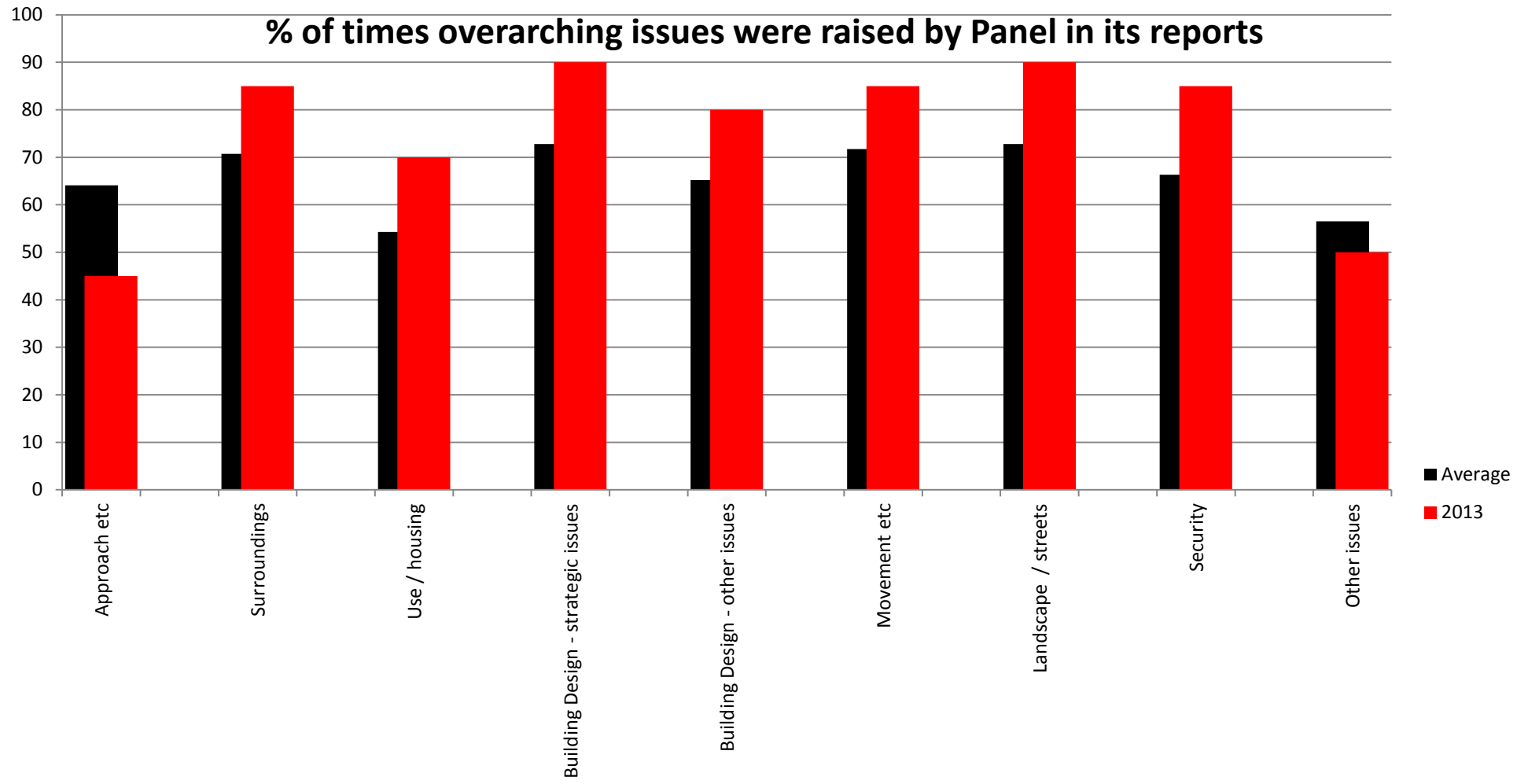


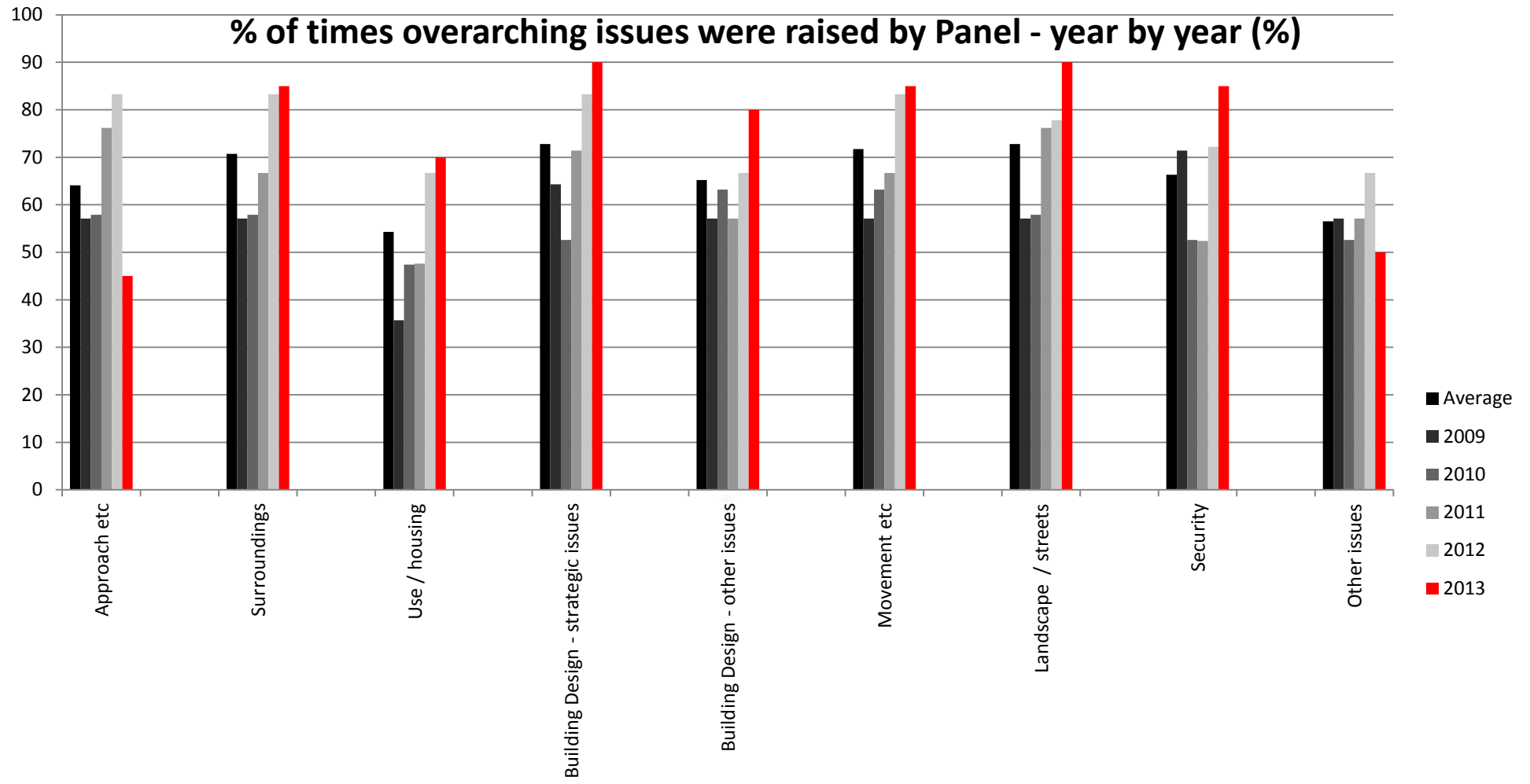


Note: some developments contain more than one development type

**Development types reviewed by the Panel - year by year (%)**

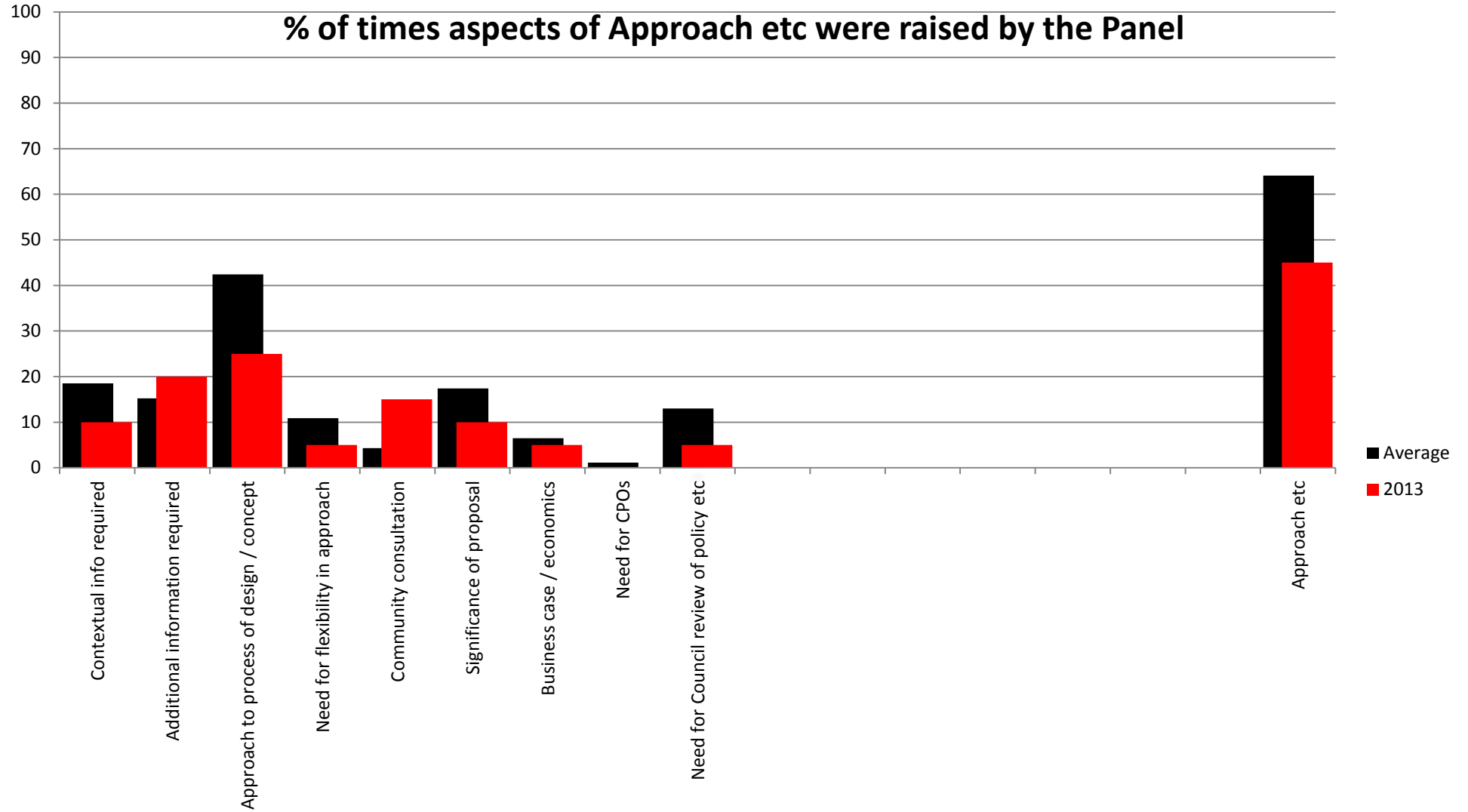




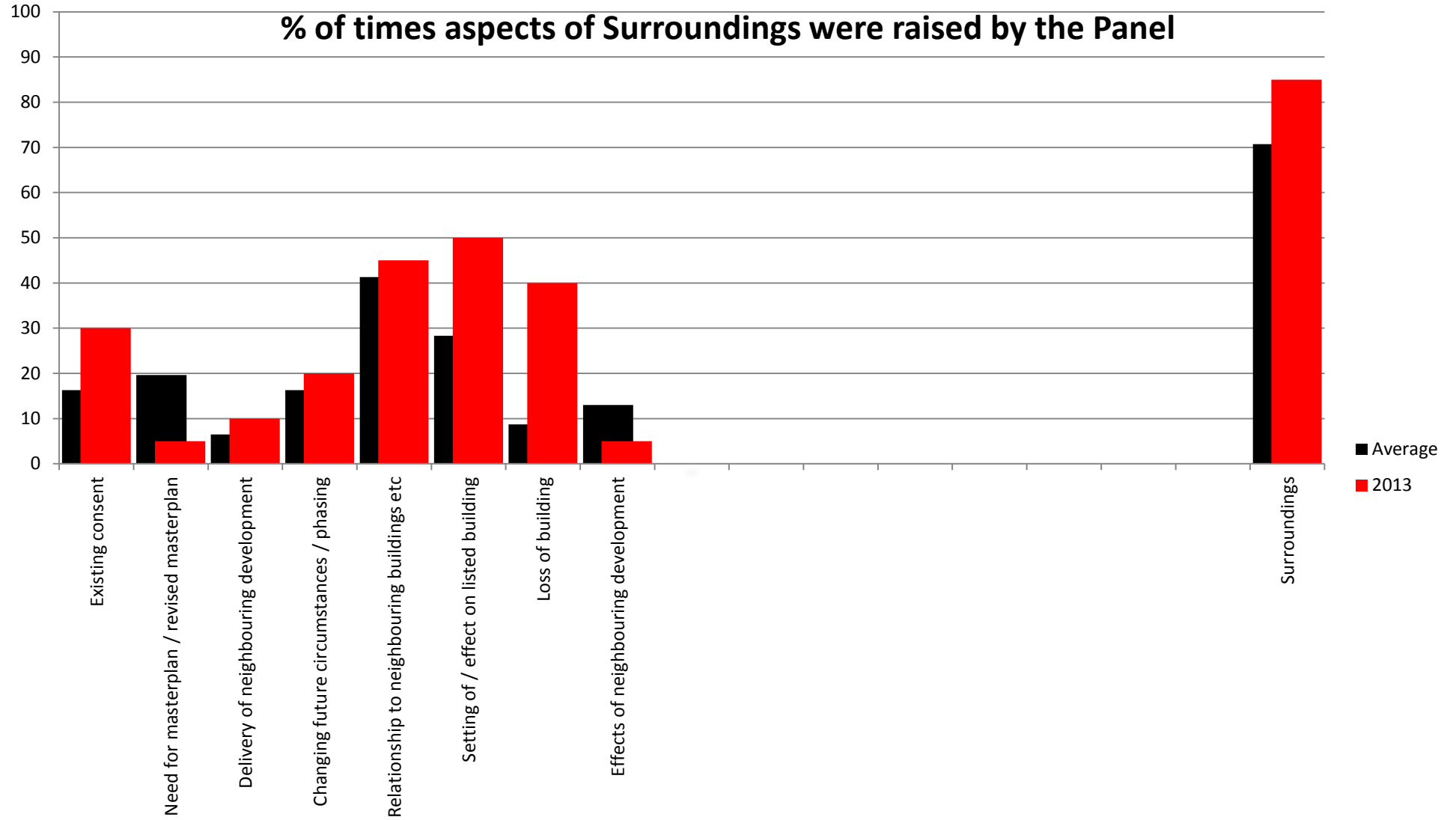




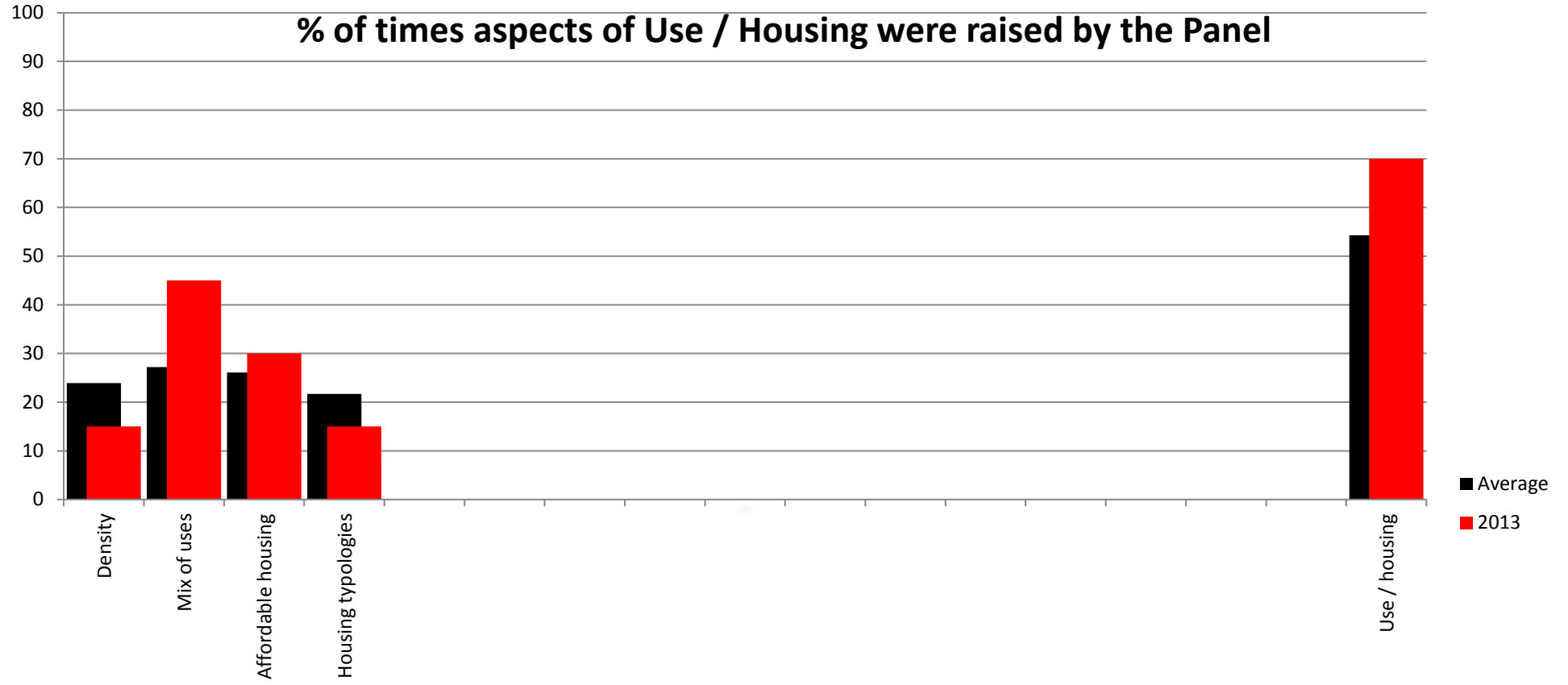
# % of times aspects of Approach etc were raised by the Panel



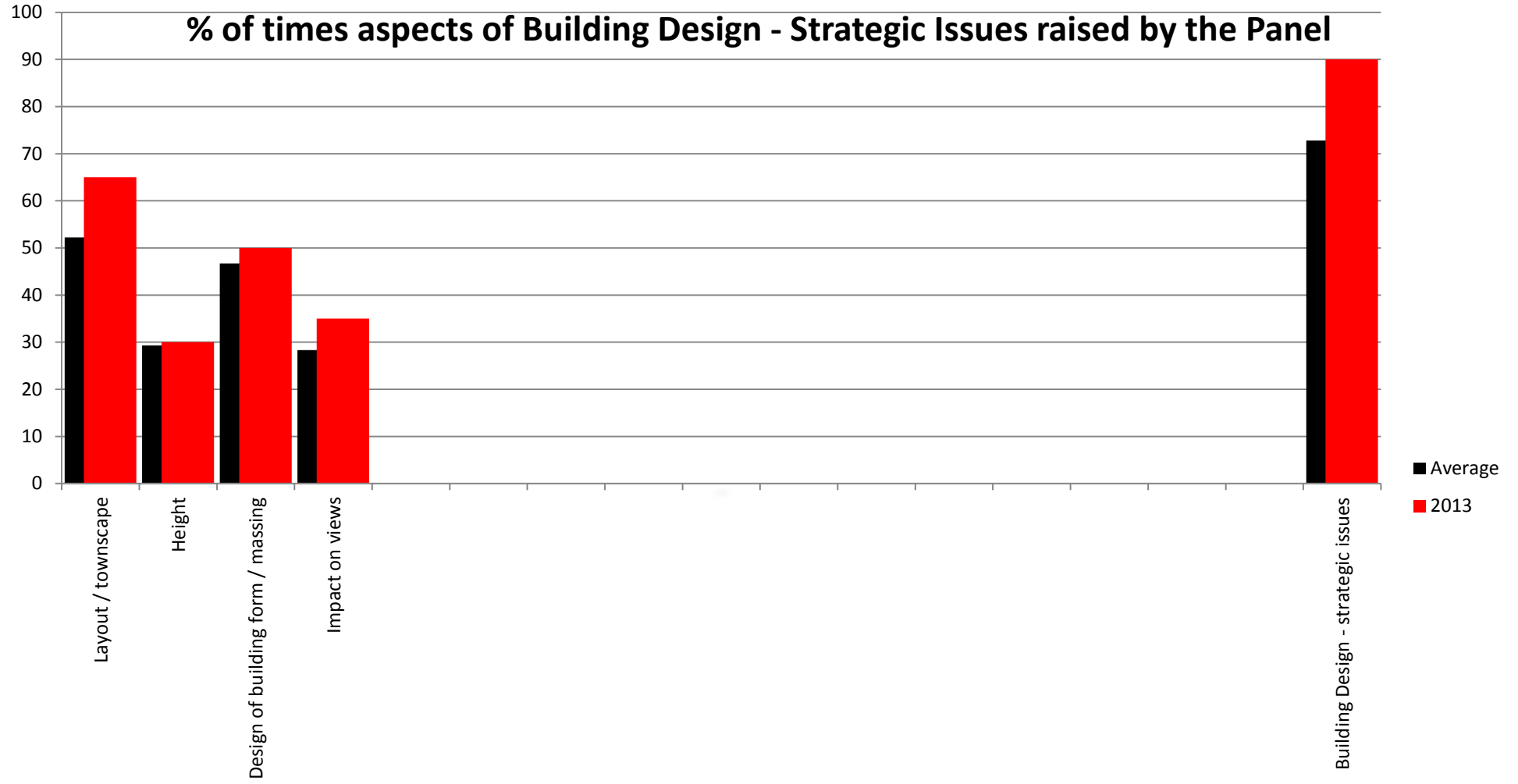
# % of times aspects of Surroundings were raised by the Panel

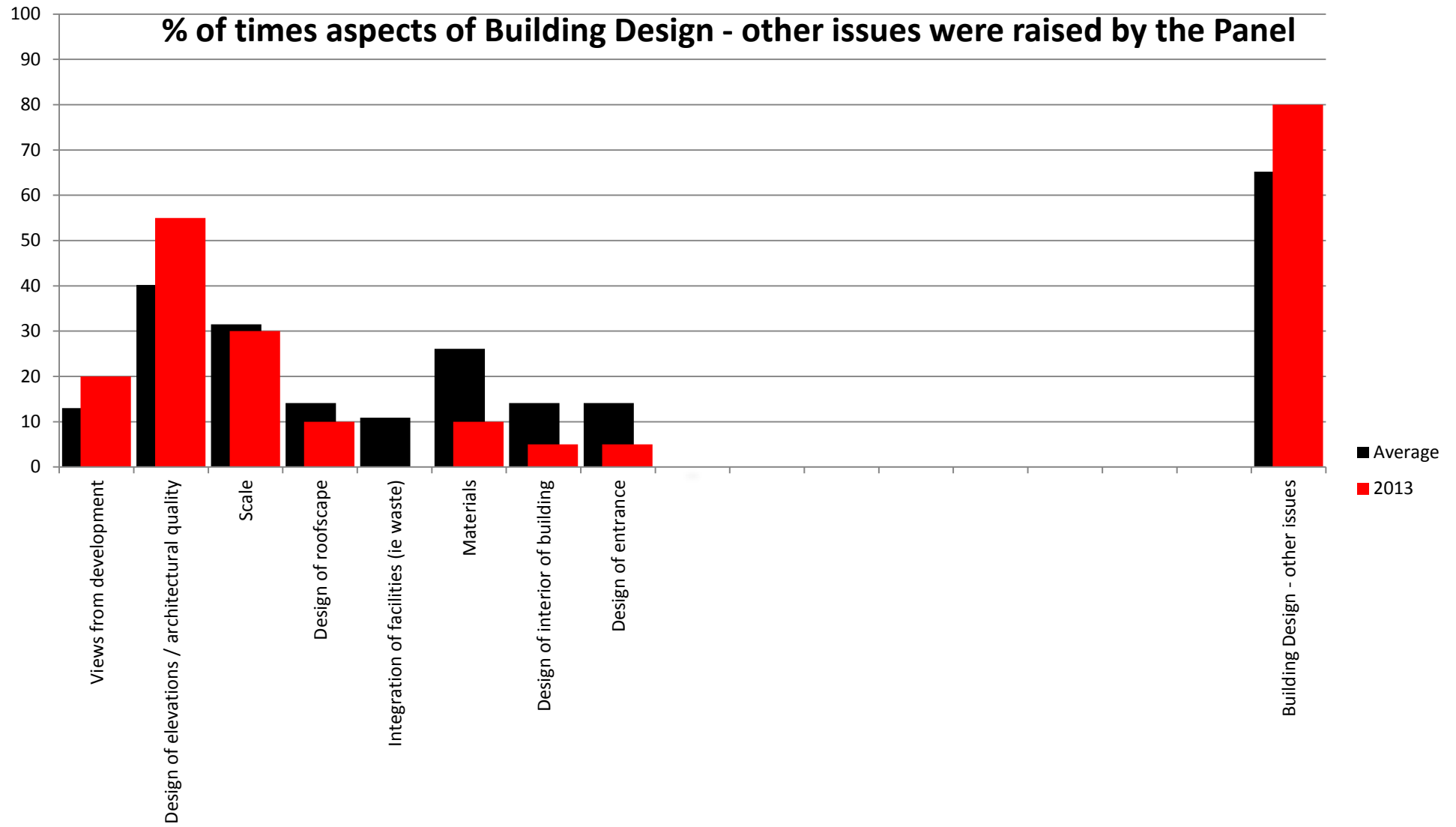


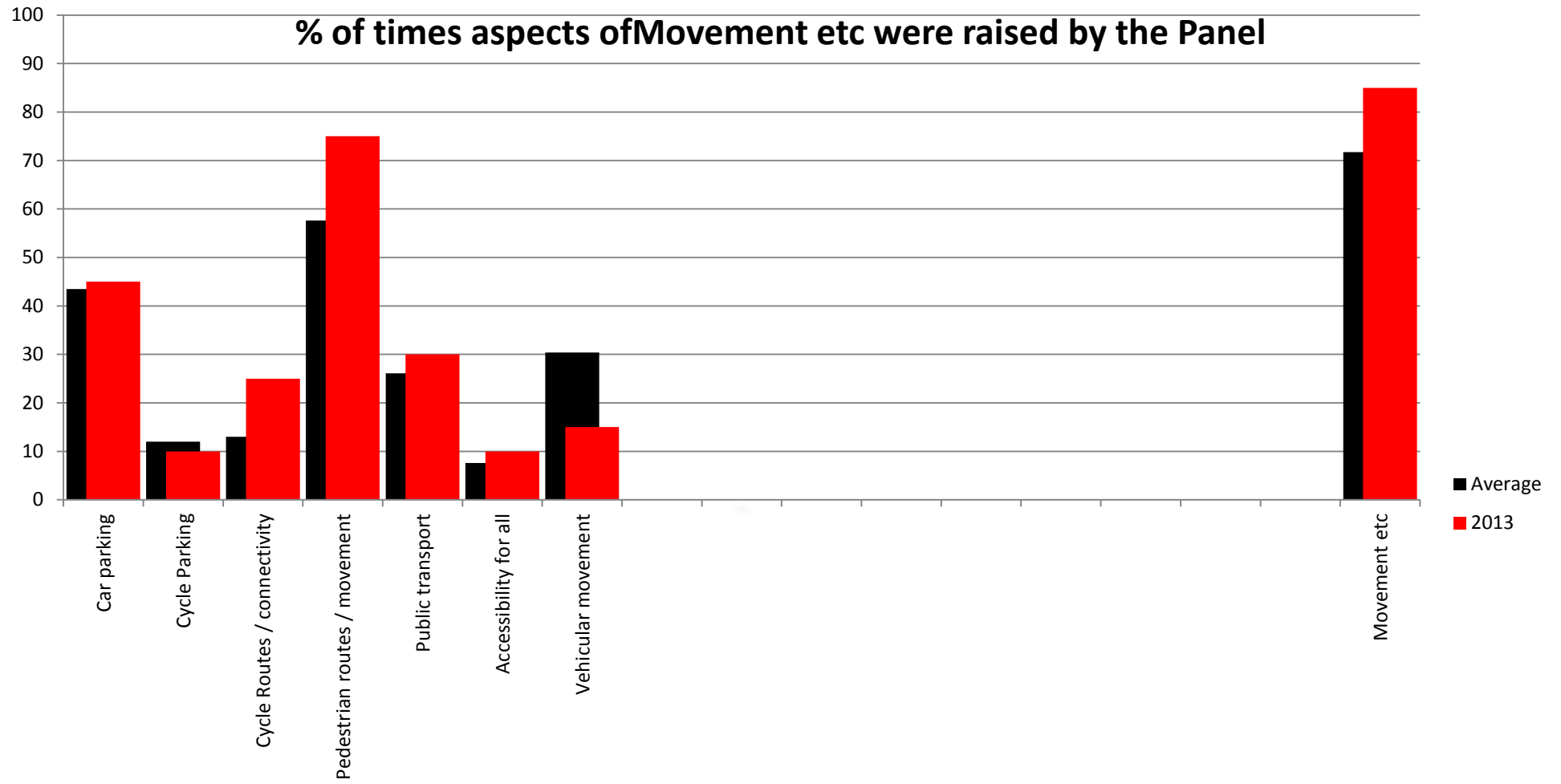
# % of times aspects of Use / Housing were raised by the Panel

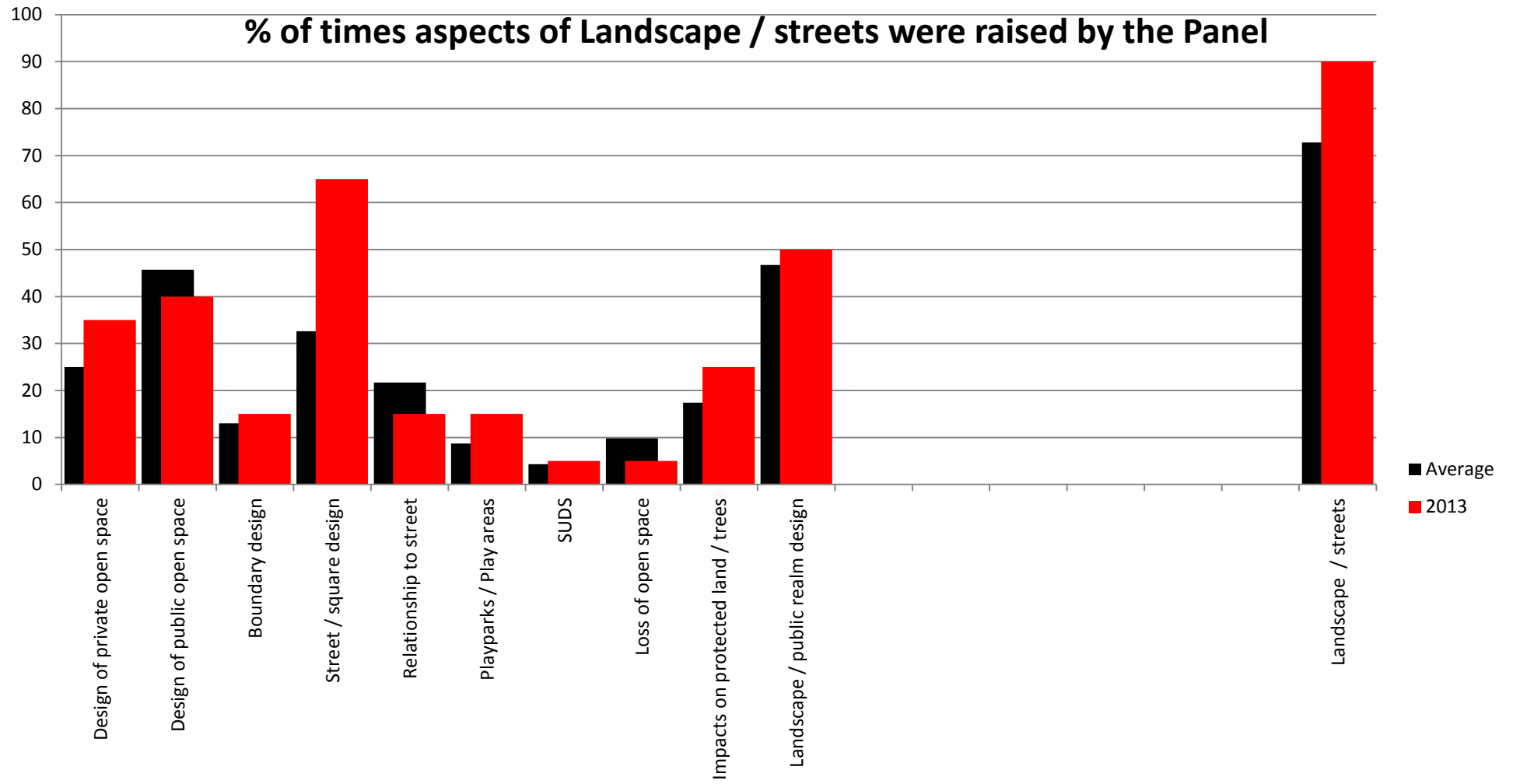


# % of times aspects of Building Design - Strategic Issues raised by the Panel

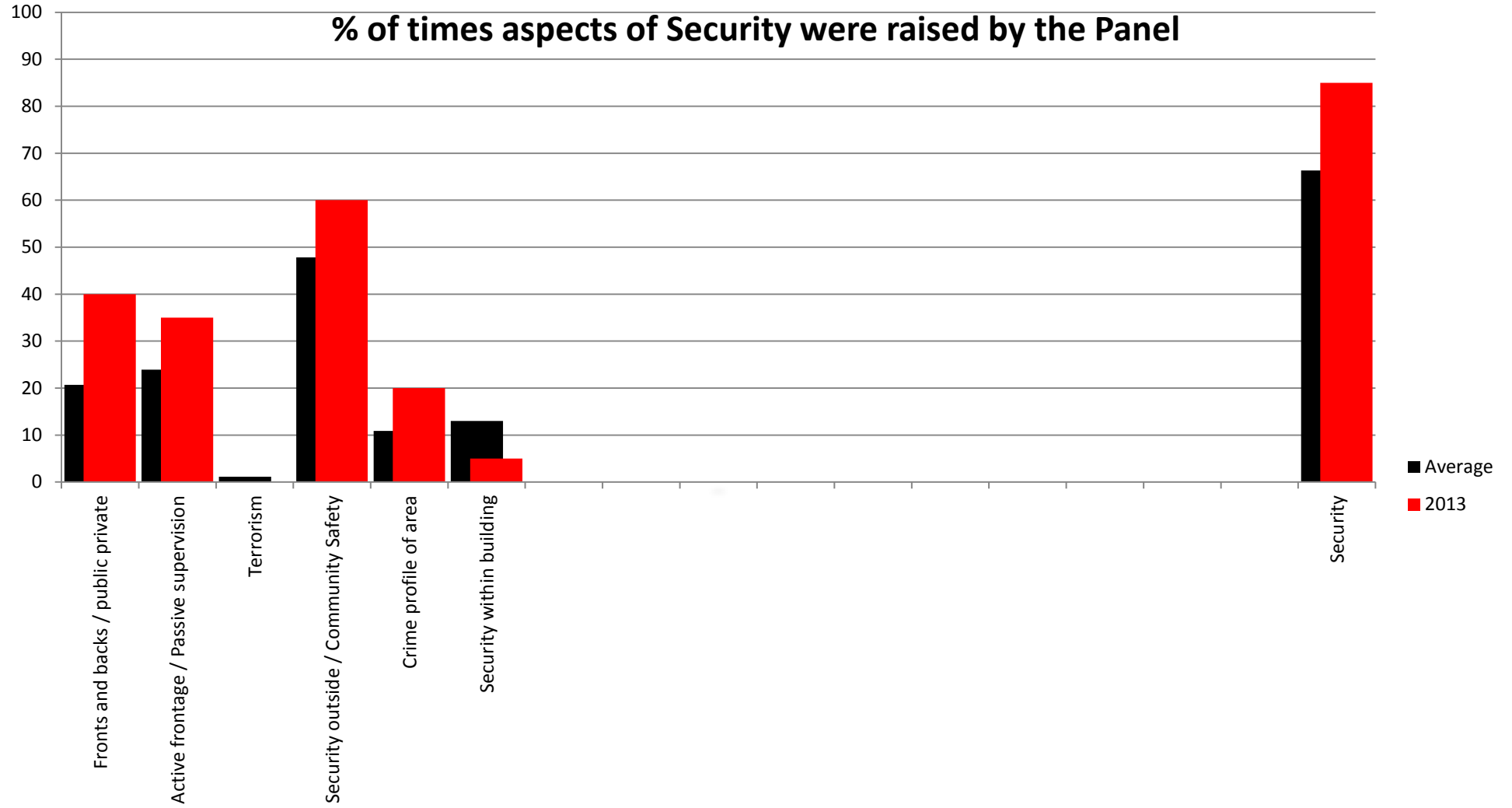






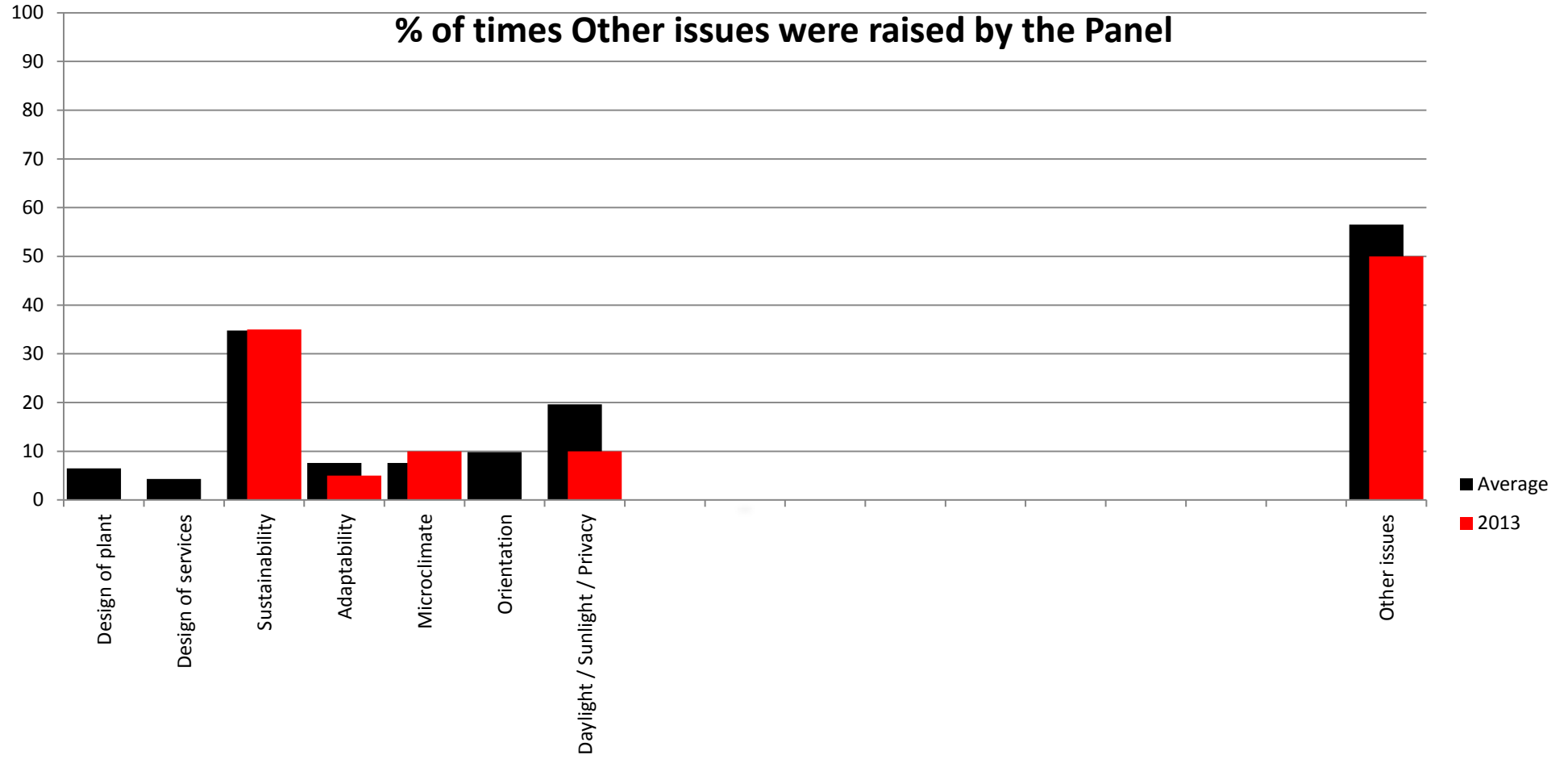


# % of times aspects of Security were raised by the Panel





# % of times Other issues were raised by the Panel



# Appendix 3

## **Revised Remit, Functions, Roles and Procedures of the Edinburgh Urban Design Panel (27 February 2014)**



**The Edinburgh Urban Design Panel**  
Revised Remit, Functions, Roles and Procedures

27  
February  
2014



# About the Edinburgh Urban Design Panel

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The Edinburgh Urban Design Panel was conceived as part of the City of Edinburgh Council's Design Initiative. It is one of a range of measures which are aimed at raising both the quality of the built environment in Edinburgh and the profile of design. It is an important ingredient in the pre-application process for major development proposals in the city.

## Why have design reviews?

A high quality of urban design is a key objective for the Planning process. Design review also recognises design is a complex matter which can benefit from informed advice at an early stage.

## What are the aims of Edinburgh's Panel?

To contribute constructive advice which can be used by design teams, planners and developers to develop proposals in a positive way, to impart advice on relevant Council policy and guidance and to provide a focus for projects significant to the city.

## Who are the Panel members?

The members are drawn from a range of organisations with particular expertise to offer to the design review process. See the stakeholders and contacts page for full details.

## How does the Panel operate?

The Panel is chaired by David Leslie, Acting Head of Planning at the Council, with a role to decide on

*Introduction*

*This report relates to the development of the former Light Technology Site East (Greenfield)*

*This is the first time that the proposals have been reviewed by the Panel*

*No declarations of interest were made by any panel members in relation to the scheme*

*This report should be read in conjunction with the pre meeting papers which provide an overview, context, concept, plans, sections and 3D visualisations of the scheme*

*Andrew Trigger provided an overview of the planning considerations as noted in the Planning Issues Paper.*

*Robert Evans and Jeremy Scott presented the proposal. Refer to the pre meeting presentation papers.*

*A PAN notice has been lodged and two community consultation events have taken place. It is envisaged that a PPP Application will be lodged at the end of February 2011.*

*The Panel and is not attributable to any one individual. The members of the Panel are represented at the panel*



projects to be presented and to facilitate discussion during meetings at the City Chambers. After introduction from the relevant Planning Officer the developer's project team gives a short presentation of their proposals and then answers a series of questions from the Panel members who, with the project team present, then identify key issues for comment, the aim being to reach a group consensus. A design review report is drafted and circulated to Panel members for validation before being issued to the project team within two weeks of the meeting. The report and presentation material are not made public until a planning ap-



plication for the project is received.

#### **What impact will the Panel have?**

The Planning system has changed, placing greater emphasis on addressing issues earlier in the process. The Panel is a component of this change, contributing to improved transparency, inclusive engagement and shared exploration of design issues with key consultees.

#### **How many reviews has the Panel carried out?**

Between its inception March 2009 and **November 2013, the Panel carried out 93 reviews. Of these reviews, 79** were of development proposals with



the remainder of planning policy and guidance.

#### **How often does it meet?**

Meetings are held monthly on dates agreed by the Panel in the City Chambers.

Timescales for individual reviews may vary depending on the scale and complexity of the proposals considered, however, typically 1 hour is allowed per review.

It is expected that each panel meeting will consider 2 or 3 proposals.

# Remit, Functions and Roles

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## Remit

The Edinburgh Urban Design Panel aims to raise the quality of the built environment within the City of Edinburgh Council area. In achieving this aim, the Panel will:

- 1 provide constructive and timely design advice which can be used by design teams, planners and, or developers to develop their proposals in a positive way;
- 2 provide design advice which is well reasoned and aims to be objective;
- 3 provide design advice on development proposals of a significant or complex nature and council policy and guidance with design significance;
- 4 provide design advice on projects which would set new standards;
- 5 provide design advice on building types which, if repeated, would have a cumulative impact;
- 6 not review proposals that are to be engaged with via Architecture and Design Scotland's Design Forum service.

## Functions

The Edinburgh Urban Design Panel will:

- 7 be provided with formatted information in advance of any meeting of the Panel to allow a full understanding of the design issues raised by their proposals;
- 8 at the Panel meeting, be presented with the design aspects of proposals in as concise and comprehensive a manner possible;
- 9 seek to reach consensus on the advice to be provided and explain the rationale for this;
- 10 **agree key priorities and** provide written advice which summarises the discussion held at the Panel meeting;
- 11 allow advice to be viewed by the public once a planning application has been made.

## Roles

The Edinburgh Urban Design Panel members will:

- 12 provide advice which draws on their professional knowledge and / or experience;
- 13 advise their respective organisations of the Panel's views;
- 14 adhere to the principles of conduct for the Edinburgh Urban Design Panel;
- 15 expect honesty and openness from all presenters to the Panel;
- 16 expect an undertaking from presenters to consider, reflect and take into account the advice provided in the development of the design;
- 17 on a yearly basis, take part in a review of the effectiveness of the Panel and make any changes as necessary in light of this;
- 18 provide representation to the the yearly A+DS Local Authority Design Review Panel meetings.



# Procedures for the Panel's membership organisations

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## The panel members will:

- provide constructive advice which can be used by architects, planners and, or developers to develop their proposals in a positive way;
- provide advice which is well reasoned and which aims to be objective;
- provide advice which draws on their professional competence and / or experience
- seek to reach consensus on the advice to be provided and explain the rationale for this;
- ensure they are available to comment on or approve the design review report.
- allow advice to be viewed by the public once a planning application has been made;
- as Panel members advise their respective organisations of the Panel's views;
- adhere to the Principles of Conduct for the Edinburgh Urban Design Panel.



Architecture+DesignScotland  
Aitheasachd is Dealbhadh na h-Àlba

## Architecture and Design Scotland will:

- ensure that 1 member of their professional staff or 1 of their Design **Forum** Panel members can attend each Panel meeting;
- Ensure their representative will provide advice which could reasonably be expected to be reflective of the views of A+DS albeit without

prejudice to any later view of A+DS;

- Provide direct advice on Locally Significant Projects through its Design Forum Service.
- Update the Panel on when its reports of development proposals within Edinburgh have become publicly available on its website.



## The Cockburn Association will:

- ensure that 1 member of their professional staff or board can attend each Panel meeting;
- ensure their representative will provide advice which could reasonably be expected to be reflective of the views of the Cockburn Association albeit without prejudice to any later view of the Cockburn Association.



## The Edinburgh Architectural Association will:

- establish a small pool of their members from which panel members can be drawn and ensure that 3 of their members can attend each Panel meeting;
- refresh approximately a third of this pool on a yearly basis to ensure that there is a degree of continuity which is balanced by new voices

being brought to the panel;

- ensure that panel members are well respected within their profession, have a track record in achieving high quality design and are able to communicate effectively and objectively their view on design matters.

# ESALA

Edinburgh School of Architecture & Landscape Architecture

## The Edinburgh School of Architecture and Landscape Architecture will:

- ensure that 1 member of their academic staff can attend each Panel meeting;
- use academic experience and knowledge to contribute effectively on design matters;
- while ensuring confidentiality, use general findings of reviews in teaching.



## Edinburgh World Heritage will:

- attend meetings where projects to be reviewed are in the World Heritage Site or are likely to have a significant upon it
- ensure that 1 member of their professional staff can attend such Panel meetings;
- ensure their representative will provide advice which could reasonably be expected to be reflective of the views of Edinburgh World



Heritage albeit without prejudice to any later view of Edinburgh World Heritage.

Landscape Institute  
Scotland

**The Landscape Institute Scotland will:**

- establish a small pool of their members from which panel members can be drawn and ensure that 1 of their members can attend each Panel meeting;
- refresh approximately a third of this pool on a yearly basis to ensure that there is a degree of continuity which is balanced by new voices being brought to the Panel;
- ensure that Panel members are well respected within their profession, have a track record in achieving high quality design and are able to communicate effectively and objectively their view on design matters.

HISTORIC SCOTLAND

**Historic Scotland will:**

- ensure that 1 member of their professional staff can attend each Panel meeting;
- ensure their representative will provide advice which could reasonably be expected to be reflective of the views of Historic Scotland albeit without prejudice to any later view of Historic

Scotland;

- provide advice about any relevant matters relating to the historic environment affected by development.



**Police Scotland will:**

- ensure that 1 member of their Police liaison service can attend each Panel meeting;
- ensure their representative will provide advice which could reasonably be expected to be reflective of the views of Police Scotland albeit without prejudice to any later view of Lothian and Borders Police;
- provide advice about any relevant matters relating to building security affected by the urban design of the development;



**The RTPI in Scotland will:**

- establish a small pool of their members from which a Panel member can be drawn and ensure that 1 of their members can attend each Panel meeting;
- ensure that Panel members are well respected

within their profession, have a track record in achieving high quality design and are able to communicate effectively and objectively their view on design matters.



**The School of the Built Environment at Heriot Watt University will:**

- ensure that 1 member of their academic staff can attend each Panel meeting;
- use academic experience and knowledge to contribute effectively on design matters;
- while ensuring confidentiality, use general findings of reviews in teaching.



**The Transport Research Institute at Napier University will:**

- ensure that 1 member of their academic staff can attend each Panel meeting;
- use academic experience and knowledge to contribute effectively on design matters;
- while ensuring confidentiality, use general findings of reviews in teaching.

# Procedures for Council Officials

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## The chair will:

- be a staff member of the Council's Planning service.
- provide a facilitatory role to focus the Panel's discussion upon providing advice upon the proposals being reviewed;
- decide on the proposals to be reviewed;
- invite architects, planners and developers to present revised proposals if a subsequent review is considered likely to have significant benefit to the design development;
- advise presenters to ensure that they are providing relevant information for review;
- broadly set out the themes raised in the discussion and indicate the extent to which it is considered action is required;
- arrange external contacts with organisations, including the media;
- provide feedback on how projects have developed since being reviewed by the Panel.

## The secretariat will:

- be a staff member of the Council's Planning service;
- arrange the Panel's meeting places and times;
- liaise with architects, planners and developers to establish the type of information that should be provided prior to the panel meeting and for the panel meeting;
- request presenters to provide issues papers on

- their proposals 8 days in advance of the panel meeting to ensure that this information can be issued to Panel members one week in advance;
- ensure a short summary of the planning issues surrounding the proposals if necessary is provided;
- sum up the detailed findings of the review and seek a consensus on the weight to be ascribed to any issues if necessary;
- prepare and issue a draft Panel report 3 working days after the Panel meeting to ensure that agreement can be reached upon it within 2 weeks of the Panel's meeting;
- Include in the written advice any declarations of interest that have been made and any decisions relating to such declarations;
- amend the draft report to reflect any additional comments made by Panel members;
- advise the chair on matters of remit, functions, roles and procedures;
- on behalf of the Panel, issue the formal advice of the panel to the architects, developers and planners;
- ensure the Panel's website is kept up to date.
- liaise with A+DS service to agree projects that will be engaged with via the Design Forum service.

## Planning officials should:

- ensure architects, developers and consultant

planners are made aware of the potential for their project to be reviewed;

- provide a pre meeting paper which sets out the planning context for the proposal being considered. This should highlight in particular any relevant design policies or issues, **particularly where the proposal may be contrary to any policy**;
- ensure that this is provided no later than 8 days in advance of the meeting;
- provide a concise presentation on the planning issues and note that this should normally last for no more than 5 minutes;
- remain for the duration of the Panel's discussion to hear the views expressed;
- encourage the design team to consider, reflect and take into account the advice provided in the development of the design;
- ensure that the Panel's report is added to the public record of the planning application;
- Set out how the Panel's comments have been addressed in any relevant planning report.

# Procedures for presenters

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**To ensure that Panel members have a full understanding of the design issues raised by their proposals, architects, consultant planners and developers should:**

- provide pdf versions of A3 landscape format booklets which illustrate the design concept and, to scale, context, plans, sections, elevations. In addition, other relevant material such as 3 dimensional views alongside a concise narrative should be provided. This should be set out in accordance with the pro forma;
- provide a summary of the project information including, names of clients, consultants, key players and consultees, estimated project cost and procurement method, and size of site;
- ensure that this visual and written information is provided no later than 8 days in advance of the meeting;
- note that the Council cannot accept emails greater than 3MB in size and allow for delivery of CD copies of the information if it is not possible to email it by 1 week in advance of the meeting;
- provide at the Panel meeting hard copies of folded scale drawings at a size no greater than A1 which clearly illustrate the proposals and surrounding context;
- ensure / encourage their clients to attend Panel reviews;
- provide a concise presentation using Power-Point which sets out the rationale for the design including its concept and development in an appropriate timescale and note that for most presentations, this will be around **10 minutes**;
- remain for the duration of the Panel's discussion to hear the views expressed;
- consider, reflect and take into account the advice provided in the development of the design;
- provide a statement with the planning application on how the advice provided by the Panel has been addressed.

# Definitions

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**Locally Significant Development (A+DS category):** This is development that would significantly change the character of large area of the city through its scale or because of the sensitivity of the environment upon which the change is proposed. Examples of this type of development would be for master plans for more than 500 dwellings and major developments within areas of great landscape value.

Locally Significant Development will not be reviewed by the Edinburgh Urban Design Panel but instead will be referred to Architecture and Design Scotland and their Design Forum service.

**Significant Development:** This is considered to be development which is significant because of its scale or location. For example a tenement infill in the city centre or on an arterial route may be considered major because of its prominence whereas a development of a similar scale in an industrial area may not. Significant development may also be that which involves a significant departure from the development plan / finalised plan or that which raises issues not adequately covered by the development plan / finalised plan. If the degree of public interest in a proposal is likely to be substantial, this would indicate that the proposal would be significant. Discretion will be used by the secretariat in selecting such proposals for review.

**Complex Development:** This is considered to be development which has complex issues surrounding it such sensitivity due to location or a complex programme of functional requirements, for example a school. Discretion will be used by the secretariat in selecting such proposals for review.

**Projects which set new standards:** These are considered to include projects which create a new typology of building or architecture or one which is unusual to the Edinburgh context. Discretion will be used by the secretariat in selecting such proposals for review.

**Building types which, if repeated, would have a cumulative impact:** These are considered to include projects which, individually may not have a significant impact on the quality of the built environment, however if large numbers of them are built could have a significant impact.

# Planning Committee

10.00am, Thursday, 27 February 2014

## Area Development Frameworks: Progress Report

Item number	7.1
Report number	-
Wards	Forth (4), Fountainbridge / Craiglockhart (9), City Centre (11), Leith Walk (12) and Leith (13)

### Links

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Coalition pledges	<a href="#">P17</a> , <a href="#">P24</a> , <a href="#">P31</a> , <a href="#">P40</a> , <a href="#">P44</a> and <a href="#">P45</a>
Council outcomes	<a href="#">CO7</a> , <a href="#">CO10</a> , <a href="#">CO17</a> , <a href="#">CO19</a> , <a href="#">CO22</a> and <a href="#">CO23</a>
Single Outcome Agreement	<a href="#">SO1</a> , <a href="#">SO2</a> and <a href="#">SO4</a>

### Mark Turley

Director, Services for Communities

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E-mail: [craig.wood@edinburgh.gov.uk](mailto:craig.wood@edinburgh.gov.uk) | Tel: 0131 529 3904

# Executive summary

## Area Development Frameworks: Progress Report

### Summary

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The purpose of this report is to inform the Committee of progress with initiatives, projects and actions promoted by the Waterfront & Leith and City Centre Southern Arc Area Development Frameworks (ADFs) since the last update in February 2013. While there will inevitably be a wide variety of Council works taking place throughout both ADF areas, the focus of this report is on projects and actions that have resulted directly from the ADF process rather than provide an overview of Council activities being undertaken in the Waterfront and City Centre.

### Recommendations

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It is recommended that the Committee notes the progress being made in the development and delivery of projects set out in the Waterfront & Leith and City Centre Southern Arc Area Development Frameworks.

### Measures of success

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A measure of success is the implementation of projects and actions described in each of the ADFs.

### Financial impact

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There are no immediate financial implications for the Council arising from this report. There will be a requirement for resources to be allocated to specific projects in due course as they progress. These will be prioritised within the budget planning process.

### Equalities impact

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An Equality and Rights Impact Assessment was not undertaken in respect of the ADF initiative at its inception in 2009 as it pre-dates the statutory requirement. The ADF process is designed to deliver a coherent strategic direction for broad areas of the city within which individual masterplans can be prepared, describe how individual areas can physically evolve and, importantly, how the Council and its partners can facilitate place-making. It is at these subsequent stages in the process that consideration will be given to the Council's public sector general equality duty. Accordingly, the projects and actions described in each of the ADFs Action Plans will be considered against this duty and where necessary a detailed Equalities Impact Assessment undertaken and recorded as required.

## Sustainability impact

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The Waterfront & Leith and City Centre Southern Arc ADFs were prepared in the context of the Edinburgh City Local Plan which was the subject of strategic environmental assessment. The tasks and actions described in each ADF will help create sustainable patterns of development and movement.

## Consultation and engagement

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The process followed to prepare each of the ADFs engaged meaningfully with key stakeholders and local communities on issues of importance to them. They were prepared in collaboration with Architecture & Design Scotland and the National Health Service. The principal means of engagement was through the use of charrettes or design workshops and tailored meetings with specific interests. The outcomes from each event are recorded and help to inform the shape and content of the final ADFs.

Notwithstanding the extensive public consultation and community engagement that took place during the preparation of the ADFs, the intention is to consult further before individual projects progress further. Further engagement and consultation will be undertaken with relevant council services and external interests, principally community councils and other groups involved in the preparation of the ADFs, before any of the projects described are taken forward for implementation.

## Background reading / external references

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- Report to Planning Committee 03.12.09 setting out a programme of work leading to the preparation of a series of area development frameworks;
- Report to Planning Committee 28.02.2013 setting out the progress of the ADF actions.
- Waterfront & Leith ADF, approved October 2011
- City Centre Southern Arc ADF, approved March 2012

## Area Development Frameworks: Progress Report

### 1. Background

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- 1.1 In December 2009, the Council agreed to support a programme of work through its Design Initiative to take forward challenges set for the City by Sir Terry Farrell during his time as City Design Champion. Amongst other things, these included taking a more strategic approach to planning the city's waterfront and also developing more holistic proposals for the Haymarket area. This work has been taken forward through the preparation of two Area Development Frameworks (ADFs): the Waterfront & Leith ADF and the City Centre Southern Arc ADF. Each area has 'soft' boundaries, recognising that the planning, design and transport issues of a particular area may be influenced or affected by issues which exist outwith that area.
- 1.2 The principal aim of both exercises was to engage meaningfully with local residents, community representatives and landowning interests on issues of importance to them. The objectives for each ADF project were different, although the process by which they were prepared was broadly the same.
- 1.3 The ADFs were prepared in collaboration with Architecture+Design Scotland and NHS Lothian following extensive community engagement exercises. Each ADF is accompanied by an action plan which set out actions and tasks under a series of themes or projects that were/are to be completed in the short, medium or long term. This report describes the progress towards the completion of those actions and tasks.
- 1.4 The first annual progress report was presented to Planning Committee in February 2013.

### 2. Main report

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#### Introduction

- 2.1 The projects promoted by the ADFs have the potential to contribute to and meet a number of objectives and actions set out in Council strategies and action plans for example the Local Transport Strategy (LTS) and supporting Active Travel Action Plan (ATAP). The ADF process provides a means of delivery and community engagement for many of the proposals promoted by the LTS, particularly those that seek to improve the basic condition for pedestrians and cyclists.



## Context

### Local Transport Strategy (LTS)

- 2.2 The [LTS 2014-2019](#) was approved by Transport and Environment Committee in January 2014. The new LTS continues the Council's long standing emphasis on promoting sustainable modes of transport i.e. walking, cycling and public transport over use of the private car. The objectives of the ADFs fit well with those of the LTS with their focus on promoting sustainable modes of transport, creating attractive and liveable places and improving the health and wellbeing of those that use the city. In summary the desired outcomes of the LTS are:
- be **healthy**, promoting Active Travel, with streets appropriately designed for their functions, and with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality;
  - be part of a **well planned, physically accessible, sustainable city** that reduces dependency on car travel, with a public transport system, walking and cycling conditions to be proud of; and,
  - be **inclusive and integrated**. Everyone should be able to get around the city regardless of income or disability.

### Census 2011, Edinburgh: Transport and Travel

- 2.3 An analysis of 2011 Census Data ([Planning Information Bulletin: Transport & Travel](#)) indicates that Edinburgh has a higher proportion of people who walk, cycle and take the bus to work than anywhere else in Scotland. This demonstrates that the attitude of Edinburgh's citizens towards walking and cycling is changing. A consequence of the increase in those walking and cycling, both to places of employment and in general, has highlighted inadequacies in the city's foot and cycle path networks and is placing stress upon infrastructure and supporting facilities and a demand for their improvement.

## Projects

### **Waterfront & Leith ADF: A Great City Street**

- 2.4 The Waterfront & Leith ADF promotes the concept of a Great City Street through the transformation of the principal east/west route running along the waterfront from Lower Granton Road to Seafield Road (A901/A199). The aspiration is to create a unified route to encourage active travel through place-based interventions at key locations. The motivation for this project is the creation of a street, or series of streets, that link Leith, Newhaven and Granton which are safe and attractive for pedestrians and cyclists to use.

Progress is as follows:

- **Bernard Street:** environmental improvements have been completed, providing better movement opportunities for pedestrians and an improved public realm. Works have been completed in conjunction with improvement along Constitution Street;
- **Seafield Road:** the proposal to extend Ocean Drive from Constitution Street to Seafield and create a new port access has been suspended as a consequence of the uncertainty surrounding development of Leith Docks as a 21<sup>st</sup> Century Port and renewables hub. The preparation of a PPP application and Masterplan has been put on hold by Scottish Enterprise and there is no indication when these pieces of work will recommence; and
- **Craighall Road/Newhaven Main Street & Granton Square:** feasibility studies have been undertaken in both locations to consider possible environmental and highway improvements. Discussions between service areas within the Council have identified issues to be addressed and opportunities to collaborate and co-ordinate action on service priorities in each area.

### **City Centre Southern Arc ADF**

- 2.5 The City Centre Southern Arc ADF describes a series of projects and priorities at key locations throughout the areas, some of which are aspirational and will take some time to develop and implement, others which will progress incrementally, and some which are small-scale and focus on detail.

#### Royal Mile

- 2.6 A [Royal Mile Action Plan](#) was approved by the Committee in August 2013, which sets out a series of actions that will lead to the improvement of the iconic street as a destination and a place to live. An implementation group has since been established to deliver the action plan proposals. In this regard meetings have been arranged with local retailers and community engagement will continue throughout 2014 as the projects develop. Designs are currently being developed to progress public realm improvements.

#### Chambers Street

- 2.7 Proposals to improve the public realm immediately outside the National Museum of Scotland, including pavement widening, reordering of on-street car parking provision and the relocation of statues were approved by the Development Management Sub-Committee in early 2013. Works are scheduled to commence in 2014.

#### Haymarket

- 2.8 The Planning and Building Standards and Transport Services continue to engage with Network Rail, Transport Scotland and other stakeholders in

Haymarket to deliver an improved public realm. Following the opening of the remodelled railway station, the clearance of tram works and the commencement of preparatory works to facilitate the development of the former Morrison Street Goods Yard there is an opportunity to engage and develop proposals. Funding of such works remain an issue and, in this regard, the Council will, in the near future, be making a bid to the Scottish Stations Fund for monies to improve access to the station, particularly from the south, introduce a system of pedestrian wayfinding and generally improve conditions for pedestrians and cyclists. The bid has approval in principle of SESTran, the Regional Transport Partnership.

### Tollcross

- 2.9 There is recognition across Council services and stakeholder partners that there is a need to improve facilities for pedestrians and cyclists using the junction at Tollcross. Draft proposals, reported in the previous progress report, to reconfigure the junction and provide improved conditions for pedestrians and cyclists have been developed further. The proposals were developed in collaboration with local neighbourhood teams and have been considered by the Streetscape Working Group. Feedback has been positive and there is agreement on the general principle of improving facilities for pedestrians and cyclists using the junction.
- 2.10 Before the project can progress to a detailed street design, further work is required. As an important first step, and as a summary of work undertaken to date, a survey has been undertaken to build up a picture of how the junction is used and the impediment it presents to pedestrians and cyclist passing through the area. The findings of the study have shown that:
- the junction is an integral part of the transport network, providing important connections for pedestrians and cyclists, especially those moving between the Meadows and the canal basin. Pedestrians and cyclists however face many challenges when using the junction;
  - there is an opportunity to reconfigure the junction to allocate space equitably between all road users and considerably improve facilities for pedestrians and cyclists;
  - for the most part pedestrians are unable to cross the junction in a single 'green man' phase; and
  - the quality of the public realm at Tollcross is generally considered to be poor.
- 2.11 Notwithstanding the benefits to pedestrians and cyclists of a reconfigured junction, it is recognised that Tollcross is required to accommodate a considerable amount of traffic, including several local buses services. Changes here will have implications for other parts of the network that need to be considered. Until these concerns are addressed in full it will not be possible to introduce the fundamental changes that are sought. However incremental changes, such as a review of 'green man' crossing times and other signals, may

be brought forward in the interim. The next stage of the project is for a comprehensive study to be undertaken to provide a clear picture of how the junction operates, the relationship with the wider network and the scope for change to be undertaken in light of the concerns relating to potential impact on the network.

### Next steps

- 2.12 A number of critical transport projects will be progressed throughout 2014, including post-tram reinstatement works, trial traffic management/public realm projects as part of the city centre improvement programme and the completion of committed works on Leith Walk. In light of these commitments and a limited resource it will not be possible to prioritise those projects that propose change to the primary road network and key junctions including the Great City Street and Tollcross Junction. The programme for the coming year will therefore focus on projects that can deliver change on the Royal Mile and at Haymarket, including the development of a pedestrian wayfinding system throughout much of the city centre. Further information on other ADF related actions outlined in both ADF action plans can be found in the tables in Appendix 1.

## 3. Recommendations

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- 3.1 It is recommended that the Committee notes the progress being made in the development and delivery of projects set out in the Waterfront & Leith and City Centre Southern Area Development Frameworks.

Mark Turley

Director, Services for Communities

## Links

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<b>Coalition pledges</b>	<b>P17:</b> Continue efforts to develop the city's gap sites and encourage regeneration; <b>P40:</b> Work with Edinburgh World Heritage and other stakeholders to conserve the city's built heritage; <b>P44:</b> Prioritise keeping our streets clean and attractive; <b>P45:</b> Spend 5% of the transport budget on provision for cyclists.
<b>Council outcomes</b>	<b>CO7:</b> Edinburgh draws new investment in development and regeneration;

**CO10:** Improved health and reduced inequalities;  
**CO19:** Attractive places are well maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm;  
**CO22:** Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible;  
**CO23:** Well engaged and well informed – communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.

**Single Outcome Agreement**

**SO1:** Edinburgh's economy delivers increased investment, jobs and opportunities for all;  
**SO2:** Edinburgh's citizens experience improved health and well-being with reduced inequalities in health;  
**SO4:** Edinburgh's communities are safer and have improved physical and social fabric.

**Appendices**

1. Progress with Area Development Framework Actions

## APPENDIX 1

### PROGRESS WITH AREA DEVELOPMENT FRAMEWORK ACTIONS

#### WATERFRONT + LEITH AREA DEVELOPMENT FRAMEWORK

The Waterfront + Leith ADF was approved in final form in October 2011. The ADF sets out a series of actions to progress the projects and interventions that could contribute to the delivery of a refreshed vision for the Waterfront. The timescale for each action is described as short, medium or long term. Where a specific timescale was known this is identified in the action plan.

The ADF can be viewed here: [Waterfront+Leith Area Development Framework](#)

Progress on identified actions

No.	Action	Timescale	Progress at January 2014
1. DEVELOPMENT PLAN / GUIDANCE	Review development plan and other guidance and consider how this will impact on the delivery of services at the Waterfront, including: ECLP, LDP, LDDF & NETAP.	Ongoing	<p>The Proposed LDP identifies Leith Docks as a Special Economic Area where the main purpose of this area is for business and Industry. The Government's recently published Proposed Third National Planning Framework (NPF3) continues to include the Port of Leith as part of its National Renewables Infrastructure Plan (NRIP). The Plan notes that the Government will invest in facilities to accommodate manufacturing, servicing and maintenance of renewable energy infrastructure.</p> <p>Land at Granton, Western Harbour and that lying immediately beyond revised operational port boundaries will continue to make a significant contribution to the City's housing land requirements and that this, over time, will give rise to the provision of additional community facilities and services.</p>
2. REVISED LEITH MASTERPLAN	Provide inputs as required to the preparation of a Leith Masterplan and delivery of the 'TIF' road – Ocean Drive to Seafield.	Short	<p>Memorandum of Understanding entered into by Scottish Enterprise, Forth Ports and the Council to explore options for the creation of a 21<sup>st</sup> Century Port, including a renewables hub. Project being led by Scottish Enterprise. The Council is represented on an Advisory Group that is providing advice and guidance on the preparation of a PPP application and master plan and other consents required to be secured e.g. Harbour Revision Order and marine licence.</p> <p>However, the preparation of a PPP application and Masterplan has been put on hold as a consequence of the uncertainty surrounding development of Leith Docks as a 21<sup>st</sup> Century Port and renewables hub. The Advisory Group did not meet during 2013 and there is no indication when these pieces of work will recommence.</p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>3. THE GREAT CITY STREET &amp; OTHER ACTIONS</b></p>	<p>Based on a comprehensive corridor study develop the concept of the Great City Street aligned to the public realm strategy.</p> <p>Incorporate proposals for:</p> <ol style="list-style-type: none"> <li>1. the Shore traffic reduction and improvements;</li> <li>2. Bernard Street public realm improvements; and</li> <li>3. The Edinburgh Promenade.</li> </ol>	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Medium</p>	<p><b>Great City Street</b></p> <p>A study has been undertaken to consider the interventions necessary to realise the vision of the Great City Street. The study identifies opportunities for action and recommends ways in which the Waterfront’s considerable assets could be exploited to create cohesive, attractive places, principally through infrastructure improvements and provision of green space rather than development. It also considers possible strategies for dealing with vacant plots and leftover spaces.</p> <p>Projects include:</p> <p><b>Bernard Street:</b> environmental improvements have been completed, providing better movement opportunities for pedestrians and an improved public realm. Works have been completed in conjunction with improvement along Constitution Street;</p> <p><b>Seafield Road:</b> the proposal to extend Ocean Drive from Constitution Street to Seafield and create a new port access has been suspended as a consequence of the uncertainty surrounding development of Leith Docks as a 21<sup>st</sup> Century Port and renewables hub.</p> <p><b>Craighall Road/Newhaven Main Street &amp; Granton Square:</b> feasibility studies have been undertaken in both locations to consider possible environmental and highway improvements. Discussions between service areas within the Council have identified issues to be addressed and opportunities to collaborate and co-ordinate action on service priorities in each area.</p>
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<p style="text-align: center;"><b>4. THE HEARTS</b></p>	<p>With stakeholders develop the identified hearts and links at Leith, Newhaven and Granton Square.</p>	<p style="text-align: center;">Medium</p>	<p><b>Leith :</b></p> <p>Council officers contributed to and participated in The Leith Conference organised by the Leith Trust in October 2013. The purpose of the conference was to develop a shared vision for the future of Leith and its community. A series of actions based on the following themes is being developed:</p> <ul style="list-style-type: none"> <li>• Heritage &amp; Education;</li> <li>• Environment;</li> <li>• Arts &amp; Culture; and</li> <li>• The Community &amp; its Identity.</li> </ul> <p>With regard to environmental actions, delegates recognised that the quality of the built environment has an impact on people’s behaviour and identified the need:</p> <ul style="list-style-type: none"> <li>• to find temporary solutions for the use of derelict land and vacant buildings;</li> <li>• to create spaces where people from a variety of backgrounds could meet and engage;</li> <li>• for safer streets; and</li> <li>• the creation of green corridors.</li> </ul> <p>The intention is to continue to engage with the Leith Trust throughout 2014 to develop projects, including:</p> <ul style="list-style-type: none"> <li>• The Leith Walk improvements;</li> <li>• Lower Granton Road/Trinity Crescent: detailed designs developed and process of promoting a Traffic Regulation Order (TRO) has begun: see report to Transport &amp; Environment Committee dated 15 January 2013 here: <a href="#">Lower Granton Road Realignment TRO Report</a></li> <li>• Lindsay Road improvements: detailed design developed.</li> </ul> <p><b>Newhaven &amp; Granton Square:</b></p> <ul style="list-style-type: none"> <li>• Proposals being developed in the context of the Great City Street, including a review of the use of pavement/road space at the junctions of Newhaven Main St and Craighall Road and Granton Square and along Lower Granton Road.</li> </ul>
<p style="text-align: center;"><b>5. TEMP' PROJECTS</b></p>	<p>Temporary projects: greening of derelict land</p>	<p style="text-align: center;">Medium</p>	<p>CSGN awarded Edinburgh &amp; Lothians Greenspace Trust (ELGT) £38k to develop and implement ‘greening’ proposals for vacant and derelict land in North Edinburgh regeneration areas, including Western Harbour. After a scoping exercise undertaken by ELGT and Port of Leith Housing Association, a project for temporary greening was taken forward at Windrush Drive, including the introduction of new top soil, plant seeding, tree planting and wild flowering. The project was completed in 2013.</p>



<b>6. AGREEMENTS</b>	Pursue incomplete / outstanding S.75 legal agreements in Leith & the Waterfront.	Ongoing	Applications sitting at 'minded to grant' status have been reviewed and applicants contacted to discuss barriers to the conclusion of legal agreements.
<b>7. ACTIVE TRAVEL ACTION PLAN</b>	<p>Deliver Active Travel Action Plan (ATAP) commitments across the Waterfront</p> <p>Active travel: signage for pedestrians and cyclists linking destinations across the Waterfront</p>	Short-Medium-Long term	<p>An Active Travel Network Management Group meets regularly to guide the delivery of a number of ATAP work packages, principally those involving physical change to the network.</p> <p>A199 Seafield Road – a project to accommodate cycling on pavements along A199 as part of a wider Family Network' Leith to Portobello cycle route was completed during the course of 2013. (Report to TIE Comm 27.09.11).</p>

Updated 21.01.14

## CITY CENTRE SOUTHERN ARC AREA DEVELOPMENT FRAMEWORK

The CCSA ADF was approved in final form in March 2012. The ADF describes a series of projects and priorities at key locations throughout the area – some of which are aspirational and may take a while to develop and implement, others which will progress incrementally, while some are small-scale and focus on detail. Where a specific timescales are known these was identified in the plan.

The ADF can be viewed here: [City Centre Southern Arc Area Development Framework](#)

Progress on identified actions

Projects	Timescale	Progress at January 2014
<b>Haymarket to Holyrood</b>		
1. Consider movement priorities throughout the area.	Long	Draft proposals to be developed and drawings prepared to aid wider discussion with internal and external interests.
2. Review one-way / traffic management arrangements and the cost implications of change.	Long	Ongoing. Proposals will need to be considered in the context of traffic management temporary projects and other proposals for the wider city centre, including those for Haymarket.
3. Create a 'family network' cycle route between the West End & Holyrood.	Medium	Tasks link to emerging proposals for project 1 above, in particular the creation a link between North Meadows and the canal basin at Tollcross.
4. Reinforce 'off-road' route from Grassmarket to the canal basin.	Medium	
5. Create footpath routes at Quartermile: Meadows to Lauriston Place.	Medium	
6. Encourage property owners to improve the appearance of buildings along the Cowgate and in so doing encourage greater use of the street by pedestrians and cyclists.	Medium	Projects to be discussed with Neighbourhood Partnership Manager. The intention is to develop projects and a programme of works during 2014, including lighting schemes for bridges along Cowgate.
7. Introduce appropriate street lighting at locations along the route conducive to the characters of the wider area and its various functions.	Long	See item 6 above.
8. Introduce appropriate signage to reinforce connections with other routes, particularly signage associated with walking and cycling.	Short to Medium  New	The procurement of new city centre pedestrian wayfinding system will be secured as part of the forthcoming award of a new Advertising and Street Furniture contract. The intention is for a wayfinding system for the city centre, essentially the World Heritage Site, to be introduced within 12-18 months of the contract start i.e. Autumn 2014, before being

	contracts start Aug 2014.	<p>extended to other parts of the City e.g. Leith. The project will in time meet a number of Active Travel Action Plan (ATAP) 'walking' actions;</p> <p>Following a contract tender process a report on this matter will be presented to Finance and Resources Committee in May 2014.</p> <p>New navigation signs, an extension of the existing system, are to be installed at each of the 5 city centre tram stops in time for the commencement of operations.</p>
<b>Haymarket</b>		
9. Develop Haymarket as a major transport interchange by integrating modes of transport, incl. adequate provision for taxis and provision for 'kiss & drop' facilities.	Medium	<p>The Council continues to engage with Network Rail, Transport Scotland and other interests in Haymarket to deliver an improved public realm. Following the opening of the remodelled railway station, the clearance of tram works and the commencement of preparatory works to facilitate the development of the former Morrison Street Goods Yard there is an opportunity to engage and develop proposals.</p> <p>Funding of such works remain an issue and, in this regard, the Council will, in the near future, be making a bid to the Scottish Stations Fund for monies to improve access to the station, particularly from the south, introduce a system of pedestrian wayfinding and generally improve conditions for pedestrians and cyclists. The bid has approval in principle of SEStran, the Regional Transport Partnership.</p>
10. Develop further links between Haymarket and Fountainbridge / Union Canal.	Medium	Project being discussed in the context of emerging proposals for Fountainbridge / Union Canal and Haymarket. Proposals for the former Morrison Street Goods Yard do not prejudice project aspirations.
11. Progress Haymarket Urban Space Initiative with aim of improving the environment for pedestrians and cyclists while exploring the opportunity for commercial development.	Long	See item 9 above.
12. Create safe & attractive pedestrian crossing from the station to the former Morrison St Goods yard site.	Long	Task linked to progress with actions 9, 10 & 11 above. Monies secured to install a pedestrian crossing which will be designed and installed by CEC. Discussions being undertaken to ensure that crossing is aligned with potential new station access from the south.
13. Improve access/egress to/from station, particularly to Dalry Road and links to EICC / Exchange area.	Long	Task linked to progress with actions 2, 9, 10, 11 & 12 above.

14. Improve orientation signage at the Station to city centre, EICC and points of interest to the west	Long	Signage requirements across the city centre is being considered as part of the ongoing review of CEC's street furniture contract – see 8 above.
<b>Chambers Street</b>		
15. Consider limiting access to the street by general traffic.	Short	No progress on this action. It is intended to explore options during 2014.
16. Remove central car parking aisle / alter junctions at either end of the street to facilitate better pedestrian / cycle movement and improve access to/from Candlemaker Row from Chambers St.	Short / Medium	Application 12/02997/LBC, was approved 2013 and will address this issue in part. Works are scheduled to commence later this year. Further discussion to be had regarding parking at the east end.
17. Widen footpaths and promote use of shared space.	Short / Medium	Application 12/02997/LBC was approved 2013. In summary, existing public statue to be relocated and new public statue to be located in new public space to be formed in front of the National Museum of Scotland, including a widened footpath. The applications proposals can be viewed here: <a href="#">Application 12/02997/LBC</a> .
18. Remodel street to allow space for events associated with uses along the street, especially at the museum.	Medium	Project to be discussed with Neighbourhood Manager in the context of task 17 above.
19. Improve the setting of existing historic buildings.	Medium	Project to be discussed with NP Manager in the context of task 17 above.
20. Promote lighting to enhance historic buildings, their setting and the street.	Medium	No progress to-date.
<b>The Royal Mile</b>		
21. Reduce traffic speeds and consider restrictions at certain times.	Short	The Royal Mile Action Plan was approved in August 2013. An implementation group has since been established to progress and deliver identified actions. In this regard meetings have been arranged with local retailers to discuss projects. Community engagement will continue throughout 2014 as the projects develop. Designs are currently being developed to progress public realm improvements.  <a href="#">Link to Finalised Royal Mile Action Plan</a>
22. Enhance facilities for pedestrians, including links from the North / South Bridge to the street and to the Canongate.	Long	
23. Co-ordinate refuse collections.	Short	
24. Better co-ordinate management of the street and spaces.	Short	
25. Develop a rationale for signage along the street and closes.	Short	
<b>Tollcross</b>		
26. Consider movement priorities at Tollcross junction.	Short to Medium	Draft junction improvement proposing improved conditions for pedestrian and cyclists have been prepared as a basis for wider discussion with interests

		<p>within CEC. Outline proposals have been presented to the Council's Streetscape Working Group, at which they received positive feedback.</p> <p>A study of users of the junction has been undertaken and its findings shared with CEC services. A comprehensive transport study of the junction has yet to be undertaken but it is hoped that resources can be identified to progress this project in the next financial year.</p> <p>Project being progress in the context of item 1 above.</p>
27. Reduce traffic speeds at Thornybauk, West Tollcross and Lochrin Place and promote necessary changes to road / footpath / cycle network.	Long	<p>Broad proposals identified in the West Tollcross Development brief approved in January 2006. Proposals are being developed as part of the Tollcross junction improvement proposals</p> <p>See also item 26 above</p>
28. Improve pedestrian connections throughout Tollcross linked to the creation of new public spaces: [1] create link between centre of Tollcross and canal basin and [2] create new public space at west Tollcross.	Medium	See item 26 above.
29. De-clutter streets and assess condition of pavement surfaces throughout.	Short	See item 26 above.
30. Develop lighting proposals that ensure footpaths and cycleways are safe and attractive to use.	Long	Proposals being taken forward in the context of ongoing ATAP actions.
31. Consider how post mounted signage could be reduced, rationalised and unnecessary / duplicate signage removed.	Short	Ongoing.
<b>Temporary Projects</b>		
32. Promote temporary road closures to create pedestrian zones during festivals and other events.		Project to be discussed with Neighbourhood Manager / Events team in the context of item 17 above.
33. Promote 'greening' projects on existing gap sites.		<p>Potential opportunities for 'greening' projects are continually being explored. From recent developments elsewhere in the city, developers are showing an improved willingness to explore temporary greening of sites. The most notable example being at Fountainbridge where temporary allotments have been installed and have proven to be a success.</p> <p>An opportunity also exists during the phased development of the former Morrison Street Goods Yard once works to strengthen railways tunnels below the site have been completed and overburden removed.</p>

<p>34. Pilot cycle parking facilities at strategic locations across the ADF area.</p>		<p>The introduction of a bike hire scheme has been discussed as part of the advertising / street furniture contract requirements. Market feedback is that such schemes these are expensive to establish and maintain.</p> <p>The Council's revised Local Transport Strategy 2014-19 promotes the provision of secure cycle parking facilities close to Tram stops.</p>
<p>35. Promote temporary lighting at appropriate locations e.g. under arches at George IV Bridge / South Bridge.</p>		<p>See item 6 above.</p>
<p>36. Liaison with A+DS &amp; NHS</p>		<p>The Council continues to engage with both organisations on projects identified in the ADFs, including attendance at ADF Project Board meetings.</p>

Updated 20.01.14

# Planning Committee

10.00am, Thursday, 27 February 2014

## The Forth Bridge - World Heritage Nomination and Partnership Management Agreement

Item number	8.1
Report number	
Wards	Ward 1 - Almond

### Links

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Coalition pledges	<a href="#">P19</a> <a href="#">P31</a> <a href="#">P40</a>
Council outcomes	<a href="#">CO22</a> <a href="#">CO23</a> <a href="#">CO26</a>
Single Outcome Agreement	<a href="#">SO4</a>

### Mark Turley

Director of Services for Communities

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# Executive summary

## The Forth Bridge – World Heritage Nomination and Partnership Management Agreement

### Summary

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The purpose of this report is:

- to update Committee on progress with the nomination of the Forth Bridge for inclusion on the World Heritage List; and
- to gain Committee's approval of a Partnership Management Agreement (PMA) between Network Rail Infrastructure Ltd, The City of Edinburgh Council, Fife Council and Historic Scotland concerning the Forth Bridge.

### Recommendations

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It is recommended that Committee:

- 1) notes the completion and submission of the World Heritage nomination to UNESCO;
- 2) notes the next stages of the process before a decision is announced in summer 2015;
- 3) notes the wider socio-economic implications of the nomination; and
- 4) approves the PMA document as appended to this report.

### Measures of success

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- Inscription of the Forth Bridge onto the UNESCO list of world heritage sites.
- Realisation of potential benefits of nomination for local communities.
- Streamlining of development management procedures between the partner authorities concerning the Forth Bridge.
- Enhanced partnership working with key local and national bodies and agencies.

### Financial impact

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There are no financial impacts arising from this report.



## Equalities impact

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No negative impacts on equalities and rights have been identified. On the positive side the nomination process has sought to engage school pupils with world heritage issues and has fostered increased cooperation and participation between different community groups on both sides of the Forth.

## Sustainability impact

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The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered. No negative impacts are predicted. Pre-screening for Strategic Environmental Assessment was carried out by Historic Scotland for the Forth Bridge Nomination document and Management Plan. It was concluded that these plans are unlikely to have significant environmental effects and therefore an environmental assessment is not required. This process has the potential to support sustainability and reduce carbon emissions through promotion of the conservation of the built environment. More efficient management procedures will also have a small impact on carbon emissions. The public engagement process helps to foster community collaboration leading to greater empowerment and social inclusion and feelings of social justice.

## Consultation and engagement

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The City of Edinburgh Council is a member of the Forth Bridges Forum World Heritage Steering Group and has worked extensively with the partner organisations in the Group to develop the Nomination documents. The public consultation process carried out to inform the Nomination documents took place between May and August 2013 and involved community events in North Queensferry, Queensferry, the Almond Neighbourhood area and central Edinburgh as well as an on-line survey. The draft PMA has been agreed between the relevant parties.

## Background reading / external references

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Report to Planning Committee, 13 May 2010, Item no. 23, Review of the UK World Heritage Site Tentative List: Forth Rail Bridge:

[http://www.edinburgh.gov.uk/meetings/meeting/1302/planning\\_committee](http://www.edinburgh.gov.uk/meetings/meeting/1302/planning_committee)

Rebanks Consulting Ltd, *Forth Bridge World Heritage Nomination: Realising the Potential Benefits*, 2013:

[http://www.forthbridgeworldheritage.com/images/forth\\_bridges\\_forum/documents/Rebanks%20Forth%20Bridge%20Benefits%20Report%20-%20FINAL%202013.pdf](http://www.forthbridgeworldheritage.com/images/forth_bridges_forum/documents/Rebanks%20Forth%20Bridge%20Benefits%20Report%20-%20FINAL%202013.pdf)

<http://www.forthbridgeworldheritage.com/>

Forth Bridge World Heritage Nomination Document

Forth Bridge Management Plan 2014 - 2019

## The Forth Bridge – World Heritage Nomination and Partnership Management Agreement

### 1. Background

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#### World Heritage Nomination

- 1.1 The UK Tentative List of potential world heritage sites was reviewed in 2010/11. This led to three Scottish sites, including the Forth Bridge, being selected alongside eight other candidate sites. All eleven sites were then invited to submit technical evaluations making their case for nomination. It was subsequently decided by an expert panel that the Forth Bridge would be the first site from the new Tentative List to be submitted to UNESCO. Once a site has been selected for nomination, the key pieces of work are the development of a nomination document and a management plan.
- 1.2 Responsibility for the submission of the nomination lies with the State Party. As matters regarding world heritage are not devolved to the Scottish Government this lies with the UK government, specifically the Department for Culture, Media and Sport (DCMS). DCMS delegated preparation of the bid to the Forth Bridges Forum, which in turn set up a World Heritage Steering Group (WHSG) to oversee work on the nomination. The steering group includes Network Rail as the owner of the Bridge, Transport Scotland, Historic Scotland, Fife Council, the City of Edinburgh Council, Queensferry Ambition, Queensferry and District Community Council, North Queensferry Community Council, North Queensferry Heritage Trust and Visit Scotland. Historic Scotland has led on the production of the nomination documents.

#### Partnership Management Agreement

- 1.3 The Partnership Management Agreement (PMA) is promoted by Historic Scotland and Network Rail to streamline development application processes with Fife and Edinburgh Councils by setting down categories of development works for the bridge so that minor works can be differentiated from major works and notifications to Historic Scotland be kept to a minimum, thereby speeding up the system.
- 1.4 Two local authorities are involved in whose area the bridge jointly lies. The PMA will coordinate submissions, prevent repetition and give a clear programme for each local authority to follow. Network Rail has successfully instigated a similar Agreement concerning Glasgow Central Station with Glasgow City Council and this has resulted in development management efficiencies.

## 2. Main report

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### World Heritage Nomination

- 2.1 The nomination documents comprise a Nomination Form and a Management Plan 2014 – 2019. The Executive Summary of the Nomination Form is enclosed at Appendix 1. The full documents will be available at <http://www.forthbridgeworldheritage.com/> once accepted by UNESCO.
- 2.2 In order to ensure the nomination documents are as comprehensive and informed as possible, the World Heritage Steering Group's main areas of activity have been the following:
- Commissioning a report from Rebanks Consulting on the potential benefits and challenges of World Heritage status for local communities;
  - Carrying out public consultation on the nomination process and its potential benefits and implications; and
  - Supporting Historic Scotland in detailed preparation of the nomination documents.
- 2.3 The Nomination Form provides the basis for the evaluation of the property and directly influences the subsequent decision of the World Heritage Committee as to whether or not it should be inscribed on the World Heritage List. It makes the justification for its inscription, based on the criteria set out by UNESCO, includes a description of the site, details on the existing protection and management of the site, its state of conservation, and information on known threats and potential opportunities.
- 2.4 Once the site's nomination documents have been submitted at the end of January 2014, they will undergo a demanding 18-month process of scrutiny and evaluation by UNESCO and its advisory body ICOMOS (International Council on Monuments and Sites). This will include a desk-based assessment of the nomination dossier, deciding whether the site has outstanding universal value (OUV) and if adequate management systems, protection and resources are in place to ensure that its OUV can be maintained. There will also be a site visit from an approved assessor. The final decision will be made at the meeting of the UNESCO Committee in summer 2015.
- 2.5 It is a policy of the UK Government that all UK World Heritage Sites must have active Management Plans in place, as well as being a requirement of the UNESCO Operational Guidelines for the Implementation of the World Heritage Convention.
- 2.6 The purpose of a Management Plan is to ensure the effective protection of the nominated property for present and future generations. Such plans help to set out clearly the special qualities and values of the site, to establish a framework

for decision making, and give information on threats and opportunities for each site in order that it can be managed in a sustainable manner.

- 2.7 Rebanks Consulting's report, *Forth Bridge World Heritage Nomination: Realising the Potential Benefits* was produced with the local communities surrounding the Bridge. The report identifies the potential benefits along with associated challenges and constraints. It recognises the high level of local support for the nomination but highlights the key areas of concern, primarily associated with local infrastructure. The report proposes the following vision:

*The Forth Bridge will be a World Heritage site that changes people's lives for the better. A World Heritage Site that brings stakeholders together to make new things possible, at a global, national, regional and local scale. A World Heritage Site that people from around the world can learn about, or visit and have a genuinely world class experience.*

*A World Heritage Site that is an exemplar of best practice: stimulating progressive changes to the infrastructure of local communities to ensure tourism is effectively managed and sustainable. Also, crucially, World Heritage listing will benefit local communities by improving quality of life and by raising the profile of local communities as places to live, work and invest. This nomination aspires to make a Scottish icon into a global icon: a showcase of the best of Scottish endeavour, imagination, engineering and design.*

- 2.8 Establishing a clear vision is an essential means of ensuring that a World Heritage Site can be effectively managed and protected, whilst also delivering benefits for its local communities. As part of this process, it is important that management partners and local communities understand what World Heritage listing might achieve, if everyone works towards those goals. The creation of an agreed vision also allows for the development of a framework of longer-term aims, which in turn informs the priorities for medium-term objectives, based on the analysis of key current issues.
- 2.9 The 12-week public consultation process carried out between May and August 2013 sought to understand in more detail local communities' views on this vision, and the potential benefits and challenges of World Heritage listing. These views have been used to inform the Nomination Form and Management Plan, particularly in the identification of impacts, proposals for their mitigation and the formation of proposals to harness the potential benefits. The Nomination Form and Management Plan form the basis of the submission to UNESCO for approval of World Heritage Status.
- 2.10 Further engagement is being carried out in the form of a writing project within the two local high schools, Queensferry and Inverkeithing. The aim is to use the Bridge as a source of inspiration for a piece of creative writing, to encourage the participants' enthusiasm and understanding of the Bridge, to support its Outstanding Universal Value into the future. Iain Banks' 1986 novel *The Bridge* has been set as a text for inspiration with submissions invited from S1-S4 pupils by May 2014. A group of finalists will be selected by each school for expert

judging by two local authors. An inspiring package of prizes and opportunities for the winning entries is being developed which may include visits to the bridge and a writing workshop with Napier University.

- 2.11 The World Heritage nomination, along with the Forth Road Bridge 50<sup>th</sup> anniversary celebrations and the completion of the Queensferry Crossing are likely to bring significant additional visitors to the area over the next two to three years. The potential impacts of these visits and the potential benefits to the local communities must therefore be anticipated, even before the UNESCO decision is made. Several early actions have already started to look at these issues, including a study into the current problems and potential solutions for traffic and parking in Queensferry, Network Rail's feasibility studies for visitor centres at the Bridge, and community-led initiatives such as studies into parking feasibility, public realm improvements and signage. A working group has been established, led by the West Neighbourhood team, to begin to form actions based on these studies.
- 2.12 The Forth Bridge World Heritage Steering Group will continue as the main body to take forward actions during the consideration of the nomination by UNESCO. Once World Heritage listing is secured, a formal governance arrangement will be put in place to manage the World Heritage Site and ensure the continuing positive collaboration of the partner organisations.

## **Partnership Management Agreement**

- 2.13 In order to streamline the listed building consent process for works carried out by Network Rail on the bridge, Historic Scotland and Network Rail proposes this non-legal agreement which categorises the type of works on the bridge into three main headings:
- Category 1 – works that do not require consent, such as routine maintenance or minor works and like-for-like replacements.
  - Category 2 – more significant works where each Council will be free to issue consent without notification to Historic Scotland.
  - Category 3 – Extensive alterations or new additions (such as electrification of the East Coast Line), that have a major impact on the significance of the bridge. Consent will be required as will notification to Historic Scotland.
- 2.14 The Management Agreement will contain a Toolbox by which the roles of each organisation are set down, the relevant policies and guidance attached as links and a contact officer in each authority identified.
- 2.15 In respect of termination of the agreement, this will be executed by any partner at the end of any 12 month period. A minimum of three months notice should be given to the other partners. In this event, the Direction (the legal agreement that allows consents to be issued without first notifying Historic Scotland) issued to both Edinburgh and Fife Councils will be withdrawn.

- 2.16 The Management Agreement will have clear benefits to the condition of the Bridge. The owner and partner authorities will benefit through clearer working arrangements, the removal of uncertainties and the streamlining of statutory timeframes. The Agreement also supports the World Heritage nomination of the Bridge as it assists in protecting its Outstanding Universal Value and provides evidence of the commitment of the partners to its long-term care.
- 2.17 The agreement will run for a period of 5 years.

### 3. Recommendations

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- 3.1 It is recommended that Committee:
- 1) notes the completion and submission of the World Heritage nomination to UNESCO;
  - 2) notes the next stages of the process before a decision is announced in summer 2015;
  - 3) notes the wider socio-economic implications of the nomination; and
  - 4) approves the PMA document as appended to this report.

#### Mark Turley

Director of Services for Communities

### Links

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<b>Coalition pledges</b>	<p>P19 Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards.</p> <p>P31 Maintain our City’s reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure.</p> <p>P40 Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city’s built heritage.</p>
<b>Council outcomes</b>	<p>CO22 Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p>CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.</p> <p>CO26 The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p>
<b>Single Outcome Agreement</b>	<p>SO4 Edinburgh's communities are safer and have improved physical and social fabric.</p>

**Appendices**

1. Forth Bridge World Heritage Nomination Form January 2014  
– Executive Summary
2. Forth Bridge Partnership Management Agreement January  
2014



# Executive Summary

## State Party

United Kingdom

## State, Province or Region

Scotland, lying within Fife and City of Edinburgh local authority boundaries

## Name of Property

The Forth Bridge

## Geographical Co-Ordinates to Nearest Second

The centre of the nominated property is at:  
Latitude: 56° 00' 04" N  
Longitude: 3° 23' 23" W  
or Latitude/Longitude: 55.9984, -3.3876

## UK Ordnance Survey Grid Coordinates:

NT 313554, 679252

## Textual Description of the Boundaries of the Nominated Property

The Forth Bridge is a 2.53m-long railway bridge spanning the estuary of the River Forth, connecting Fife on the north side with the City of Edinburgh to the south. The nominated property boundaries are defined by the single contract that was let for the construction of the masonry and steel elements of the bridge, and are represented in the original contract drawings. The property does not therefore extend beyond the bridge itself, its stone and steel-built elements. The property has a very wide setting which is best protected by means other than a buffer zone (see 5.c.8 and 5.c.9)

## Map of the Nominated Property

See 1.e

## Criteria Under Which Inscription is Proposed

(i), (ii) and (iv)

### a. Draft Statement of Outstanding Universal Value

#### a. Brief Synthesis

The Forth Bridge is a globally-important triumph of engineering, at once structural and aesthetic. Linking the eastern Scottish railway network across the Forth estuary, or firth, it represents the pinnacle of 19th century bridge construction and is without doubt the world's greatest cantilever trussed bridge. When opened in 1890 it had the longest bridge spans in the world, a record held for 27 years. No other trussed bridge approaches its perfect balance of structural elegance and strength, nor its overall scale, and no bridge is so distinctive from others as is the Forth Bridge from its peers.

Superlative in its application of novel technologies, the Forth Bridge used and influenced engineering know-how that has become international in scope. The bridge continues to act as a vital transport artery and shows in an exemplary way how a historic bridge can be sensitively managed to meet modern needs. Painted Forth Bridge red a task famously set into folklore as endless, this icon of Scotland perfectly encapsulates 19th century belief in mankind's ultimate ability to overcome any obstacle: the impossible could indeed be made possible.

### b. Justification for Criteria Under Which Inscription is Proposed

#### Criterion (i): Represents a Masterpiece of Human Creative Genius

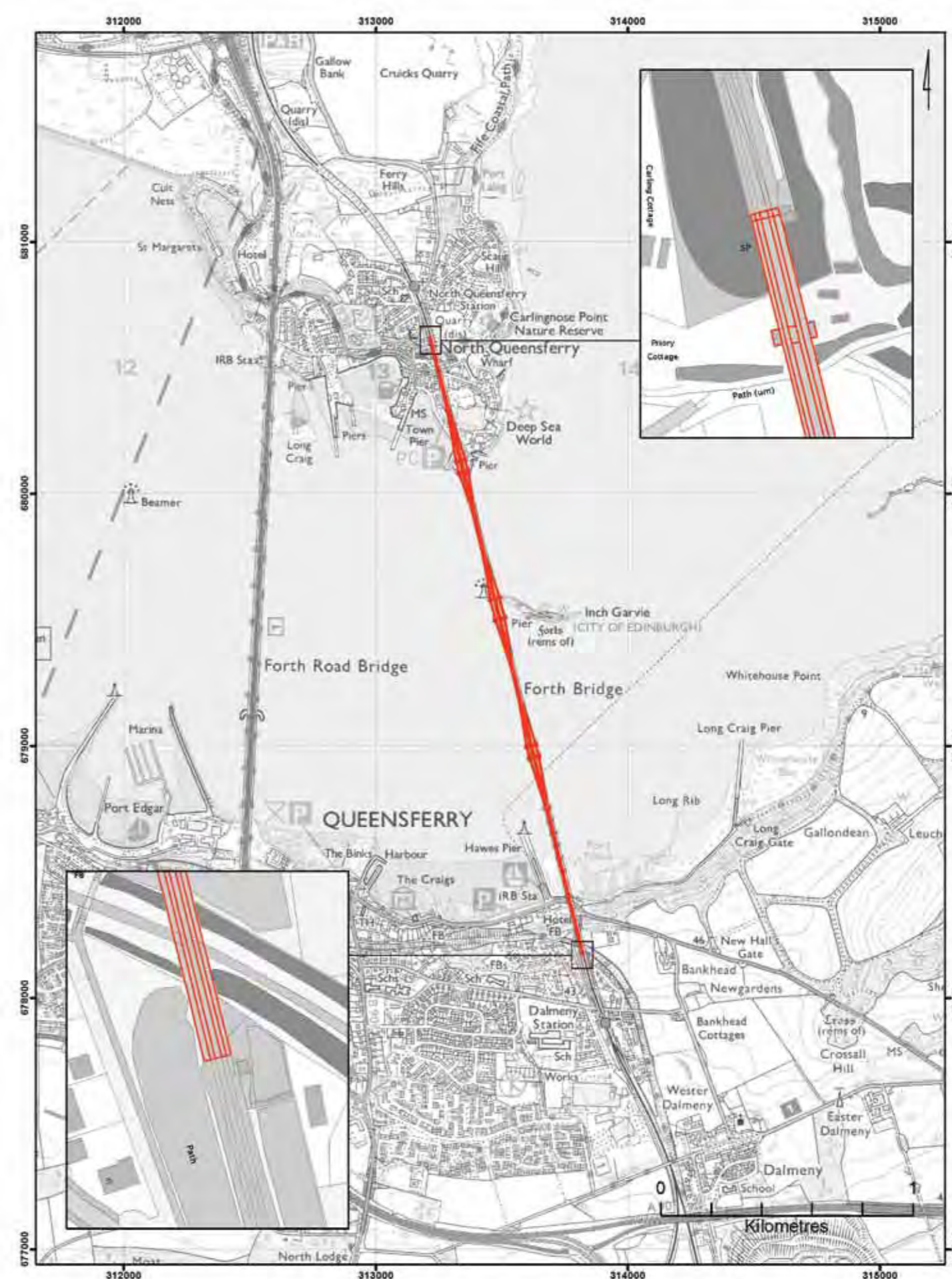
The Forth Bridge is an aesthetic triumph in its avoidance of decoration and yet an achievement of tremendous grace for something so solid. Its steel-built cantilever design represents a unique level of new human creative genius in conquering a scale and depth of natural barrier that had never before been overcome by man.

#### Criterion (ii): Exhibits an Important Interchange of Human Values on Developments in Architecture and Technology

The Forth Bridge was a crucible for the application to civil engineering of new design principles and new construction methods. It was at that time the most-visited and best-documented construction project in the world. It therefore exerted great influence on civil engineering practice the world-over and is an icon to engineers world-wide.

#### Criterion (iv): An Outstanding Example of a Type of Building, Architectural or Technological Ensemble or Landscape which Illustrates (a) Significant Stage(s) in Human History

The Forth Bridge represents a significant stage in human history, namely the revolution in transport and communications. The railway age, of which it is a potent symbol, was made possible by, and influenced the speed and connectivity of, the industrial



**Title:** Forth Bridge  
**Scale:** 1:20,000  
**Projection:** British National Grid

**Key** — Nominated Property

1.e Map of the Nominated Property, 2013. Contains public sector information and Ordnance Survey data  
(© Crown Copyright, 2013 Ordnance Survey [Licence Number 100021521])

revolution. The bridge forms a unique milestone in the evolution of bridge and other steel construction, is innovative in its design, its concept, its materials and in its enormous scale. It marks a landmark event in the application of science to architecture that went on to profoundly influence mankind in ways not limited to bridge-building.

**c. Statement of Integrity:**

The property fully includes all the attributes that express the Outstanding Universal Value of the Forth Bridge. It and its setting do not suffer from the adverse effects of development or neglect. It rises above all nearby development, sets a benchmark for other bridges at a greater distance, and its condition is good.

**d. Statement of Authenticity:**

The property has a high degree of authenticity, with very little change having been made to the structural performance or material fabric since it opened in 1890. This can be verified by means of the extensive documentation through photographs taken during and after completion of the works. It has recently benefited from an exemplary conservation programme, with minimal replacement of fabric and it continues in use as a railway bridge connecting eastern Scotland, the purpose for which it was built.

**e. Requirements for Protection and Management:**

The property has the highest level of building designation, having been

included in the statutory list of buildings of special architectural or historic interest at Category 'A' on 18th June 1973. It is contained at each end by Conservation Areas, and by other designations affecting the shore and designed landscapes. Its immediate surroundings are therefore protected and managed.

Maintenance is planned ahead through Network Rail's maintenance programme, monitored from the benchmark of the excellent condition this bridge now has. Processes are in place for consenting change to this listed building that affects its special interest, and for development affecting its setting.

The management and protection arrangements are therefore robust enough to sustain the outstanding universal value of the property. Protection is assured through listed building consent and planning processes that serve well to balance the evolving needs of operational infrastructure and the safeguarding of cultural value. Heritage impact assessment is a tool for managing change. Management relies on monitoring from a sound baseline, a steady programme of maintenance by the owner, attention to community concerns and collaborative pursuit by stakeholders of economic benefits and other opportunities derived from the bridge.

Specific long-term expectations related to key issues include maintenance of strong community support, broadening understanding in the context of world bridges, attention to developments within key views, risk management and inspiring others.

A Management Plan has been prepared by the partners who support this nomination, working together as the Forth Bridges Forum. This partnership is a Transport Scotland-led management forum, established to ensure that local stakeholders' interests remain at the core of the management of the Forth bridges. The Forth Bridges Forum has undertaken to work together in a strategic partnership for the purposes of promoting the Forth Bridge's protection, conservation, presentation and transmission to future generations.

**Name and Contact Information of Official Local Institution/Agency**

**Organisation**

Historic Scotland

**Address**

Dr Miles Oglethorpe  
Longmore House, Salisbury Place  
Edinburgh EH9 1SH  
Scotland  
United Kingdom

**Tel:** 44 (0) 131 668 8600

**Fax:** 44 (0) 131 668 8877

**E-mail:**

Miles.Oglethorpe@scotland.gsi.gov.uk

**Website:**

[www.historic-scotland.gov.uk/](http://www.historic-scotland.gov.uk/)

Photograph showing progress of the Queensferry main tower on 12 March 1887, (© Crown Copyright, National Records of Scotland).



**A Partnership Management Agreement  
between  
Network Rail Infrastructure Ltd,  
City of Edinburgh Council, Fife Council and Historic  
Scotland concerning  
the Forth Bridge**



**Partnership Management Agreement between Network Rail Infrastructure Ltd, City of Edinburgh Council, Fife Council and Historic Scotland**

Purpose .....	3
Summary .....	3
Structure.....	3
Categorisation of Works .....	3
Toolbox .....	4
Signature Page .....	6
Section One .....	7
Statement of Importance .....	7
Schedule and Categorisation of Works .....	8
Section Two .....	10
Copy of Ministerial Direction to both City of Edinburgh Council and Fife Council.....	10
Appendices .....	1
Appendix 1: Process Flowcharts .....	1
Appendix 2: List Descriptions .....	1
Appendix 3: Area Covered by this Agreement .....	1
Appendix 4: Project Supplements .....	1

## Purpose

This agreement will help deliver a proportionate and consistent listed building consent (LBC) process by all parties as part of Network Rail's management of the Category A-listed Forth Bridge.

## Summary

The Partnership Management Agreement (PMA) sets out the works to the Forth Bridge that will require LBC and outlines the processes that are to be followed. It will also state the type of works that can proceed without consent. The agreement also contains provisions to remove the requirement on both the City of Edinburgh Council and Fife Council to notify or consult on certain types of LBC applications to Historic Scotland acting on behalf of Scottish Ministers or its successors when issuing consent.

The agreement will also cover; Pier Lighthouse, East and West Battery Piers in North Queensferry and the viewing area under the north cantilever. These are also Category A-listed, within the ownership of Network Rail and have been included as they form part of the same maintenance regime.

## Structure

The agreement consists of two main elements –

1. This falls into two parts. Firstly, the importance of the bridge is described. Appendix 3 contains a selection of maps and photographs to illustrate the area covered by the agreement. A schedule of works will then identify if listed building consent is required (categorisation of works) and the procedures that are to be followed.
2. A legal agreement; or Direction issued by Historic Scotland acting as Scottish Ministers under Section 13 (as amended) of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act) 1997. This allows consents to be issued without the requirement to firstly notify Historic Scotland. A Direction has been issued separately to both City of Edinburgh Council and Fife Council. Scottish Ministers can also withdraw the Directions.

## Categorisation of Works

Three categories of works have been identified and agreed within the schedule:

- 1 **Category 1 Works** – works that do not require consent e.g. routine maintenance, minor works or like for like repairs and replacement.
- 2 **Category 2 Works** – works that are more significant than Category 1 and will require consent. Each Council will be free to issue consent without consultation or notification to Historic Scotland or its successors due to the Directions in place.

- 3 **Category 3 Works** – works such as extensive alterations or new additions that will have the potential to have a major impact on the significance of the bridge. Consent will be required as will consultation or notification to Historic Scotland or its successors. This category of works should be subject to pre-application discussions between all parties.

Appendix 1 contains a process flowchart for each category of works, including agreed timescales.





### Toolbox

The toolbox outlines the roles of each organisation (plus named contacts), links to relevant legislation, policy and guidance, plus outlines the overarching operation of the agreement.

Roles of all parties	<b>Owner.</b> Network Rail Infrastructure Ltd is the owner of the bridge with detailed knowledge of the structure, its history and its maintenance and repair requirements.	
	<b>Historic Scotland</b> – Historic Scotland, for Scottish Ministers, is responsible for compiling and maintaining a list of buildings of special architectural or historic interest. It is also a statutory consultee within the planning process.	
	<b>City of Edinburgh Council and Fife Council.</b> Both act as the planning authority for part of the bridge. They are the first point of contact in the LBC process and will consult each other upon receiving an application from Network Rail for the Forth Bridge. For the purposes of this agreement, the boundary line between Fife and the City of Edinburgh Council area has been identified (see Appendix 3).	
Named Contact Officers	Organisation	Officer Contact Details
	Network Rail Infrastructure Ltd	Sandra Heberton
	City of Edinburgh Council	Duncan Robertson
	Fife Council	Alastair Hamilton
	Historic Scotland	Ian Thomson
Relevant Policy, Guidance and Links	Organisation	Documents
	Historic Scotland	<a href="#">Scottish Historic Environment Policy</a>
	Historic Scotland	<a href="#">Managing Change Guidance Notes</a>
	City of Edinburgh Council	<a href="#">Rural West Edinburgh Local Plan</a>

	<p>City of Edinburgh Council</p> <p>Fife Council</p>	<p><a href="#">Listed Buildings and Conservation Areas Guidance</a></p> <p><a href="#">Dunfermline &amp; West Fife Local Plan</a></p>
<p>Lifespan of this agreement</p>	<p>The agreement will run for a period of 5 years commencing on the date of signature and may be extended thereafter with the agreement of all the partners.</p>	
<p>Submission of works by Network Rail</p>	<p>It is agreed that Network Rail will issue a schedule of works to City of Edinburgh Council and Fife Council on, or around, the 1<sup>st</sup> April each year. A copy of the list will also be sent to Historic Scotland or its successors. The list will be deemed to be agreed, unless either City of Edinburgh Council or Fife Council wish to challenge any entries on the list, and they must do so in writing within 6 weeks of issue of the list. In such an event, all partners will seek resolution. The agreement may then be amended with the new schedule.</p> <p>The agreement has the flexibility to be updated should it prove necessary for Network Rail to carry out works after the annual submission date. In this event, details of the works shall be passed to both City of Edinburgh or/and Fife Council and the process thereafter will follow that of the annual submission.</p> <p>If, at any time, any one of the partners has concerns (or grievance) over the agreement, or any part of it, a meeting with all parties should be held within 30 days (of the concern being raised) in order to seek resolution.</p>	
<p>Ending the agreement</p>	<p>The agreement may be terminated by any partner at the end of any 12 month period with a minimum of 3 months' notice and given in writing to the other partners. In this event, the Directions issued to both City of Edinburgh Council and Fife Council will be withdrawn.</p>	

**Signature Page**

Organisation	Officer and Title	Signature
		
		
		
		



## Section One

### Statement of Importance

The Forth Bridge, designed by Sir John Fowler and Sir Benjamin Baker in 1882, is a internationally-important triumph of engineering, at once structural and aesthetic. It represents the pinnacle of 19<sup>th</sup>-century bridge construction and is without doubt the world's greatest cantilever trussed bridge. When opened in 1890 it had the longest bridge spans in the world, a record held for 27 years. No other trussed bridge approaches its perfect balance of structural elegance and strength, nor its overall scale, and no bridge is so distinctive from others as is the Forth Bridge from its peers.

Superlative in its application of novel technologies, the Forth Bridge used and influenced engineering know-how that had become international in scope. The bridge continues to act as a vital transport artery and shows in an exemplary way how a historic bridge can be sensitively managed to meet modern needs. The bridge is painted 'Forth Bridge red' and its constant repainting is famously set into folklore to define any endless task. This icon of Scotland perfectly encapsulates 19th century belief in mankind's ultimate ability to overcome any obstacle: the impossible could indeed be made possible.

The brick pier (Pier Lighthouse) beneath the central cantilever is from Thomas Bouch's 1879 bridge (never completed) and therefore pre-dates the existing bridge. The lighthouse is early twentieth century.

The East and West Battery Piers at North Queensferry enabled easy access to the bridge during construction, 1881-1890..

A copy of the list descriptions can be found in Appendix 2

## Schedule and Categorisation of Works

Photographic information is available in Appendix 4: Project Supplements

Item	Work Description	Programme	Category	Notes
1	Treating and repair of "contact points"	2014	1	<i>Works limited to repair and repainting of 'scratches and dents'. All works to match existing.</i>
2	Periodic repair of asphalt walkway in the cess	2014	1	<i>All works to match existing. See Supplement 2 for photographs.</i>
3	Maintenance of spiral staircases within the Jubilee tower	2014	2	<i>See Supplement 3 photographs.</i>
4	Painting of wind fence capping	2014	1	<i>All works to match existing. See Supplement 4 for photographs.</i>
5	Repairs/ refurbishment of interior of toilets/mess facilities on the bridge	2014	1	<i>See Supplement 5 photograph.</i>
6	Removal of Electric Compressors from Towers	2014	1	<i>See Supplement 6 photographs.</i>

7	Lighthouse repair and refurbishment	2015	2	<i>See Supplement 7 photographs.</i>
8	Forth Bridge Visitor Experience	2015	3	

DRAFT

**Section 2**

Copy of Ministerial Direction to both City of Edinburgh Council and Fife Council

DRAFT

**Appendices**

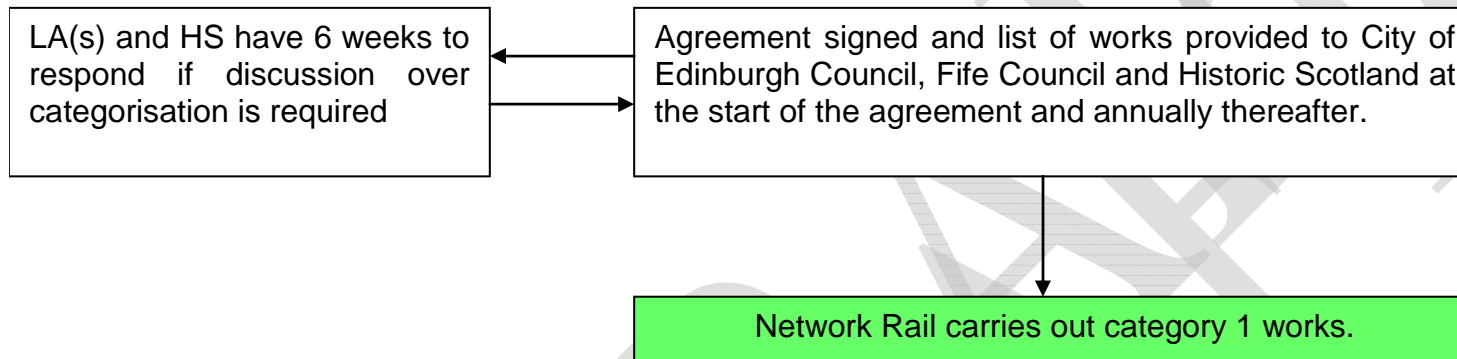
- Appendix 1 Process Flowcharts
- Appendix 2 Listing Descriptions
- Appendix 3 Area Covered by this Agreement
- Appendix 4 Project Supplements

Note: Where Historic Scotland is referenced this includes the successor body that will result from the merger with RCHAMS in 2015.

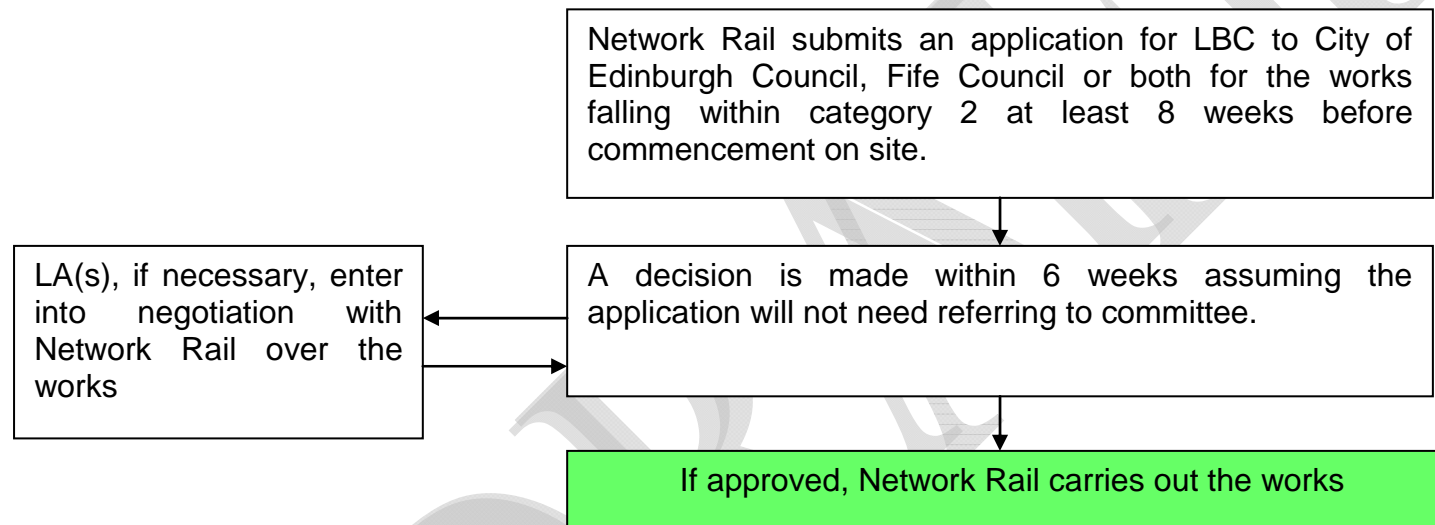
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**Appendix 1 – Process Flowcharts:**

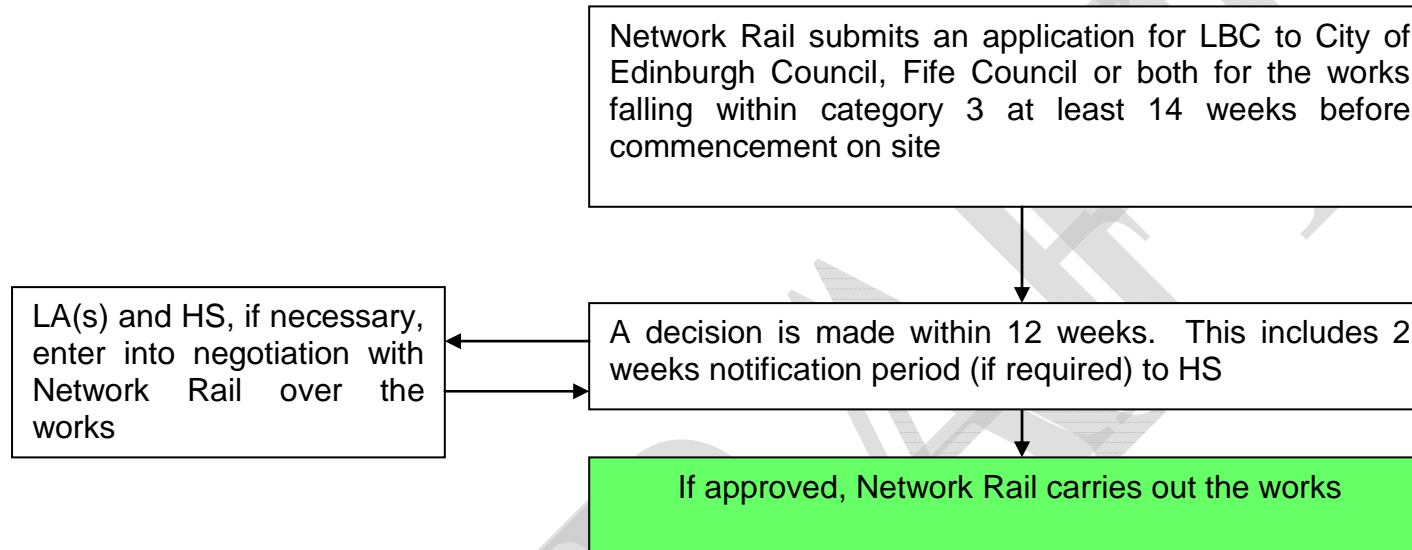
**Works falling into category 1 (no consent required)**



**Works falling into category 2 (LBC required; consents issued without notification to Historic Scotland)**



**Workflow for Works within Management Agreement Classified at category 3 (LBC required; requiring notification to Historic Scotland)**



Note: For complex works parties may, as part of pre-application discussions, agree alternative timescales



## Appendix 2

### Listing Descriptions

The Forth Bridge has two entries on the Statutory List to cover both the Fife and City of Edinburgh Council areas. As the information contained in each entry is identical, only the entry for Edinburgh has been included here.



NOTES: A-group with 'Jamestown, Forth Bridge, North Approach Railway Viaduct' and 'Hope Street, Forth Bridge Approach Railway, Truss Bridge' (see separate listings).

The internationally acclaimed Forth (Railway) Bridge is one of the most ambitious and successful engineering achievements of the 19th century. On completion it was the longest railway bridge in the world and the largest steel structure, pioneering the wide-spread adoption of steel in bridge construction. With its distinctive cantilevered design, the Forth Bridge is Scotland's most instantly recognisable industrial landmark. It has become a symbol of national identity in much the same way as the Eiffel Tower in Paris.

The construction challenge posed by the Forth Bridge was immense. It took a five thousand strong workforce seven years to build it using more than fifty thousand tonnes of Siemens-Martin open-hearth steel and 8 million rivets. The bridge was first built in sections, on land, before being disassembled and sent out on boats for re-erection at the bridge site. The towers rise from massive granite piers, the underwater foundations of which were constructed using 21 metre wide, submersible wrought-iron cylinders called cassions. The cassions were carefully positioned on the sea bed before being filled with concrete. Numerous innovations by the principal contractor William Arrol (knighted 1890) included his hydraulic spade and riveting machines, allowing construction to advance at an extraordinary rate considering the scale and complexity of the project. As far as possible, the bridge design utilises natural features including the promontories and high banks at North and South Queensferry and the small outcrop of rock, Inchgarvie in the middle of the Firth.

A bridge crossing the Firth of Forth was first proposed in 1818 by Edinburgh civil engineer, James Anderson. Some engineers believed a tunnel would be a better solution and it was not until 1873 that the Forth Bridge Company was founded. The first contract was given to Thomas Bouch who designed a bridge modelled on his design for the Tay Bridge. However, after the Tay Bridge disaster of 28th December 1879, when high winds blew down the high central girders and around 75 lives were lost, the company felt it would be wiser to employ a completely new design. One brick pier of Bouch's abandoned scheme sits beneath the bridge at Inchgarvie rock - its physical survival contributing to the wider story of the bridge.

John Fowler (knighted 1885) and his colleague Benjamin Baker (knighted 1890) received the new commission. Fowler's background in railway engineering was distinguished having previously designed the

first railway bridge across the Thames in 1860, St Enoch's station in Glasgow, and he was a principal engineer of the London Underground system. In preparation for the Forth Bridge, Benjamin Baker conducted experiments on wind pressure using a set of gauges that he installed on the Forth shoreline. Their innovative cantilever design allowed spans nearly four times larger than any railway bridge previously built and it remains the world's longest bridge built on the cantilever principle. Construction was authorised by an Act of Parliament in 1883 and the bridge opened seven years later, on 4th March 1890, with Albert Edward, Prince of Wales, inserting a final inscribed gold plated rivet. The bridge has been in continuous use since then with around 200 trains passing over it each day (2013).

The bridge is known for its distinctive paint colour, called Forth Bridge Red. 7000 gallons of paint are required to cover the surface. Similar in shade to iron oxide, the colour helps to disguise areas prone to rust. The act of painting the bridge is used in conversation to refer to any task that appears to be never ending. Between 2002 and 2011, all earlier coats of paint were removed and a new hard-wearing coating system was applied. The new paint coating, originally developed for North Sea oil rigs, is expected to last for at least 20 years.

The bridge is included on the statutory list twice, both in the City of Edinburgh and Fife Council areas.

List description updated at resurvey in 2003/4, and in 2013.

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FIFE COUNCIL

INVERKEITHING PARISH

Information Supplementary to the Statutory List

STATUTORY LIST

HBNUM: 43862      ITEM NO: 10

Group with Items:	CAT:	A	NORTH QUEENSFERRY, BATTERY ROAD, EAST AND WEST BATTERY PIERS INCLUDING SHORING AND VIEWING AREA BELOW FORTH BRIDGE NORTH CANTILEVER, AND BOUNDARY WALLS
Map Ref: NT 13397 80141	Date of Listing:	27-NOV-96	

John Rennie, 1810-1813; with later improvements. WEST BATTERY PIER: 98m long jetty, approximately 8m wide at narrowest point, running NS. Flanked on E by rising ground of N cantilever of Forth Bridge. Coursed rubble masonry; setts; large widely droved slabs along W margin. EAST BATTERY PIER: 70m long jetty, approximately 9m wide at narrowest point. Flanked on N by dry land, running eastward from point E of landward end of pier to W; flanked on S by short, narrow pier with rounded E end. Jetty with coursed, droved rubble masonry; setts (smaller than W pier) with later track marks (for cradle used during building of Forth Bridge); marginal slabs keyed with oblong blocks in pairs. Short pier with coursed, droved masonry blocks to end, drystone rubble, slabs keyed with single blocks. Setts extended over ground approaching both E and W piers.

SHORING: sloping coped wall shoring ground under N cantilever; coursed dressed rubble. VIEWING AREA: raised open viewing area of irregular shape to NW of cantilever, surrounded by flat-headed coped random rubble walls, straight modern railings to SW; central square-plan entrance pier with square stepped capital and commemorative plaque. BOUNDARY WALLS: long round coped random rubble walls along shore from Battery Road leading to NW end of West Battery Pier.

REFERENCES: Office Papers of John Rennie, NATIONAL LIBRARY OF SCOTLAND. W Westhofen, THE FORTH BRIDGE Centenary Edition (1989), first published as a supplement to ENGINEER MAGAZINE (28 February 1890). T Sharp, C Greenwood, W Fowler, MAP OF FIFE AND KINROSS (1828). 1st edition Ordnance Survey map (1856). Rev W Stephen, HISTORY OF INVERKEITHING AND ROSYTH (1921) p317. A Graham 'Archaeological Notes on some Harbours in Eastern Scotland,' PROCEEDINGS FROM THE SOCIETY OF ANTIQUARIES OF SCOTLAND, Vol 101

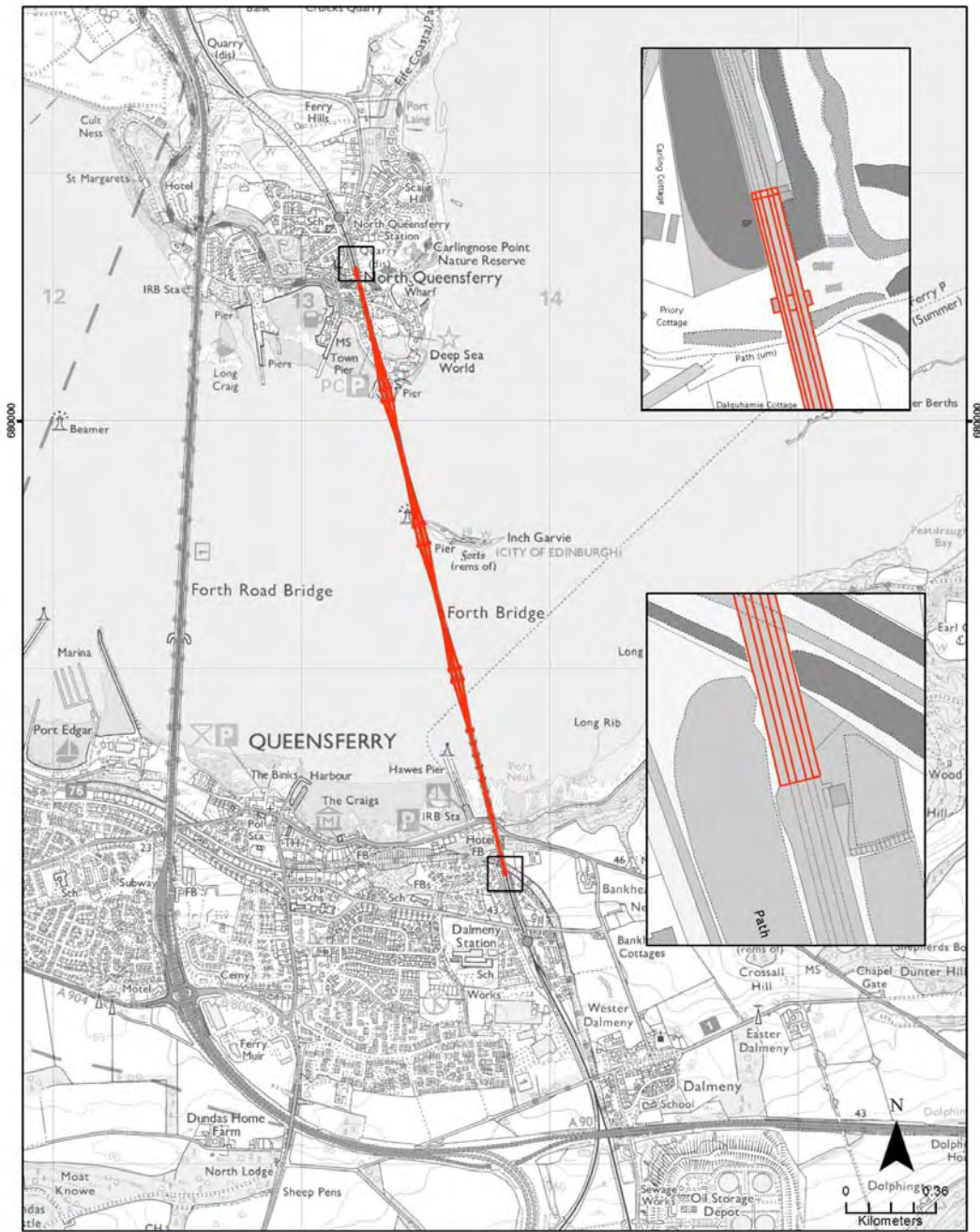
(1968-1969) pp259-260. A Murray, THE FORTH RAILWAY BRIDGE: A CELEBRATION (1983) p49.

NOTES: A-group with Town Pier, Lantern Tower and Signal House (see separate listings). These piers were crucial in allowing easy access to the Forth Bridge during construction, 1881-1890. They also form an historic association with the Ferry Passage as a possible landing point during the medieval period and are linked to the contemporary re-construction of the Town Pier (see separate listing). In 1809, the Forth Ferry Trustee Company was established and subsequently an Act of Parliament was passed in 1810 by which the former proprietors of the Ferry Passage were compelled to sell their rights to the Government at the price of £10,000. Facilities related to the landing at North Queensferry were in much need of upgrading and engineer, John Rennie, was commissioned to provide improvements to the existing slip landings and piers at North and South Queensferry at a final cost of £33,825. The building of the West Battery Pier, at a cost of £4,206-19-6, also consisted of a home for boatmen to wait in and a shed for the shelter of foot passengers together with a road of communication from this pier to the turnpike road. Although the Town Pier became the main landing point for the ferryboats crossing from South Queensferry, the East and West Battery Piers were used during low tide conditions. The jetty of the East Battery pier also functioned as a pilot boat slipway for the Coastguard whose post was originally located on the site of the Fife cantilever and was removed to Battery Hill (Castle Hill) once the construction of the bridge commenced in 1883. Remains of tracks in setts (now in disrepair) indicate the site of a former cradle on the East Battery Pier, which would have been used to assist in the construction of the Forth Bridge. With the opening of the Forth Bridge (see separate listing) in 1890, the Railway Pier (see separate listing) built in 1877 at West Bay became the usual pier for road traffic. The ferry passage ceased altogether with the opening of the Forth Road Bridge in 1964. Photographs contemporary to the building of the Bridge show the walls surrounding the present viewing area formed an enclosure where temporary buildings related to the Bridge construction stood (Murray).

---

Appendix 4 Area Covered by this Agreement

The Forth Bridge is identified as that contained in the original contract drawings and covers the masonry and steel elements. The bridge on both sides starts and ends with the stone parapet piers. This area is identified in red on the map.



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**Title:** Forth Bridge  
**Scale:** 1 : 200,000 @ A4  
**Projection:** British National Grid

**Key**



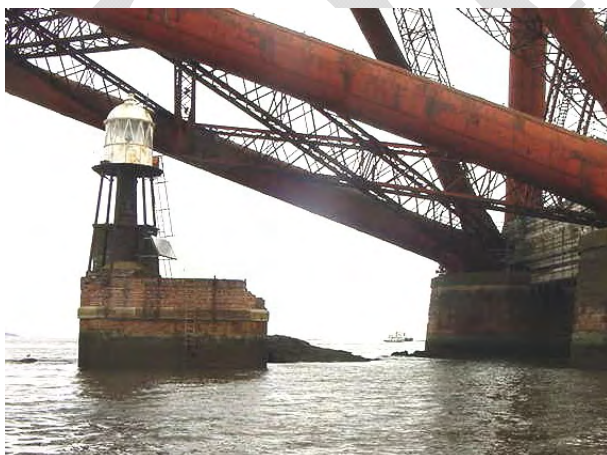


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Arrows indicate the start / end of the Forth Bridge where the parapet piers terminate.



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Pier Lighthouse. Located beneath the central cantilever it is considered to be within the City of Edinburgh Council area for administering this agreement.

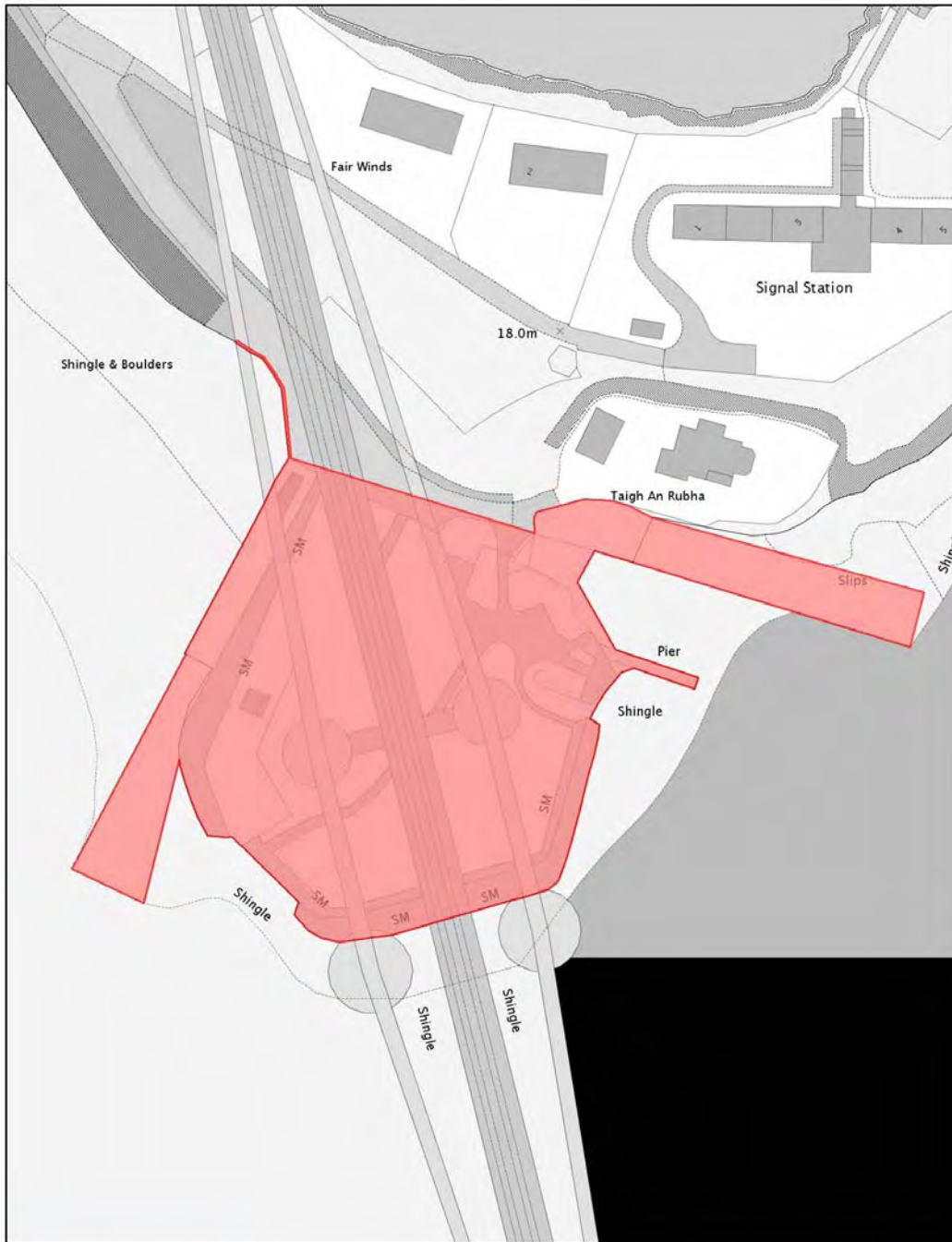




For the purposes of this agreement, the boundary between Fife and City of Edinburgh Council has been established on the bridge, indicated by the arrows. It has been agreed that the logical divide is at the junction between the central cantilever and northern suspended span.



The red area indicates the furthest extent of the listed elements under the north cantilever. This includes; East and West Battery Piers, walls, shoring and viewing area.



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<p><b>Title:</b> Forth Bridge</p> <p><b>Scale:</b> 1 : 200,000 @ A4</p> <p><b>Projection:</b> British National Grid</p>	<p><b>Key</b></p>
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**Appendix 5 Project Supplements**

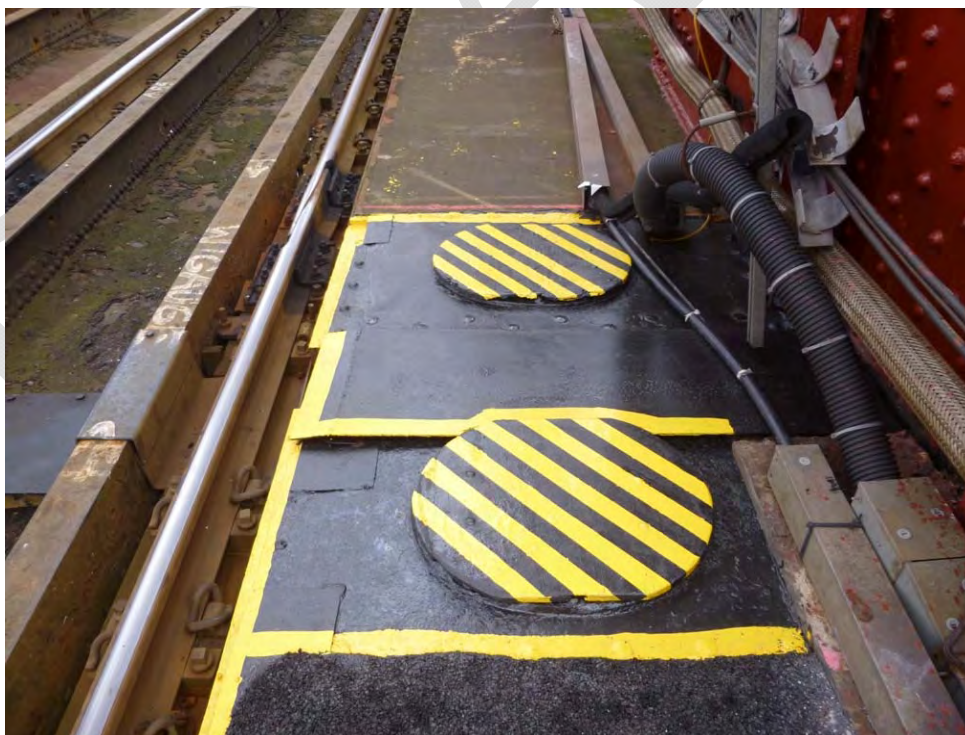
**Project Supplement 2**



Typical condition of cess walkway



Cess walkway exposed steel and timber lids before preparation and coatings



Cess walkway exposed steel and timber lids after preparation and coatings

**Project Supplement 3**



South Portal



North Portal

**Project Supplement 4**



Unpainted



Painted

**Project Supplement 5**



**Project Supplement 6**



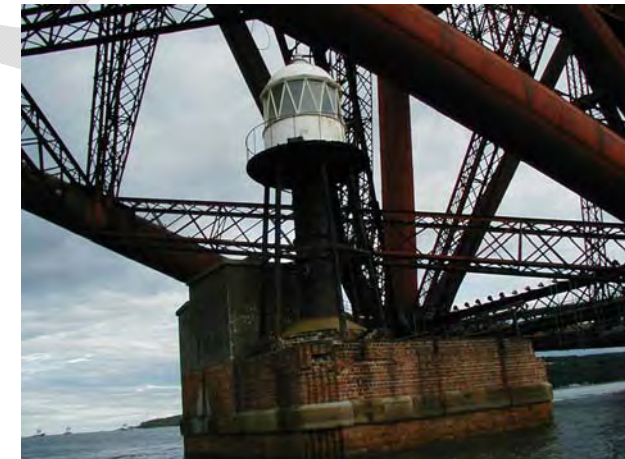
Typical housing elevation



Compressor and interior of housing



Project Supplement 7



# Planning Committee

10.00am, Thursday, 27 February 2014

## Grange Conservation Area - Review of Conservation Area Character Appraisal

Item number	8.2
Report number	
Wards	Meadows/Morningside, Southside/Newington

### Links

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Coalition pledges	<a href="#">P40</a>
Council outcomes	<a href="#">CO19</a> <a href="#">CO23</a>
Single Outcome Agreement	<a href="#">SO4</a>

### Mark Turley

Director of Services for Communities

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# Executive summary

## Grange Conservation Area - Review of Conservation Area Character Appraisal

### Summary

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This report seeks approval of the revised Grange Conservation Area Character Appraisal in draft for consultation. This has been developed as the first of a new style of appraisal which will be used as a model for the revision of those for other conservation areas. The content has been updated to reflect changing issues in the area; the community's views and concerns; and to produce a more user-friendly format.

### Recommendations

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It is recommended that the Committee approves the attached revised Grange Conservation Area Character Appraisal in draft for consultation.

### Measures of success

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- Completion of a programme of public consultation on the draft appraisal.
- Incorporation of public feedback and production of the finalised Grange appraisal.
- Positive lessons learned for the ongoing review of appraisals.

### Financial impact

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The work will be undertaken within existing staff resources. There are no immediate financial implications for the Council arising from this report. There may be financial implications arising from recommendations for specific projects such as enhancement schemes, however these will require further approval from the relevant Committee as projects are developed.

### Equalities impact

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The aim of conservation area status is to preserve and enhance the quality of the area. This has the potential to improve quality of life and support sustainable communities. Consultation processes and venues will ensure accessibility. The review of the format of character appraisals provides an opportunity to make the documents more accessible than at present.

There are no predicted negative impacts on equalities.

## Sustainability impact

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The impact of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.

- The proposals in this report will reduce carbon emissions by encouraging the conservation of resources and energy embodied in existing buildings, rather than demolition and reconstruction, major generators of carbon emissions.
- The need to build resilience to climate change impacts is not relevant to the proposals in this report because conservation of the built environment is not considered to be significantly affected, positively or negatively, in this regard.
- The proposals in this report will help achieve a sustainable Edinburgh because the conservation and management of the historic environment contributes directly to sustainability in a number of ways. These include the energy and materials invested in a building, the scope for adaptation and reuse, and the unique quality of historic environments which provide a sense of identity and continuity.

## Consultation and engagement

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Significant public engagement has been carried out in the Grange to inform the content and emphasis of the draft appraisal. The Grange Association has provided invaluable support and feedback to this process. Students of the University of Edinburgh's Urban Conservation MSc course have also carried out research which has informed the draft document. A working group of officers has assisted with the production of the appraisal. Once approved for public consultation, the draft appraisal will be taken to a broader audience for detailed comment.

## Background reading / external references

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Report to Planning Committee of 3 October 2013, Review of Conservation Area Character Appraisals.

## Grange Conservation Area - Review of Conservation Area Character Appraisal

### 1. Background

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- 1.1 On 3 October 2013, the Planning Committee approved a programme of review of Edinburgh's conservation areas. The Grange was assessed as one of the initial six priority areas and was agreed as the first to be reviewed.

### 2. Main report

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- 2.1 The revised Conservation Area Character Appraisal is intended to reflect changes that have occurred in the Grange since the previous appraisal was published in 1998; to be more tightly focused on the analysis of character and townscape; and targeted at guiding decisions more clearly. Research has focused on the impact of recent development and areas of information which have been omitted or require updating.
- 2.2 Early engagement with the community and others to inform the draft appraisal has consisted of:
- discussions with the Grange Association;
  - an on-line survey;
  - drop-in information session at Newington Library;
  - collaboration with University of Edinburgh Urban Conservation MSc students; and
  - input from officer working group.
- 2.3 These activities produced invaluable information on the community's priorities and current concerns regarding the nature of change and recent development in the area. 80 responses to the survey were received, including 33 in person from visitors who attended the library information session. A summary of the results of the community survey are attached at Appendix 1. The most common areas of comment or concern were on the use of appropriate materials; the impact of development on trees and gardens; the design and scale/density of extensions and new development; and issues relating to boundary treatments.
- 2.4 The draft Grange Conservation Area Character Appraisal attached at Appendix 2 reflects the feedback received during this initial engagement process. For example, greater emphasis has been given to the townscape role of and the need to protect gaps between buildings; the importance of understanding

context and quality in designing interventions; and the use of appropriate boundary treatments.

- 2.5 The officer working group has helped focus attention on how appraisals are used in decision-making and how this could be improved. The academic research carried out by the UoE has broadened the background to the review and filled gaps in our knowledge, such as the character and development of the Astley Ainslie Hospital area.
- 2.6 To better reflect the active role of the appraisal in guiding decisions, a Management section has been introduced which summarises the controls and policies which apply in the area and identifies a series of pressures and sensitivities, with recommendations made to address each type. Opportunities for development or enhancement are identified.
- 2.7 This document is the text-only version of the proposed content. A further aim of the review is to develop a more user-friendly, interactive, on-line format for this and future appraisals. This is currently in development: a sample section of the interactive document showing its proposed appearance and functionality will be tabled at Committee.
- 2.8 The appraisal will be completed in the interactive format and a public consultation carried out during spring 2014. The consultation will consist of information presented on-line with a feedback form; an exhibition; and information events in Newington Library and elsewhere within the Grange if appropriate, with officers on hand to discuss and explain the appraisal.
- 2.9 The consultation information and related events will be promoted by posters in the local area, on Twitter and online. Local and city wide amenity groups, and local Councillors, will also be notified. The Grange Association has kindly offered the services of their local Newsletter, website and email network in promoting the consultation.

### **3. Recommendations**

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- 3.1 It is recommended that the Committee approves the attached revised Grange Conservation Area Character Appraisal in draft for consultation.

#### **Mark Turley**

Director of Services for Communities

## Links

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<b>Coalition pledges</b>	P40 Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage.
<b>Council outcomes</b>	CO19 Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. CO23 Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.
<b>Single Outcome Agreement</b>	SO4 Edinburgh's communities are safer and have improved physical and social fabric.
<b>Appendices</b>	<ol style="list-style-type: none"><li>1. Summary of community survey results</li><li>2. Draft Grange Conservation Area Character Appraisal</li></ol>

## Appendix 1

### Grange Conservation Area Character Appraisal Design Survey Analysis of results

An on-line SurveyMonkey questionnaire was set up to capture residents' views on a selection of recent developments in the Grange and to encourage comments about the character and appearance of the area. The survey was advertised from 13 November 2013 and can be viewed at [www.surveymonkey.com/s/grangeCACAdesign](http://www.surveymonkey.com/s/grangeCACAdesign)

80 responses were received. Over 90% of respondents completed the evaluation of recent developments section, answering 2 questions about each development with a multiple-choice answer on a five point scale from 'Very well' to 'Very badly'.

Q1 How well do you feel the development has taken account of the special characteristics?

Q2 How well do you feel the development has preserved or enhanced the character or appearance of the area?

The dominant responses for each question were:

Development 1 (South Oswald Rd apartments 1)

Q1 – Very/fairly badly            Q2 – Very/fairly badly

Development 2 (Grange Loan garage and attic)

Q1 – Very/fairly well            Q2 – Very/fairly well

Development 3 (St Alban's Rd mews/terrace)

Q1 – Very/fairly well            Q2 – Neither well nor badly/badly

Development 4 (Mansionhouse Rd side extension)

Q1 – Very/fairly well            Q2 – Very/fairly well

Development 5 (South Oswald Rd apartments 2)

Q1 – Very/fairly badly            Q2 – Very/fairly badly

Development 6 (Lauder Rd side/rear extensions)

Q1 – No overall trend            Q2 – Very/fairly badly

Development 7 (Lauder Loan house)

Q1 – Very/fairly badly            Q2 – Very/fairly badly

Development 8 (Blackford Rd house)

Q1 – Very/fairly badly            Q2 – No overall trend

In general, the answers to the two questions tallied, ie. If the respondent felt the characteristics had been taken account of, then the development preserved or enhanced the area (or the reverse). In a few cases however no overall positive or negative feeling predominated (eg. the Blackford Road house divided opinion with some strongly positive and others strongly negative). The developments which adopted a broadly traditional design and/or material palette were preferred, while those of more contemporary character were rated poorly.



In the open-text questions, 58% of the respondents provided comments. Within these, the following subjects or areas of concern featured most prominently (in descending order of number of comments):

- Use of materials (19)
- Tree protection and management (12)
- Density of built development (12)
- Encouraging variety and quality of new development as opposed to traditional/pastiche (10)
- Boundary treatments (10)
- Style/design of new development (8)
- Loss of gardens (7)
- Encouraging traditional/pastiche approaches to design of new development (5)
- Driveways/paving (5)
- Roads/traffic (2)
- Enforcement of unauthorised development (1)

Looking at these responses in greater detail, trees were the single biggest area of concern. Loss of trees is related to the perceived issues of amalgamation of buildings through side extension, loss of gardens and provision of excessive areas of hardstanding for parking. Comments regarding the need for succession planning for the replacement of over-mature specimens, appropriate choice of species and enforcement of replacement planting were made.

Comments about the design of new development and use of materials show a much greater concern for quality and consideration of context than any specific design approach or 'style' (interesting, given the broad trends of the evaluation section). A number of comments recognise the need to allow quality contemporary design and allow the evolution of the area. Some drew a distinction between extensions to traditional buildings, which should harmonise with the style of the original, and new-build sites, where a greater freedom of expression would be appropriate. Poor-quality pastiche was criticised as much as poor-quality contemporary examples.

Density and the impact of extensions came high in the list of concerns. This relates to density of building/footprint, rather than specifically density of dwellings or population. Concerns were raised that dwellings are being extended beyond their original capacity, undermining their character and that of their garden setting. Side extensions which bridge between plots, eroding the characteristic townscape gaps between dwellings, were of particular concern.

This issue in turn creates concerns regarding loss of garden ground, trees, grass and landscaping to built form and car parking. These issues appear to relate to the return of villas to single-family use, reversing earlier trends for subdivision. Examples 1 and 5 in the evaluation section (South Oswald Road) raised comments that, regardless of views on detailed design, the height/volume, tenure and character of these flatted blocks created a worrying precedent of increasing density.

Boundary treatments were mentioned both in terms of protecting historic walls and railings but also ensuring that new interventions protect that element of character. New developments are perceived as eroding boundaries by widening vehicle openings, removing pedestrian gates, and replacing visually-permeable railings and gates with opaque examples.

## Appendix 2

# GRANGE CONSERVATION AREA CHARACTER APPRAISAL

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### Contents

1. Summary information		2
2. Conservation area character appraisals		3
3. Historical origins and development		4
4. Special characteristics	4.1 Structure	8
	4.2 Key elements	10
	4.3 Astley Ainslie Hospital	13
5. Management	5.1 Legislation, policies and guidance	15
	5.2 Pressures and sensitivities	18
	5.3 Opportunities for development	20
	5.4 Opportunities for planning action	20
	5.5 Opportunities for enhancement	20
6. Sources		22

## 1. Summary information

### *Location and boundaries*

The Grange Conservation Area is situated approximately one mile to the south of Edinburgh city centre. The conservation area is bounded by Sciennes Road and Strathearn Road to the north, the south suburban railway line and St. Albans Road to the south and Causewayside to the east. The west boundary is less well defined, but is generally marked by the western boundary of the Astley Ainslie Hospital complex, Newbattle Terrace and Whitehouse Loan. The area falls within the Southside/ Newington and Marchmont and Meadows wards. The population of the Grange Conservation Area in 2011 was approximately 4600, in 2100 households.

### *Dates of designation/amendments*

The Grange Conservation Area was designated on 16 September 1983 and was extended on 29 March 1996 to include the whole of the Astley Ainslie Hospital.

### *Statement of significance*

The architectural form and green environment of the Grange are attributable to the picturesque movement and characterised by romantic, revivalist architectural forms that are original and individual in composition. The buildings are complemented by the profusion of mature trees, spacious garden settings, stone boundary walls and green open spaces. A significant level of uniformity is achieved from the use of local building materials, e.g. local grey sandstone in ashlar or coursed rubble with hand carved decoration, Scots slates, timber framed sash and case windows with plate glass.

### *Acknowledgements*

This document has been produced with the assistance of the Grange Association, a volunteer supported charity formed originally in 1974, which aims to support and protect community interests, the environment and local history of the Grange. The objects of the founding group were to promote an interest in the character and quality of life in the area; to encourage a high standard of architecture and town planning and to react to proposals affecting the area's development, to foster public amenity and to provide good relations in the community. The assistance and enthusiasm of the Grange Association have been invaluable in the production of this document.

Students and staff of the University of Edinburgh's Architectural Conservation MSc Programme have also made a valuable contribution to this document through their analysis and observations of the Grange area.

## 2. Conservation Area Character Appraisals

### **Purpose of character appraisals – why do we need them?**

Conservation area character appraisals are intended to help manage change. They provide an agreed basis of understanding of what makes an area special. This understanding informs and provides the context in which decisions can be made on proposals which may affect that character. An enhanced level of understanding, combined with appropriate management tools, ensures that change and development sustains and respects the qualities and special characteristics of the area.

*“When effectively managed, conservation areas can anchor thriving communities, sustain cultural heritage, generate wealth and prosperity and add to quality of life. To realise this potential many of them need to continue to adapt and develop in response to the modern-day needs and aspirations of living and working communities. This means accommodating physical, social and economic change for the better.*

*Physical change in conservation areas does not necessarily need to replicate its surroundings. The challenge is to ensure that all new development respects, enhances and has a positive impact on the area. Physical and land use change in conservation areas should always be founded on a detailed understanding of the historic and urban design context.”* From PAN 71, Conservation Area Management.

### **How to use this document**

The analysis of the Grange’s character and appearance focuses on the features which make the Grange special and distinctive. This is divided into two sections: **4.1 Structure**, which describes and draws conclusions regarding the overall organisation and macro-scale features of the area; and **4.2 Key elements**, which examines the smaller-scale features and details which fit within the structure. The **4.3 Astley Ainslie Hospital** site is treated as a special sub-area with its own separate analysis.

This document is not intended to give prescriptive instructions on what designs or styles will be acceptable in the area. Instead, it can be used to ensure that the design of an alteration or addition is based on an informed interpretation of context. This context should be considered in conjunction with the relevant Local Development Plan policies and planning guidance (see **5. Management** for more detailed references).

### 3. Historical origins and development

A review of the historical development of the Grange is important in order to understand how the area has evolved in its present form and adopted its essential character.

The Grange was originally known as Sanct Geilies Grange - the grange or farm of St. Giles, in whose honour a church had been built in Edinburgh as early as 854.

Prior to the 17th century, the land now covered by the Grange was largely common grazing, sloping towards Blackford Hill. William Dick, at one time the Lord Provost of Edinburgh, purchased the lands of the Grange in 1631. Two centuries later, his family became the feudal superiors of the Victorian residential development which forms the basis of the Grange Conservation Area.

#### *1825 Feuing Plan*

In 1825, Sir Thomas Dick Lauder, made land from the Grange Estate available for development. The Grange Feuing Plan of 1825, which comprised a series of parallel streets between two major roads: Grange Road to the north and Dick Place to the south, remains a core townscape element of the area. Grange Road appears on the Plan as an access road linking the estate with a new road, now Newington Road. Other streets were proposed at right angles to the main east-west axes: Mansionhouse Road, Lauder Road and Cumin Place.

#### *Cousin's 1851 Feuing Plans*

The basis of the 1825 plan was respected in David Cousin's subsequent Feuing Plan of 1851, although the regular street pattern was relieved by slightly curving streets, providing a less formal layout and interesting vistas. These included Tantallon Place, St. Catherine's Place and Dalrymple Crescent. Cousin also planned straight streets, but changed the axis very subtly to achieve an ever-changing and interesting townscape. Findhorn Place and Lauder Road are notable examples.

#### *Raeburn's Feuing Plan*

From the mid 19th century, increased demand for housing prompted Dick Lauder to commission Robert Reid Raeburn to design further feuing plans in 1858, 1864 and 1877. Under the first two plans, all available land as far south as Grange Loan was to be divided into smaller plots for individual houses set within their own private gardens. Minor variations to this pattern included a series of flatted dwellings with shops at the corners of Hatton Place. These were the only shops in Raeburn's plans. Individual or semi-detached houses in separate gardens remained the norm.

The 1877 Feuing Plan continued the established street pattern as far south as St. Alban's Road, the north side of which became the limit of the Grange. Subsequent building, after 1877, included a terrace of four houses on the south side of Hope Terrace, St. Raphael's in South Oswald Road and Fountainhall Road Church (1897), now the site of Newington Public Library.

### *Feuing Terms and Conditions*

The regulations which were imposed by the Dick Lauder family are still attached to the title deeds of all properties in the Grange. The feuing conditions detailed below illustrate that development in the Grange has always been subject to strict controls:

- all plans and elevations had to be approved in writing by the feu superior on the recommendation of the architect, and no building could commence until authorised;
- the land was to be feued for villas or dwelling houses only;
- uses other than residential were specifically prohibited;
- the height of development was restricted to two storeys and an attic;
- the siting of properties was controlled by stipulating the minimum distance of the house from the street;
- gardens were required to be planted and kept in good order;
- properties had to be enclosed with stone walls, and the walls were not to exceed eight feet in height, except by the consent of the conterminous feuars, and in no case to exceed ten feet high;
- footpaths were to be of high quality paving materials, raised above the bottom of the channel, edged with a hammer dressed kerbstone, and no wider than six feet nine inches;
- properties were to be of a minimum value, for example, at least £500 in 1851;
- a time limit of around four years was imposed on construction;
- Stables were permitted, but only to the rear of properties and not exceeding 20 feet in height;
- the sub-division of villas was regulated by the stipulation that separate entry to upper flats and attics was by an internal stair only; and
  - residents were granted the use of the streets and feuars were prohibited from causing a public nuisance or disturbing their neighbours.

### *Open spaces*

The Astley Ainslie Hospital and Grange Cemetery form the principal open spaces. Grange Cemetery was established in 1847 by the Edinburgh Southern Cemetery Company Ltd. The site was selected for its natural beauty, seclusion, freedom from pollution and close proximity to the city. David Bryce designed and laid out the

Cemetery, which comprised an open space of twelve acres with a mortuary chapel above vaults in the centre of the ground.

### *Astley Ainslie Hospital*

A chapel dedicated to St Roque, patron of plague sufferers, was established in the Canaan area, west of the Grange, in the early 16<sup>th</sup> century. Plague victims banished from Edinburgh were housed at St. Roque and administered to by religious communities including the monks of the Grange of St Giles. Archaeological remains on the site include four large cylindrical bosses, located at the base of the southern boundary wall of Southbank villa, which possibly formed part of the historic chapel.

The Canaan Estate in which St Roque's chapel lay was created at the feuing of the Burgh Muir in 1586. The collection of Biblical place names around the Canaan area, including Little Egypt, may originate from the site of a gypsy camp; the term gypsy being a corruption of Egyptian, based on a misunderstanding of their origins.

The estate was used for farming and related industries up until 1803, when the area between Grange Loan and Canaan Lane was feued out into large (c.3 acre) plots for residential development. Small country mansions or villas with private, walled grounds and extensive gardens were developed by a group of intellectuals, university professors and medical practitioners. The development of the Canaan Estate therefore prefaces the development of the main area of the Grange through the Dick Lauder and subsequent plans by 20-30 years. The current use of the site as a medical and educational establishment maintains the connection with the professions and interests of the first feuars.

By the early 20<sup>th</sup> century the site had become a nine hole golf course bordered by villas. This area was acquired under the will of John Ainslie in 1921 and became the site of the new Astley Ainslie Hospital in 1922. Most of the villas were retained and converted for hospital use, thus preserving the essential character of the earlier villa development. The distinctive butterfly-plan pavilions facing Blackford Hill were erected in the 1930s.

### *Twentieth and Twenty-first Centuries*

The character of the Grange was well established by the end of the 19th century. No major changes took place in the Grange in the first half of the 20th century apart from some notable additions in the inter-war years and the controversial demolition of Grange House in 1936, to make way for a new development of bungalows and flatted villas. The gatepiers from Grange House, surmounted by the Lauder Wyverns, were re-erected on Grange Loan, one at the corner of Lover's Loan and the other seventy yards west of Lauder Road.

Since the Second World War, development has mainly occurred within the gardens of some of the larger villas, although a small number of villas have been demolished to make way for new developments. Notable examples of inter- and post-war architecture in the Grange have been recognised by listing, and contribute to its architectural quality, including the Strathearn Road Postal Sorting Office (1919); the

Astley Ainslie Scientific Block (1929); 40-42 and 46a Dick Place (1934); 14 Kilgraston Road (1937) and 10 St Thomas Rd (1961). More recently, a number of striking contemporary extensions have added further to the evolution of the area's architecture.

### *Historical activity*

Although the Dick Lauder feuing conditions restricted non-residential uses in that part of the area, changes appeared over time, primarily introducing uses connected with health, social and community care such as nursing homes, schools/colleges, churches/community centres and a library. A certain amount of industrial activity also developed at the peripheries of the area during the 19<sup>th</sup> century, such as the William Younger & Co. Artesian Wells in Grange Loan. The evolution of the Astley Ainslie site is the only example of the development of non-residential activities on a large scale in the Grange area.

### *Summary*

The development of the Grange reflected changes to the settlement pattern and suburban expansion which occurred in Edinburgh in the mid-19th century. While the rigorous terms and conditions of the historic feuing plans controlled the standards and scale of development in the Grange, the characteristic styles of its architecture and landscape features were fashioned more by picturesque influences which became popular during the Victorian era.

A large part of the Grange was developed around 1830, when such ideas were being adopted by the growing middle class of merchants and professionals in Edinburgh who were seeking a more secluded environment in which to raise their families. The Grange had the advantages of physical separation from the overcrowded medieval city core and offered individual dwellings in a predominantly suburban setting in contrast to the tenements of the Georgian New Town. Detached or semi-detached houses within their own private gardens bounded by high stone walls provided an attractive contrast to the communal living of the central area, and the fashions and desires of property owners are reflected in the profusion of architectural styles and individual or idiosyncratic features. The outstanding quality of many of the villas is due to the insistence of the Dick Lauder family on high architectural standards. The suburb, virtually complete by 1890, represented the idealisation of country living within an urban setting.



## 4. Special Characteristics

### 4.1 Structure

- Gently sloping, south facing land
- Hierarchical grid street pattern with clearly defined blocks
- Strict formality relieved by curves and other variations
- Formal and picturesque composition
- Layout creates inward-looking, short-range and glimpse views
- Low density, rhythmic pattern of precisely sited buildings
- Gaps between buildings create space and glimpses of gardens
- Astley Ainslie Hospital and Grange Cemetery form principal public open spaces
- Boundary walls enhance formal definition between public and private

#### *Topography*

The Grange Conservation Area is situated approximately one mile to the south of Edinburgh city centre on gently sloping south facing land. The slope declines gently from an upper ridge on which Grange and Strathearn Roads are built, one of a series of glacial drumlins extending east-west from Arthur's Seat.

#### *Setting*

The conservation area is bounded by residential areas and local town centres of contrasting character on all sides: Bruntsfield, Marchmont and Sciennes to the north; Causewayside and Newington to the east; Blackford and the south suburban railway line to the south and Morningside and Churchhill to the west. The protected open spaces of Blackford Hill, Braid Hills and the Craigmillar Park Golf Course to the south provide a welcome visual contrast and amenity area.

#### *Views*

View cones defined by the Council's Skyline Study cross the Grange area although none originate within it. These include views of the city's core landmarks from the Braid Hills, Blackford Hill, Buckstone Snab and Liberton; and the reverse southward views from the Castle Esplanade. Prominent development within the Grange would therefore potentially impact in the fore- and middle ground of several key views.

Within the Grange, tall garden walls, mature trees and relatively flat topography give much of the area an inward-looking character with few longer-range views available. The exceptions are the southward vistas along Kilgraston Road, Whitehouse Loan and Blackford Avenue allowing views of the Braid and Blackford Hills. Restricted views of Arthur's Seat are also available from the north-east corner of the conservation area. Mid- and short-range views are important, framed by the grid street pattern and formal building siting. Glimpse views through the gaps between detached buildings enhance the picturesque qualities of the townscape.

#### *Development pattern*

The plan form of the Grange is the product of regulation by consecutive feuing plans which dictated the street layout, buildings, gardens, boundaries and public spaces. The intersecting street pattern is simple and uncluttered. This incorporates the classical grid pattern of Dick Lauder and Cousin's less rigid layout, and exploits the natural topography and south facing aspect.

The few areas which contrast significantly with this prevailing pattern occur principally in the areas of open space, towards the south and at the edges of the development where variations have been incorporated to provide terraced dwellings, shops and services.

### *Grain and density*

The density of development is generally very low. Dwellings on many corner sites in the Grange are sited to take advantage of the southern aspect. Houses on the north side of the street are generally situated to maximise front gardens, whereas most properties on the south side have larger rear gardens. Building line and separation are therefore of key importance.

The separation of dwellings creates a characteristic rhythm and solid-void repetition between precisely-sited structures of similar scale and massing. The spacious gardens provide an important setting for the buildings and mature trees within. The gaps between buildings are important in maintaining the dominant green character, a sense of generous space, and glimpse views of rear and side gardens.

### *Streets*

The feuing plans allowed for streets of generous proportions, with relative widths reflecting the principal and secondary routes through the development. The intersecting street pattern forms a series of clearly defined blocks. Possibly the oldest route across the area, Lovers' Loan, is preserved as a pedestrian path.

### *Spaces*

The majority of open space in the Grange is in private gardens. There are no major areas of public open space. However, Astley Ainslie Hospital, Grange Cemetery and the Carlton Cricket Ground provide welcome, open green spaces which contribute to the landscape character of the conservation area. The special characteristics of the Astley Ainslie Hospital are described at section 4.3.

Grange Cemetery retains its original sense of peace and seclusion, providing the amenity of a pleasant, formally-planned open space with lawns, flowers and mature trees. The cemetery contains a large number of fine Victorian ornamental headstones.

Situated at the corner of Grange Loan and Lover's Loan, the Carlton Cricket Ground is the other main expansive green area which contributes to the amenity and spacious nature of the Grange.

## 4.2 Key elements

- Two storey detached and semi-detached dwellings, precisely sited
- Prominent churches act as landmarks
- Generous scale and fine proportions
- Dominant architectural symmetry and verticality
- High quality sandstone ashlar and natural slate
- High rubble boundary walls, railings and hedges
- Quiet seclusion
- Public services integrated into boundary walls
- Generous private gardens and mature trees create green character

### *Scale*

Feuing requirements restricted the height of development to two storeys and an attic. Detached and semi-detached dwellings predominate. A significant proportion have been subdivided to form flats but generally retain the original footprint and height. Tall boundary walls, or in some areas railings and hedges, give a distinctive sense of scale and enclosure to the public street.

### *Building types and styles*

Property owners were given a degree of freedom in the design of individual properties, resulting in a diversity of architectural styles. Revivalist styles such as Scots Baronial, Jacobean Gothic and Italianate Classical feature prominently. Formal and picturesque dwellings of generous scale and fine proportions, precisely sited in generous feus, became the prevailing pattern. There is a clear dominance of symmetry in the composition of front elevations, as well as a strong preference for the vertical over the horizontal, created by repeating features of bays, dormers, turrets and chimneys.

Changes in housing demand towards the end of the 19<sup>th</sup> century and into the 20<sup>th</sup> created a greater variety of dwelling types, mainly at the edges of the estate. Detached dwellings become less prevalent south of Grange Loan, with greater numbers of terraced and semi-detached villas. Mid-20<sup>th</sup> century infill and replacements of earlier villas also created variety, particularly west of Blackford Avenue, with larger-footprint apartment blocks more common here.

The International Modern style was introduced to Edinburgh in the Grange with Kininmonth and Spence's 46a Dick Place of 1933. 10 St Thomas Rd by Morris & Steedman of 1961 is an important post-war contribution to the architectural quality of the area.

### *Landmarks*

Although the Grange is primarily a residential area with few public buildings, the presence of a number of churches occupying prominent locations, mostly at or near

cross-roads, contributes to the townscape character and views into and out of the conservation area.

Marchmont St. Giles (1871), originally the Robertson Memorial Church, is the most prominent single building in the Grange due to its situation in an isolated position on rising ground in Kilgraston Road at the west end of the Grange Cemetery. The c.50m spire is visible from many points across the city.

### *Materials and details*

A significant level of uniformity is achieved from the use of local building materials, despite the considerable range of building styles. The predominant materials are local grey sandstone in ashlar or coursed rubble for buildings and garden walls, with hand carved decoration; natural slate, often Scots slate, for roofs; and timber framed sash and case windows with plate glass.

### *Trees and gardens*

Private gardens dominate the landscape character of the Grange. The area contains approximately 10,000 trees of more than 120 species and its uniformity is largely dependent on this profusion of mature trees. They are valuable for their appearance and environmental benefits, such as dampening noise and providing shelter for houses and gardens against wind and frost, 'green lungs' for surrounding, less wooded areas and habitats for wildlife. Large trees are of particular importance as they partially obscure dwellings from public view.

Many of the existing trees in the Grange were planted as part of the original villa development, and the majority of the trees are over one hundred years old. Significant growth of mature trees has also happened since the end of the Second World War, once gardens were no longer needed for intensive food cultivation to support the war effort. Over 90% of trees are located in individual private gardens although there is a row of street trees which formed part of the original boundary of the estate in Sciennes Road; nine mature trees (sycamores, horse chestnuts and a lime) in Glenisla Gardens, and a few other isolated examples.

### *Streetscape*

The dimensions and finish of footpaths were specified in the original feuing conditions. Very little Caithness stone paving remains, although many of the original granite kerbs still exist. Hope Terrace is one of the few streets in the Grange which retains its original setted surface. No historic street furniture is believed to survive, although modern street lighting heights reflect the historic hierarchy of circulation.

The typical, high stone walls of the Grange add to its sense of visual and physical seclusion, and reflect the romantic ideal of country estate living. The geometric pattern of walls of mainly uniform height gives definition to the street layout and an air of formality by making a clear distinction between public and private spaces. The robustness, continuity and quality of detailing of these boundary treatments, such as gatepiers, ironwork and dressed copings, provide the public face of the more secluded, private architecture behind. Variations in boundary type, design and

material, the visual permeability of railings, gates and planting, and regular punctuation with pedestrian gates reduces the 'barrier' effect by allowing glimpse views.

Public services have been set into boundary walls wherever possible. Electricity equipment boxes as well as traditional red post boxes are tidily recessed into the masonry walls. This gives the streets of the Grange a distinctive uncluttered and spacious appearance.

Two further elements of the historic Grange House survive in Grange Loan and add interest to the streetscape; the Wyverns which decorated the gatepiers of the house, now moved from their original locations; and the remains of the Penny Well (capped in the 1940s but retaining an inscribed plaque).

### *Activity*

Uses other than residential were specifically prohibited in the original feuing conditions, and in the majority of the Grange the quiet, secluded character intended by these stipulations remains the case. However, residential uses have been gradually appended with a variety of local services and businesses, mostly focused at the edges of the area adjacent to the local commercial centres of Marchmont, Causewayside and Morningside. A number of large former villas have been converted to various institutional and commercial uses.

Population density in the Grange gradually increased during the 20<sup>th</sup> century as properties were subdivided, villas replaced with flatted developments and plots subdivided to create infill development. Demand for development of multi-occupancy blocks has continued in some areas. However population growth appears to have slowed in recent years and there may be some evidence of a reversal of the earlier trends, with subdivided houses being returned to single-family use and some infill plots being developed as single houses. Home working and a trend for extension rather than re-location has also created demand for adapted and extended residential properties.

Vehicular traffic has of course become increasingly dominant through the 20<sup>th</sup> and 21<sup>st</sup> centuries and both passive and active traffic management measures have been introduced throughout the area. Pedestrian and cycle permeability of the area is excellent, including Lovers' Loan, part of the Core Paths network, and Astley Ainslie, popular as an attractive short-cut.

### 4.3 Astley Ainslie Hospital

The Astley Ainslie Hospital site contrasts with the majority of the Grange in both use and character, being a large, open, publicly-accessible site in health/educational use with a significant element of 20<sup>th</sup> century architecture.

- Secluded site enclosed by boundary walls and formal gates
- Attractive, landscaped open space with significant mature tree cover
- Early villa and garden layout provides structure for later insertions
- Notable early 20<sup>th</sup> century healthcare buildings sit comfortably in the landscape
- High quality architecture of two contrasting types, C19<sup>th</sup> villas and C20<sup>th</sup> pavilions

#### *Topography, setting and views*

The site is relatively level with a slight slope downwards from north to south. The site is relatively secluded behind high boundary walls and planting. However, the summit and northern slopes of Blackford Hill and the Royal Observatory building are extensively in view from the site. Conversely, the site occupies a major part of the foreground of important views from Blackford Hill across the Grange and towards the city centre skyline.

#### *Development pattern, grain and density*

Evidence of the strong north-south plot divisions of the 1803 estate feuing plan remain in the current layout, with villas at Canaan House, Canaan Park, St Roque and Morelands remaining in situ. Some of their ancillary structures such as lodges, garden walls and garden sculpture survive to define the historic grain. The line of Canaan Lane also appears to have been defined by the 1803 feuing layout.

The green structure of the site consists of perimeter tree belts, internal belts enclosing separate villas and individual specimens, all of which again reflect the historic layout, even where individuals are of later origin. The main exception is the large coniferous plantation at the south side of the site. The whole site except this plantation is protection by a Tree Preservation Order.

Later development, most significantly the 1930s insertions by Auldjo, Jamieson and Arnott, although contrasting in footprint and style, generally fit comfortably within and preserve the earlier landscape structure.

#### *Scale*

The 19<sup>th</sup> century villas are mainly of 2 to 3 storeys on a compact footprint. The 20<sup>th</sup> century pavilions spread out further into the parkland setting with extended 'butterfly' plans over one or two storeys. However the generous scale of the overall site ensures that even the larger structures do not dominate their landscape setting.

### *Building types, materials and details*

The character of the 19<sup>th</sup> century villa development largely reflects that of the main body of the Grange (see sections 4.1 and 4.2). However, alterations and additions reflect their later adaptation for health care use, including evidence of shelters for outdoor recuperation at Canaan Park.

The 1930s development, beginning with the Millbank Pavilion and a series of similar butterfly pavilions, reflects the designers' intention to provide therapeutic spaces for tuberculosis sufferers, requiring access to fresh air, light and the outdoor environment. These buildings follow a general pattern of symmetrical planning with stripped classical detailing. The horizontal emphasis of deep roofs, eaves and broad dormers is counteracted by the vertical rhythm of pilasters and chimneys. Materials generally consist of harled walls, artificial stone detailing and tiled roofs.

The entrance gates at Whitehouse Loan and Canaan Lane provide important focal points. Although contemporary with the 1930s butterfly pavilions, these outward-facing features are more historicist in style, emulating Georgian architecture.

## 5. Management

### 5.1 Legislation, policies and guidance

#### Conservation areas

The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that conservation areas "are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". Local authorities have a statutory duty to identify and designate such areas.

Special attention must be paid to the character and appearance of the conservation area when planning controls are being exercised in a conservation area. Unlisted buildings require conservation area consent for demolition. Fewer types of development benefit from permitted development rights than outwith conservation areas. Proposed works to trees require notification to the Council.

#### Listed buildings

A significant proportion of buildings within the Grange are listed for their special architectural or historic interest and are protected under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. Listed building consent is required for the demolition of a listed building, or its alteration or extension in any manner which would affect its special character.

#### National policy

The Scottish Historic Environment Policy (SHEP) is the strategic statement of national policy relating to the historic environment.

#### The development plan

The Edinburgh City Local Plan sets out policies and proposals for the development and use of land in the City. The policies in the Plan are used to determine applications for development. In broad summary, the key policy areas affecting the Grange Conservation Area are:

- Design of new development DES 1, 3, 5, 11, 12
- Listed buildings ENV 2-4
- Conservation areas ENV 5-6
- Historic gardens and designed landscapes ENV 7
- Archaeology ENV 8-9
- Trees ENV 12
- Natural heritage and nature conservation ENV 10-16 [\[insert links\]](#)

The proposed City of Edinburgh Local Development Plan (LDP) contains broadly similar policies and is a material consideration in current planning decisions.

#### Planning guidance



More detailed, subject-specific guidance is set out in Planning Guidance documents. Those particularly relevant to the Grange Conservation Area are:

- [Guidance for Householders](#)
- [Guidance for Businesses](#)
- [Listed Buildings and Conservation Areas](#)
- [Developer contributions and affordable housing](#)
- [Edinburgh Design guidance](#)
- [Communications Infrastructure](#)
- Street Design Guidance - *draft to be published in 2014*
- Trees and Development [\[link\]](#)
- Gardens and Designed Landscapes [\[link\]](#)
- Guidance on Biodiversity [\[link\]](#)

In addition, a number of statutory tools are available to assist development management within the conservation area:

#### ***GPDO and Article 4 Directions***

The Town and Country Planning (General Permitted Development) (Scotland) Order 1992, amended 2012, (abbreviated to GPDO), restricts the types of development which can be carried out in a conservation area without the need for planning permission. These include most alterations to the external appearance of dwellinghouses and flats. Development is not precluded, but such alterations will require planning permission and special attention will be paid to the potential effect of proposals.

Under Article 4 of the GPDO the planning authority can seek the approval of the Scottish Ministers for Directions that restrict development rights further. The Directions effectively control the proliferation of relatively minor developments in conservation areas which can cumulatively lead to the erosion of character and appearance. The Grange Conservation Area has Article 4 Directions covering the following classes of development:

- 7 The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure;
- 38 Development by statutory undertakers for the purpose of water undertakings;
- 39 Development by public gas supplier;
- 40 Development by electricity statutory undertaker;
- 41 Tramway or road transport undertakings

## *Trees*

Trees within conservation areas are covered by the Town and Country Planning (Scotland) Act 1997. This Act applies to the uprooting, felling or lopping of a tree having a diameter exceeding 75mm at a point 1.5m above ground level, and concerns the lopping of trees as much as removal. The planning authority must be given six weeks notice of the intention to uproot, fell or lop trees. Failure to give notice will render the person liable to the same penalties as for contravention of a Tree Preservation Order (TPO).

TPOs are used to secure the preservation of trees which are of significant stature, in sound condition, and prominently located to be of amenity value to the public at large. When assessing contribution to amenity, the importance of trees as wildlife habitats will be taken into consideration. There is a strong presumption against any form of development or change of use of land which is likely to damage or prejudice the future long term existence of trees covered by a TPO. The removal of trees for arboricultural reasons will not imply that the space created by their removal can be used for development.

TPOs in the Grange [\[map link\]](#)

Heritage Trees in the Grange [\[map link\]](#)

## *Landscape and Biodiversity*

The Council has an obligation to take account of the impact of development on species protected by legislation and international commitments. The Nature Conservation (Scotland) Act 2004 places a duty on all public bodies to further the conservation of biodiversity as far as is consistent with their functions. The conservation area contains no nature conservation designations but its rich garden landscape and open spaces at Grange Cemetery and Astley Ainslie give it a high amenity and biodiversity value. The area is bounded to the south by the Blackford Hill/Braid Hills/Craigmillar Park Golf Course area which is protected by a range of local and national landscape and natural heritage designations including an area of great landscape value, local nature reserve, areas of ancient woodland, and a site of special scientific interest (SSSI). [\[map links\]](#)

The Grange Conservation Area contains no landscapes included in the national Inventory of Gardens and Designed Landscapes. [\[link\]](#)

## *Archaeology*

The conservation area contains no scheduled monuments of national significance, the nearest being the Blackford Hill fort and settlement to the south. The Astley Ainslie site contains an area of archaeological potential based around the site of the medieval chapel and plague burial ground of St Roque.

## 5.2 Pressures and sensitivities

The following pressures are associated with development proposals which conservation area designation, together with the statutory and non-statutory policies of the Council, are designed to manage.

### *Architectural unity*

While the original feuing plans of the area contained a wide variety of architectural details and styles, often influenced by contemporary fashionable architects, there was an architectural unity which resulted from the strict feuing conditions and the consistent use of similar materials. Prior to conservation area designation, the architectural unity of the Grange was eroded in places by inappropriately scaled, flatted developments using poor quality materials.

Despite making the most significant contribution to the character of the conservation area, detached and semi-detached houses in the Grange make up less than 25% of the total number. There may be continuing pressure for the demolition of certain villas and redevelopment of the grounds for purpose-built flats, and the development of empty feus or parcels of garden land. Concern has been raised regarding the use of contrasting, non-traditional materials and design in contemporary new-build and extensions.

*Recommendation: The unity and quality of the architecture of the Grange creates a need for a sensitivity of approach to any intervention. The Edinburgh Design Guidance advises that both traditional and contemporary approaches to design and materials may be considered acceptable in a conservation area, providing the result is of appropriate quality. The scale, mass and form of an intervention are usually greater factors in its success or failure to respect the character of the area than details of style or material. Design of interventions should be based on a sound understanding of context.*

### *Development of villa grounds*

A major pressure is on the setting of villas, garden space and boundary walls and the loss of mature trees through extensions to existing property and the erection of new developments within villa grounds.

Key elements of the area's special characteristics are potentially at risk through such development, such as the separation/distinction between buildings and the important gaps between them. This type of development may also risk the creation of uncharacteristic expanses of hard-landscaping, loss of green landscaping and trees.

*Recommendation: Townscape gaps, glimpse views of gardens and the characteristic separation of buildings should be carefully considered in proposals for side extension or development of garden areas to avoid amalgamation of plots or the creation of a terraced effect where this is not the distinctive character.*

### **Boundary treatments**

The historic boundary treatments of the area contribute to a sense of privacy and seclusion that remains sought-after in modern development. However, the use of long expanses of completely opaque boundaries and gates can alienate properties from the street and create a fortified, unwelcoming character. Historic boundaries tend to retain a degree of visual permeability through the use of railings, gates or planting or through intermittent, relatively narrow openings such as pedestrian gates and secure viewing panels.

*Recommendation: Where alterations to existing boundaries or the creation of new boundaries are being considered, a balance should be retained between the strong character of solid boundaries creating privacy, and the visual relief provided by limited openings and variations in treatment.*

Conversely, traditional boundaries no longer exist in some areas, particularly in relation to 20<sup>th</sup> century multi-occupancy residential or commercial buildings which require larger vehicle openings and expanses of hard landscaping for car parking or communal facilities. The traditional divisions between public and private, and the quality of the buildings' setting, have been eroded in these areas.

*Recommendation: These sites would benefit from the introduction or reinstatement of narrower openings and more formal boundaries which would help to define both the public street edge and the private grounds. Signage in relation to access to and management of multi-occupancy sites also requires sensitive design.*

### **Loss of mature trees**

Several factors have led to the reduction of mature trees in the Grange. While a significant percentage of trees was lost during the outbreak of Dutch Elm disease, others have been removed to facilitate parking or extensions, or have been subjected to lopping. Not only does lopping produce poor aesthetic results, especially in winter when there is no foliage to disguise the form, but the tree is left exposed to invasion by disease and rot. There has also been a tendency to plant small trees, such as cherries, rowans and crab apples, which fail to provide the appropriate scale, shelter and natural habitat of the larger species.

*Recommendations: Proper management of trees requires collaboration between the planning authority and owners if the most important specimens of various species are to be preserved. The gradual renewal of trees should be designed to preserve scale and variety. Proposals to plant, cut back or remove trees must be considered for the impact on the overall appearance of the Grange, to ensure that the fine townscape of the original feuing plans is preserved. It is also important to consider the whole environment of shade, protection from the elements and noise reduction. Above all, the character of trees in the Grange, i.e. freely growing and fully expressive of their individuality, should not be compromised.*

*The following measures could assist this process:*

- *appropriate planting should be encouraged in areas which have lost a substantial number of large trees, particularly on corner sites where large trees could easily be accommodated;*
- *tree thinning should be promoted as an alternative to lopping in order to preserve the character and outline of the tree;*
- *if large trees cannot be salvaged without unacceptable loss of form and character, they should only be replaced with similar species;*
- *replacement trees should be selected to form strong, but unobtrusive settings for individual houses and contribute to an integrating framework for the whole area; and*
- *framework trees should be broad-leaved, long lived, hardy, and interesting in form. They should be in scale with and provide a setting for the buildings.*

### **5.3 Opportunities for development**

Small-scale development opportunities for infill or replacement may arise, and the issues connected with these are discussed above. The only major opportunity site likely to arise within the conservation area is the Astley Ainslie Hospital. The site's owners, Lothian Primary Care NHS Trust, may develop plans to re-organise or relocate hospital facilities within or outwith the site. Development here has the potential to significantly affect the character of the site itself and that of the wider area. The Council has produced a Planning Brief addressing the key considerations for the site [\[link\]](#).

### **5.4 Opportunities for planning action**

Conservation area boundaries: the boundaries have been examined through the appraisal process. They are considered to encapsulate the special character of the Grange and no changes are proposed at present. A future review of the Causewayside and Morningside Road areas may result in recommendations for amendments to adjoining conservation area boundaries which may in turn affect the Grange boundary. However this would be addressed in the justification for any proposed changes to those areas adjoining the Grange.

### **5.5 Opportunities for enhancement**

Sciennes Road – the strip of open space with mature trees and shrubs on the south side of the road, opposite the Royal Hospital for Sick Children and Sciennes Primary School, would benefit from enhanced landscaping and planting, and repairs or improvements to its boundary fencing. Its potential as an area of accessible amenity space should be investigated.

Grange Cemetery – a number of containers and portakabins detract from the special character of the cemetery. The area would benefit from the development of a more sensitive solution for storage and management of cemetery maintenance.

DRAFT

## 6. Sources

### *Print*

Cant, Malcolm, *Marchmont, Sciennes and the Grange*, Malcolm Cant Publications, 2001

Gifford, McWilliam & Walker, *The Buildings of Scotland: Edinburgh*, Penguin, 1984

Grange Association, *The Grange, A Case for Conservation*, 1982

Harris, Stuart, *The Place Names of Edinburgh*, Steve Savage, 2002

Smith, Charles J., *Historic South Edinburgh (Volume 1)*, Charles Skilton Ltd, 2000

### *Web*

PAN 71, Conservation Area Management [\[link\]](#)

Edinburgh Skyline Study [\[link\]](#)

Scottish Neighbourhood Statistics [www.sns.gov.uk](http://www.sns.gov.uk)

The Grange Association <http://gaedin.co.uk/wp/>

# Planning Committee

**10:00am, Thursday, 27 February 2014**

## Attendance at Planning in Local Government Event

<b>Item number</b>	9.1
<b>Report number</b>	
<b>Wards</b>	All

### Links

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<b>Coalition pledges</b>	P15
<b>Council outcomes</b>	CO19
<b>Single Outcome Agreement</b>	

### Mark Turley

Director of Services for Communities

Ian Tame, DA to Convenor of Planning

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# Executive summary

## Attendance at Planning in Local Government Event

### Summary

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This report outlines Council representation at the Planning in Local Government event in Newry on 6 March 2014.

Councillor Ian Perry and Councillor Sandy Howat have been invited to speak at the event to share personal experiences of working on a planning committee, the governance arrangements and some of the challenges they have faced from a personal and political level.

The event has been organised on behalf of elected representatives from Northern Ireland who are preparing for the devolution of planning matters from central to local government in 2015.

Councillor Perry and Councillor Howat have been invited as they spoke at an event in September 2013 which was held in Edinburgh and attended by elected representatives from Northern Ireland.

### Recommendations

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It is recommended that the Planning Committee approves the attendance of Councillor Ian Perry and Councillor Sandy Howat at the Planning in Local Government event on 6 March 2014.

### Measures of success

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- Strengthen links with other Councils.
- Share Edinburgh's experience of the local government planning system.
- Learn from others' good practice.

## Financial impact

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There is no fee for attending the event as Councillor Perry and Councillor Howat have been invited as speakers. Transport and accommodation costs will be covered by the event organisers. The Council will be required to meet any additional subsistence costs.

## Equalities impact

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Not applicable.

## Sustainability impact

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Arrangements will be made in accordance with the Council's Sustainable Travel Plan.

## Consultation and engagement

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Not applicable.

## Background reading / external references

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None.

## Mark Turley

Director of Services for Communities

## Links

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<b>Coalition pledges</b>	P15 - Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors
<b>Council outcomes</b>	CO19 – Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards.
<b>Single Outcome Agreement</b>	
<b>Appendices</b>	none